

2. FALLOWFIELD TRANSIT STATION - ROADWAY MODIFICATIONS - PUBLIC HEARING

COMMITTEE RECOMMENDATION

Having held a public hearing, that Council approve the preliminary design for the new intersections on Woodroffe Avenue and Fallowfield Road as required to serve the Fallowfield Transit Station, including associated Woodroffe Avenue safety improvements.

DOCUMENTATION

1. Director, Engineering Division report dated 17 March 2000 is immediately attached.
2. Regional Cycling Advisory Group e-mail comments dated 31 March 2000 follows the report.
3. D. Howey letter dated 3 April 2000 immediately follows the RCAG comments.
4. Extract of Draft Minute, Transportation Committee, 5 April 2000, immediately follows the aforementioned submissions and includes a record of the vote.
5. The following submissions have been received in support of the staff recommendation and are held on file:
 - a. T. Ferlotte e-mail comments dated 1 April 2000
 - b. G. Priest e-mail comments dated 1 April 2000
 - c. P. Dalkowski e-mail comments dated 1 April 2000
 - d. D. Ristau e-mail comments dated 1 April 2000
 - e. I. Shedden e-mail comments dated 2 April 2000
 - f. D. Fudge e-mail comments dated 3 April 2000

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 12-00-0026**
Your File/V/Réf.

DATE 17 March 2000

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Engineering Division

SUBJECT/OBJET **FALLOWFIELD TRANSIT STATION
PRELIMINARY DESIGN
WOODROFFE AVENUE AND FALLOWFIELD ROAD
INTERSECTIONS & WOODROFFE AVENUE SAFETY
IMPROVEMENTS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the preliminary design for the new intersections on Woodroffe Avenue and Fallowfield Road as required to serve the Fallowfield Transit Station, including associated Woodroffe Avenue Safety Improvements.

BACKGROUND

On 27 March 1996, Regional Council approved the recommendations of the Southwest Transitway Extension Environmental Assessment Study, which was subsequently approved by the Province of Ontario on 06 October 1999. The study recognized that a staged implementation of transit improvements may be necessary in the Woodroffe corridor and recommended that bus-only lanes be constructed as an interim option between Baseline Station and the Fallowfield Park and Ride (Transit Station).

The Fallowfield Transit Station will function as a terminus for the Southwest Transitway corridor until the future exclusive busway from Baseline Station to Strandherd Road via the Barrhaven Longfields development is completed.

This project will provide for the completion of Stage I of the Fallowfield Transit Station and associated operational and capacity improvements on Woodroffe Avenue (Figure 1). The implementation of this project will improve transit services to the residents of the South Urban Community, meet the objectives of the Transportation Master Plan and the Regional Official Plan and promote increased transit

ridership. OC Transpo has indicated that in combination with the proposed bus-only lanes on Woodroffe, the availability of the Fallowfield Transit Station will improve bus travel times, improve service reliability for transit users and reduce operating costs.

EXISTING CONDITIONS

Approaching the intersection with Fallowfield Road, Woodroffe Avenue crosses the Greenbelt as a two-lane rural arterial road. There is a single southbound through lane with nominal left and right turning lanes at the Fallowfield Road intersection. The Woodroffe northbound approach to Fallowfield also has a single through lane with nominal left and right turning lanes. Woodroffe Avenue continues south as a two-lane rural arterial for approximately 450 m. to Earl Mulligan Drive where there is a nominal right turn lane into the subdivision.

Fallowfield Road borders the southerly limit of Agriculture Canada lands as a two-lane rural arterial. Approaching the intersection with Woodroffe Avenue, there is a single eastbound through lane with an approximate 100 m. left turn lane and a nominal right turning lane.

There are three local bus routes, four express routes and two employment based routes which currently serve the Barrhaven community and feed to the Baseline Station.

With the implementation of the Fallowfield Transit Station, it is proposed that there will be four express routes and three employment based routes which feed through the Fallowfield Station en-route to the Baseline Station. The three existing local routes will terminate at the Fallowfield Station where they will interface with two frequent all-day routes connecting with the Baseline Station and beyond.

