

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT  
 RAPPORT

Our File/N/Réf.           **25 12-96-P41701**  
 Your File/V/Réf.

DATE                        10 September 1996

TO/DEST.                 Co-ordinator  
                               Corporate Services and Economic Development Committee

FROM/EXP.                Environment and Transportation Commissioner

SUBJECT/OBJET         **HIGHWAY #417 WESTBOUND SHOULDER BUS LANE -  
 MOODIE DRIVE TO EAGLESON ROAD  
 JEANNE D'ARC BOULEVARD WESTBOUND RAMP  
 MODIFICATION**

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**DEPARTMENTAL RECOMMENDATIONS**

**That the Corporate Services and Economic Development Committee and Council approve:**

- 1. The construction of the Highway 417 westbound shoulder bus lane from Moodie Drive to Eagleson Road and the construction of the widening of the Jeanne D'Arc Boulevard westbound on-ramp to Highway 17 at an estimated cost of \$1,577,600;**
- 2. Entering into an agreement with the Ministry of Transportation of Ontario for the construction of the Highway 417 westbound shoulder bus lane and the Jeanne D'Arc Boulevard westbound ramp modification;**
- 3. The transfer of funds in the amount of \$800,000 from Central Area Transitway Interim Improvements (942-30609) to Transit Priority Measures (942-30630).**

**BACKGROUND**

During 1991, the Ministry of Transportation Ontario (MTO) constructed, at the request of the RMOC, a westbound shoulder bus lane on Highway 17 from Montreal Road to Blair Road. The lane was opened in September 1991. In the fall of 1992, the westbound shoulder bus lane was extended from Champlain Street to Montreal Road. This shoulder bus lane is used by OC Transpo buses during the morning peak traffic period, is very successful and has improved transit service and reliability for the eastern urban area transit users.

The shoulder bus lane was constructed at no cost to the RMOC as a 'pilot project' of the MTO.

In 1995, the MTO constructed at the request of the RMOC, an eastbound shoulder bus lane on Highway 417 from Eagleson Road to Moodie Drive. The lane was opened in November 1995, and is being used by OC Transpo buses during the a.m. peak hour traffic period. The eastbound shoulder bus lane has proven to be very successful by improving bus service travel times, reliability and reducing OC Transpo operating costs.

In consideration of the demonstrated success of these shoulder bus lanes, the Department has requested that the Ministry construct the westbound shoulder bus lane on Highway 417 from Moodie Drive to Eagleson Road. This lane will improve transit operations from Moodie Drive to Kanata. The limits of this project are illustrated on Sketch RT-2236.

Included in the Ministry's contract for the construction of the Highway 417 westbound bus shoulder lane is the widening of the Jeanne D'Arc Boulevard westbound on-ramp to Highway 17. Construction will extend the existing bus shoulder lane easterly to the Jeanne D'Arc Boulevard/ramp intersection. This modification to the ramp will alleviate the existing morning peak hour congestion and delay problems that OC Transpo is experiencing at this location.

#### DISCUSSION

The Ministry has indicated that the estimated cost to construct the westbound shoulder bus lane and the Jeanne D'Arc Boulevard ramp modification is \$1,577,600 including G.S.T. The rehabilitation of the Ministry's Canadian National Railway (CNR) structure will be included in this project, and will be paid for by the Ministry.

MTO staff have indicated that the shoulder bus lane construction is eligible for transit subsidy at 50%. MTO will pay 100% of the CNR structure rehabilitation.

It will be necessary to enter into an agreement with the Ministry for this work.

#### EXPENDITURE JUSTIFICATION

The construction of the Highway 417 westbound shoulder bus lane and the Jeanne D'Arc Boulevard westbound ramp modification are expected to reduce westbound bus travel times, improve bus service reliability, promote transit and reduce OC Transpo operating costs. The implementation is intended to enhance transit and reduce automobile use.

#### CONSULTATION

MTO followed the Provincial Highways Class Environmental Assessment Process for this project. Following contacts with external agencies, the public and review within the Ministry, it was determined that this project will not result in any significant detrimental environmental effects.

FINANCIAL STATEMENT

	942-30630	942-30609
	\$	\$
Approved Budget to Date	2,240,000	7,339,654
Total Paid and Committed	<u>(894,971)</u>	<u>(3,125,491)</u>
Balance Available	1,345,029	4,214,163
THIS REQUEST	(1,577,600)	-
ADDITIONAL FUNDING REQUIRED	<u>400,000</u>	<u>(800,000)</u>
Balance Remaining	<u>167,429</u>	<u>3,414,163</u>

Funds are requested for transfer from Central Area Transitway Interim Improvements, Account No. 942-30609 (Reference Page 380, 1996 Capital Budget) in the amount of \$800,000 gross, \$400,000 net bringing the revised total budget to \$6,539,654 to Transit Priority Measures, Account No.942-30630 (Reference Page 175, 1996 Capital Budget) bringing the revised total budget to \$2,640,000. Encumbrance No. 9235.

