

# Baseline Road Transit Improvements Project Update

January 16, 2025



# Land Recognition

- Honouring the Anishinabe Algonquin Nation, and First Nations, Inuit and Métis peoples, Ottawa is built on un-ceded Anishinabe Algonquin territory.
- The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia. Their culture and presence have nurtured and continue to nurture this land.
- The City of Ottawa honours the peoples and land of the Anishinabe Algonquin Nation.
- The City of Ottawa honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

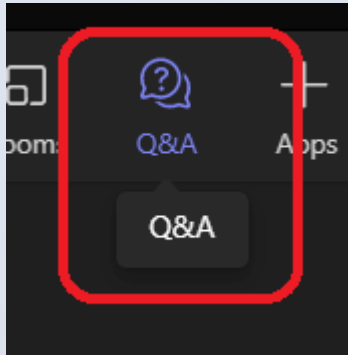
# Reconnaissance du territoire

- Honorer les peuples de la Nation Anishinabe Algonquine, les Premières Nations, les Inuits et les Métis, Ottawa est bâtie sur un territoire non cédé de la Nation Anishinabe Algonquine.
- Les peuples de la Nation Anishinabe Algonquine vivent dans ce lieu depuis des millénaires. Leur culture et leur présence l'ont imprégné et l'imprègnent encore.
- La Ville d'Ottawa rend hommage aux peuples et au territoire de la Nation Anishinabe Algonquine.
- La Ville d'Ottawa rend hommage à toutes les Premières Nations, les Inuits et les Métis et leurs précieuses contributions passées et présentes à cette terre.

# Teams Participation Protocol

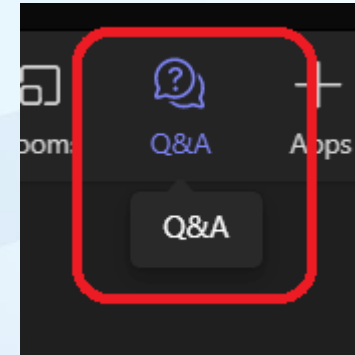
## Protocole en place pour les réunions sur Teams

If you have a question, you can submit it in either French or English, by clicking on the **Q&A** button located at the top of your screen in Teams.



**Thank you for your patience!**

Si vous avez des questions, vous pouvez les soumettre en français ou en anglais en cliquant sur le bouton **Q&A** situé en haut de votre écran dans Teams.



**Merci de votre patience!**

# Opening Remarks



Councillor/Conseillère Laine Johnson  
Ward 8 College/Quartier 8 Collège

# Welcome & Introductions

- Jennifer Armstrong – Director, Transportation Planning
- Frank McKinney – Program Manager, Transportation Environmental Assessments
- Jabbar Siddique – Senior Project Manager, Environmental Assessments
- Katarina Cvetkovic – Senior Project Manager, Transportation Planning
- Luc Marineau – Program Manager, Municipal Design & Construction
- Chris Ogilvie – Senior Project Manager, Infrastructure Projects
- Bruce Kenny – Manager, Design & Construction – Municipal
- Lydia Sanschagrín – Program & Project Management Officer, Business & Technical Support Services
- Pia Chin – Stakeholder Engagement Officer, Business & Technical Support Services

# Agenda

- Welcome & introductions
- Need for transit improvements on Baseline Road
- Project overview – Ultimate Plan
- Phased implementation
- Transportation Master Plan Update
- Discussion

# How the City Plans for Growth

Travel Model



## What will the future look like?

- Population & employment projections from the Official Plan
- Future transportation networks & services



## How much travel growth is expected?

- Travel Generation – How many trips are made in different areas?
- Travel Distribution – Where do trips start and end?
- Modal Choice – What is the mode of travel?
- Traffic Assignment – What roads and transit routes are used?



