

**REGION OF OTTAWA-CARLETON**  
**RÉGION D'OTTAWA-CARLETON**

**REPORT**  
**RAPPORT**

Our File/N/Réf. 48-95-0012  
 Your File/V/Réf.

DATE 19 January 1999

TO/DEST. Co-ordinator, Transportation Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **PUBLIC TRANSIT GOALS IN THE WEST AND SOUTHWEST  
 CORRIDORS (MOTION NO. 36)**

**DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee receive this report for information.**

**BACKGROUND**

At their meeting on 28 January 1998, when Regional Council approved the principle of investigating light rail for Ottawa-Carleton, the following resolution was adopted (Motion No. 36).

*"Resolved that with respect to the Recommendations on Transportation Committee Report No 1, staff include in its report(s) how the Region will continue to meet its existing Transportation Master Plan goals for public transit in moving commuters from the West and Southwest, at the same time as accommodating these new directions."*

**CURRENT SITUATION**

The 1997 Regional Official Plan (ROP) has, as per Table 6 (PGs. 23/24), established the following priority for Transitway implementation in the West and Southwest Corridors:

- First Priority - Period 1997 to 2001 (approx.):
  - West Transitway Phase 1 (Pinecrest Road to Acres Road)
  - Southwest Transitway Phase I (Fallowfield Park-and -Ride Lot)
- Second Priority - Period 2002 to 2006 (approx.):
  - Southwest Transitway Extension to Barrhaven

During the 1998 Budget deliberations, Phase 1 of the West Transitway was subdivided into Phases 1A and Phase 1B, and the following motion was adopted by Council at their meeting on 13 May 1998.

*"That Phase 1B of the West Transitway Extension (Project 942-30626) be deferred to the year 2003 (pg. 212)."*

Phase 1A, as shown on Exhibit 1, is the Bayshore transit station and related works, and specifically includes the station itself, a connection to Acres Road and a ramp to Hwy. 417 westbound. These works are currently being implemented and are scheduled for completion by the year 2000.

Phase 1B, also as shown on Exhibit 1, is the Transitway from Pinecrest Avenue to the Bayshore Station. It specifically includes the Transitway from Pinecrest Road to Bayshore Station, ramp adjustments at Highway 417 and Richmond Road, and a new bridge to carry the Richmond Road westbound on-ramp over the Transitway.

The Official Plan envisioned all of Phase 1 of the West Transitway to be in operation by the end of the year 2001. The deferral of Phase 1B initiation until the year 2003, implies that Phase 1 will now not be completed until the end of the year 2005. In other words, the program identified in the Regional Official Plan will have slipped by at least four years.

### UPCOMING PROGRAMME OF ACTIVITIES

The following is an elaboration of the activities that have been completed or are intended to be carried out in the near term and that are envisaged to respond to achieving the transit goals of the Transportation Master Plan (TMP) in general and in the West/Southwest Corridors in particular.

#### West Transitway Corridor

Rapid transit services in the west corridor currently operate in a mixed traffic environment between the end of the shoulder bus lanes just west of Moodie Drive through to the Southwest Transitway near Woodroffe Avenue and experience significant congestion during peak travel periods. General traffic will continue to increase, driven by the growth in Kanata and Barrhaven, and the quality of transit service provided in the corridor will significantly deteriorate over time. If no measures are taken to counteract this situation the transit shares of travel will likely decrease instead of incrementally increasing towards the Transportation Master Plan targets.

Specifically in response to the minimum four year delay in the completion of Phase 1 of the West Transitway, staff initiated a consultant assignment with Totten Sims Hubicki Associates that examined what opportunities might exist for establishing lower cost, interim transit measures between Eagleson Road and the Southwest Transitway, just west of Woodroffe Avenue.

The results of this investigation are a package of initiatives that have been identified for possible implementation in the 1999/2000 time frame and another package which, due to associated issues such as environmental assessment considerations, property implications, major utility relocations or community consultation requirements, are considered to be more likely attainable after 2000 (detailed plans will be available at the Committee meeting).

For the 1999/2000 time frame, the specifics, as illustrated on Exhibit 2, are:

- I. In the westbound direction:
  - A. Pincrest Road off-ramp modification - provides queue jump assistance at Pincrest Road;
  - B. Bayshore Station bus access - this treatment in its initial form would require special signalization to resolve the traffic weaving conflict with the westbound on-ramp from Richmond Road southbound;
  - C. Shoulder bus lane on Highway 417 between the on-ramp at Acres Road and the off-ramp at Moodie Drive; and
  - D. Eagleson Road off-ramp queue jump.
- II. In the eastbound direction:
  - A. Pincrest Road queue jump - extension of a bus only lane through the Pincrest Road interchange.