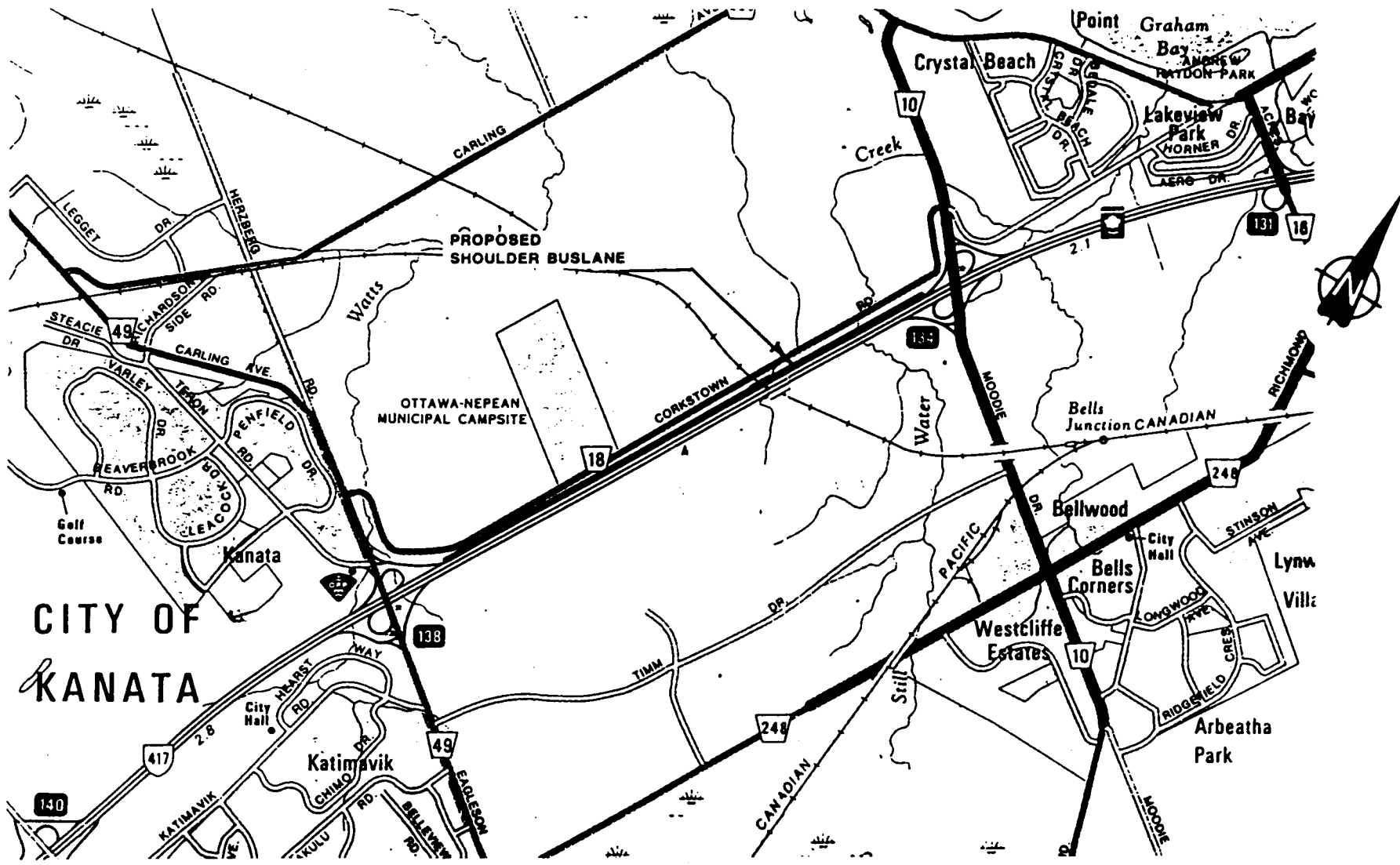
*Approved by D. Brousseau  
on behalf of M.J.E. Sheflin*

FINANCE DEPARTMENT COMMENT

Funds in the amount of \$800,000 gross, \$200,000 net are available for transfer from account 942-30609 (Central Area Transitway) to account 942-30630 (Transit Priority Measures). Subject to Council approval.

*Approved by T. Fedec  
on behalf of the Finance Commissioner*

MJR/rk



**OTTAWA-CARLETON**  
 Environment and Transportation Department

**HIGHWAY 417 WESTBOUND SHOULDER BUS LANE  
 MOODIE DRIVE TO EAGLESON ROAD  
 SCHEDULE A**

Drawn R.F. L.	Checked	Date AUG. 96	Scale N.T.S.	INFRASTRUCTURE CAPITAL DIVISION	M.J. Richards, P. Eng. Manager Transitway Projects	<b>RT-2236</b>
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