## How will people get to where they need to go?

- Transportation system performance (travel time, % of trips by mode, capacity, GHG emissions, etc.)
- Identification of projects and networks to meet mobility objectives

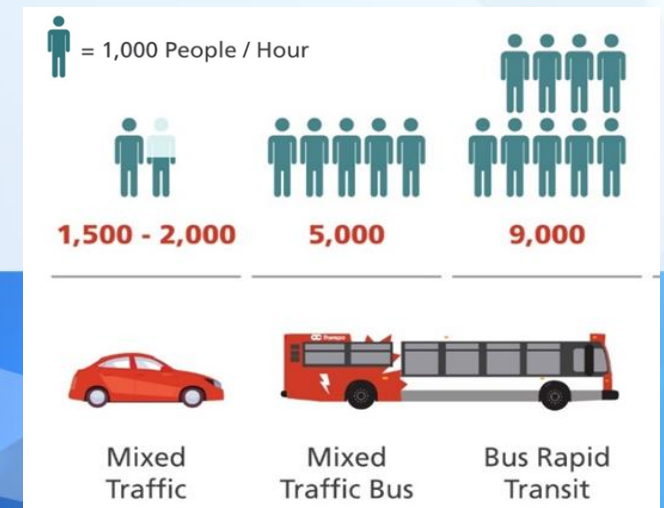
# The 2013 Transportation Master Plan

- Established future road and transit networks to support growth to 2031
- Identified the need for the Baseline Transitway
  - Affordable Network: Algonquin to Heron
  - Ultimate Network: Bayshore to Heron
- Baseline Transitway was the **highest scoring** Bus Rapid Transit project
- Since 2013, much has changed
  - Opening and on-going extension of O-Train lines
  - Post-pandemic travel patterns
  - Growth and development



# Need for Baseline Road Transit Improvements

- Ottawa is expected to grow by more than 400,000 people by 2046
  - Estimated 24,000 new residents along Baseline Road
  - Building new transit infrastructure critical to address mobility needs
- Baseline has high transit ridership today, exceeding pre-pandemic levels
  - Transit ridership has recovered faster than other corridors
- Baseline is an important east-west transit route
  - Connects to major destinations such as Algonquin College, Confederation Heights
  - Serves as a critical link in overall transit network



# Baseline Transitway: Connectivity to Transit Network

Connects to:

- Bayshore Station, Moodie Station, and future Kanata O-Train
- Algonquin Station and future Barrhaven O-Train
- Mooney's Bay Station and O-Train Line 2
- Southeast Transitway at Heron Station



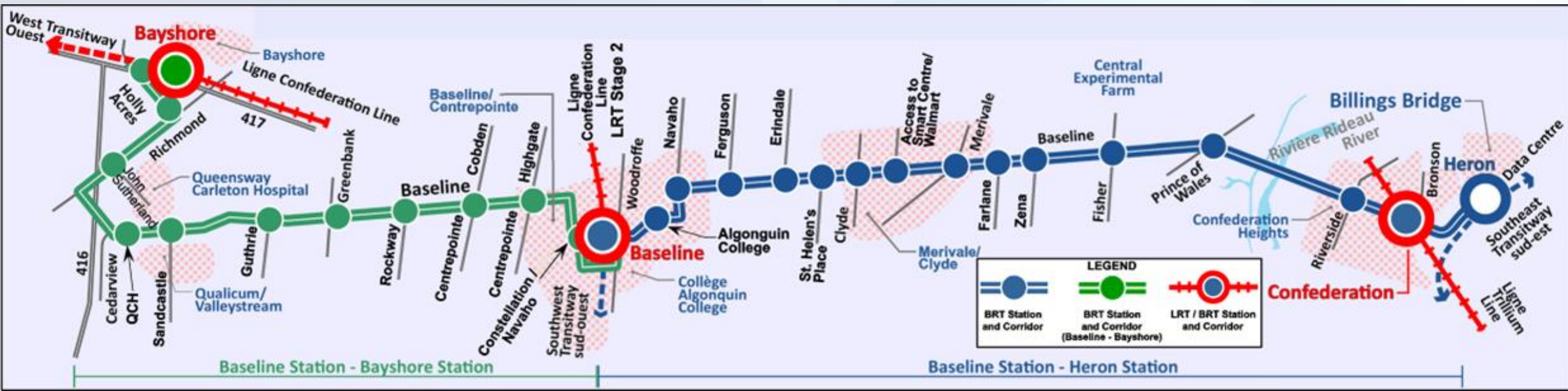
# Transit Service Issues on Baseline Road

