

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

|                                     |  |
|-------------------------------------|--|
| Our File/N/Réf.<br>Your File/V/Réf. | <b>50</b> 12-00-0032   |
| DATE                                | 28 January 2000  |
| TO/DEST.                            | Co-ordinator<br>Transportation Committee   |
| FROM/EXP.                           | Director Engineering Division<br>Environment and Transportation Department                                       |
| SUBJECT/OBJET                       | <b>OTTAWA RIVER PARKWAY BUS STOPS<br/>PROPOSED AMBLESIDE COMMUNITY LOCATION<br/>CONCEPT DESIGN STATUS REPORT</b> |

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### **REPORT RECOMMENDATION**

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

### **BACKGROUND**

At Transportation Committee on 15 December 1999, staff were asked to present the concept design for the proposed bus stops on the Ottawa River Parkway in the general vicinity of the Ambleside Community to Committee prior to initiating the preliminary and detail design and the approval process.

Staff have reviewed the work and the input received on the proposal to date and have summarized the information below.

### **RECENT SITUATION**

The Ottawa River Parkway is used as an integral part of the Transitway system linking the Southwest Transitway at Lincoln Fields to the West Transitway in Westboro. The Parkway is owned by the National Capital Commission (NCC) and the initial agreement between the NCC and the Region of Ottawa-Carleton (Region) was for the use of the Ottawa River Parkway by OC Transpo buses until the year 2004.

As part of a separate agreement between the Region and NCC, it was agreed that the use of the Parkway by OC Transpo would be extended to the year 2031 and that bus stops could be installed at two locations on the Ottawa River Parkway. These bus stops are to be situated at locations which would provide access to the high quality rapid transit services that operate along the Parkway to the highest number of residents and employees whose homes or places of work are near the Parkway.

A condition of the agreement with the NCC to allow the installation of the proposed bus stops on the Ottawa River Parkway is that the final design, which will include landscaping enhancements, must be approved by the NCC.

Taking into consideration the demographics and land use in the communities abutting the Ottawa River Parkway, the optimum locations for the proposed bus stops have been identified to be in the general vicinities of New Orchard Avenue and Dominion Avenue. The Dominion Station bus stops were completed last year and the Station was successfully opened for public use on 12 November 1999. The proposed New Orchard Avenue location will provide access to transit services for the approximate 3,000 residents in the Ambleside community.

A bus stop offering access to Transitway Routes 95 and 97 at this location would be a significant enhancement to bus service for Ambleside residents. In the morning peak period for trips to downtown, it would provide travel time advantages of up to 15 minutes and access to three times the service frequency currently available. Service to downtown is available every three minutes on Route 95 and every five minutes on Route 97: a total of 32 trips an hour. The time to downtown from Ambleside on the Parkway, via the Transitway, would be just over 10 minutes.

Currently, transit riders in this community can choose from Route 50 in the peak periods (five trips in the peak hour and about 15 minutes to downtown) or Route 2 all day (three buses per hour and 25 minutes to downtown). Alternatively, Route 2 customers can transfer to Transitway service at Westboro Station and shorten the downtown trip to 15-20 minutes.

The station to service the residents of the Ambleside community is in the concept design process and has been the subject of some community consultation and initial discussions with NCC staff.

#### DESIGN PROPOSAL FOR THE AMBLESIDE LOCATION

The concept design for the proposed installation of the bus stops in the general vicinity of New Orchard Avenue to serve the Ambleside community is illustrated on Figure 1, attached.

A prime consideration in the analysis and decision making process to locate the bus stops at this location was the immediately adjacent high density residential area and the ability to take advantage of the two existing Ottawa River Parkway pedestrian underpasses to provide the required safe grade separated pedestrian crossing of the Parkway to reduce construction costs.

The split bus stop arrangements minimizes the overall walking distances into the neighbourhood as far as possible and removes the requirement to widen the existing Parkway pedestrian underpass structures. The existing NCC recreational pathways which will provide the pedestrian connections between the proposed bus stops and New Orchard Avenue and McEwen Avenue will have to be reconstructed to the current NCC standards.

The Ottawa River Parkway is a free flow parkway facility with two traffic lanes in each direction. The opposing traffic lanes are separated by a wide grassed and treed median. The pedestrian activity is located on the recreation pathways which are situated at some distance from the Parkway, and are not winter maintained. The Parkway is not illuminated.

The safety of the travelling public is a prime consideration in the concept design proposal for bus stops. Buses servicing the stops will use a separate lane outside of the through traffic lanes and deceleration and acceleration lanes will be required to permit buses to safely manoeuvre out of and into the adjacent traffic lane.

## DISCUSSION

The overall scope of the proposed works include: the construction of the deceleration and acceleration lanes and the lane widenings at the bus stops that are required to have buses servicing the stops safely located outside of the through traffic lanes, the construction of the bus stop platforms on both sides of the Parkway, the removal and construction of approximately 645 m. of pedestrian connections and the illumination of the bus platforms and the pedestrian connections to New Orchard and McEwen Avenues.

This concept design would require only the removal of a minor amount of vegetation at the westbound bus stop location itself.

