

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 01-99-0201**
 Your File/V/Réf.

DATE 16 March 1999

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Acting Deputy Commissioner
 Environment and Transportation Department

SUBJECT/OBJET **REMOVAL OF BUS BAYS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council:

- 1. approve the preliminary design for the removal of the bus bays listed in Annex A.**
- 2. authorize the initiation of the Public Hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

INTRODUCTION

On 23 September 1998, Council approved the 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. The Transit Priority Task Force (TPTF) analyzed all bus bays on roads identified in the Region's preliminary 1999 Resurfacing Program. The removal of bus bays during roadway resurfacing has significant economical advantages. In accordance with the criteria set out in the Bus Bay Guidelines, bus bays are not required at locations listed and depicted in Annex A to F. The TPTF recommend that they be removed.

DISCUSSION

The removal of bus bays contributes to a higher quality transit service by eliminating bus re-entry delay. It also contributes to a better pedestrian environment by providing more space for sidewalks and bus stop amenities. The removal of bus bays at intersections decreases pedestrian crossing distance.

By removing bus bays, buses will have to stop in the curb lane. This may cause some delay to motorists travelling behind the bus. It is estimated that, at the listed locations, this delay will be insignificant. Past experience has not provided evidence that stopping in the curb lane is any less safe than merging from a bus bay.

CONSULTATION

The public hearing process will provide the general public with the opportunity to raise concerns and provide input.

The Regional Cycling Advisory Group (RCAG) accepted the previously distributed Bus Bay Guidelines favourably. In general, roadways without bus bays create less chances for conflicts between cyclists and buses. A copy of this report has been circulated to RCAG and they will have an opportunity to provide their input during the public hearing process.

FINANCIAL IMPLICATIONS

The removals are planned to be carried out within the 1999 Regional Resurfacing Program; however, not all removals may take place in 1999. At this point in time, it is not known which roads will be included in the final Resurfacing Program. The estimated additional cost for the removal is \$5,000 for each bus bay.

The removal will be financed from the Arterial Transit Priority Budget, Account 942-30634.

CONCLUSIONS

The proposed bus bay removals support the objectives of the Region's Transportation Master Plan by providing priority to transit on the Regional road network.

*Approved by
Doug Brousseau*

KM/ks

Attach. (6)

Bus Bays To Be Removed

Carling Avenue westbound mid-block opposite to High Street (between Pinecrest/Greenview and Ritchie)

Carling Avenue eastbound mid-block opposite to Kempster Avenue
 Carling Avenue eastbound far-side at Roseview Avenue
 Carling Avenue eastbound near-side at Grenon
 Carling Avenue eastbound far-side at Vick Street

Vanier Parkway southbound mid-block between Queen Mary Street and Coventry Road
 Vanier Parkway southbound far-side at Queen Mary Street
 Vanier Parkway southbound far-side stop at Donald Street
 Vanier Parkway southbound at Montreal Road
 Vanier Parkway southbound at Deschamps Street

St Joseph Boulevard eastbound far-side stop at Grey Nuns Drive
 St Joseph Boulevard eastbound far-side stop at Boyer Street
 St Joseph Boulevard eastbound far-side stop at Orleans Boulevard
 St Joseph Boulevard eastbound far-side stop at Belcourt Boulevard