The total cost of the above packages is estimated at approx. \$4 M and the net benefit is that buses will be able to travel from east of Richmond Road through the Bayshore station to Kanata, bypassing the congestion through the Highway 416/417 interchange area.

The package of potential modification for implementation after 2000, illustrated on Exhibit 3, include the following:

- I. In the westbound direction:
  - A. Completion of an access ramp between the Southwest Transitway and the Queensway - this enables the Queensway Transitway Station to be fully available for transfers between all east/west and north/south routes. This modification had been previously identified as a part of Phase 2 of the West Transitway project and its earlier implementation is recommended as the improvements in transferring opportunities will enhance the quality of transit service between Kanata, Barrhaven and non Central Area locations.
  - B. Richmond Road Ramp closure - close the southbound to westbound on-ramp at Richmond Road and utilize the Acres Road on-ramp for westbound traffic. By so doing, traffic to Kanata would use the Acres Road interchange in a similar manner as traffic from Kanata does today, and it would remove the conflict between buses and on-ramp traffic in measure 1(b) above, eliminating the need for the traffic signal.. The removal of this on-ramp will eliminate the need for an underpass when the transitway is built resulting in substantial reduction in ultimate construction costs.
- II. In the eastbound direction, a chain of measures to by-pass the congestion on the Highway 416 interchange:

- A. a short section of shoulder bus lane on Highway 417 between the Highway 416 exit and the Acres Road/Richmond Road exit;
- B. a bus only lane on the Acres Road/Richmond Road off-ramp with bus priority signalization at Acres Road; and
- C. a new Highway 417 on-ramp from Acres Road for buses only. (In connection with this measure, it is necessary to modify the Richmond Road southbound to eastbound Highway 417 ramp).

The preliminary estimate of the above package of facilities is approx. \$7 M.

It must be emphasized that, while the modifications detailed above are very positive for transit operations in the West Corridor, particularly for westbound buses, they will not provide a long term alternative to the planned transitway but will provide a means to postpone by a number of years what, until most recently, was Council's top priority.

It cannot be determined at this time as to when this proposed system of measures will fail to provide adequate transit service for the corridor both in terms of ridership levels and costs to the operator, OC Transpo. It is possible, however, in conjunction with a number of additional initiatives that have been identified in the course of this study, but which have not been detailed here, to piece together a lower cost version of the West Transitway that could meet the longer term needs in this corridor for many years.

#### Castlefrank Road Overpass and Partial Interchange on Highway 417

The linkage of Castlefrank Road over Highway 417 in the City of Kanata (midway between Eagleson and Terry Fox interchanges) was identified in the TMP as a very important link both for general traffic circulation within Kanata City and for Regional transit purposes. The recent approval in principle by the Ministry of Transportation of a half-diamond interchange providing access to/from Highway 417 at Castlefrank Road is a major achievement along the path to make this a reality within the relatively near future.

The completion of the Castlefrank link is critical to the establishment of the primary transit focal point in Kanata in the near future, within the actively developing Town Centre located north of Highway 417. It will also have a very positive impact on relieving the congestion at both the Eagleson Road and Terry Fox Drive interchanges.

In preparation for the timely construction of the Castlefrank extension and partial interchange, staff have initiated a consultant assignment to complete the Environmental Assessment Act requirements. A report to Corporate Services and Economic Development Committee (CSEDC) concerning this matter was on the 5 January 1999 agenda and approved by Council on 13 January 1999.

### Southwest Transitway

As indicated earlier, the Fallowfield Park-and-Ride Lot is identified in the Official Plan as a First Priority Project. This project was also recognized to be the very first element in the implementation of the Southwest Transitway extension in the Woodroffe Avenue corridor to Barrhaven.

It is intended to start the construction of the Park-and-Ride Lot in the Summer of 1999. To this end, staff have initiated a consultant assignment to develop a preliminary design and baseline budget, prior to proceeding to detailed design and construction next year. A report to CSEDC with details of the assignment was approved on 1 December 1998. In the meantime, consultation is continuing with Agriculture Canada concerning the transfer to the Region of the property required for this project. The Lot is planned to be operational by Fall 2000.

Although the implementation of the Southwest Transitway to Barrhaven is currently scheduled to begin in the year 2005/2006, staff intend to examine the Woodroffe Corridor in 1999 for possible lower cost interim priority measures that would have positive implications for transit users.

### OC Transpo Comprehensive Review Recommendations

The KPMG/IBI Group has recently identified the elements of a short-term strategy to be recommended in their upcoming report and which have been identified to ensure that ridership and financial targets will be achieved for the public transit system in general. The proposed transitway infrastructure strategy outlined herein is consistent with theirs. Their review also addresses complementary service delivery strategies directed at meeting Region wide transit ridership objectives and will be before Council for approval in early 1999.