This concept design level estimate for this proposed undertaking is in the area of \$550,000.

OC Transpo will become responsible for the year round maintenance of the Ottawa River Parkway road widenings required for the bus stops, and all the winter maintenance activities that will be required on the pedestrian connections between the bus stops and New Orchard and McEwen Avenues.

There is a problem with spring time flooding of the north side Parkway pedestrian underpass which needs to be addressed to avoid having the westbound stop becoming inaccessible and out of service for approximately three weeks every spring. This will be addressed during the detail design process.

As previously indicated all the design elements for the proposed bus stops, and the associated works, require the approval of the NCC. The proposal to construct and operate bus stops at this location has been reviewed by Commission staff who have expressed reservation about the potential negative impact and intrusion that they would have on the natural environment of the Ottawa River Parkway. They have also indicated that it is their position that the Parkway should remain unlit, and that only minimal illumination of the bus platforms and pedestrian connections should be considered, and the installation of the bus shelters at the stops would present an unsightly intrusion into the Parkway corridor. A pre-condition of any approval is that the bus stop locations would have to be extensively landscaped to mitigate their intrusion into the natural environment of the corridor.

### CONSULTATION

An extensive public consultation process has been undertaken throughout the concept and functional design phases for the project.

Open house public meetings have been conducted in the various Ambleside community buildings on six occasions and general public open house meetings were held at Our Lady of Fatima School on 24 November 1998 and at the Carlingwood Public Library on 23 November 1999.

A mail drop survey was distributed to every residence or place of business in the potential bus stop passenger catchment area for the proposed stops which is bounded by the Ottawa River Parkway, Woodroffe Avenue and Richmond Road. This survey was also inserted into the local community newspapers on two occasions, and it was made available at each public open house meeting.

All the responses to the surveys, comment sheets returned from the public open houses and all the opinions and/or comments received on the proposal, including petitions, have been recorded. To date, 263 of the total 388 respondents have indicated their opposition of the proposal. A breakdown of the data and responses is provided in Appendix A.

The concerns and issues that have been received from the community include the physical intrusion and impact that the bus stops will have on the Parkway, the long walking distances between the bus stops and New Orchard and McEwen Avenues, taking into particular consideration the harsh environment of the location at certain times of the year, and the safety issues associated with the relatively isolated location of the bus stops and the pedestrian connections especially if only minimal lighting is permitted.

### CONCLUSION

At this time, the concept design in this report is being finalized for a formal submission to the NCC for their review and input as required to initiate the preliminary and detail design process. Staff will report to committee on the outcome of the submission to NCC.

The nature of the design and operational issues and constraints that have been identified through the concept design phase, and expressed by the community with respect to potential negative impact that the bus stops may have on the Ottawa River Parkway, are an issue. Staff believe a considerable

investment of resources will be required to address these issues and that it may not be possible to mitigate all of the concerns, however, the bus stops will significantly improve the attractiveness of transit service and provide the residents of the Ambleside community with access to fast and frequent Transitway service.

