



# Main Street Renewal

Functional, Preliminary Design and Detailed Design

Main Street (Echo Drive to the Rideau River),  
Lees Avenue (Main Street to Chestnut Street), and  
Rideau River Drive (Main Street to 130m south of Main Street)

Working Group Meeting #19 – June 11, 2014

# Agenda

1. Main Street Project Update
2. 2014 Early Utility Reconstructions
3. 2015 Traffic Management
4. Pedestrian and Cyclist Mobility at Intersections
5. Public Art Update
6. Next Steps

# 2014 Utility Works

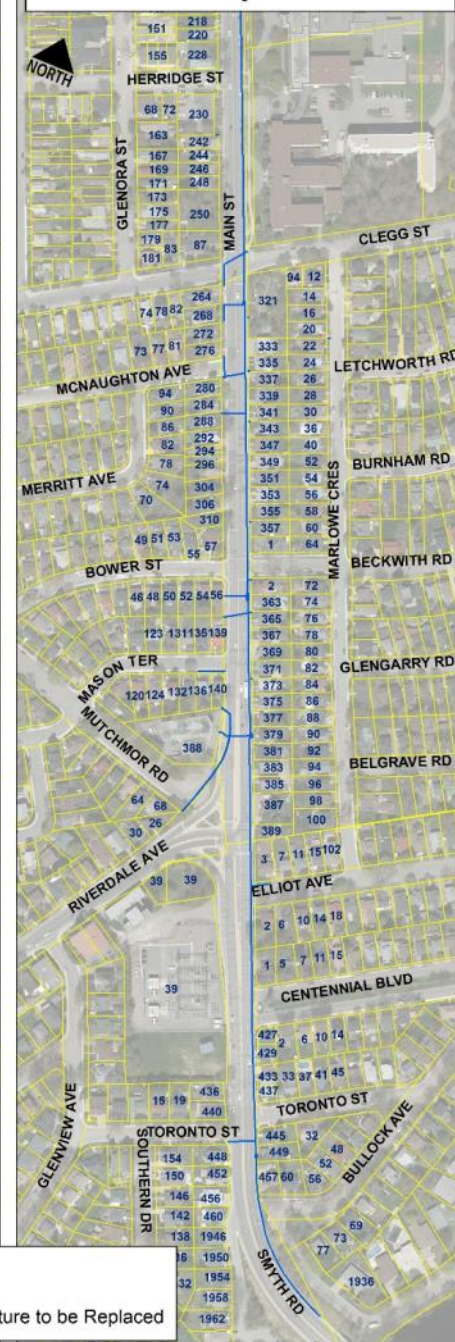
- \* The City is taking the opportunity to coordinate the relocation of some utilities during summer/fall 2014 to streamline the full street renewal reconstruction in 2015
- \* Workplace rules require only one contractor being able to occupy a working space at one time
- \* Bell Canada needs to reconstruct underground bell plant that is susceptible to damage
- \* Hydro Ottawa plans some minor pole replacement work and manhole reconstructions

