

1. BASELINE ROAD - SOUTH SIDE BUS BAY CLOSURES

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

1. **Approve the preliminary design for the permanent closure of the bus bays at the intersections of Baseline Road and Farlane Boulevard, Zena Street and Marson Street as illustrated on Drawing No. RT-2353, subject to a public hearing if required;**
2. **That the Transit Services Committee consider moving the bus stop at Farlane and Baseline to the west corner from the east corner;**
3. **That staff examine the feasibility of creating a bonafide acceleration lane at the intersection of Baseline and Farlane and consider moving the bus stop to another location.**

DOCUMENTATION

1. Director, Engineering Division report dated 23 Sep 98 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 4 Nov 98 to be distributed prior to the Council meeting and will include a record of the vote.

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 12-98-R016**
 Your File/V/Réf.

DATE 23 September 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Engineering Division
 Environment and Transportation Department

SUBJECT/OBJET **BASELINE ROAD - SOUTH SIDE BUS BAY CLOSURES**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. approve the preliminary design for the permanent closure of the bus bays at the intersections of Baseline Road and Farlane Boulevard, Zena Street and Marson Street as illustrated on Drawing No. RT-2353;**
- 2. authorize the initiation of the Public Hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

In late 1994, six existing bus bays on both sides of Baseline Road between Merivale Road and Fisher Avenue were closed on a temporary basis, while still maintaining the accesses to the private properties abutting the temporary bus bay closures. This was done as a pilot project to evaluate the operational improvements that OC Transpo would achieve by eliminating the delays that buses were experiencing when leaving the bus bays to re-enter the traffic stream, and to determine any associated impacts on other traffic operations. The results of the evaluation show that the removal of the bus bays contributed to a higher quality transit service and improved bus system reliability without measurable safety or delay consequences to other traffic. In addition, an analysis of traffic accidents in the vicinity of the temporary bus bay closures has not revealed any potential safety issues or any significant deterioration in the level of service for other traffic.

On 23 September 1998, Council approved guidelines for the installation and removal of bus bays on Regional Roads, which support the Transit Priority objectives of the Region's Transportation

Master Plan. These guidelines were developed on the basis of the experience gained from the Baseline Road pilot project. In accordance with the criteria set out in these guidelines, conditions at these locations on Baseline Road, between Fisher Avenue and Baseline Road, indicate that bus bays are not required.

DISCUSSION

The pilot project has proven to be successful and in accordance with the guidelines for the removal of bus bays, it is recommended that the three temporary bus bay installations at the intersections of Baseline Road and Farlane Boulevard, Zena Street and Marson Street, be removed and permanent closures of the bus bays be constructed as generally detailed on Sketch RT-2353 attached.

The construction of the proposed permanent bus closures will also provide the opportunity to undertake minor roadway geometric modifications at these intersections to facilitate the side street right-turn movement into the nearside Baseline Road lane, improve sidewalk alignments and install permanent bus stop and shelter platforms at these locations. The driveways to the private properties located within the bus bay closure limits will be reconstructed to standards similar to those that exist at all the other entrances along Baseline Road.

COST ESTIMATE

The following cost estimates are at a preliminary design level stage and are provided for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u> \$
Construction	57,000
Engineering	7,500
Utilities	<u>5,000</u>
Total	<u>70,000</u>

ENVIRONMENTAL ASSESSMENT

Regional Road modifications required to provide localized operational improvements are identified as Schedule 'A' projects under the Environmental Assessment process for municipal road projects. This proposed undertaking is limited in scale, will not result in greater traffic or any adverse environmental impacts.

Schedule 'A' projects are deemed to be approved projects and, as such, subject to all other approvals, the proponent may proceed to the design and construction stages for the proposed works without further reference to the Class Environmental Assessment Planning and Design process.

