

Technical Briefing

Transit Service during Confederation Line Construction – Updates for 2016

Location: City Hall, Colonel By Room
Wednesday, February 10, 2016 – Following Council

KEY MESSAGES

General

- In April and June 2016, OC Transpo will implement the last service changes to routes affected by O-Train Confederation line construction.
- Once these service adjustments occur, the Transitway between Tunney's Pasture and Blair stations will be fully closed until 2018 when the Confederation Line officially opens for service.
- Council has invested \$74 million in mitigation measures to minimize the impacts to transit customers affected by the service adjustments.
- Bus route adjustments have been designed to minimize customer and resident inconvenience, continue to serve customers' destinations, maintain key transfer points and provide a cost-effective service.

Laurier Station to Lees Station

- *On April 24*, the Transitway between Laurier and Lees stations will close, requiring that most bus service be relocated to bus-only lanes on Nicholas Street and Highway 417.
- Laurier and Lees stations will remain open; however, the lower level of Lees will remain closed and Campus Station will close.
- Approximately 94 per cent of 340,000 network-wide daily customer trips will not be affected by these changes.

Tunney's Pasture to Merton Street

- *From March until June*, the Tunney's Pasture Station Transitway ramp will be closed to facilitate construction of the new bus loop and Routes 86 and 176 will be detoured to travel along Scott Street.
- *On June 19*, the Transitway between Tunney's Pasture Station and Merton Street will close and bus service along this segment will be relocated to the bus-only lanes on Scott Street, between Merton Street and Holland Avenue.
- Tunney's Pasture Station will remain open; however, the lower level will close.
- Approximately 86 per cent of 340,000 network-wide daily customer trips will not be affected by these changes.

Next Steps

- The **Transit Service during Confederation Line Construction – 2016 Updates** report will be tabled at the February 17 Transit Commission meeting.
- After the service changes are implemented, they will be evaluated based on feedback we collect from customers and operating staff, as well as ridership and operational data measurements.
- For more information, customers are encouraged to visit octranspo.com over the coming months.

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KEY FACTS

Laurier Station to Lees Station

- Service adjustments on the Transitway between Laurier Station and Lees Station will require most buses to travel along newly constructed bus-only lanes on Nicholas Street and Highway 417.
- Campus Station will be closed, requiring all west-end express routes and Route 176 to start at MacKenzie King Bridge in the afternoon.
- The main campus of the University of Ottawa (uOttawa) will continue to be well served by transit as most routes will continue to serve Laurier Station.
- Routes 95 and 98, as well as Route 85 (adjusted in December 2015), will provide service along King Edward Avenue to ensure that the entire main campus of uOttawa will be within a 5 minute walking distance to transit.
- Approximately 6 per cent of the 340,000 network-wide daily customer-trips (approx. 20,400) will have a longer travel time of up to four minutes.
- These changes will begin on April 24.

Tunney's Pasture Station to Merton Street

- Service adjustments on the Transitway between Tunney's Pasture Station and Merton Street will require most buses to use the bus-only lanes on Scott Street, between Merton Street and Holland Avenue.
- Transit service will be maintained at the upper level of Tunney's Pasture Station with the opening of the new Transitway ramp.
- Approximately 14 per cent of the 340,000 daily customer-trips (approx. 47,000) will have a longer travel time of up to one minute.
- These changes will begin on June 19.

New Hurdman Station

- The new Hurdman Station bus platform will be in service starting on September 4.

Long-Term Plans and Customer Benefits

- Some of the long-term plans and customer benefits resulting from the conversion to light-rail include:
 - More reliable transit service;
 - Superior accessibility and passenger flow;
 - Enhanced comfort and passenger experience;
 - Capacity to handle the continuing economic growth of Ottawa;
 - Replacing bus and car trips with the zero emission electric trains, means reducing carbon dioxide by approximately 38,000 tonnes per year by 2031 – the equivalent of taking 7,300 cars off of our streets;
 - The system will feature integration of high-capacity light-rail with local buses and rapid transit bus service; and,
 - Replacing cars and buses with light-rail, plus an underground downtown corridor, means a reduction in both air and noise pollution.