

Our File/N/Réf. 14-8-2000
Your File/V/Réf.

DATE: 12 May 2000

TO/DEST: Co-ordinator, Transit Services Committee

FROM/EXP. General Manager

SUBJECT/OBJET: **TRANSPLAN 2000 – SOUTH NEPEAN AND KANATA**

DEPARTMENTAL RECOMMENDATION

That the Transit Services Committee recommend the Transit Commission approve the service plans for Kanata and South Nepean summarized in Table 1. The service changes would be implemented in Kanata in September, and in South Nepean as shown in Table 2.

BACKGROUND

At its April meeting, the Transit Services Committee considered the Transplan 2000 recommendations with the exception of those for Kanata and South Nepean. These were held back to allow time for additional consultation to be completed.

We are now in a position to make recommendations for both these communities which will improve transit service and increase ridership.

A full description of the Transplan 2000 process and details of the public comments were included in the April agenda.

RECOMMENDATIONS

Kanata

Routes 162, 161, 160, 118 (Exhibit 1)

Comprehensive local route changes were proposed for Kanata. These were developed with the assistance of the Kanata Transit Advisory Committee and also a group of OC Transpo operators who regularly drive on local routes in Kanata. The recommendations are very similar to the proposals with a minor modification on Route 161, and the proposal to remove service on Route 162 from Penfield has been withdrawn.

Route 162

Route 162 is an all-day local route currently operating in a one-way loop along Penfield Drive. It had been proposed to remove service from Penfield Drive, but following review of input from the public and the Kanata Transit Advisory Committee this proposal has been withdrawn.

In order to reduce the circuitry and decrease the running time of this route and to maintain better connection possibilities at the Kanata Town Centre, it was proposed to remove Route 162 from Penfield. This proposal was made because of low ridership on Penfield and the fact that alternate service was available on Teron Road, which is less than 300 metres away.

Of the 39 comments received on this proposal, 35 disagreed (including a petition from the seniors' home on Penfield) and four agreed. Many residents were seniors who stressed their difficulties with walking out to the bus stop on Teron Road.

In view of these concerns, staff have reconsidered the proposal and recommend that the current routing of 162 be maintained in order to encourage these seniors to continue to use OC Transpo service.

Route 161

It is recommended that, as proposed, Routes 161 and 165 be combined into one route south of the Kanata Town Centre which would terminate at the Kanata Town Centre but with a minor modification to serve the cooperative housing development on Bridgestone. The portion of Routes 161 and 165 which operate north of the Kanata Town Centre would be replaced by new Route 160.

In order to provide more attractive, reliable service and improve ridership in the Bridlewood area, it is recommended that the Atwo-route, hourly service's be abolished. Ridership on Routes 161 and 165 is well below the Commission's standards and it is hoped that offering 30 minute service on one new local Route 161 to the Kanata Town Centre, where connections to Route 97 and other local service can be made, would improve performance. Hourly service restricts flexibility for residents in planning trips and we are hoping that half-hourly service would generate additional riders, even though some people would have a slightly longer walk.

The creation of one route offering 30 minute service would mean that some residents along Bridlepark would have longer walking distances until Bridgestone and Stone Meadow are developed. However, these walking distances on average are 400 metres. The change would also mean that the direct North/South service would be severed and it would be necessary to schedule the service so that all can connect well at the Kanata Town Centre.

A concern that was raised which we have been able to accommodate was from residents of the Lao Village co-operative housing development on Bridgestone. Upon further consultation with the Regional Councillor and the residents within the Community of Bridlewood, the recommendation for Route 161 has been modified to maintain all-day transit service to this co-operative housing development.

However, this route modification would require the re-introduction of transit along Emerald Meadows Drive. Transit service has operated along Emerald Meadows in the past but was removed in 1998 with the extension of Grassy Plains and Stonehaven. Emerald Meadows Drive is a designated transit collector roadway, as specified in the plan of subdivision for this residential development. Notification was placed in the local newspaper inviting residents to comment and seek out additional information on this service plan. The results of this consultation will be available for the Transit Services Committee meeting.