Recently, in the afternoon peak period, southbound through and right turning vehicular traffic on Woodroffe Avenue could not be accommodated by the existing geometry at the Fallowfield Road intersection. The effect was that each day the traffic backed up to a point north of the VIA rail high speed line resulting in vehicles stopped on the track crossing. Satisfactory resolution of this critically unsafe situation was a high priority for the Region. A combination of restricted green time at Slack Road and at Hunt Club Road and increased green time at Fallowfield Road has in the short term alleviated this problem.

PROPOSED DESIGN

The scope of the proposed work at the Fallowfield Transit Station includes a spine road connection from a signalized intersection on Fallowfield Road through the Station area to a similar signalized intersection on Woodroffe Avenue. The facility will include sidewalks, platforms, shelters, bicycle facilities, a washroom/mechanical/electrical building, Kiss & Ride and Park & Ride facilities as well as extensive lighting and landscaping. The initial Park & Ride facility will be nominal but will be phased in as dictated by funding and demand to a maximum capacity of approximately 750 spaces.

A new signalized intersection will be constructed on Fallowfield Road approximately 280 m. west of Woodroffe Avenue (Figure 2). The new intersection is for the use of buses entering and exiting the

transit station as well as for cars taking advantage of the Park & Ride facility. The intersection is also configured to accommodate cyclists locally on Fallowfield and along the station entrance road. The geometry includes a 100 m. eastbound left turn and 70 m. westbound right turn lanes. The northeast quadrant of the intersection is channelized to provide a safer roadway crossing condition for pedestrians as well as an appropriate location for new traffic plant.

This project also includes the construction of a new signalized intersection on Woodroffe Avenue approximately 260 m. north of Fallowfield Road (Figure 3). The new intersection is for the exclusive use of buses entering and exiting the transit station. A southbound right turn lane into the station access road will be developed immediately south of the VIA rail crossing which is approximately 300 m. further to the north. This long right turn lane will maximize the probability that buses will have direct, unhindered access to the station without the restriction of queued southbound traffic. There will not be any provision for a northbound left into the station at this time.

In conjunction with the work proposed for the Fallowfield Transit Station and the associated intersections, additional road widening work is proposed along the west side of Woodroffe Avenue. This work will augment the interim signal timing adjustments which have addressed the VIA rail track crossing issue and provide a higher level of confidence that this dangerous situation has been resolved.

As noted above, the original nominal southbound right turn lane into the Transit Station has been extended north to the VIA rail tracks. It is proposed that this southbound right turn lane, to be developed immediately south of the VIA tracks, be continued right through to Fallowfield Road for a total length of 500 m.. Since approximately 30% of the approach volume at the intersection turns right onto westbound Fallowfield Road, the effect is reduce the southbound queue at Fallowfield.

Considering existing volumes and a conservative five year growth index, staff have recommended that an additional 180 m. of approach through lane capacity be added to the proposal resulting in the geometry shown on Figure 3. This increment to the through capacity must be supplemented with a continuation of the two lane through capacity to Earl Mulligan Drive, some 450 m. south of Fallowfield (Figure 4). Currently, approximately 50% of the traffic approaching Earl Mulligan turns right into this subdivision, therefore in the short term, no further roadway development is required south of Earl Mulligan.

The new work on Woodroffe Avenue and Fallowfield Road will be accomplished by standard widening of the existing asphalt pavement, including shouldering, guide rails and appropriate ditching. Where possible, streetlighting will be installed on existing poles adjacent to, and in conjunction with, the new work. Some traffic signal plant in the main intersection will need to be reconfigured.

Since vehicle, pedestrian and bicycles will not be permitted to enter the station facility from Woodroffe Avenue, bicycle lanes have not been included in the work other than at the multi-modal entrance to the station at the Fallowfield Road intersection. Appropriate provision for bicycle lanes will be made in the impending design assignment for the major reconstruction of the Woodroffe/Fallowfield intersection.

PROPERTY REQUIREMENTS

The sale of the property for the Fallowfield Transit Station to the Region is scheduled to be finalized by 31 March 2000. In the event of a delay in this schedule, the existing 'Consent to Enter' will be extended to permit implementation of the proposed work. There are no further property requirements for this project.

STAGING/CONSTRUCTION SCHEDULE

The phasing of the Fallowfield Transit Station and associated works (See Figure 1) is as follows:

- Phase 1A, including the additional work on Woodroffe Avenue, is scheduled for construction in 2000.
- Landscaping for Phase 1A is scheduled for planting in Spring 2001.
- Phase 1B, including the Drivers' Washroom, is scheduled for construction in 2001.
- Landscaping for Phase 1B is scheduled for planting in Spring 2002.

