

**2. WEST TRANSITWAY EXTENSION –  
AT GRADE CROSSING AT MOODIE DRIVE**

**PROLONGEMENT DU TRANSITWAY OUEST –  
PASSAGE À NIVEAU DE LA PROMENADE MOODIE**

**COMMITTEE RECOMMENDATION**

**That Council approve a revised implementation strategy for the West Transitway Extension (Bayshore Station to Moodie Drive) as outlined in this report.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve une stratégie de mise en œuvre révisée pour le prolongement du Transitway Ouest (de la station Bayshore à la promenade Moodie) comme il est indiqué dans le présent rapport.**

**DOCUMENTATION / DOCUMENTATION**

1. Acting Deputy City Manager's report, Planning and Infrastructure, dated 23 June 2015 (ACS2015-PAI-INF-0003).

Rapport du directeur municipal adjoint, Urbanisme et infrastructure, daté le 23 juin 2015 (ACS2015-PAI-INF-0003).

2. Extract of Draft Minute, 30 June 2015.

Extrait de l'ébauche du procès-verbal, le 30 juin 2015.

**Report to**  
**Rapport au:**

**Transportation Committee**  
**Comité des transports**  
**30 Jun 2015 / le 30 juin 2015**

**and Council**  
**et au Conseil**  
**8 July 2015 / 8 juillet 2015**

**Submitted on June 23, 2015**  
**Soumis le 23 juin 2015**

**Submitted by**  
**Soumis par:**

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**Ward: BAY (7) / BAIE (7)**

**File Number: ACS2015-PAI-INF-0003**

**SUBJECT: WEST TRANSITWAY EXTENSION – AT GRADE CROSSING AT  
MOODIE DRIVE**

**OBJET: PROLONGEMENT DU TRANSITWAY OUEST – PASSAGE À NIVEAU  
DE LA PROMENADE MOODIE**

## **REPORT RECOMMENDATIONS**

**That Transportation Committee recommend Council approve a revised implementation strategy for the West Transitway Extension (Bayshore Station to Moodie Drive) as outlined in this report.**

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité des transports recommande au Conseil d'approuver une stratégie de mise en œuvre révisée pour le prolongement du Transitway Ouest (de la station Bayshore à la promenade Moodie) comme il est indiqué dans le présent rapport.**

## **BACKGROUND**

On September 8, 2010, City Council approved a functional design (Preliminary Recommendation Plan) to extend the West Transitway from Bayshore Station to Moodie Drive ([ACS2010-ICS-INF-0012](#)).

Following this approval, Public Works and Government Services Canada (PWGSC) announced an intention to create a federal employment node at the former Nortel Campus, located north of the study area at Carling Avenue and Moodie Drive. Due to the higher employment and traffic projections associated with this redevelopment, it was determined that the full grade separation would be required in the short term, prior to the original projection of 2021 to 2031.

As a result, on April 27, 2011, ([link to report](#)) Council directed staff to advance the timing of the proposed implementation schedule of the recommended plan pending availability of funding.

The Environmental Assessment (EA) for the West Transitway extension project was completed in 2012 and included the requirement for a full grade separated Transitway crossing Highway 417 at the Moodie Drive interchange.

With the approval of the 2013 Transportation Master Plan (TMP), the City committed 100% funding the 2014 Capital Budget, including funding to proceed with the detailed design phase for the West Transitway extension.

## **DISCUSSION**

The Government of Canada's employment projections to consolidate Department of National Defence headquarters in the National Capital Region, specifically, the former Nortel Campus, have been significantly reduced from 15,000 to 8,500. Based on this

information, an updated traffic analysis for Moodie Drive and the Transitway was completed in early 2015. The following was considered as part of the traffic analysis:

- Update to the City's Transportation Master Plan (TMP).
- Update to the City's TRANS model for the 2031 planning horizon.
- Construction associated with the widening of Highway 417 west of Moodie (completed in late 2014), providing additional capacity.