New Route 160

It is recommended that Route 160 replace the existing service of hourly Routes 161/165 in Kanata North, as proposed. This new route would provide all-day 30 minute service to the Kanata Industrial Park area and Kanata North to serve the growing number of employees requiring 30 minute service to this area.

In order to meet the requirements of the growing employment area of Kanata North, it is recommended that north of Kanata Town Centre Routes 161 and 165 be combined to form Route 160. This route would depart from the Kanata Town Centre every 30 minutes and travel to Morgan's Grant on two different directional patterns. One pattern would travel north on Teron and then through the Business Parks, the other route would travel through the Business Parks, through Morgan's Grant and then return on Teron Road. The total travel time of the entire route is 22 minutes. While one direction is a little longer to the Business Parks than the other, a 30 minute service is maintained and residents on Teron road have 60 minute service to the Park and Ride and the Kanata Town Centre. This new route would also operate the full length of Herzberg, satisfying demand from some businesses that are not currently served.

Route 118

It is recommended that Route 118 be extended to the Kanata Town Centre via Hazeldean and Terry Fox, as proposed.

Currently service on Route 118 terminates at Hazeldean Mall. East of Hazeldean Mall, Route 118 operates the full length of Baseline, through Billings Bridge to Hurdman Station allowing cross-regional travel without going through downtown.

Based on recommendations from Transplan 99, and to achieve better transfer possibilities for the residents of Kanata, it is recommended that Route 118 be extended to the Kanata Town Centre, and to Centrum Station in the future when the facility is built. This change would provide OC Transpo service to the new Nortel facility on Palladium Drive, slated to be opened later this year, as well as providing service to businesses on Terry Fox and on Hazeldean Road. Of the 27 comments received, 21 were in favour of this change, although some of these suggested that the route should terminate at Kanata Centrum, and three were opposed.

Nepean South

Routes 95, 116, 170, 171, 173, 176, 177, 181 (Exhibit 2)

It is recommended that :

- **Route 95 be extended along Woodroffe Avenue to the Fallowfield Transitway Station;**
- **Peak Route 181 be adjusted to operate via Jockvale, Cedarview to Larkin enroute to Greenbank Road and Bayshore, and be extended to serve Nortel and Kanata North;**
- **Saturday service be introduced on Route 181 to Bayshore on a three-month trial basis, starting when the Fallowfield Transitway Station opens;**
- **Route 177 be extended to accommodate growth when roads permit;**
- **Route 116 provide an all-day service between South Keys and Baseline stations and replace a portion of Route 176 along Hunt Club as proposed;**
- **Route 176 be extended to Barrhaven via Merivale and Fallowfield as proposed, and extended along Leiken, Crestway, Strandherd when roads permit;**
- **Route 171 operate along Woodroffe and Fallowfield as proposed.**

The construction of Fallowfield Transitway Station offers an opportunity to improve the overall transit service for the residents of South Nepean. Proposals for a new route structure in South Nepean were developed as part of the Comprehensive Review and these were refined to be presented to the public in the Transplan 2000 process, with the assistance of a focus group of residents organized by the Regional Councillor. The new route structure is designed to:

- improve connectivity within the growing community of South Nepean;
- strengthen existing connections to OC Transpo services across the region; and
- introduce new connections between the community and the high-tech employment areas in Nepean and Kanata North and the Merivale corridor.

One of the major improvements proposed for this community would be the extension of the Transitway service on Route 95 down Woodroffe to the new Fallowfield Transitway Station and Park and Ride Lot. Fallowfield Transitway Station would become the focal point for transit in South Nepean thereby making efficient use of vehicle resources within the community rather than all local routes travelling up Woodroffe to Baseline Station.

In order to improve and promote the use of transit within the South Nepean community, local Route 170 was proposed to provide cross community circulation and to focus in on the destinations for residents such as school, recreation facilities and shopping centres. In addition, the request to improve the connection to the Merivale corridor for those riders travelling for shopping and employment purpose trips was incorporated into the service plan by the proposed extension of Route 176 to Fallowfield Transitway Station.