COST ESTIMATE

FALLOWFIELD TRANSIT STATION

Including

FALLOWFIELD & WOODROFFE INTERSECTIONS AND ANCILLIARY WORKS

SUMMARY OF COSTS

	PHASE 1A	PHASE 1B	TOTAL
Construction	2,191,100	1,486,600	3,677,700
Utility relocations	85,500	0	85,500
Engineering & Project Management	700,600	570,300	1,270,900
Project Contingency & Taxes	367,700	254,000	621,700
TOTAL	3,344,900	2,310,900	5,655,800

Phase 1A totals reflect the approved 2000 Budget and does not include property costs. Phase 1B totals are pending approval of the 2001 Budget.

CONSULTATION

Extensive public and agency consultation was carried out as an integral part of the Environmental Assessment process for the Southwest Transitway Extension and the functional design process for the Fallowfield Transit Station.

Notice of the Public Hearing for the proposed intersections and widenings on Woodroffe Avenue and Fallowfield Road has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks, commencing 10 March 2000.

Regional Cycling Advisory Group (RCAG)

The following (para-phrased) comments were received from RCAG following the design circulation.

The lack of cycling facilities on Woodroffe Avenue is acceptable because:

- (a) the proposed roadwork is temporary, and full cycling facilities will be provided with the reconstruction of the Woodroffe/Fallowfield intersection;
- (b) priority must be given to constructing additional lane capacity to alleviate the potential for traffic queued at the intersection to back up and block the railway crossing to the north. This results in inadequate width for a cycling facility between the travelled road edge and the guide rail protecting the existing hydro poles;
- (c) there is presently an absence of any existing cycling facilities along the development site and to the north as far as West Hunt Club Road.

Bicycle lane markings at the entrance to the transit station reinforce the presence of cyclists entering the station, but may not be necessary for cyclist operations. We recommend that the bicycle lane markings be eliminated in favour of widened curb lanes.

The bicycle parking lockers/stands should be situated as close as possible to the bus platforms. We recommend that the lockers be located on the east side of the access driveway, north of the future interior street. A depressed curb will permit direct access to the bicycle parking. The bike lockers should be visible from the main access driveway for security reasons.

Approved by
J. Miller, P.Eng.

