

## Confederation Line West Transitway Detour Final Design Information Sheet

### Background

The Confederation Line is a \$2.1 billion light rail transit (LRT) system that will run from Tunney's Pasture in the west to Blair Station in the east. At 12.5 kilometres in length, the LRT will be constructed primarily along the City of Ottawa's existing Transitway with the exception of a 2.5 kilometre tunnel, which will run underneath the downtown core.

To allow the Transitway to be converted to LRT, it will need to close in 2016 between Tunney's Pasture Station and Empress Avenue. Between 2016 and 2018, buses will be detoured from this section of the Transitway onto Scott and Albert streets. The Detour will be phased and will take effect in the final two years of this 5-year construction project.

#### Working with the community

For the past year, the City of Ottawa and Rideau Transit Group (RTG) have hosted and participated in over 10 public meetings and have provided information and received input on the design of the West Transitway Detour.

All feedback has been considered and measured. Community concerns have been addressed in the final Detour design, RTG's *Walking and Cycling Assessment* and a *Safety Audit* conducted by BT Engineering (BTE). These documents are available online at [www.ottawa.ca/confederationline](http://www.ottawa.ca/confederationline).

#### Walking and Cycling Assessment and Safety Audit

As part of the *Walking and Cycling Assessment*, RTG studied the pedestrian and cycling environment and commissioned a Third Party Review of the safety of the planned Detour. Both reports confirm that RTG's design for the detour meets with applicable standards and is reflective of best practices.

The *Safety Audit* undertaken by BTE finds that the design for the Detour is in compliance with provincial and municipal standards and represents good design practices.

These reports, along with community feedback guided a number of new measures that are outlined in the section below.

## Mitigation Measures

To minimize disruption to the local community, a number of measures are being implemented as part of the detour plans:

### Minimizing traffic impacts

Commuter and local traffic was examined prior to developing the final West Transitway Detour design.

- Research shows that the Scott Street and Albert Street Detour design can accommodate the additional bus traffic and suggests buses will represent approximately 10-15% of the total amount of vehicle traffic when the Detour is in place.
- Additional traffic cameras are being considered to monitor roadway operations and to evaluate the need for peak period turn prohibitions.
- Left and right turns will be maintained throughout the corridor and information on how dedicated bus lanes work and how road users should interact with them safely and efficiently will be made available before the Detour goes into effect.

### Increasing safety for pedestrians, cyclists and other road users

- The design presented on December 3 included a number of safety improvements:
  - The addition of **new traffic signals** at Merton Street and Smirle Avenue;
  - **Left turn bike boxes** on Scott Street at Smirle Avenue and Albert Street at Bayview Road;
  - New **high visibility crosswalk** treatments along Scott Street at Smirle Avenue, Holland Avenue, Parkdale Avenue, Carruthers Avenue and Merton Street and on Albert Street at Bayview Road, City Centre Avenue and Preston Street.
- Additionally, a real time roadside speed display will enhance driver awareness of the speed limit.

The Walking and Cycling Assessment, the Safety Audit and previously collected community feedback informed several new measures added by RTG to the final design of the West Transitway Detour including:

- The multi-use pathway (MUP) north of Albert Street will be illuminated.
- Sidewalk on the south side of Albert Street between City Centre Avenue and Empress Avenue will be widened and a 1 metre painted buffer zone and chain link fence will also be added between the street and the sidewalk.
- Pedestrian barrier will be installed on the north side of Albert Street between Booth Street and Empress Avenue.
- New signalized intersection to be implemented at City Centre Avenue, Merton Street and Smirle Avenue.
- Pedestrian crossing times' at all existing intersections along the corridor will be adjusted to ensure adequate crossing times.
- Flex-post delineators will also be added adjacent to the on-street buffered bike lane eastbound on Scott Street.
- Precast curb and flex-post delineators will be installed between the street and the newly added MUP on the Preston Street Detour (Albert Street to Sir John A Macdonald Parkway).