Residents were keen to see improved connections to the high-tech industry in Nepean and Kanata North and these were incorporated in the proposals by the extension of peak period Route 181.

The South Nepean proposals generated a lot of interest during the public participation process of Transplan 2000. The extension of the Transitway service was well received. Residents were pleased that they could have access to full Transitway service on Route 95 from their community.

Some concern was expressed about the additional transfer that would be required for some passengers who currently transfer at Baseline Station to services which do not go downtown. However, overall it was felt that the overall benefit of bringing the Route 95 down to South Nepean outweighed this.

During the public participation process, concern was expressed by people living on Fable Street about the introduction of transit. Fable Street is considered to be a collector roadway for the community and is a valued link connecting the residents to Walter Baker and the new high school. Residents of Fable felt that buses along this roadway would add to their current concerns about overall traffic and safety. A total of 12 objections were received on Route 170 (including one petition of 59 names) and 14 objections on Route 181 concerning the Fable issue.

The City of Nepean is currently conducting a traffic study for all the traffic and safety concerns in the older portions of Barrhaven to address the residents' concerns for traffic and safety on their streets. We were requested to await the preliminary results of this study to determine whether or not there were implications for the proposal to run transit service on Fable Street. These are now available. As part of the study, the consultants reviewed the Transplan 2000 proposals for South Nepean and concluded that the objectives of improving transit service in the community are better met by running Route 170 on Fable Street than adding service to Malvern Drive, which had been suggested by those in opposition to the proposal. The study results will include no recommendations which would have any influence on transit service on Fable Street, but the report notes that both Fable Street and Malvern Drive are 11 metres wide and both are constructed to transit standards. The draft report notes that the overriding purpose of providing transit service in general, and the proposed Route 170 changes specifically, is to better serve community destination points, to give people travel mode choices and to reduce automobile travel. These objectives would be better met with the proposed changes to Route 170 compared to the existing service.

It is therefore recommended that Route 170 be implemented as proposed to optimize accessibility and connectivity in the community of South Nepean. However, in response to residents' concerns, peak Route 181, which was proposed to operate the length of Fable and turn onto Larkin, would be adjusted and removed from Fable to Jockvale, which would mean that only one route is on the street. This change has the added benefit of broadening the catchment area of Route 181.

Positive feedback was received on the proposed extension of peak Route 181 to the employment areas of Nortel and Kanata North. A total of 18 comments were in favour of this route extension. It was also proposed to extend the hours of this route and some passengers acknowledged that this would go some way to compensate for the loss of the direct Bayshore connection on Route 173 in Transplan 99.

However, there is a continuing concern about the lack of direct service in shopping hours to Bayshore. In discussion with the Regional Transit Advisory Committee, it was proposed that a connection to Bayshore on Saturdays would meet the demand for shopping trips since South Nepean has no regional shopping centre. It is recommended that this be provided on a trial basis for three months, starting when the Fallowfield Transitway Station opens. The service would cost approximately \$20,000 for the three months. This would be promoted as part of the overall

South Nepean marketing plan and would be closely monitored and discontinued after three months if 35% cost-recovery were not achieved.

Route 177 was proposed to be extended into new residential areas when roads permit. There was little formal response to this proposal, and it is recommended that this be done. Routes 77 and 177 would be adjusted to accommodate growth in the area with a portion of service remaining along Rideaucrest.

The proposal to extend Route 176 to Fallowfield Transitway Station from Merivale had a mixed reception. South Nepean residents were in favour of the proposal since it would reduce their travel time to Merivale Road. Seven comments fell into this category. However, some people travelling from the north Merivale area to employment in the Hunt Club Road area would require a transfer to Route 116. Six comments were opposed to the proposal. The introduction of all-day service on Route 116 was well received. Nine comments were in favour of the improved all-day connection between Baseline and South Keys stations.

