

Merivale Road Bus Rapid Transit (BRT) Lanes

In addition to the CDP study for Merivale Road, the City plans to include bus rapid transit lanes on the outside lanes of Merivale Road between Baseline Road and Carling Avenue. The Merivale Road BRT study is looking at options for improving bus transportation service along Merivale Road and including complete street design components between Baseline Road and Carling Avenue. Currently, bus service along Merivale Road operates in mixed traffic, resulting in some delays that impact service reliability. To improve transit service, timing, and reliability along this 2.5-kilometre segment designated as 'Traditional and Arterial Mainstreet', the City's Transportation Master Plan identifies this corridor for bus rapid transit lanes.

The proposed modifications are as follows:

Transit Improvements:

- Designate curb lanes in the northbound and southbound directions as reserved transit priority lanes during peak periods as follows:
- Mon – Fri AM Peak: 06:00 – 09:30; PM Peak: 15:00 – 18:00

Southbound Transit Priority Lane:

- The southbound lane starts at the location where the single southbound lane currently diverges to two lanes just south of Carling Avenue.
- The bus lane will be continuous along most of the corridor. However, it discontinues between Kirkwood Avenue and Morisset Avenue, a distance of approximately 160 m, in order to retain two receiving lanes for the eastbound dual right-turn at Kirkwood Avenue and to provide sufficient distance for the lanes to merge south of the intersection.
- The southbound bus lane ends 70 m south of Central Park (S) intersection to allow buses to travel through the intersection before merging into mixed traffic.

Northbound Transit Priority Lane:

- The northbound bus lane starts north of the bus stop located on the far side of the Merivale Road/Baseline Road intersection. It will allow sufficient distance to the westbound right-turning vehicles to merge into the northbound traffic stream.
- The northbound bus lane ends at a location approximately 160m south of Carling Avenue.
- The proposed curbside transit lane will be shared with right-turning vehicles on the approach to signalized and un-signalized intersections, which include private driveways. The transit lane markings will end approximately 35m before each intersection at which point right-turning vehicle are permitted to access the curb lane.

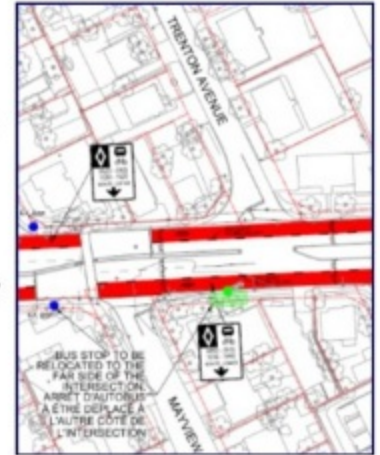
Bus stop modifications include:

- A new shelter at the southbound bus stop at Merivale Road/Coldrey Avenue (7432).
- Relocation of the northbound bus stop at Merivale Road/Kirkwood Avenue (7437) from near side to far side of the intersection.
- Relocation of the southbound bus stop at Merivale Road/Mayview Avenue (4834) from near side to far side of the intersection with a new bus shelter.
- Relocation of the northbound bus stop at Merivale Road/Central Park Drive (N) (5698) from near side to far side of the intersection with a new bus shelter.
- City officials are hoping to begin the implementation process by the end of 2018.

Carlington Pump Station Upgrade – Postponed

Last Spring, I hosted a Public Information Session for the future upgrades to the Carlington Pump Station to allow residents to review the design plans for the project and the anticipated impacts during construction. The main objective of the pump station upgrade is to improve the reliability of water supply to roughly one third of the City's central water distribution system, and to provide additional capacity needed to accommodate future urban growth. The project is identified in the City's current Infrastructure Master Plan.

I was recently advised by senior City staff that this project has been put on hold. The City of Ottawa is balancing the needs of all the pump stations requiring upgrades across the City, and at this time, Carlington is working well and servicing the community adequately. Nevertheless, the City would like to increase the reliability of our drinking water system by upgrading this station. It is a proactive approach, which will see an improvement in overall reliability, and a huge capacity increase to accommodate future growth in the City. Upgrades to this station are part of a larger, more



Snapshot of proposed changes at Trenton Ave and Merivale Rd.