CONSULTATION

Residents of the Fisher Heights community have been made aware of the proposal to permanently close the three bus bays, and the public hearing process will provide them and the general public with the opportunity to raise concerns or provide input.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY COMMITTEE

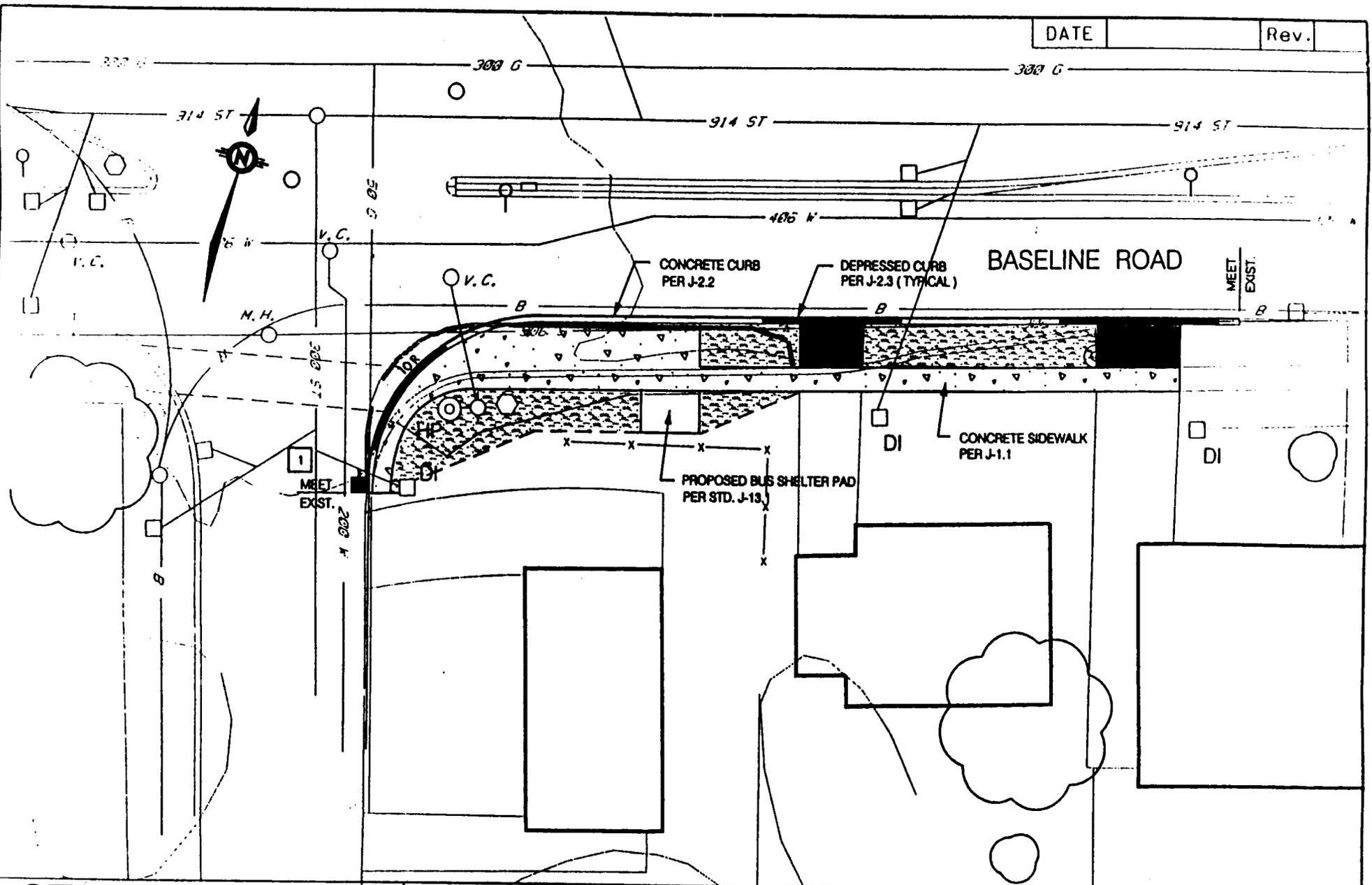
The preliminary design drawings for the proposed permanent closure of the bus bays have been reviewed by the Regional Cycling Advisory Group (RCAG). According to RCAG, roadways without bus bays create less chances for conflicts between cyclists and buses, and therefore they support this initiative.

*Approved by
Jim Miller, P.Eng.*

MJR/rk

DATE

Rev.



OTTAWA-CARLETON
 Environment &
 Transportation Department

BUS BAY CLOSURE LOCATIONS
 FARLANE BLVD., ZENA STREET, MARSON STREET.
 PROPOSED BUS BAY CLOSURES. TYPICAL LAYOUT.

Drawn R.B.H.	Checked M.J.R.	Date SEPT. 98	Scale N.T.S.
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ENGINEERING DIVISION

W. Bennett, P.Eng.
 Manager Transportation Projects

RT - 2353