### Ministry of Transportation

The Ministry of Transportation is the agency responsible for Highway 417, and staff have been involved, on a consultative basis, in the development of the proposals contained herein, but are not in the position as yet to endorse all the measures until completion of their formal review.

MTO approval will be critical to the implementation schedule.

In addition to the above activities, staff will be working with the MTO on two Highway 417 projects that they are initiating in the near future. These include an operational study of the Highway 417 corridor from Highway 416 to Regional Road 174 (former Hwy. 17), and a similar study from Highway 416 westerly including possible six-laning.

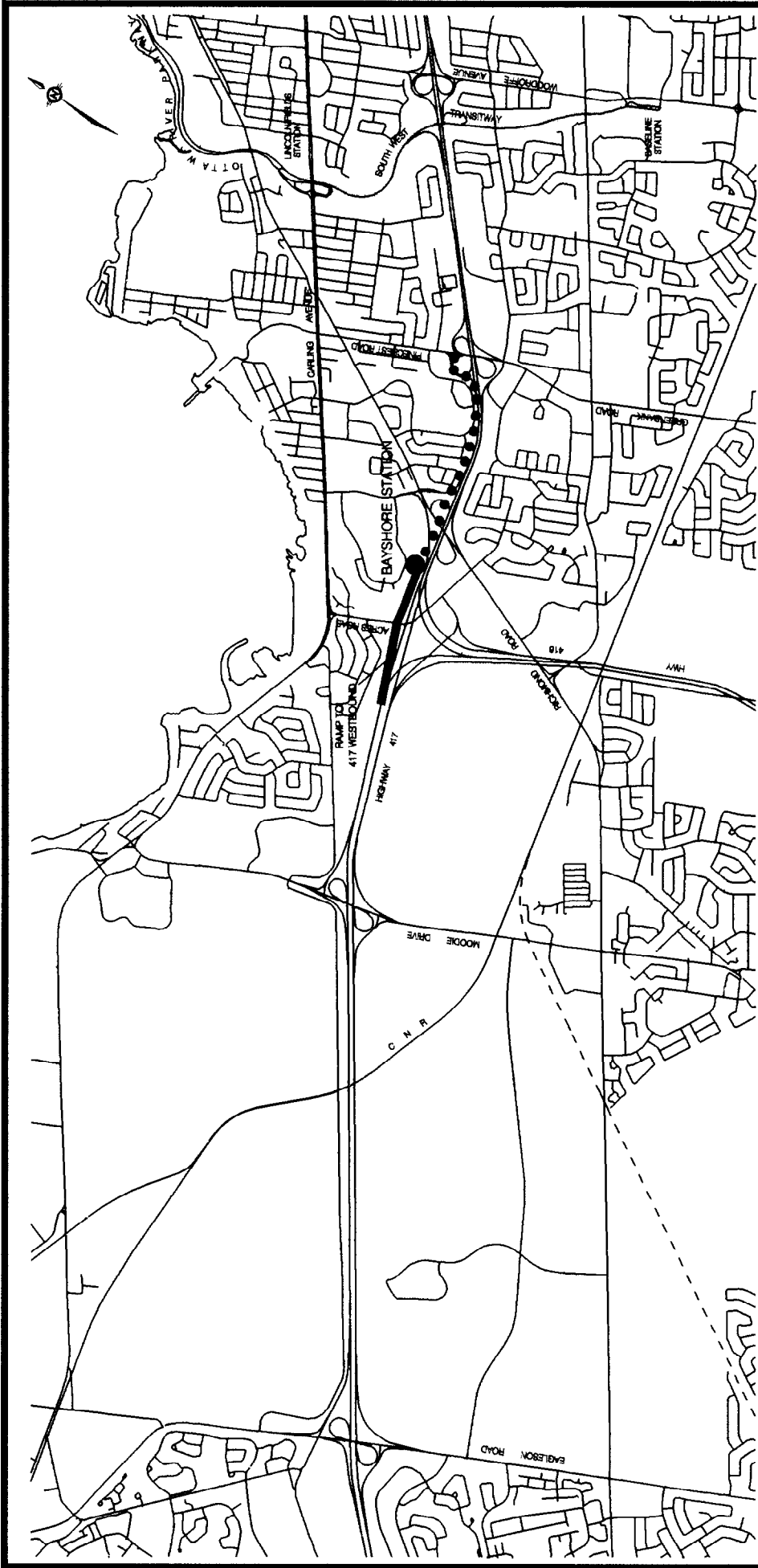
Our particular interest in these studies centres on the achievement of HOV lanes on the Queensway, as identified in the Transportation Master Plan.

### FINANCIAL IMPACT

To enable the implementation of the packages of proposals identified in the West Corridor for the 1999-2000 period, which are estimated at a total cost of approx. \$4 M, the approval of advancing spending in the 1999 Budget will be necessary.