### Improving cycling connectivity

- The design of the detour presented on December 3 included an on-street, buffered bike lane on Scott Street, at Smirle Avenue, to ensure a continuous eastbound bike lane from Churchill Avenue to Bayview Road.
- A new cycling lane will be installed between Smirle Avenue and Bayview Road.
- RTG and the City are committed to maintaining the north-side MUP for pedestrians and cyclists throughout the Detour and include a new link connecting the pathway west of Bayview to the one east of City Centre Avenue.
- A new MUP providing access to the Tom Brown Arena and connecting to the existing pathway network will be added.
- The new MUP on the east side of the Preston Street Detour has been added in the final design to maintain access to the SJAMP as currently does the existing MUP along the O-Train from Carling Avenue.

## **Air Quality**

Air Quality modeling along the detour was conducted by Novus Environmental a North American leader in Air Quality, Noise & Vibration, Sustainable Water Systems, and Wind & Climate.

A full copy of the report can be found online at [Ottawa.ca/confederationline](http://Ottawa.ca/confederationline)

### Methodology

This modeling was carried out in accordance with Ministry of the Environment (MOE) and Ministry of Transportation (MTO) guidelines and used the following assumptions:

- Worst case bus volumes (pre-reduction);
- Existing car volumes (assumed no reduction due to addition of buses);
- Construction equipment and activity for Confederation Line construction (station construction/track work etc);
- Background (ambient) contaminant levels based on the worst-case values reported in Ottawa from Ministry of the Environment and National Air Pollution Surveillance monitoring stations;

The resulting combined contaminant levels against MOE and Canada Wide Standards (CWS) in order to assess compliance.

### Results

- Predicted contaminant levels are typical of other roadway and construction projects in Ontario.
- The maximum combined levels for the Year 2016 Scenario (existing ambient + Scott/ Albert Street traffic + construction) were all below their respective MOE guidelines or Canada Wide Standards except NO<sub>2</sub>, PM<sub>10</sub>, TSP, and benzene.

Ottawa Public Health Review and Comment on Results

- The methodology for the air quality assessment aligns with the Ontario Ministry of Transportation and Ministry of the Environment’s best practices;
- OPH and the TAC support the use of modeling to determine baseline and future air quality conditions. Modeling is an effective and proven approach that factors in variability in the air quality due to irregular weather patterns and changing pollutant levels observed over longer timeframes, as well as the impacts of local traffic;
- Preliminary assessment of the results indicate the air quality during the West Transitway bus detour will, generally, be in compliance with Ontario and Canadian air quality guidelines and standards. The results predict a few exceedances of air pollution, which on preliminary assessment appear to be minor.

**Bus Volume Reductions**

OC Transpo will reduce the total number of buses running on the Scott and Albert Corridor during the Detour of the Transitway based on ideas received from local Councillors and Community Groups.

Suggestions from Councillors and Community Groups:

<b>Suggestions</b>	<b>Result</b>
Out-of-service Buses Diverted via Parkway	Implemented
East End Express Trips End at Lyon	Implemented
Run Express Trips via Parkway between Tunney’s Pasture and Downtown	Not Implemented (Cost/Feasibility)
All Trips via Parkway between Lincoln Fields and Downtown with Shuttle Service to Tunney’s Pasture	Not Implemented (Cost/Feasibility)
Buses on Route 105 turn around via Transitway, reconstructed Broad Street, Albert and Preston Extension	Not Implemented (would increase bus volumes on Scott/Albert)

Accepted Suggestion Reductions

<b>Accepted Suggestions</b>	<b>Bus Reduction Number</b>	<b>Comment</b>
Divert Out-of-Service Buses via Sir John A Macdonald Parkway	215 bus trips a day, mostly during peak	Out-of-service buses would operate over the Parkway between Preston and Tunney’s Pasture  City is requesting access from Federal Government to use Parkway and internal roadways on the Tunney’s Pasture Campus