The proposed rerouting of Route 171 along Woodroffe was designed to provide a quicker trip from the Transitway and to connect the growing JDS Uniphase South Merivale Campus with South Nepean transit services at Fallowfield Transitway Station. Currently there is no connection to South Nepean service other than at Baseline Station. The proposal would significantly reduce the overall travel time for passengers living in South Nepean and working at the South Merivale Business Park. Some of the comments were concerned about the loss of the connection to the other JDS Uniphase facilities at Cleopatra with the removal of Route 171 from Merivale, but there is alternative service available for these passengers on Routes 185 and 116 from Baseline Station.

We received requests to have all-day service on this route to the South Merivale Campus. Once Strandherd, Crestway and Leikin are complete, then the all-day Route 176 would be rerouted from Fallowfield Transitway Station to accommodate this request. This would further enhance the transit connection from South Nepean to this growing employment area.

Overall, the proposal package for South Nepean was well received. The recommended service would offer many transit improvements for the community including Transitway service and improved community connectivity.

Fallowfield Transitway Station will not be available until early November and we are therefore proposing to implement the South Nepean service changes as shown in Table 2.

FINANCIAL IMPLICATIONS

These changes can be accommodated within the service hours budgeted for 2000. The South Nepean Saturday shopping service to Bayshore would cost \$20,000 for a three month trial. It is not known how much of these costs would be offset by new revenues.

RIDERSHIP IMPLICATIONS

The overall objective of these route changes is to improve transit service for residents in Kanata and South Nepean and to support the targeted ridership increase of 3% for 2000.

Approved by
Gordon Diamond

TABLE 1

RECOMMENDATIONS	DISCUSSION
Kanata (Exhibit 1)	
Route 118 extended to Kanata Town Centre via Terry Fox	Provides service to developments along Terry Fox including the recreation centre, Nortel and restaurants
Route 161 and Route 165 be consolidated into one route (Route 160) to service Kanata North	Provides a quicker trip and simplifies the routing for passengers during all time periods
Single Route 161 operate through Bridlewood	One route would provide 30 minute service and would be less confusing for passengers
Route 162 remain on Penfield	Would continue to provide close service to Seniors in the area
South Nepean (Exhibit 2)	
Route 95 extended to Fallowfield Station	Introduces Transitway service directly to Nepean South
Route 170 operate in both directions through South Nepean	Provides a faster trip out of the community and provides transit to focal points within the community
Routes 77 and 177 extended into growth areas	Provides improved transit service to new residents
Route 181 adjusted to extend service area through South Nepean and extended to employment areas	Provides improved transit service to employment areas, including Bayshore, Nortel and Kanata North, directly from South Nepean
Route 176 extended south along Merivale Road to Fallowfield Station	Provides direct connection from Nepean South to the Merivale corridor
Route 116 operate all day between Baseline and South Keys	Improves service hours and service flexibility between Baseline and South Keys
Route 171 extended along Woodroffe to JDS Uniphase via Fallowfield Station	Improves transit service between South Nepean and JDS Uniphase

TABLE 2
IMPLEMENTATION SCHEDULE FOR
NEPEAN SOUTH AND BARRHAVEN SERVICE PLAN FOR 2000

Timing	Route	Comment
September	Route 181	Implement route extension to Bayshore, Nortel and Kanata North
November	Express Routes 70,73,76, 77	Reroute through Fallowfield Station, when complete, enroute to downtown
	Local Routes 170,173, 177	Reroute through the Fallowfield Station, when complete, enroute to Baseline Station
December	Route 95	Extension to Fallowfield Station along Woodroffe
	Route 176	Extension to Fallowfield Station via Merivale and Fallowfield Roads
	Route 116	Introduction of all-day transit service connection between Baseline Station and South Keys Station via Hunt Club and Meadowlands
	Local Routes 170,173, 177	Introduction of new routing through the community of Barrhaven terminating at Fallowfield Station
November	Saturday Shopping Service on Route 181	Trial period for a two-way 30 minute service to Bayshore via Greenbank on Saturdays