*Approved by  
J. Miller, P. Eng.*

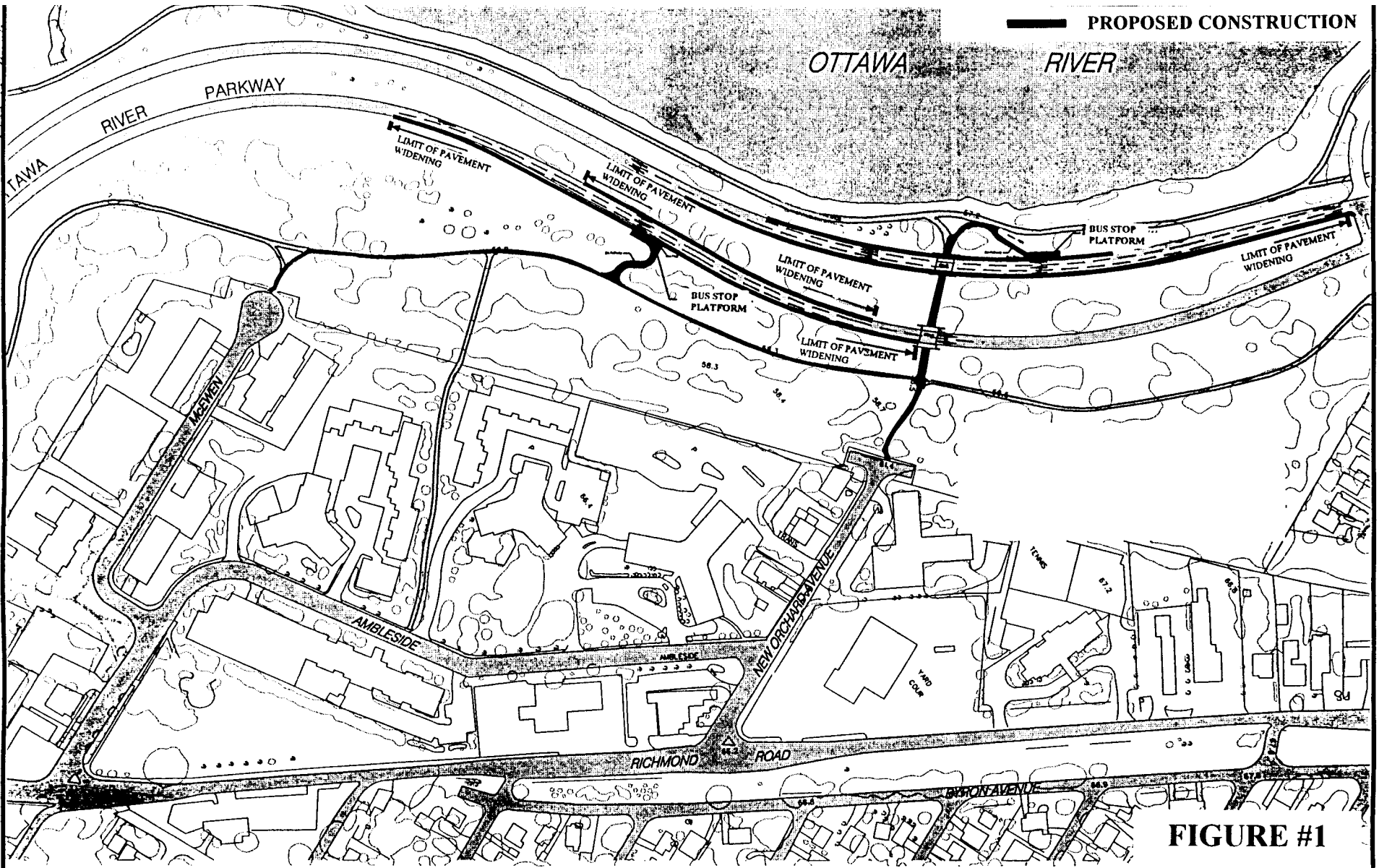
MJR/cpv

Attach ( 1 )

## APPENDIX "A"

| <b>PROPOSED BUS BAYS - NEW ORCHARD AVE. @ OTTAWA RIVER PARKWAY</b> |                           |                  |                 |                |                                      |
|--|---------------------------|------------------|-----------------|----------------|--------------------------------------|
| <b>SURVEY/OPEN HOUSE RESPONSE SUMMARY</b>                          |                           |                  |                 |                |                                      |
| <b>DATE</b>  | <b>RESPONSES RECEIVED</b> | <b>ATTENDEES</b> | <b>IN FAVOR</b> | <b>OPPOSED</b> | <b>DESCRIPTION/LOCATION</b>          |
| Jun 98   | 39                        |                  | 26              | 13             | From Survey distributed in June 1998 |
| Sep 98   | 31                        |                  | 21              | 10             | From West End Chronicle Survey       |
| Sep 98   | 50                        |                  |                 | 39             | Petition - from of 30 McEwen         |
| Sep 98   |                           |                  |                 | 2              | Petition - from Ambleside community  |
| Sep 98   |                           |                  |                 | 9              | Petition - from outside of area      |
| 24 Nov 98  | 6                         | 17               | 2               | 4              | Our Lady of Fatima School            |
| 17 Jun 99  | 3                         | 4                | 1               | 2              | 31 McEwen Ave.                       |
| 22 Jun 99  | 1                         | 10               |                 | 1              | Halcyon Bldg. 1195 Richmond          |
| 24 Jun 99  | 4                         | 12               |                 | 4              | New Orchard Lodge                    |
| 24 Jun 99  | 63                        |                  | 63              |                | Petition - from New Orchard Lodge    |
| 21 Sep 99  | 10                        | 21               |                 | 10             | Ambleside I - 1081 Ambleside Dr.     |
| 27 Sep 99  | 5                         | 23               | 2               | 3              | Ambleside II - 1171 Ambleside Dr.    |
| 10 Nov 99  | 14                        | 16               | 10              | 4              | 1100 Ambleside Dr.                   |
| 23 Nov 99  | 5                         | 6                |                 | 5              | Carlingwood Public Library           |
| 13 Dec 99  | 1                         |                  |                 | 1              | E-mail from Mr. Chris Leggett        |
| 31 Dec 99  | 7                         |                  |                 | 7              | Petition from residents at Park Pl.  |
| 28 Jan 00  | 149                       |                  |                 | 149            | Petition from residents at Park Pl.  |
| <b>TOTALS</b>  | <b>388</b>                | <b>109</b>       | <b>125</b>      | <b>263</b>     |                                      |

**NOTE: THESE TOTALS DO NOT TAKE INTO ACCOUNT POSSIBLE  
DOUBLE COUNTING.**



PROPOSED OTTAWA RIVER PARKWAY  
BUS STOPS AT AMBLESIDE

OTTAWA - CARLETON  
ENVIRONMENT AND TRANSPORTATION  
DEPARTMENT

|                 |                    |                   |
|-----------------|--------------------|-------------------|
| SCALE<br>N.T.S. | DRAWN BY<br>L.A.D. | CHECKED BY<br>VC  |
| RT-2417         | DATE<br>JAN 2000   | APPROVED BY<br>VC |

TRANSPORTATION PROJECTS BRANCH