



Main Street Renewal Project Functional, Preliminary Design and Detailed Design

Main Street Renewal Project – Working Group Meeting #12
Key Points of Discussion
June 6th, 2013
Room G104, Saint Paul University, 223 Main Street

DISCUSSION TOPIC: Preliminary Preferred Design

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:

Angelo Renon – Genivar
David Atkinson – Planning and Growth Management, City of Ottawa
Neil Stout – Infrastructure Services, City of Ottawa
Katherine Grechuta – FoTenn Consultants
Josiane Bélanger – CastleGlenn Consultants
Laurie Smith – Heritage Ottawa
Michael Qaqish – Ward 17 Office, Councillor's Assistant
Lloyd Phillips – Lloyd Phillips & Associates Ltd.
Helen Weaver – 3 Trees
Poppy Weaver – Owner of Main Street Commercial Property
Don Fugler – Ottawa East Community Association
Paul Goodkey – Ottawa East Community Association
John Dance – Ottawa East Community Association
Ron Rose – Ottawa East Community Association
Barbara D'Amico – Southkeys/Greenboro Community Association
Kathy Krywicki – Old Ottawa South Community Association

The Working Group discussion covered these key points:

1. **Presentation by Genivar** : Genivar presented the results of the Feasibility Study that was completed for the pedestrian and cyclist connections to and from the McIlraith Bridge/Smyth Road and the Rideau River (east side) pathway system. 7 Alternatives were presented, differing in the arrangement of the connection of the bridge to the multi-use pathway on the east side of the Rideau River. Alternative 7 was the recommended alternative, which features a multi-use pathway connection to the river pathway from the existing intersection of Riverside and the off-ramp from McIlraith Bridge eastbound. It enhances pedestrian and cycling connectivity, and meets the City's Accessibility Design Standards. Alternative 7 is also the least costly option (est. \$15,000), aside from the 'status' quo alternative. It would require NCC approval, and the provided costs estimates are likely conservative because potential expenses associated with remediating the land, as it was previously used as a dump site.

Main Street Renewal Project Functional, Preliminary Design and Detailed Design

2. **McIlraith Bridge Construction:** A discussion took place regarding cyclist and vehicle interaction on the McIlraith Bridge during construction. It was suggested that cyclists could potentially be accommodated on the sidewalk during construction in order to prevent situations of vehicles attempting to pass cyclists within a single lane. City staff replied that the Highway Traffic Act does not allow for cycling on sidewalks, and also that the sidewalk would be too narrow for this to be safe for pedestrians. Signage will be provided that says "Do Not Pass Bicycles" during construction.
3. **Transportation Master Plan Update:** The ongoing Transportation Master Plan (TMP) update will not affect the design for Main Street. Main Street Renewal will be considered by Transportation Committee on July 5th, 2013. The TMP update will be completed later in 2013.
4. **Preliminary Preferred Design:** The project consulting team announced that the Preliminary Preferred Design for Main Street is Alternative 5. This is the "reduced vehicle lane option, with turning lanes and cycle tracks" alternative. North of Evelyn Avenue, Alternative 5 maintains the existing number of travel lanes to provide more vehicle capacity, particularly in the critical Main/Hawthorne/Lees section. In the Environmental Assessment, Alternative 5 performed well in criteria regarding pedestrian safety, cycling safety and inclusiveness, the reduction of vehicle speeds, promoting a more liveable community, and other criteria.
5. **Oblates Lands:** The consulting planner for the Oblate Fathers' Lands expressed that they are not in support of the Preliminary Preferred Design. There is concern regarding the development potential of the lands in a lane reduction scenario, considering that the development is considered to add between 200 and 400 cars/hr at peak. It was mentioned that the Oblate Fathers do not believe that there has been enough recognition of vehicular movement, and that the Preliminary Preferred Design does not reflect the development potential identified in the Community Design Plan. A member of the Old Ottawa East Community Association responded that he believed that the Preliminary Preferred Design is a good compromise, because the cycle track does not extend all the way through Main Street, and that the existing lane configuration is maintained north of Evelyn Ave.
6. **Potential Roundabout at Main/Riverdale:** The decision regarding the potential roundabout at Main/Riverdale is to be made at the later detailed design stage, after the Main Street Renewal project is considered by the Transportation Committee and City Council, and the completion of the EA. There is an opportunity to provide a cycle track around the roundabout to improve the accommodation of cyclists, however, cyclists would need to dismount at its crossings. The project's landscape architect mentioned that the construction of a roundabout as opposed to a 'T-intersection' would leave less space available for landscaping opportunities. This discussion will continue in the Fall.
7. **Landscaping Elements:** The project's landscape architect described possible landscaping opportunities with the Preliminary Preferred Design. It would include various streetscaping measures, such as pavers of different colour and texture, to visually differentiate the cycle track and sidewalks. Bollards can also be used for this purpose. Street trees will be provided throughout, where space permits.
8. **Next Steps:** The Main Street Renewal project, including the Preliminary Preferred Design, will be shown at public open houses on June 17th, and June 18th, 2013. Members of the working group were invited to attend. Transportation Committee will be considering the project on July 5th, 2013, which goes to City Council on July 17th, 2013.

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.