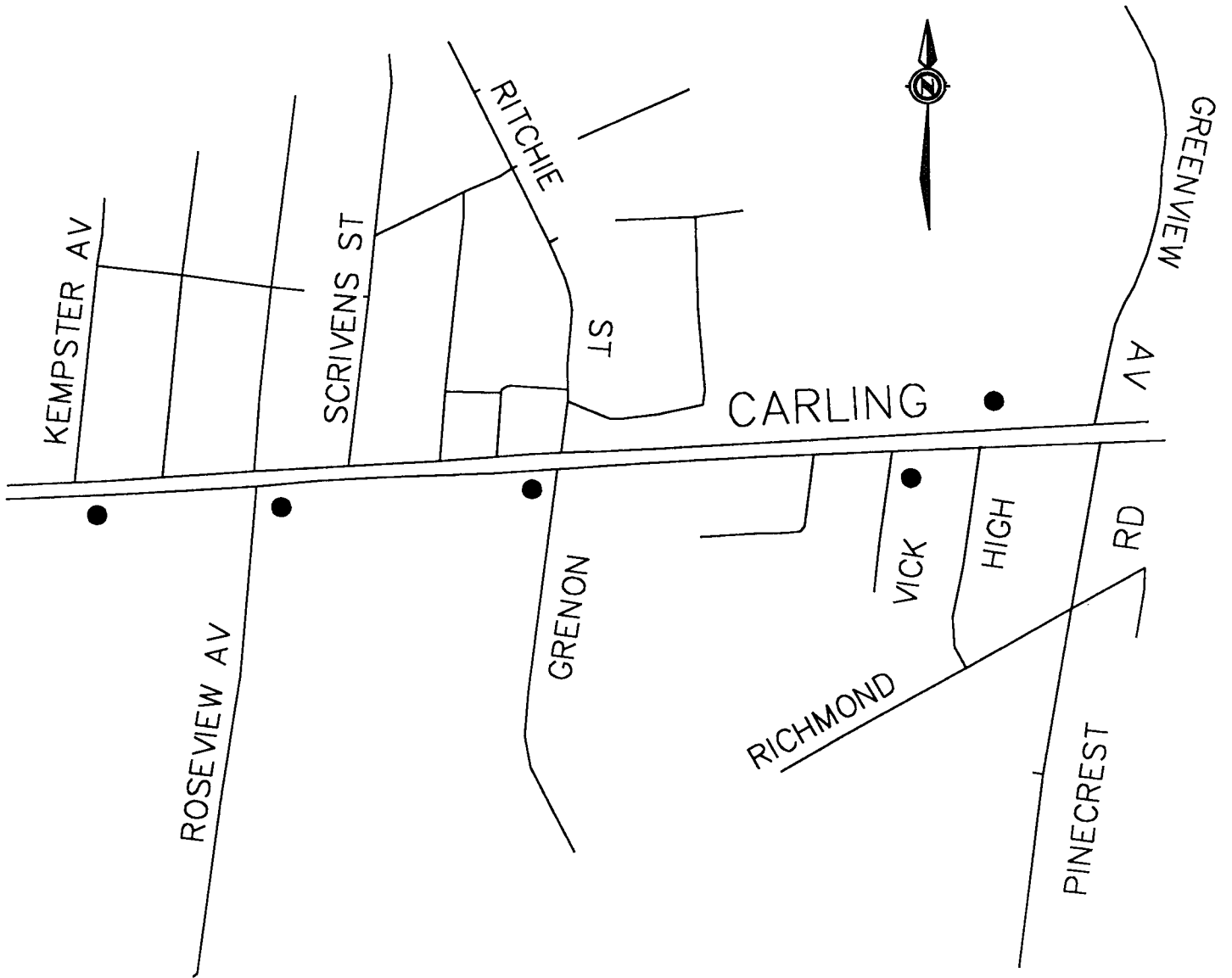
St Joseph Boulevard westbound far-side stop at Grey Nuns Drive
 St Joseph Boulevard westbound far-side stop at Boyer Street
 St Joseph Boulevard westbound far-side stop at Orleans Boulevard
 St Joseph Boulevard westbound at St Jean Boulevard
 St Joseph Boulevard westbound far-side stop at Belcourt Boulevard

Riverside Drive northbound mid-block stop at the Canadian Labour Congress
 Riverside Drive northbound far-side stop at Revelstoke Drive
 Riverside Drive northbound at Quesnel Drive
 Riverside Drive northbound far-side stop at Nelligan
 Riverside Drive northbound mid-block stop at Malhotra Court

Riverside Drive southbound mid-block stop at the Canadian Labour Congress
 Riverside Drive southbound mid-block/far-side at Mooney's Bay
 Riverside Drive southbound mid-block/far-side stop at Walkley Road
 Riverside Drive southbound far-side stop at Leopolds Drive
 Riverside Drive southbound far-side stop at Nelligan
 Riverside Drive southbound far-side stop at Malhotra Court

