



Main Street Renewal Project Functional, Preliminary Design and Detailed Design

Main Street Renewal Project – Working Group Meeting #11
Key Points of Discussion
May 30th, 2013
Normandin Room, Saint Paul University, 249 Main Street

DISCUSSION TOPIC: Draft Evaluation of Alternative Designs Results

Attendees:

Project Management Committee:

Josée Vallée – Project Manager
Ron Clarke – Consulting Project Manager

Consulting Team:

Pam Whyte – Delcan
Mark Baker – Delcan
Arthur Lo – Delcan
Martha Lush – Corush Sunderland Wright
Shannon Harbers – Corush Sunderland Wright

Advisory Group:

David Chernushenko – Councillor, Ward 17
Lloyd Phillips – Lloyd Phillips & Associates Ltd.
Bob McElligott – 131 - 141 Main Street Sisters Lands
Poppy Weaver – Owner of Main Street Commercial Property
Don Fugler – Ottawa East Community Association
Paul Goodkey – Ottawa East Community Association
Steven Pope – Ottawa East Community Association
Don Macdonald – Canadian Martyrs Church
Neil Stout – Infrastructure Services, City of Ottawa
Kathy Krywicki – Old Ottawa South Community Association

The Working Group discussion covered these key points:

- 1. Discussion of Environmental Assessment Refinements:** The study team presented an updated draft of the Environmental Assessment evaluation results, responding to comments provided by the Working Group to further clarify the findings of the analysis and to perform some sensitivity analyses based on specific types of criteria. Weighting has not been assigned to the criteria – however, the results have been presented in additional summary tables that illustrate findings by an overall criterion by criterion basis, by criteria preferred by the working group, and by vehicle-focused indicators. Overall, on a criterion by criterion basis, Alternatives 4 and 5 (both of which are vehicle lane reduction options) performed better than the other Alternatives. However, Alternatives 1, 2, and 3 perform better when measured against criteria corresponding to the road's capability to accommodate higher volumes of vehicle traffic.
- 2. Parking Analysis:** The study team presented results of a parking analysis identifying the number of on-street parking spaces available for each Alternative Design. The analysis shows that there are approximately 137 on-street parking spaces on Main Street in its existing configuration. Lane reduction options would reduce these to the range of 47-57 (depending on the option), although 32 of these would be permanently provided in parking bays.

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3. **Roundabout at Riverdale:** A roundabout at the intersection of Main Street and Riverdale Avenue will be carried forward as an option for the detailed design. However, the decision will be made subsequent to the completion of the EA process.
4. **Outdoor Air Quality:** The study team led a discussion regarding this criterion, which assesses the contribution of each Alternative Design to ambient air quality with the indicators of 'number of vehicles travelling' and 'fuel efficient driving techniques'. The Alternative Designs involving a lane reduction were deemed to be more effective in removing motorists from the roads, but they may contribute to slightly worse fuel economy at peak hours due to increased 'stop-and go' situations. Therefore, the EA evaluation determined that there would not be a marked difference between the Alternative Designs on the basis of ambient air quality.
5. **Opportunities for Landscaping:** The consulting landscape architect, CSW, commented that some Alternative Designs provide better landscaping opportunities than others. In particular, the cycle track option provides more spaces than a four-lane option because there is more sidewalk area available for landscaping opportunities. In addition, there is a greater variety of surface treatments provided by the cycle track option.
6. **Comments from Councillor Chernushenko:** Councillor Chernushenko expressed his support for the "complete street" option, based on the active transportation and health elements that it provides. He mentioned that there are a great number of cities in North America (e.g. Chicago, New York, Seattle, Vancouver) that are implementing "complete streets" because of the recognition of their health and cost benefits.
7. **Lees Avenue Design:** A preliminary design for Lees Avenue, between Main Street and Chestnut Street, was presented by the study team. This is part of the project mandate, but Lees Avenue is not part of the Environmental Assessment. This portion of Lees Ave. has an approximate right-of-way width of 15m. One vehicle travel lane in each direction is retained, with a dedicated (painted) bicycle lane included in the eastbound direction, and the westbound lane being a wide shared lane. Bulbouts are provided at several intersections to reduce pedestrian crossing distances and to allow more space for bus boarding in some cases. It was suggested that an additional line should be demarcated in front of bulbouts and bus bulges in the westbound shared lane to ensure that space for bicycles is preserved.
8. **Hawthorne Avenue:** While not part of the mandate of this project, the idea of implementing a contraflow bicycle lane, on the north side of Hawthorne Avenue was discussed. This would require on-street parking being moved from the north side of the street to the south side.
9. **Opportunity for Additional Right-of-Way 'Purchase' in front of Immaculata High School:** The City has engaged in discussions with the Ottawa Catholic School Board to entertain the idea of purchasing additional right-of-way from the property in front of Immaculata High School. This would permit additional sidewalk space in a zone that is heavily utilized by school buses.
10. **Next Steps and Timeline:** Participants of the Working Group were asked to indicate their preference of the five Alternative Designs to the study team. Public Open House #2 will be held at two locations – Saint Paul University on June 17th and Greenboro Community Centre on June 18th. Input from the public from open houses will be documented and used to identify any issues that remain to be addressed regarding the street design. The City is working towards submitting the Main Street Renewal Environmental Assessment Report (showing preferred design) to Transportation Committee on July 5th, and to City Council, on July 17.

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.