JM/PSC/ln

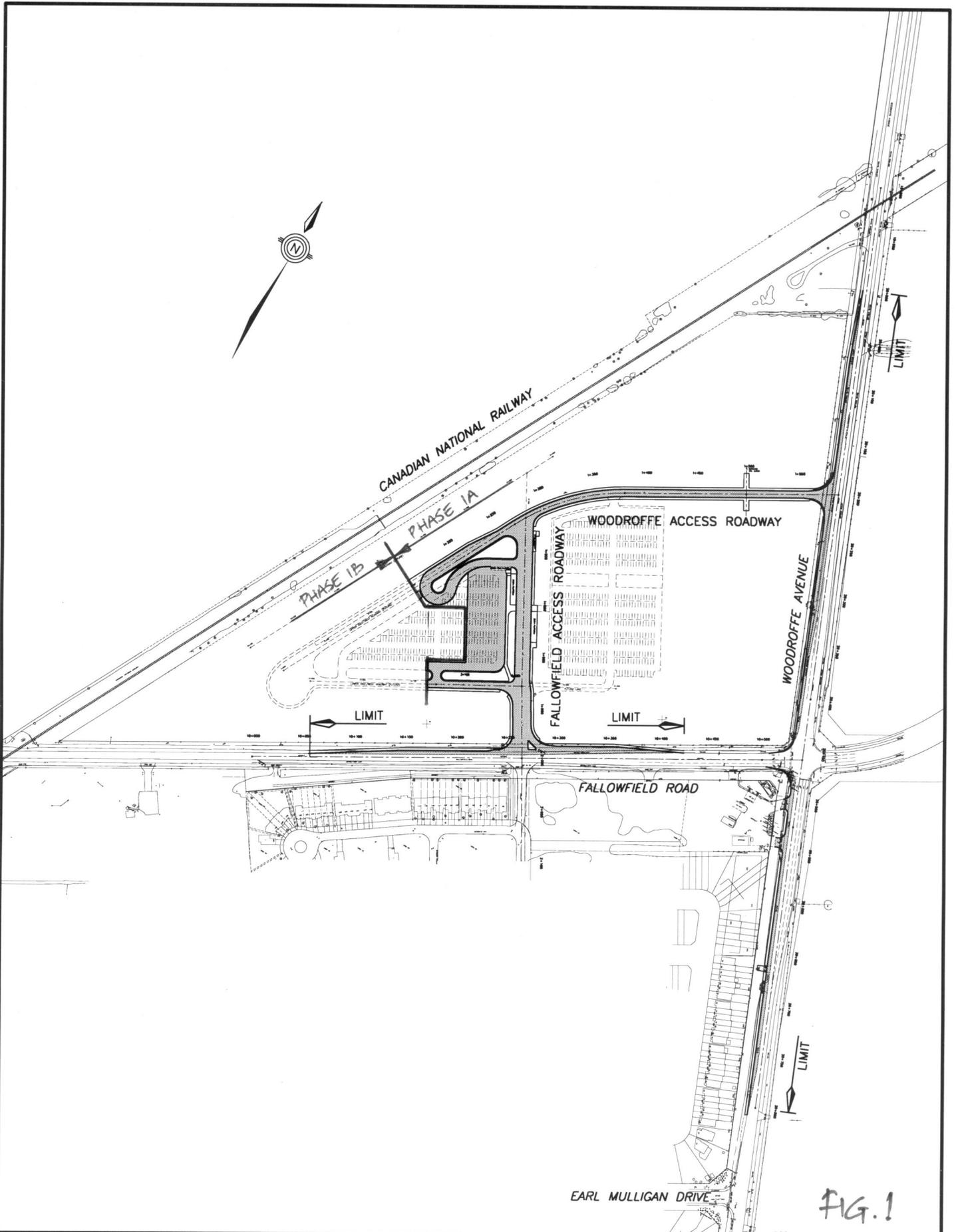


FIG. 1

FALLOWFIELD TRANSIT STATION
GENERAL LAYOUT

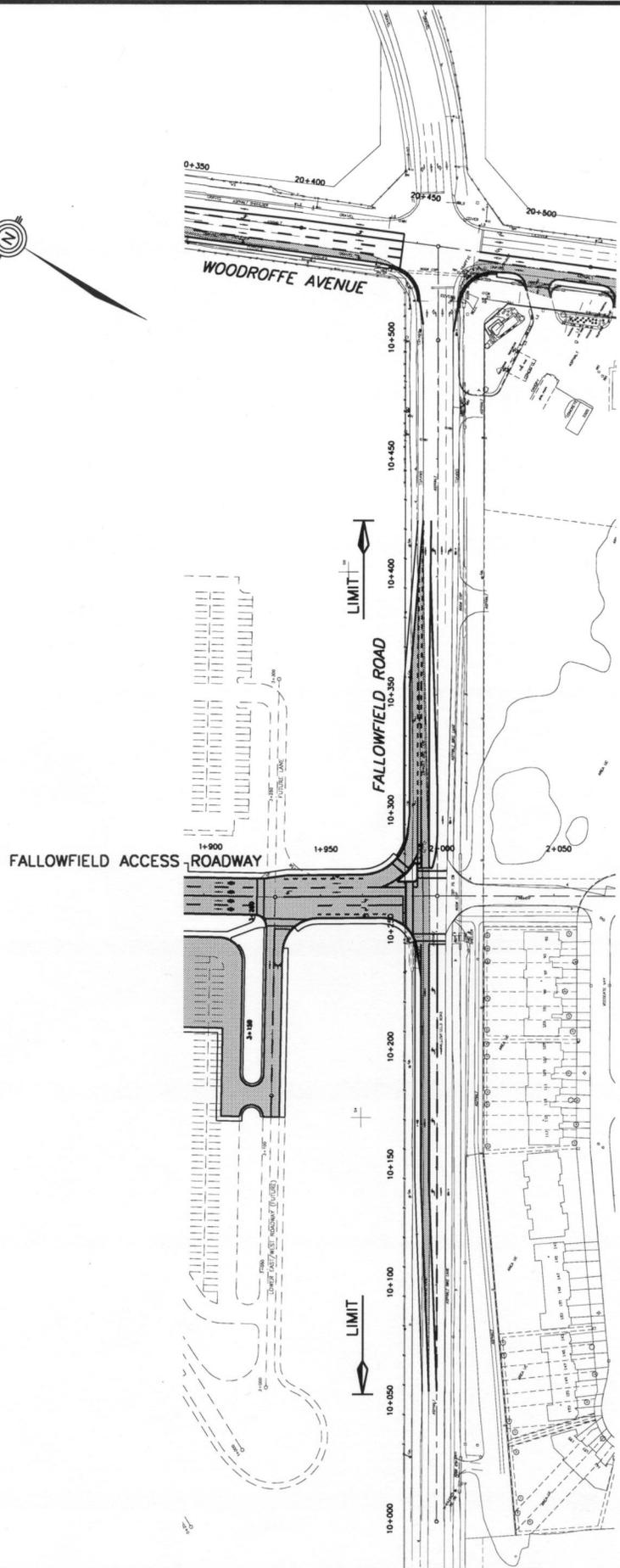
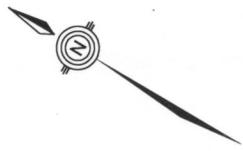