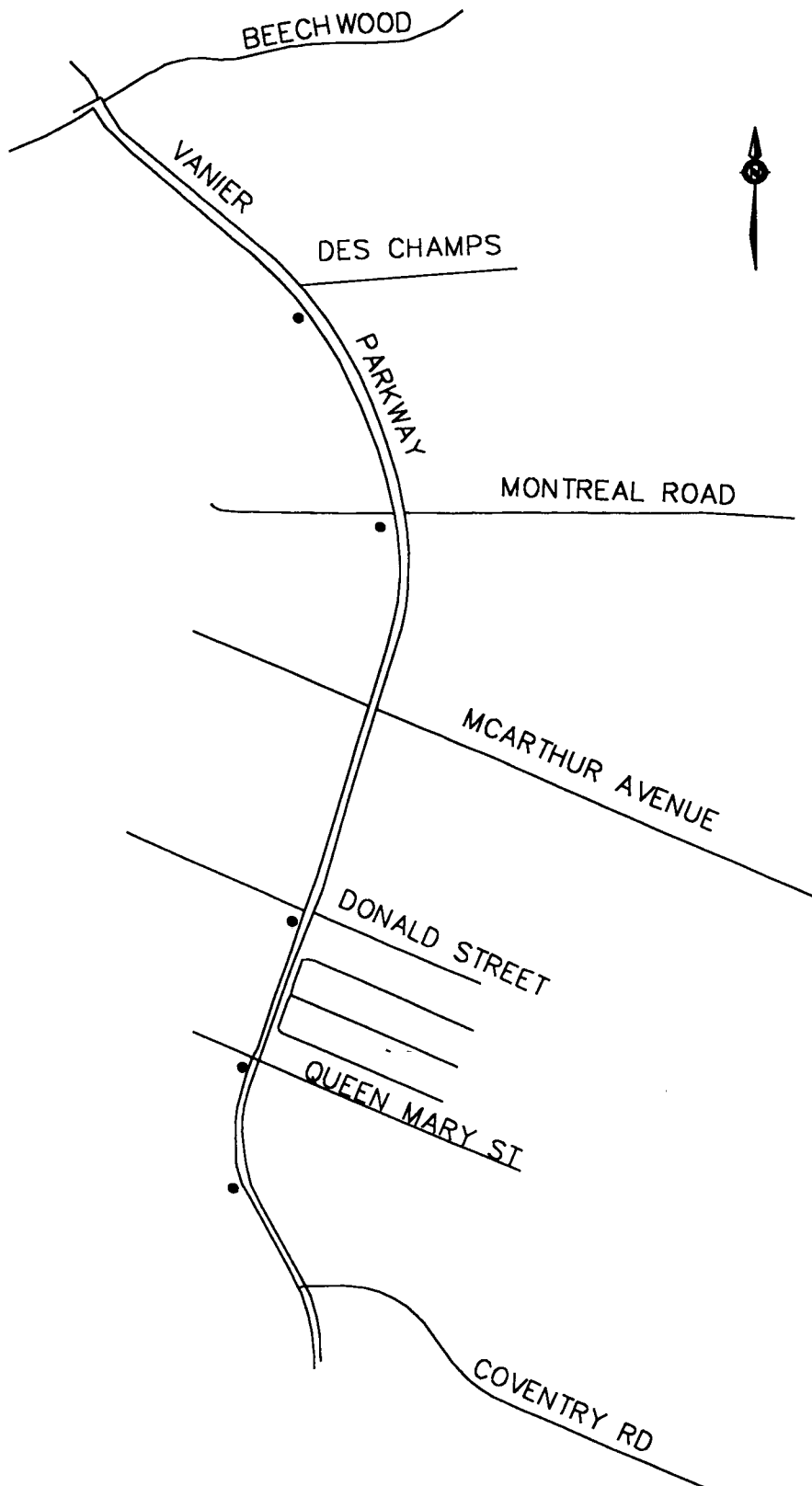
Ogilvie westbound far-side stop at Elmlea Drive