- Current transit service impacted by high traffic volumes and congestion
  - Increases transit travel time and reduces bus reliability, leading to poorer customer service and higher operating costs for OC Transpo
  - Transit delays expected to worsen as travel demand increases over time
- Delays at bus bays as busses merge back into traffic
- Limited pedestrian crossings to access bus stops, lack of covered stops
- Challenging for people with disabilities to access transit due to lack of sidewalks and narrow bus platforms



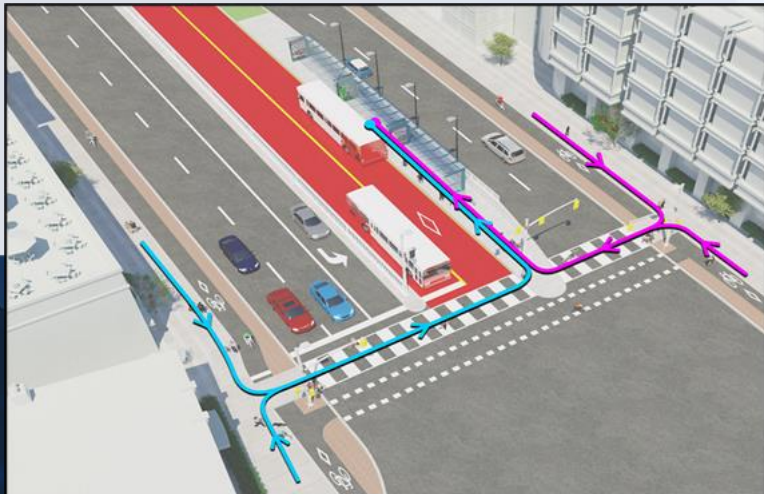
# Project Overview – Ultimate Plan

- Fully segregated median bus-only lanes from Bayshore Station to Heron Station
  - Offers fast, reliable service
- New pedestrian facilities and raised cycle tracks
- Maintains arterial road function with 4 lanes of general traffic
- Environmental Assessment study approved in 2017
- Implementation to be carried out in phases