FIG. 2

FALLOWFIELD TRANSIT STATION
FALLOWFIELD ACCESS ROADWAY INTERSECTION

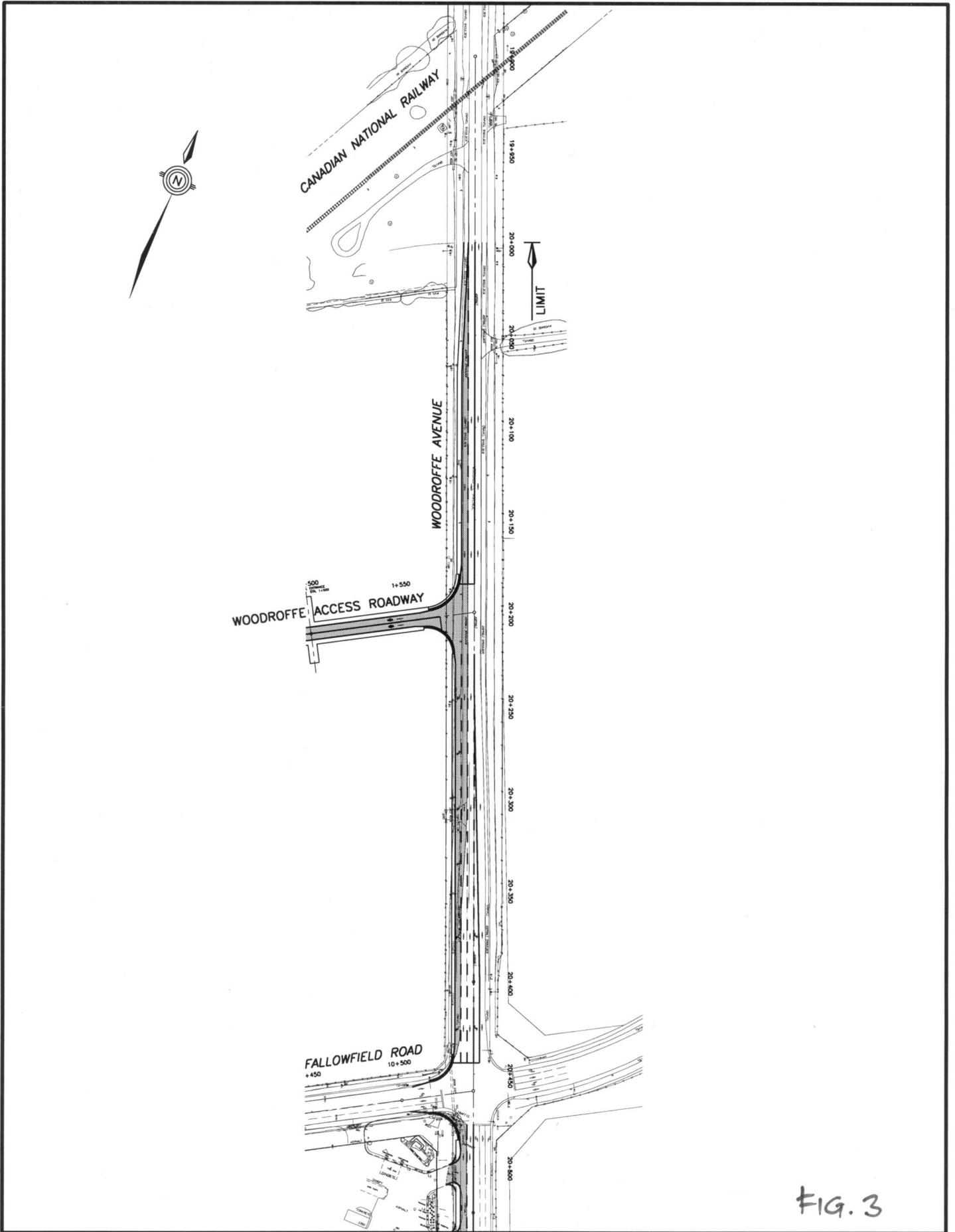


FIG. 3

FALLOWFIELD TRANSIT STATION
 WOODROFFE ACCESS ROADWAY INTERSECTION AND WIDENING

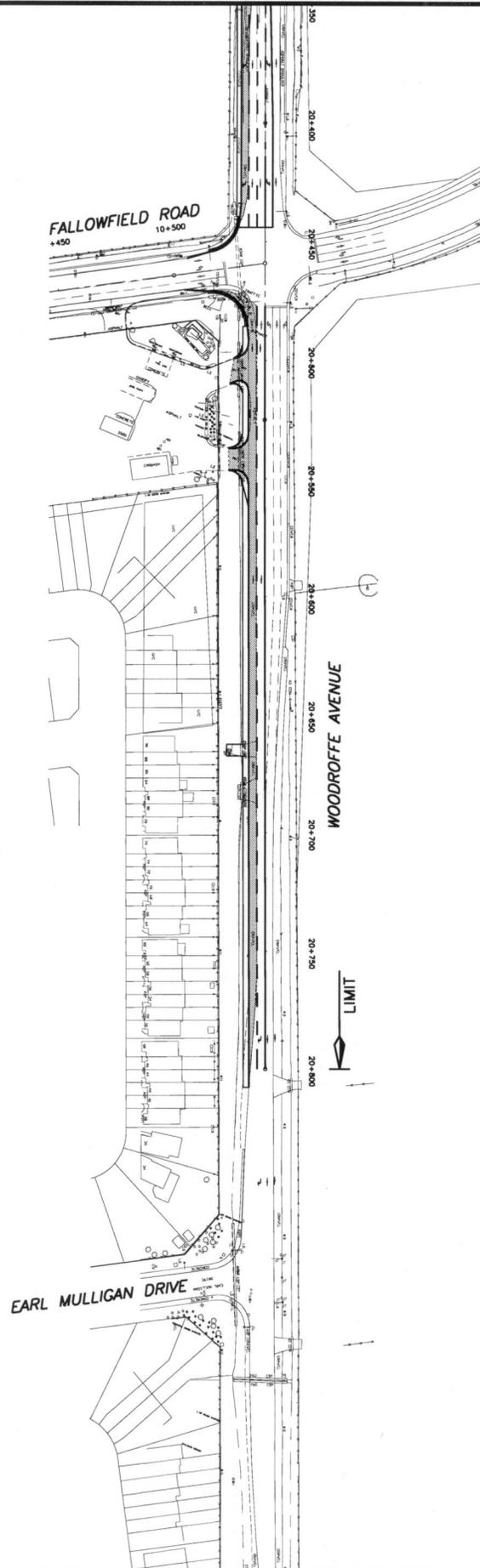


FIG. 4

FALLOWFIELD TRANSIT STATION
WOODROFFE AVE. WIDENING - FALLOWFIELD RD. TO EARL MULLIGAN DR.

Nelson, Rosemary

From: Peter McNichol [peter.mcnichol@ocmtech.com]
Sent: Friday, March 31, 2000 3:23 PM
To: 'Rosemary Nelson (RMOC)'
Cc: 'Robin Bennett (RMOC,RCAG)'; 'Peter Sympatico'
Subject: FW: Bicycle Facilities - Woodroffe/Fallowfield

REFERENCE ITEM 2, TRANSPORTATION COMMITTEE AGENDA OF
5 April 2000

The comments from RCAG appearing in the document were
incorrectly transferred into the report.