ANNEX B: CARLING AVENUE BUS BAY LOCATIONS



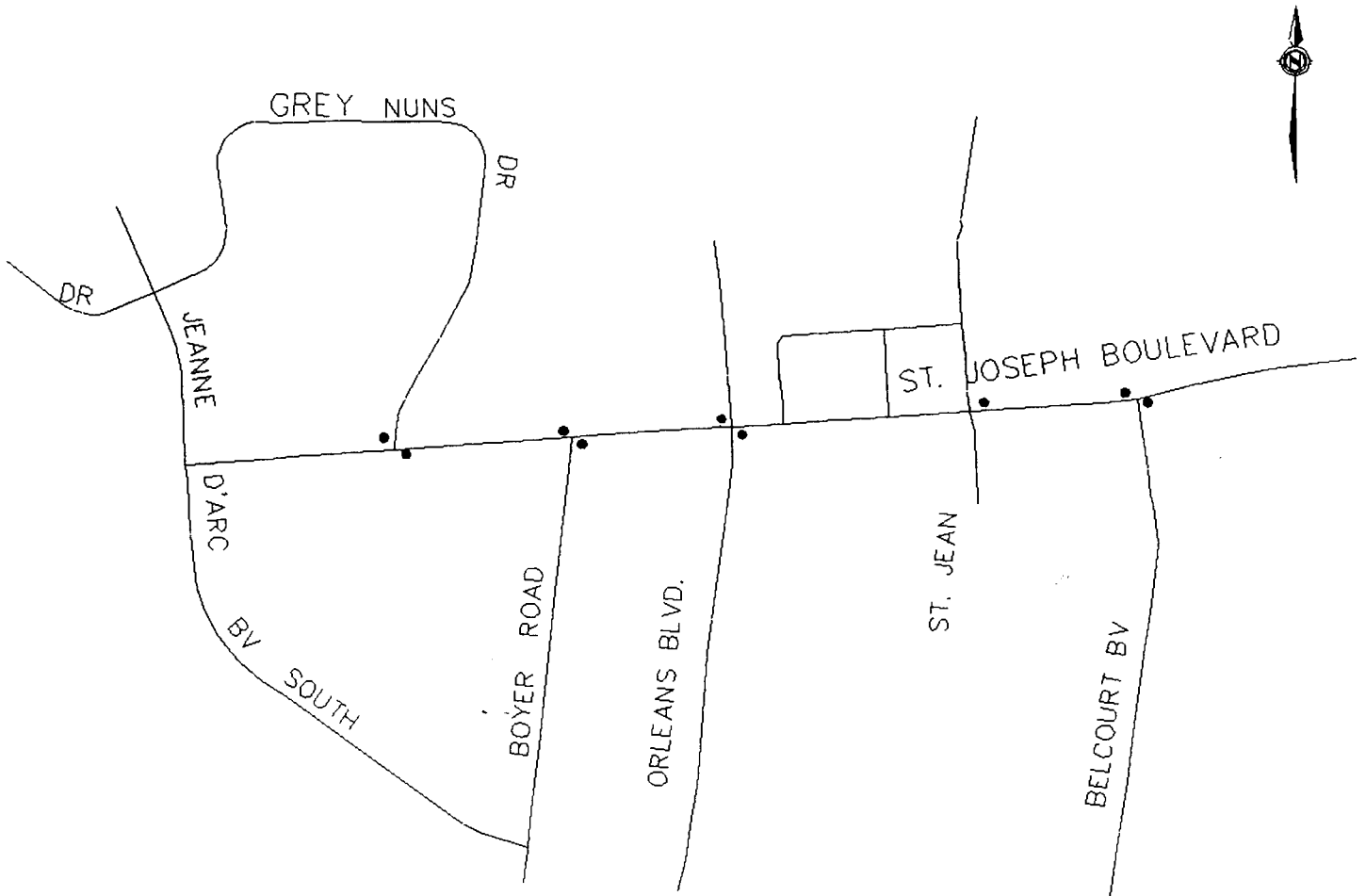
● BUS BAY TO BE REMOVED

ANNEX C: VANIER PARKWAY BUS BAY LOCATIONS