*Approved by  
N. Tunnacliffe, MCIP, RPP*

BR/md



# **LEGEND**

PHASE 1A

PHASE 1B

## **WEST TRANSITWAY** **SOUTHWEST TRANSITWAY TO ACRES ROAD**

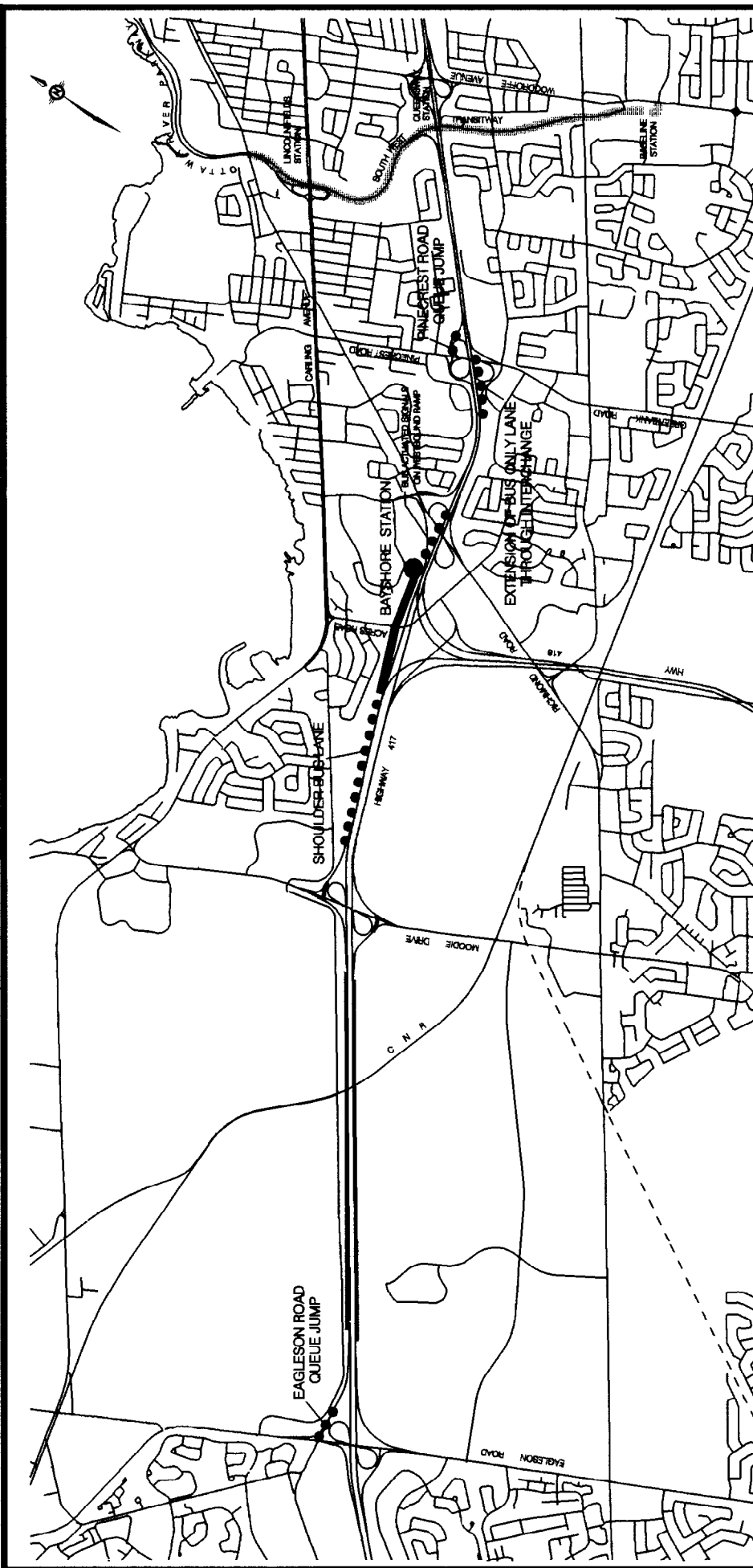
NOT TO SCALE

PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT

**Ottawa-Carleton**

DECEMBER 1998

**EXHIBIT 1**



## 1999/2000 TRANSIT PRIORITY OPPORTUNITIES

## LEGEND

UNDER CONSTRUCTION

## EXISTING TRANSIT MEASURES

1999/2000 TRANSIT MEASURES

**NOT TO SCALE**

## PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT


**Ottawa-Carleton**

DECEMBER 1998

**EXHIBIT 2**





### LEGEND

## IMPLEMENTED TRANSIT MEASURES

2000/2001 TRANSIT MEASURES

**NOT TO SCALE**

PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT

## Ottawa-Carleton

DECEMBER 1998

EXHIBIT 3