East End Express Trips End at Lyon	133 bus trips a day, all in morning peak period  <i>Not possible to implement in afternoon peak as buses are staged at Champaign for eastbound trips</i>	Morning trips on express routes from the east and southeast would end at Bay rather continuing west  Allowing buses to turn back east for their next trips at Commissioner (Bronson)
<b>Total</b>	Bus volumes reduced by:  133/day east of Preston Approx 7% reduction in peak periods  348/day between Preston and City Centre Approx 18% reduction in peak periods, 4% at other times  267/day west of City Centre Approx 14% reduction in peak periods, 4% at other times	

OC Transpo Strategy for Further Bus Volume Reductions

<b>Plan</b>	<b>Comment</b>
High Capacity Buses	OC Transpo is procuring more high-capacity buses (either Double Decker or Articulated) These buses will be assigned to Transitway and express routes to carry the same number of customers on fewer buses  Will reduce the number of bus trips on Scott and Albert streets but actual figures will not be available until 2015
Encourage Customers to use O-Train	With expanded O-Train service coming by 2015, it will be faster to travel between points to the West and points to the South by O-Train rather than on bus through downtown  OC Transpo will encourage customers to do this by providing information directly and by showing faster trips with the on-line travel planner

	Will reduce the number of bus trips on Scott and Albert but actual figure will not be known until into 2015
Use the Transitway as long and us much as possible	The Transitway will be used in preference to Scott/Albert as long as each section is available

### **Snow Clearing and Garbage Pickup**

#### Snow clearing

The Snow and Ice control standards that will be applied to Scott/Albert Street during the West Transitway Detour will be the highest standard of winter maintenance, the same level as the current Transitway.

#### Garbage pickup

Garbage pickup schedules and routing will be adjusted to ensure the same standard enjoyed today, including changes to days and hours of garbage pickup.

### **Construction Timelines**

The Detour will be phased and will take effect in the final 2 years of this 5-year construction project. To accommodate the West Transitway Detour, Scott Street will be widened by approximately 3 metres to the north between Tunney's Pasture and Bayview Road. Construction and widening of Albert and Scott streets to allow bus-only lanes to be added is scheduled to occur in fall 2015.

<b>Timeline</b>	<b>Activity</b>
Spring 2014 to fall 2015	Widening and watermain replacement work on Albert Street from City Centre Avenue to Broad Street
Fall 2014 to end of 2014	Preston Street Extension
Winter 2015 to fall 2016	Booth Street full closure, detour onto new Preston Street Extension
Fall 2015	Albert Street and Scott Street widening up to Merton Street
Fall 2015 until May 2018	Phase 1 - West Transitway Detour (Merton Street to Empress Avenue) in effect
Winter 2016 to summer 2016	Scott Street widening from Merton Street to Tunney's Pasture
Summer 2016 until May 2018	Phase 2 – West Transitway Detour (Tunney's Pasture to Empress) in effect

## Stations in the Community

As construction progresses on the Confederation Line, the City of Ottawa and its residents move closer to benefiting from a world-class LRT system that will transform Ottawa, creating new possibilities for its communities while moving residents faster, more efficiently and more comfortably. As of spring 2018, Ottawa's west end communities will have access to three new stations, Tunney's Pasture, Bayview and Pimisi, (seen below in 2012 renderings) that will connect to existing transit services and will create new public meeting places for adjacent communities.

### Pimisi Station



### Bayview Station



## Tunney's Pasture Station



## For More Information

The City of Ottawa and RTG are committed to providing timely, accurate and regular communication during Confederation Line construction. For further information, stay on-track with us by visiting the Confederation Line website at [www.ottawa.ca/confederationline](http://www.ottawa.ca/confederationline) and find out what we are building, when and where or contact the Community Liaison Officer for this area, Damon Berlin via 3-1-1 or at [lightrail@ottawa.ca](mailto:lightrail@ottawa.ca).