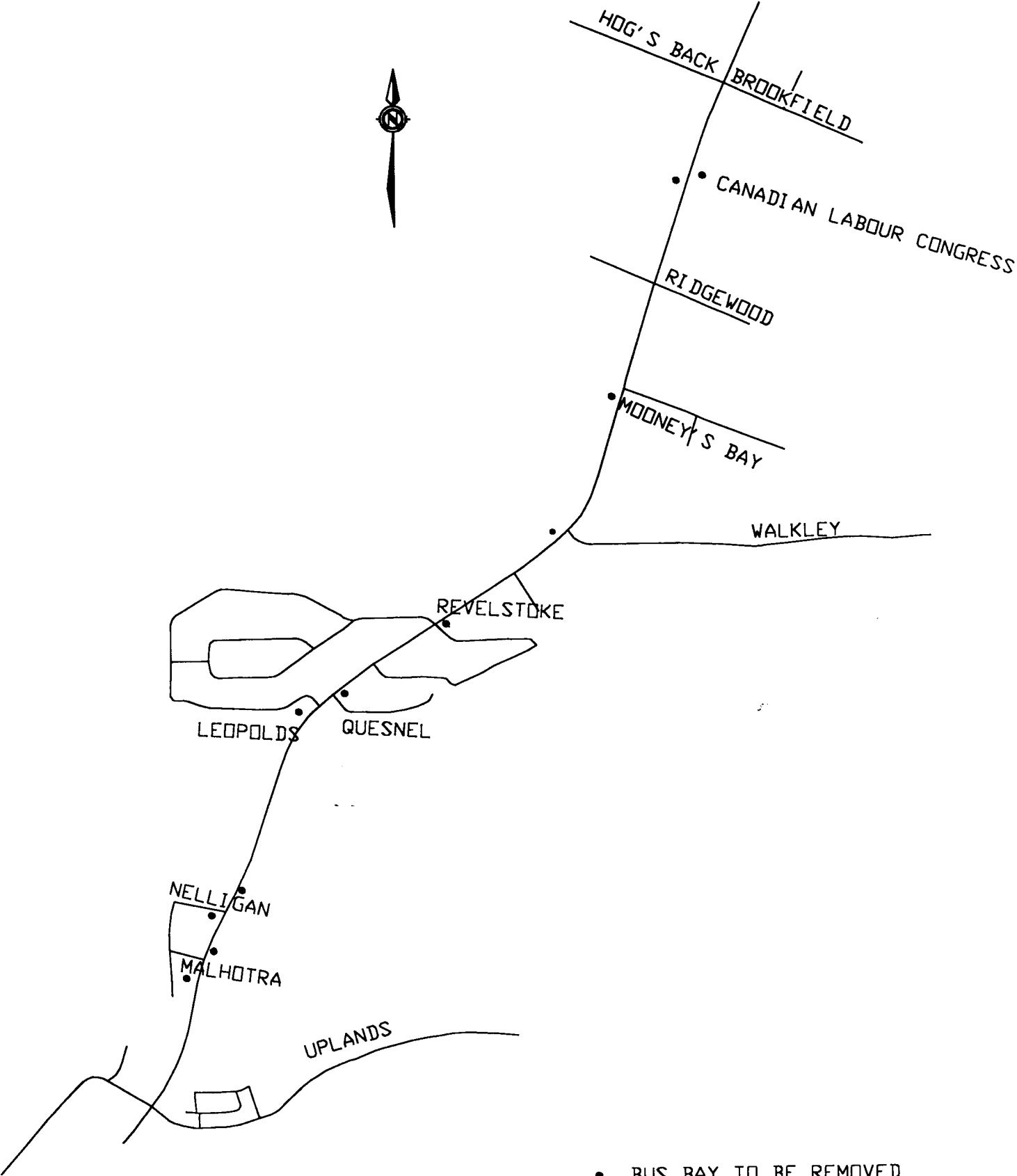
• BUS BAY TO BE REMOVED

ANNEX D: ST. JOSEPH BLVD. BUS BAY LOCATIONS

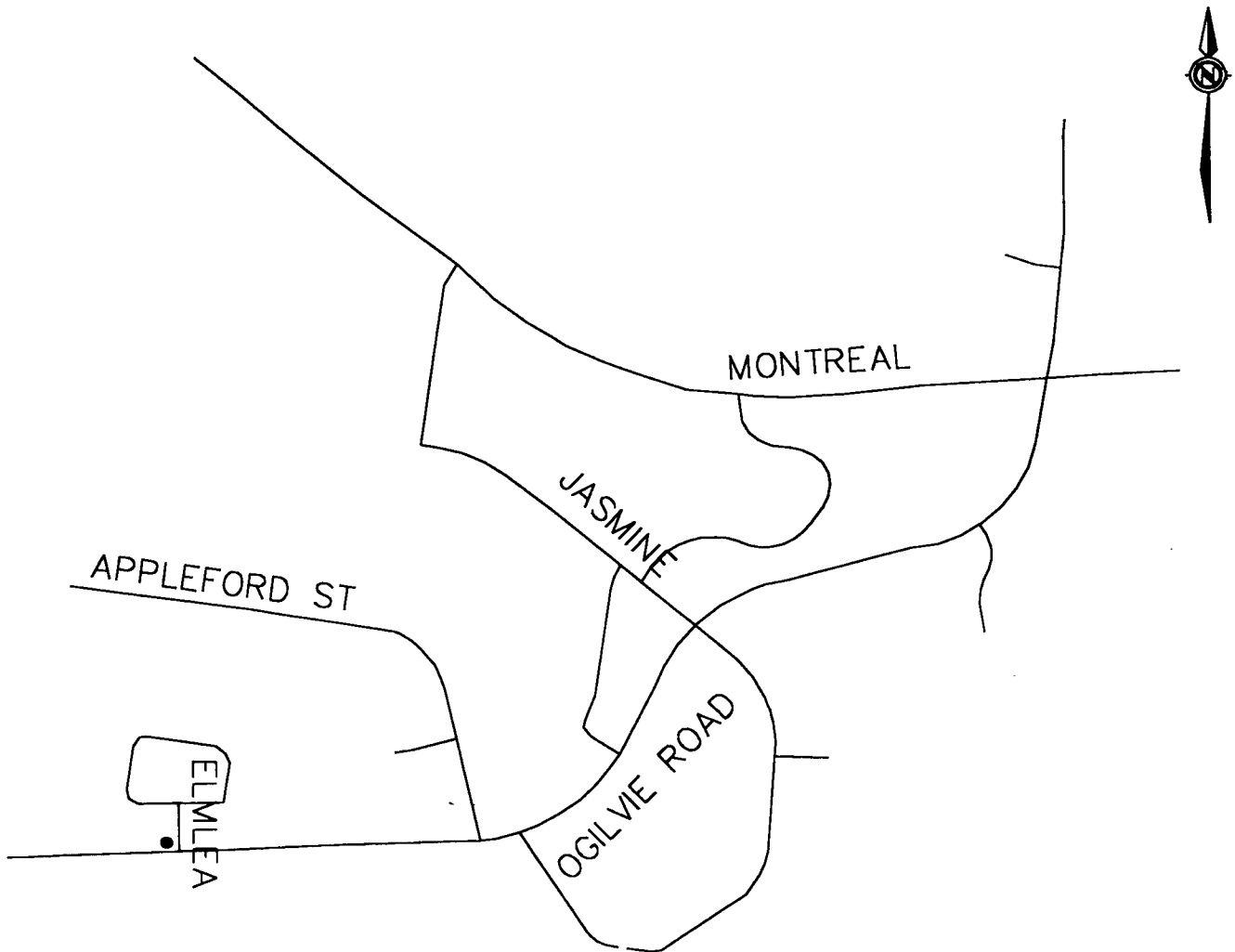


• BUS BAY TO BE REMOVEI

ANNEX E: RIVERSIDE DRIVE BUS BAY LOCATIONS



ANNEX F : OGILVIE ROAD BUS BAY LOCATIONS



- BUS BAY TO BE REMOVED