# 2014 Bell Works

Bell Canada Underground Work  
Havelock St to St. Paul University



Bell Canada Underground Work  
St. Paul University to Rideau River



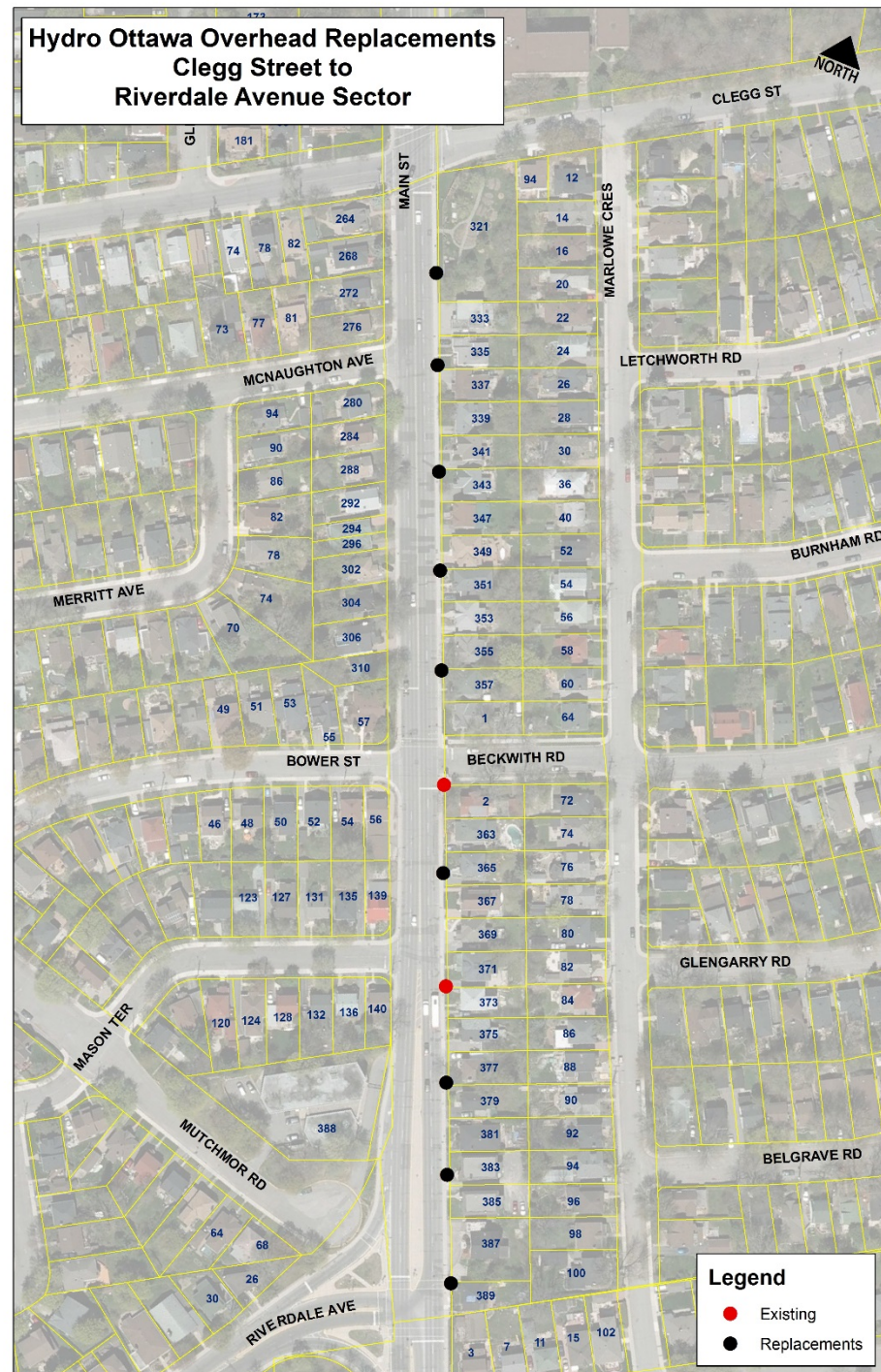
## Legend

— Infrastructure to be Replaced

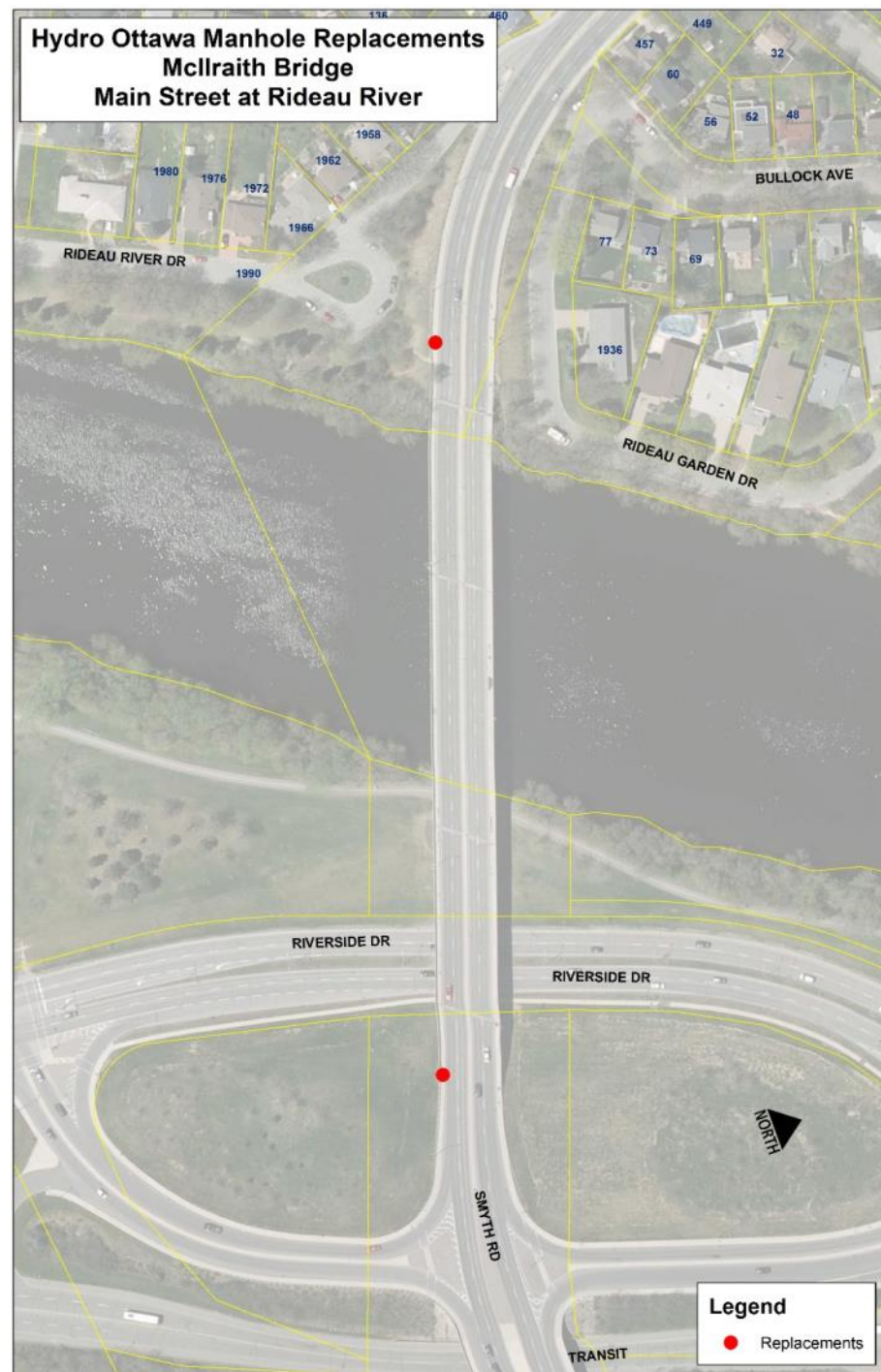


# 2014 Hydro Works

## Hydro Ottawa Overhead Replacements Clegg Street to Riverdale Avenue Sector



# 2014 Hydro Works



# Traffic Management

- \* Street renewal includes construction of new underground services, which occupies at least half of the available right-of-way



# Traffic Management

- \* Between Greenside and Springhurst, a large deep storm sewer needs to be installed. Traditional open cut installation would occupy the entire ROW
- \* A plan for directional tunnelling is being developed
- \* This should allow one lane to be kept open in one direction