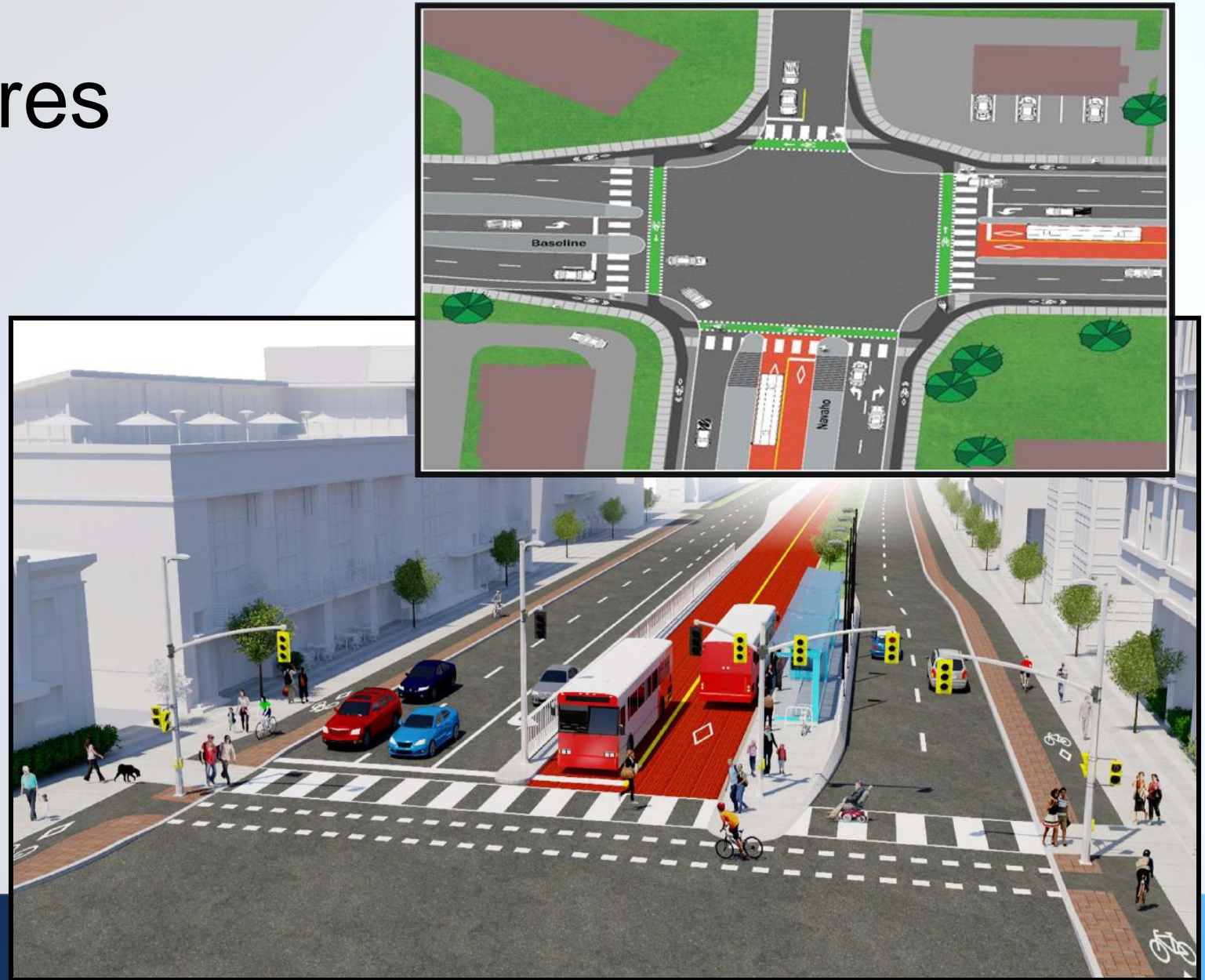
# Project Benefits

- Reliable service
  - Separated from vehicle traffic
  - Resilient to unexpected delays
- Travel time savings
  - Up to 11 minutes for entire corridor
- Lower operational costs & emissions
- Improved access to destinations
- Attracts ridership
  - New ridership projections being developed to capture post-pandemic travel patterns
- Comfort and convenience
  - Stations with shelters, wide platforms
  - 3 Transitway to O-Train transfer stations
  - Average walking distance 4-5 minutes
  - Safe signalized crossings



# Key Design Features

- Complete street design with new sidewalks and cycle tracks, protected intersections
- Designed to City of Ottawa Accessibility Standards
- 25 new stations with wide platforms and shelters – average 600 m spacing
- Median lanes can be used by emergency vehicles (fire, ambulance, police)



# Phase 1: Greenbank to Constellation

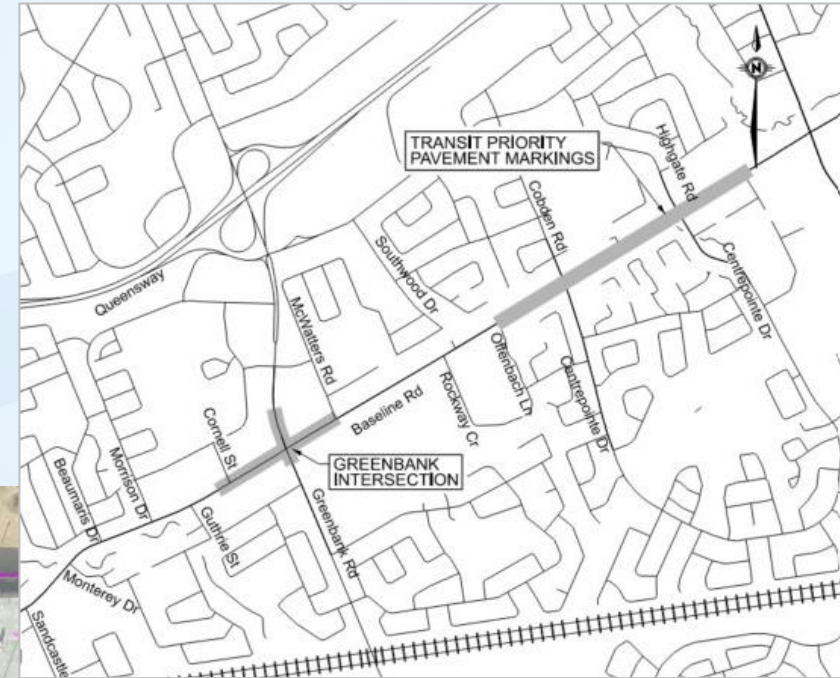
## Interim Transit Priority Measures

- Cost estimated at \$18.5 Million (fully funded)
- Detail design prepared in 2024
- Construction anticipated in 2025/2026
- For more information, please see the [project website](#)