Based on the traffic assessment, it was determined that an at grade crossing will be sufficient to accommodate future traffic requirements beyond 2031.

Beyond 2031, when traffic considerations warrant, construction of the full grade separation of the Transitway through the Moodie Drive interchange is recommended.

An at grade crossing at Moodie Drive involves the realignment and reconstruction of the westbound 417 off ramp, including building a new bridge structure. A schematic is presented in the attached Figure 1.

The Ministry of Transportation (MTO) has approved the concept of an at grade crossing at Moodie Drive and staff will continue to work with the MTO through the design phase.

Implementation of an at grade crossing at Moodie Drive provides improved reliability for OC Transpo services when compared to the existing conditions.

As part of the scope of the project, pedestrian and cycling connections will be implemented, including improved facilities along Corkstown Road.

Part of the change in scope includes an at grade crossing at Holly Acres Road. The Stage 2 Light Rail Transit (LRT) EA and Functional Design Report ([ACS2015-CMR-OCM-0017](#)) recommends this change in a report to FEDCO on June 29, 2015.

### **Costs**

The City's 2014 budget process allocated partial construction funding for the West Transitway Extension with a commitment to full funding of the project. An initial tender was issued for the Stillwater Creek Culvert Extension and associated Stillwater Creek Realignment works in June 2014. This project was awarded to a contractor with construction completion scheduled for late 2015.

The total project cost for an at grade crossing at Moodie Drive and an at grade crossing at Holly Acres Road, is estimated to be \$41 million. Comparably, the costs associated with a full grade crossing at Moodie Drive and an at grade crossing at Holly Acres Road was estimated at \$63 million. Estimates will be confirmed once the tendering process has been completed. Further budget reductions may be possible.

Costs have been estimated in accordance with the Council-approved Project Delivery Review and Cost Estimating system (ACS2013-PAI-INF-0012). The estimate is based on a Class C Design Level Estimate.

The 2015 Capital Budget approved the funding for the construction of the Transitway, including a transit station at Moodie Drive and an at grade crossing at Holly Acres Road.

By postponing the construction of the full grade separation until beyond 2031, there is a budget reduction of \$22 million.

### **Noise Barriers**

Consistent with the Council approved “City of Ottawa Environmental Noise Design Guidelines,” the increase in noise attributed to the West Transitway Extension does not warrant noise mitigation. The dominant source of noise is Highway 417.

However, the City and MTO are finalizing an agreement to construct a segment of MTO-funded noise barriers along the north side of Highway 417 (and the Transitway) from east of Stillwater Creek to west of the existing berm as part of the West Transitway Extension project.

Installation of the noise barriers are subject to finalization of an agreement with MTO.

### **Outstanding Project Requirements:**

#### Property and Permits

- NCC property acquisition;
- MTO Encroachment Permit for construction of this phase of work;
- MTO Right of Way (ROW) Usage and Lane Closures Permit to construct the realigned Highway 417 westbound ramp at Moodie Drive; and
- Corridor-sharing agreement with MTO is required for construction and use of Transitway on MTO lands required in the long-term.

#### Approvals

- NCC Federal Land Use Approval is required as part of overall project; and
- An at grade crossing at Holly Acres Road. The Stage 2 Light Rail Transit (LRT) Environmental Assessment and Functional Design Report recommends this change in a report (ACS2015-CMR-OCM-0017) to FEDCO on June 29, 2015.

### Schedule

Subject to obtaining the necessary approvals, property and permits, construction is scheduled to start in late 2015. The Transitway would be ready for use in late 2017. Final construction works, including landscaping, would be completed in mid 2018.

### **RURAL IMPLICATIONS**

There are no rural implications.

### **CONSULTATION**

Public consultation has been ongoing since 2009.

On the revised strategy, a Public Information Session was held on Monday June 8, 2015, from 6:30 p.m. to 8:30 p.m. at the Michele Heights Community Centre (2955 Michele Drive, Ottawa, ON). Information was posted on Ottawa.ca; disseminated by local ward councillors, as well as the Transportation Chair and Transit Commission Chair.