Correction:

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Bicycle lane markings at the entrance to the transit station are NOT
appropriate to reinforce the presence of cyclists entering the station.

Bicycle lane marking should NEVER be used to indicate the presence
of cyclists. Bicycle lane marking must only be used when they benefit
the cyclists. The bicycle lanes as drawn in the original drawings, as
submitted to RCAG, were too short to be of any functional use and they
put the cyclists in the wrong location to access the bus terminal. Therefore
the bike lanes, as drawn, would actually have been HAZARDOUS to cyclists.

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The recommendation that widened curb lanes be used is appropriate. All other RCAG comments appearing stand as is.

Sincerely,

Peter McNichol
RCAG Chair

1205 Cobden Rd.,
Ottawa, Ont.,
K2C 2Z4
3-4-2000

Mr. Al Loney,
Chairperson of Transportation Committee
and members of this Committee,
Regional Municipality of Ottawa-Carleton,
111 Lisgar St.,
Ottawa, Ont.,
K2P 2K7

Request for Assent of Funding/Approval
to Plans and Specifications/Modifications
to Woodroffe Ave., Fallowfield Rd./Interior
Areas of Barrhaven to Facilitate Transitway
(Busway) from Barrhaven.

I hereby request that this item which appears before
you for consideration on your agenda of April the
5th be abandoned as the costs do not warrant an
expenditure of this magnitude to facilitate the
movement of people from this area in order to save
a total travel time of two to three minutes downtown,
is ludicrous. or for that matter to any other areas
within this region. Should the reasoning be that
people won't transfer in order to reach their final
destination that is also ludicrous.

Every major city has various transfer points where
people change from bus, trolley bus, streetcars, lite-rail,
commuter rail, inter city bus and rail services. Unfortunately
we have failed to adopt a system of intermodality
In order to convert the present Transitway (Busway)
system to any other useable system would entail an
expenditure of approximately three hundred to four hundred
million dollars and I am being very conservative.

Our transportation planners have led us down the

P. 2

wrong garden path and it is now in your hands to put a stop to the wanton speeding of O C Transpo.

To you my elected official with a vision to the future of this great region I believe we will be travelling not only by bus, yet by other means whether it be all electric, hydrogen, diesel electric, etc.
Thank you!

C. C. Regional
Chairperson R. D. Howley
Mr. B. Chiarelli

2. FALLOWFIELD TRANSIT STATION - ROADWAY MODIFICATIONS

- Director, Engineering Services report dated 17 Mar 00
- RCAG comments dated 31 Mar 00

Staff provided an overview of the report. A copy of their powerpoint presentation is held on file. With respect to the proposed bicycle lanes on Fallowfield, Paul Clarke, Project Manager, agreed with the comments submitted by the Regional Cycling Advisory Group that the dashed lines delineating those lanes should not be shown. Instead, the curb lane would be widened to accommodate cyclists.

Councillor Cantin asked whether the station will be able to accommodate light rail if and when such service is extended to Barrhaven. The Environment and Transportation Commissioner confirmed the station will be able to accommodate light rail. Regardless of whether these roads are widened or rail is provided, the councillor questioned whether the safety improvements proposed for Woodroffe Avenue are still necessary. Mr. Sheflin replied to the affirmative. He explained that staff are very concerned that a vehicle can get trapped on the railway tracks and a collision there would be fatal. They have done everything they can in an interim basis, but the signs are not always obeyed. In response to a question posed by the councillor, staff confirmed that widening the throat at Woodroffe and Fallowfield would eliminate the danger of vehicles backing up on the tracks. The Director of Engineering, Jim Miller, added that staff have analyzed this thoroughly and have examined other options to address this issue, including very sophisticated signalling technologies. He maintained that the proposed safety improvements will correct the problem, emphasizing that this is an immediate concern that must be addressed.

