

**Ottawa East
Community
Association**



Old Town Hall

February 24, 2016

Craig J. Anderson
Senior Project Manager
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Dear Mr. Anderson:

New Fifth-Clegg Footbridge Design

The Old Ottawa East Community Association was heartened to learn of progress on the proposed Fifth-Clegg footbridge, as per the presentation at the February 4, 2016 open house at the Glebe Community Centre.

The potential of an earlier construction start (the fall of 2018) is so much better than the previous target of sometime during the 2020- 2025 period set out in the transportation master plan.

The efforts of Catherine McKenna to access funding from the new federal “green infrastructure” program, Councillor David Chernushenko’s ongoing pursuit of this project and Yasir Naqvi’s continuing support bode well for the creation of what will be one of the most transformative and enduring components of Ottawa’s active transportation network.

In terms of the new design, we recommend the following tweaks:

- ***Additional Stairs:*** Stairs should be built at the northern end of the switchback on the east side and at the northern end of the ramp on the west side. These stairs will save considerable time for many pedestrians and will improve pedestrian-cyclist safety because fewer pedestrians will be on the ramps below the stairs.

- **Lookout / Resting Area(s) at Mid-Span:** The loss of the previous design's comfortable viewing area at mid-span is regrettable so we recommend redesign that allows people to stop and safely take in what will be glorious new views of the canal. The bridge isn't just a connection - it should be a delightful new space enjoyed by all.
- **Structural Ramps:** One of the stated goals of the bridge is to be "slender, light and transparent." However, the new proposal for a large and lengthy berm on the west side and the previously proposed berm under the switchback on the east side do not contribute to this goal. The berms tend to cut-off the roadways and residences from the canal and, in themselves, are visually unappealing. So we recommend that the ramps all be supported on slender piers so that views aren't blocked and the mass of the bridge is reduced.
- **East Side Landing Area:** The current proposed landing is situated on a small boulevard between Colonel By Drive and Echo Drive. With Echo Drive now blocked off at Clegg Street, the landing area can be increased in size by exploiting the Echo Drive land that is not required for vehicles. In addition, there is City owned land along the east side of Echo Drive which can be utilized to increase the east side plaza area. We recommend the design consider all possible opportunities to enhance the size, safety, connectivity, landscaping and efficacy of the east side landing area.

The OOECA has been a strong supporter of the proposed Fifth-Clegg footbridge for almost a decade so it's good to see design work progressing and funding sources secured. We are convinced that just as Corktown and Adawe footbridges have demonstrated, once Fifth-Clegg is built everybody will wonder why there ever was debate about its value and why it took so long to build. Thanks for your efforts in moving it along.



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Via email: podenbac@storm.ca

c.c.: Councillor David Chernushenko
Catherine McKenna, MP
Yasir Naqvi, MPP
Glen Linder, Transportation Director, OOECA