Comments were collected at the Public Information Session and they have been reviewed for the purpose of this report. Moving forward during detailed design, feedback will be reviewed in further detail.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Comments provided by Ward Councillor Mark Taylor BAY (7):

“Overall I support this project as it will provide benefit to the residents of my ward as well as create a needed extension to our Transitway system. I do have concerns regarding functional integration to the Crystal Beach community from the following perspectives:

- Noise: I would like to ensure that rigorous noise abatement is included in the project to insulate residents from any additional noise above and beyond the Queensway (Highway 417) noise they now experience. This would include the noise from bus arrival, departure, idling and layup.
- Access: Pedestrian and cycle access should be thoroughly and thoughtfully designed to integrate well with the community to promote connections and not create inadvertent danger.
- Deferral of grade separation: I am skeptical of the staff review of the 2014 transit levels that recommend the use of at grade crossings predicated on the DND campus not increasing its capacity beyond 8,500 employees until post 2031. We have no credible way of determining what the DND staffing volume will be and in

my opinion grade separation now is most prudent and accounts for future west end growth beyond conservative projections.”

- I have not sufficiently seen the causes for change from the original EA (where there was no contemplation of DND traffic volume) with respect to the need for a segregated bridge.”

### **ADVISORY COMMITTEE(S) COMMENTS**

Advisory Committees are invited to provide input through delegations at Transportation Committee.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendation in this report.

### **RISK MANAGEMENT IMPLICATIONS**

Transit Services has reviewed the report and are confident that the recommendations provide improved reliability when compared to the existing conditions.

Transit Services has developed a preliminary plan for service changes that will accommodate the DND/Nortel building, as well as the Crystal Beach area. These service changes will utilize the new West Transitway Extension as outlined in this report:

- A bus route will operate from Tunney’s Pasture Station to Carling Place in the morning, and from Carling Place to Tunney’s Pasture Station in the afternoon. The route will operate along the Transitway, including the West Transitway Extension to Moodie Drive, and will service the new station at Moodie Drive. This bus route will provide a convenient connection to Carling Place for DND employees living in Gatineau, east Ottawa, central Ottawa and south Ottawa.
- Transitway and express routes from Kanata/Stittsville will use the West Transitway Extension instead of Highway 417, between Moodie Drive and Holly Acres. These routes will service the new station at Moodie Drive. DND employees from Kanata/Stittsville will be able to take their regular or express route to the station at Moodie Drive and transfer to make their connection to Carling Place.
- Local Route 152 will be modified to operate between Bayshore Station and the new station at Moodie Drive, via Crystal Beach and Carling Place.
- Additional peak period bus trips will be provided between Carling Place and the new station at Moodie Drive as needed.

## **ASSET MANAGEMENT IMPLICATIONS**

Comprehensive Asset Management (CAM) is an integrated business approach involving planning, finance, engineering, maintenance and operations geared towards effectively managing existing and new infrastructure to maximize benefits, reduce risk and provide safe and reliable levels of service to community users. This is accomplished in a socially, culturally, environmentally and economically conscious manner.

The recommendations and actions documented in this report are consistent with the City's CAM Program (City of Ottawa Comprehensive Asset Management Program) objectives. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

The recommended revised implementation plan supports the programs core objectives and the delivery of services with the outward focus on community benefit and an inward focus on efficiency and affordability.

## **FINANCIAL IMPLICATIONS**

The total project cost for an at grade crossing at Moodie Drive and an at grade crossing at Holly Acres Road, is estimated to be \$41 million. Comparably, the costs associated with a full grade crossing at Moodie Drive and an at grade crossing at Holly Acres Road was estimated at \$63 million. By postponing the construction of the full grade separation until beyond 2031, there is a budget reduction of \$22 million. Estimates will be confirmed once the tendering process has been completed. Further budget reductions may be possible.