Councillor Cantin referred to the Armoury on Tache Boulevard in Hull where a similar situation exists. He noted that a flashing amber signal on the east side of the track heading westbound, turns red approximately 10-15 seconds before the signal at Montcalm Boulevard turns red, thereby creating a stop line for motorists *before* the track. He wondered whether staff have examined this type of signal for Woodroffe. Jim Bell, Manager, Traffic Operations, confirmed that staff have examined that option. However, the difficulty with such signalization is that the trains are travelling at 90 km/h and to activate the signals, several minutes are required for advanced detection of the train. There are only about 17 seconds between the time the railway crossing signs come down and the train crosses Woodroffe Avenue. The detection would have to originate from the VIA signalling devices at Merivale and Slack and be fed back to the Woodroffe and Fallowfield crossing points, which would cost several hundreds of thousands of dollars. He stressed that in this particular situation, the signals would have to be failproof to ensure no cars become trapped on the railway tracks.

Extract of Draft Minute
Transportation Committee
5 April 2000

The councillor thought this type of signal was something that should be explored further, noting that over the long term, the expenditure will be a minimal expense, compared to a grade-separated crossing, which may be an eventuality.

Dick Howey submitted a letter dated 3 April 2000 requesting the cessation of this project because the costs do not warrant an expenditure of this magnitude to facilitate the movement of people from this area. He believed there were ample transfer points already existing to accommodate transit users. Further, there will be other, less costly modes of transportation used in the future, including light rail and hydrogen-powered buses. He was in favour of light rail to move people and he did not want to spend millions of dollars on something that may turn out to be a white elephant in the long run.

Councillor Cantin inquired of Mr. Howey that should the Region not invest in the park and ride/transit station at this location and should light rail be expanded to this area, how would people be brought in to the rail stop. Mr. Howey informed the councillor there used to be a railway station further north and east of Woodroffe where a farm currently exists and he believed that is where the station should go.

Chair Holmes thanked Mr. Howey for his comments and advised that the Region is looking into different kinds of engines and fuels systems for transit such as hydrogen-powered buses. Councillor Cantin indicated there was also a natural gas bus being used in Quebec City and suggested OC Transpo might be able to bring one of those units here for testing. The Commissioner acknowledged there is ongoing and extensive research with respect to these particular vehicles.

Councillor McGoldrick-Larsen relayed some of the comments she had received from residents, noting there is support for the roadway modifications. One person in particular stressed the need to widen Woodroffe Avenue to four lanes now, particularly in view of the growth in south Nepean. She noted that 40% of the employees of JDS Uniphase on Merivale Road take public transit, making them the highest percentage of employees to do so in Ottawa-Carleton. Based on the experience at other stations, once the park and ride lot is established, more people will be attracted to transit and OC Transpo will be conducting a marketing campaign to attract more ridership from south Nepean. She believed that OC Transpo's plan to provide increased service and improved reliability will further attract more riders. With respect to the safety improvements on Woodroffe, she believed it would be logical to do them at the same time as the modifications related to the transit station.

Extract of Draft Minute
Transportation Committee
5 April 2000

Councillor Doucet was somewhat nervous about this project because of the size of the roads; he believed that even with the modifications these roads will be at capacity in a few years time and then there may be a need to widen those roads. He concurred with the comments made by Councillor Cantin with respect to the effectiveness of the signal at Tache Boulevard in Hull, noting a similar signal could be installed on Woodroffe at a fraction of what it might cost to provide the proposed safety improvements. Staff clarified that those improvements will cost in the order of \$400,000 which compares very closely to the signal work suggested by Councillor Cantin. When the whole area is improved, however, they would no longer be necessary.

Councillor Cantin disputed this last comment and questioned whether there is a proposal in the future for a grade separated railway crossing on Woodroffe. Staff advised that such a facility is not identified in the 10 year capital program. The councillor was of the opinion that regardless of how many lanes are added to Woodroffe, there will still be motorists stopping on the tracks during periods of congestion. And, in the long term, unless there is a grade separated crossing, the signals would be very useful in stopping motorists from being caught on the tracks. J. Bell added that VIA is reluctant to implement such an application at this location because of the costs and due to the speed at which the trains travel and the definite possibility of motorists stopping on the tracks.

Chair Holmes suggested staff report back on the pros and cons of providing that signal.

Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary design for the new intersections on Woodroffe Avenue and Fallowfield Road as required to serve the Fallowfield Transit Station, including associated Woodroffe Avenue safety improvements.

CARRIED