# Phase 1 – Design Features

- Reconstruction of the Greenbank and Baseline intersection to include:
  - Dedicated bus priority lanes
  - New sidewalks and raised cycle tracks
  - Enhanced bus stops and shelters
- Provision of dedicated bus priority lanes
  - Eastbound between roughly Offenbach and Constellation
  - Northbound at Constellation
- Four through travel lanes maintained on Baseline Road



# Phase 1 – Project Benefits

- Improved level of service for customers due to shorter travel times and improved reliability; lower operating costs for OC Transpo
  - Currently, just under 4,000 daily customers on this segment (both directions)
  - Expected travel time savings of 30 to 150 seconds per trip in each direction (weekdays)
  - 1.8 million customer minutes saved per year
  - Savings will increase as ridership grows, expected with New Ways to Bus network changes
    - New Route 68 (Terry Fox to Algonquin)
    - Amended Route 88 (Bayshore to Algonquin)
- Upgraded bus stops
- Safer, more comfortable pedestrian & cycling facilities



# Phase 1 – Planned Construction



## Construction Schedule:

- Spring 2025 – Construction commences (subject to property acquisition)
- Fall 2026 – Anticipated completion

## As part of this project, the City will:

- Develop traffic management plans that ensure the intersection stays open during construction
- Co-ordinate construction activities with on-going O-Train construction
- Distribute notices regularly with project updates and traffic impacts
- Actively involve community stakeholders in implementing solutions to manage disruption

# Phase 2: Algonquin Station to Heron Station Full Transitway (blue section)

- Median transit lanes with 14 new stations; 7.1 km of full street surface reconstruction
- Raised cycle tracks and sidewalks on both sides
- Cost estimated at \$290 Million (2024 dollars)
- Detail design complete; awaiting funding for implementation
- Project need and timing to be reviewed as part of the Transportation Master Plan (TMP) Update



# Phase 3: Bayshore Station to Algonquin Station Full Transitway (green section)

- Median transit lanes with 11 new stations; 6.9 km of full street surface reconstruction
- Raised cycle tracks and sidewalks on both sides
- Cost estimated at \$255 Million (2024 dollars)
- Preliminary design complete; awaiting funding for detailed design and implementation
- Project timing expected to be long-term (to be reviewed as part of the TMP Update)

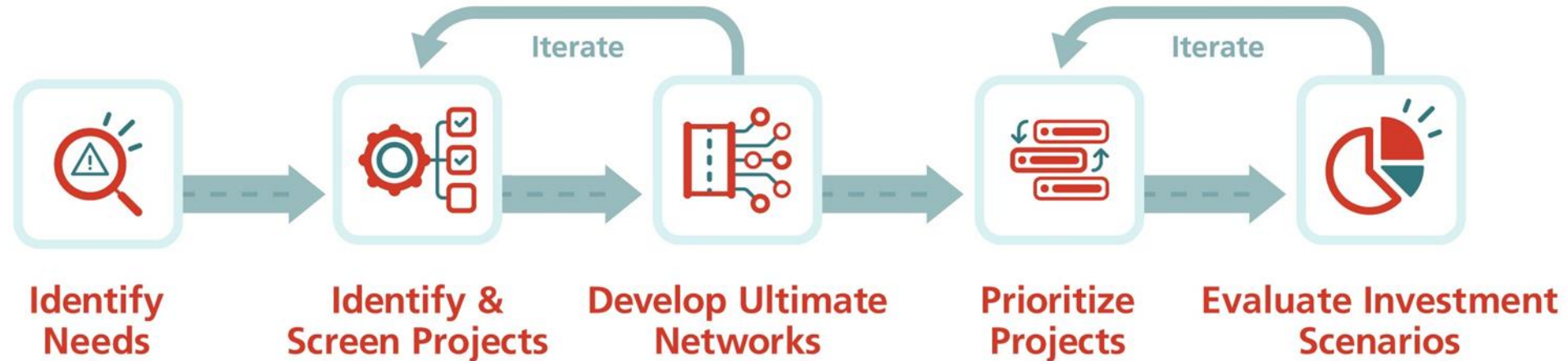




# Transportation Master Plan (TMP) Update



# TMP Capital Infrastructure Plan



## Key tasks in progress:

- Developing travel demand forecasts to 2046 that consider post-pandemic work trends
- Identifying new projects to meet travel demand and reviewing projects from the 2013 TMP to confirm need and justification
- Developing networks and investment scenarios, considering sustainable mode share targets and GHG reduction targets
- Prioritizing projects and ensuring affordability

