



Main Street Renewal Project Functional, Preliminary Design and Detailed Design

Main Street Renewal Project – Working Group Meeting #19
Key Points of Discussion
June 11th, 2014
Room G104, Saint Paul University, 223 Main Street

DISCUSSION TOPIC: Traffic Management during Construction, Design Details at Intersections

Attendees:

Project Management Committee:

Josée Vallée - Project Manager
Ron Clarke - Consulting Project Manager

Consulting Team:

Martha Lush - Corush Sunderland Wright
Shannon Harbers - Corush Sunderland Wright
Arthur Lo - Parsons

Advisory Group:

Steven Courtland - City of Ottawa, Municipal Design & Construction
Stephen Pope - Old Ottawa East Community Association
Paul Goodkey - Old Ottawa East Community Association
Don Fugler - Old Ottawa East Community Association
John Dance - Old Ottawa East Community Association
Ron Rose - Old Ottawa East Community Association
Gary Shechtman - Old Ottawa South Community Association
Jamie Brougham - Main Farmers Market
Ken Kary - Ottawa Catholic School Board
Brad Byvelds - Novatech Engineering
Jennifer Luong - Novatech Engineering
Sue Raven - Sue Raven Physiotherapy
Marc Langill - Family Doctor 190 Main Street
Councillor David Chernushenko
Georgia Lay - Walk Ottawa
Adrian Senn - Area resident
Helen Weaver - 3 Trees
Pat Forbes - Calvary Baptist Church

The Working Group discussion covered these key points:

1. **Advanced Utility Work Program:** The project team provided information regarding utility works (Bell, Hydro Ottawa) that will be taking place in 2014, in order to streamline plans for full street reconstruction in 2015. The details of the Advanced Utility Work Program will be shared in a separate document in the next few weeks.
2. **Traffic Management during Construction:** A very preliminary traffic management strategy was presented for community input. A large deep storm sewer is to be installed between Greenfield and Springhurst as part of the Main Street Renewal project. If the sewer can be installed using a tunneling technique, one traffic lane is to remain open between Greenfield and Springhurst during its installation. For the whole corridor, the priority is likely to be given to southbound travel in order to maintain access to the Ottawa Hospital from the north. Northbound traffic from McIlraith Bridge will be detoured around the community and to Riverdale, while

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local traffic, bus, and bike traffic will be detoured to Elliott-Marlowe-Clegg.

The Working Group provided additional suggestions to be examined for how traffic could be addressed when Main Street is providing only one lane southbound:

- Temporary traffic light at Clegg Street and Echo Drive to control increased traffic
- Temporarily connecting Mutchmor to Main Street to allow travel between Main and Echo
- Temporary removal of planters at the intersection of Clegg Street and Echo Drive, which would facilitate movement in and out of the community
- Use of an access card and gate system located off Riverdale to enforce local traffic only rules
- Allowing school buses to also travel on Marlowe detour towards Immaculata High School, since many students live in Alta Vista neighbourhood.
- Altering OC Transpo bus route to travel north on Glenora to serve medical building and Immaculata H.S.
- Looking into opportunity to use Bullock Avenue to Onslow Crescent as detour
- Temporary route through Immaculata High School
- Opening of blockage(s) on Echo Drive for bus access

These suggestions are being regarded by the City as the traffic management strategy evolves.

3. **Maintaining Access to Businesses:** Operators of medical services at the NW corner of Main/Hazel expressed the necessity of maintaining pedestrian access to the building during sewer replacement work. This may involve providing access to the front door via Hazel Ave if direct access cannot be provided on Main Street. Other concerns include where the bus routing will go when northbound travel on Main Street is restricted. Suggestions include allow bus to travel on Glenora from Clegg in order to provide patients with access close to the building.
4. **Pedestrian and Cyclist Interactions:** A discussion took place regarding measures that will be in place to support safe interactions between pedestrians and cyclists at bus stop locations on Main Street. These include the supplementary sidewalk space, signage, and markings on the cycle track at bus stop locations. Points raised during the discussion include:
 - Signage to be used to indicate areas of pedestrian/cyclist interaction – ‘cyclist yield to pedestrians’ or ‘don’t pass open doors’. Study team continuing to investigate most appropriate application, and whether cyclists are required to come to a complete stop at bus stops when bus is present
 - Ensuring capacity for ParaTranspo vehicles to load on side streets, or designating spot on Main Street.
 - Elimination of bus stops at Main/Riverdale – study team to communicate with OC Transpo to determine bus stop on Riverdale closest to Main, and to measure distances between stops.
5. **Next Steps:** Next Working Group meeting is expected to take place in September 2014, with more developed details regarding construction traffic management and final streetscaping details. Two more open houses are also planned, one in Fall 2014, and the next in Spring 2015 in advance of construction.

Please advise if you have any suggested edits or modifications to ensure that we have accurately summarized the key points/comments made during the discussion.