Project 904482 Western Transitway (Bayshore to Moodie) will be reduced from \$69.734 million to \$47.734 million. The project financing is in accordance with development charge legislation, gas tax agreements and debt policy; the \$22 million reduction must be applied accordingly. Based on the growth-funded component of the project as outlined in the Development Charge Background Study, the reduction to the project authority would result in the return of \$4.4 million of development charge funds, \$12.8 million of federal gas tax funds and a reduction of \$4.8 million in Transit Development Charge debt financing.



## **ACCESSIBILITY IMPACTS**

The West Transitway Extension Project will be designed to meet the accessibility goals set by Council.

## **ENVIRONMENTAL IMPLICATIONS**

The revised West Transitway Implementation Strategy promotes public transit and will introduce bus-only lanes between Bayshore Station and Moodie Drive. Buses will no longer be required to travel within the congested Highway 417 corridor between Bayshore and Moodie. As a result, the City is able to promote sustainable transit services.

## **TERM OF COUNCIL PRIORITIES**

The work outlined in this report is supportive of the following Term of Council Priorities:

TM1 – Ensure sustainable transit services

TM3 - Provide infrastructure to support mobility choices

TM4 – Provide alternative mobility choices

GP3 – Make sustainable choices

FS2 – Maintain and enhance the City's financial position.

## **SUPPORTING DOCUMENTATION**

Document 1: Figure 1 - Revised Implementation Strategy

Figure 2: Project Limits

## **DISPOSITION**

Upon approval of this report, staff will implement the revised implementation strategy for the West Transitway Extension (Bayshore Station to Moodie Drive).

Return to source the budget reduction of \$22 million as a result of the revised implementation strategy.

Document 1

Figure 1: Revised Implementation Strateg

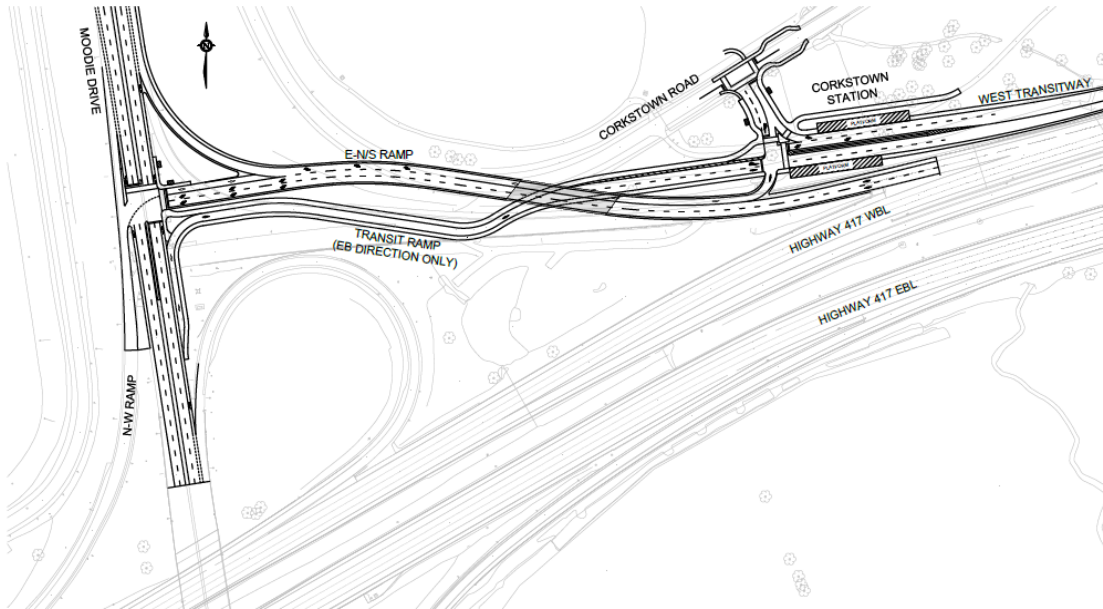


Figure 2: Project Limits