# Prioritization of TMP Transit Projects

- Ridership growth
  - Additional riders expected to use the corridor in 2046
- Service improvement to existing customers
  - Person-hours of travel time savings and reliability improvements
- City Building
  - Equity
  - Natural Systems
  - Major Destinations and Economic Development
- Total Lifecycle Cost



# Upcoming TMP Public Engagement

- Planned schedule: Winter – Spring 2025
- Consultation materials: draft TMP Capital Infrastructure Plan
  - Transit and road networks and projects
  - Project prioritization and phasing according to investment scenarios
- Virtual and in-person public consultation events
- Map-based engagement tool
- Stakeholder meetings



# Have your say!

- **Contact the TMP Project Team with questions or comments:**
  - Email: [TMPUpdate@ottawa.ca](mailto:TMPUpdate@ottawa.ca)
- **Access consultation materials and sign up for updates:**
  - Project website: [engage.ottawa.ca/transportation-master-plan](https://engage.ottawa.ca/transportation-master-plan)



The banner is divided into three main sections. On the left, there is a colorful illustration of a city street scene with various modes of transport: a bus, a car, a bicycle, a person in a wheelchair, a person pushing a stroller, and a person walking. Above the illustration, the text reads 'Transportation Master Plan' and 'Plan directeur des transports'. The Ottawa logo is in the top right corner. Below the illustration, the website 'ottawa.ca' and phone numbers '3-1-1' and '613-580-2401' are listed. The middle section has a dark green background with the text 'Have your say on the future of transportation in Ottawa.' and 'Complete our survey and share your feedback on the next steps of the Transportation Master Plan.' Below this is a QR code and a light blue box with the text 'Visit engage.ottawa.ca/transportation-master-plan'. The right section also has a dark green background with the text 'Contribuez à façonner l'avenir du transport à Ottawa.' and 'Répondez à notre sondage et exprimez-vous sur les prochaines étapes du Plan directeur des transports.' Below this is another QR code and a light blue box with the text 'Consultez la page participons.ottawa.ca/plan-directeur-des-transports'.

**Transportation Master Plan**  
**Plan directeur des transports**

Ottawa

ottawa.ca 3-1-1  
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**Have your say on the future of transportation in Ottawa.**  
Complete our survey and share your feedback on the next steps of the Transportation Master Plan.

Visit  
[engage.ottawa.ca/transportation-master-plan](https://engage.ottawa.ca/transportation-master-plan)

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# Discussion

- Commonly heard questions
  - Why is the Baseline Transitway needed if the City is extending the O-Train parallel to it?
  - Why not let development occur first, before spending money on infrastructure, to make sure the project is truly needed?
  - How can the City make decisions using outdated data?
  - How can the City accurately predict what will happen in the future?
  - Why was the Baseline/Greenbank intersection selected as Phase 1 of the Baseline Transitway?



# Questions?

- Reminder:
  - Please ask your questions in the Q&A
  - Questions can be asked in either English or French

# Project Contacts

<b>For information on...</b>	<b>Contact</b>	<b>E-mail Address</b>
Baseline/Greenbank Transit Priority Construction Project	<b>Chris Ogilvie</b> Project Manager Municipal Design & Construction	chris.ogilvie@ottawa.ca
Baseline Transitway Environmental Assessment Study	<b>Jabbar Siddique</b> Senior Project Manager Transportation Environmental Assessments	jabbar.siddique@ottawa.ca
Transportation Master Plan Update	<b>Katarina Cvetkovic</b> Senior Project Manager Transportation Policy & Networks	katarina.cvetkovic@ottawa.ca

# Closing Remarks

**Thank you!**  
**Merci!**