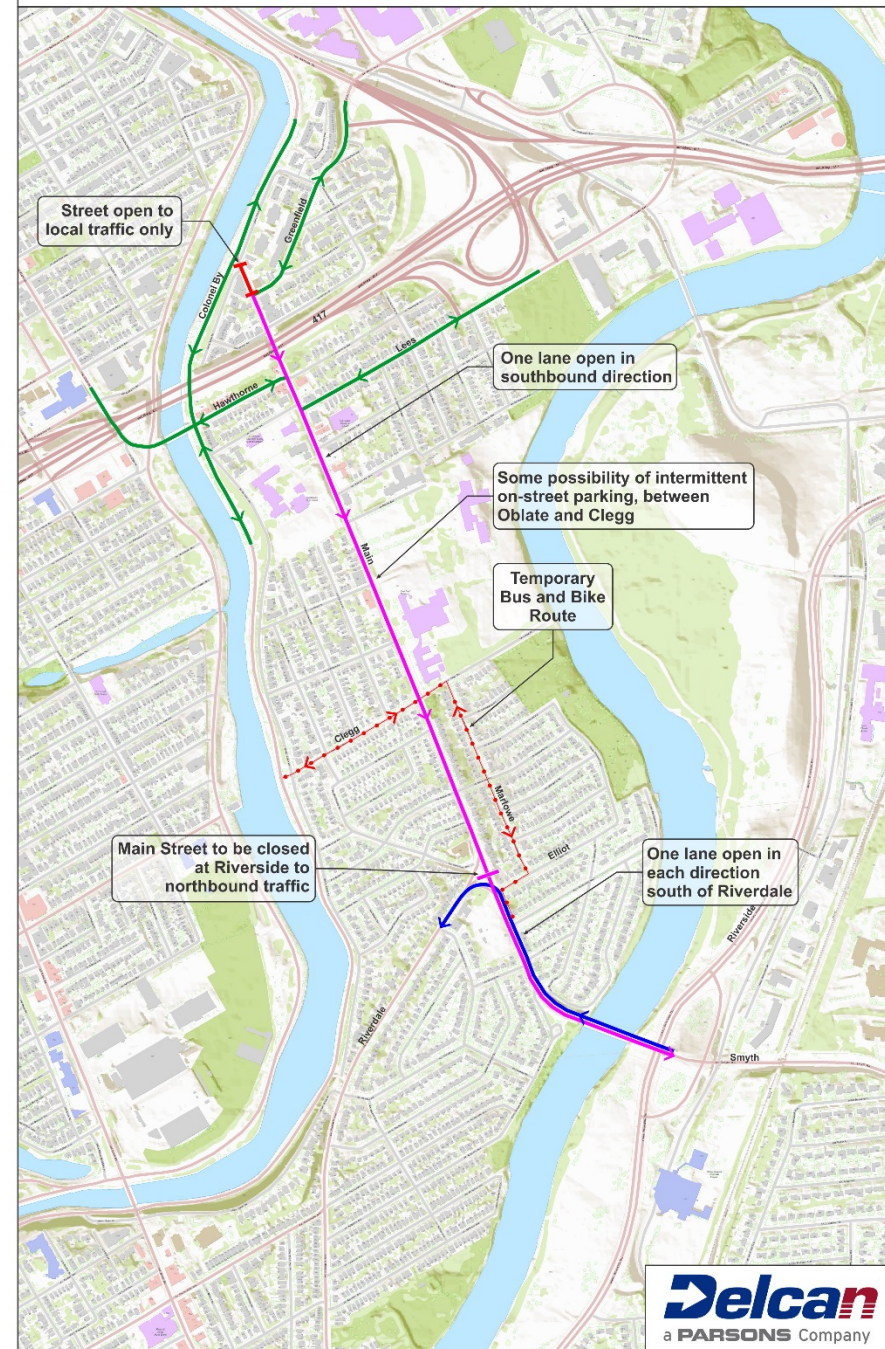
# Traffic Management

- \* Priority is for traffic flow in the southbound direction
- \* Best services needs of emergency services vehicles towards hospital precinct
- \* Best mitigates risk of traffic congestion in downtown areas



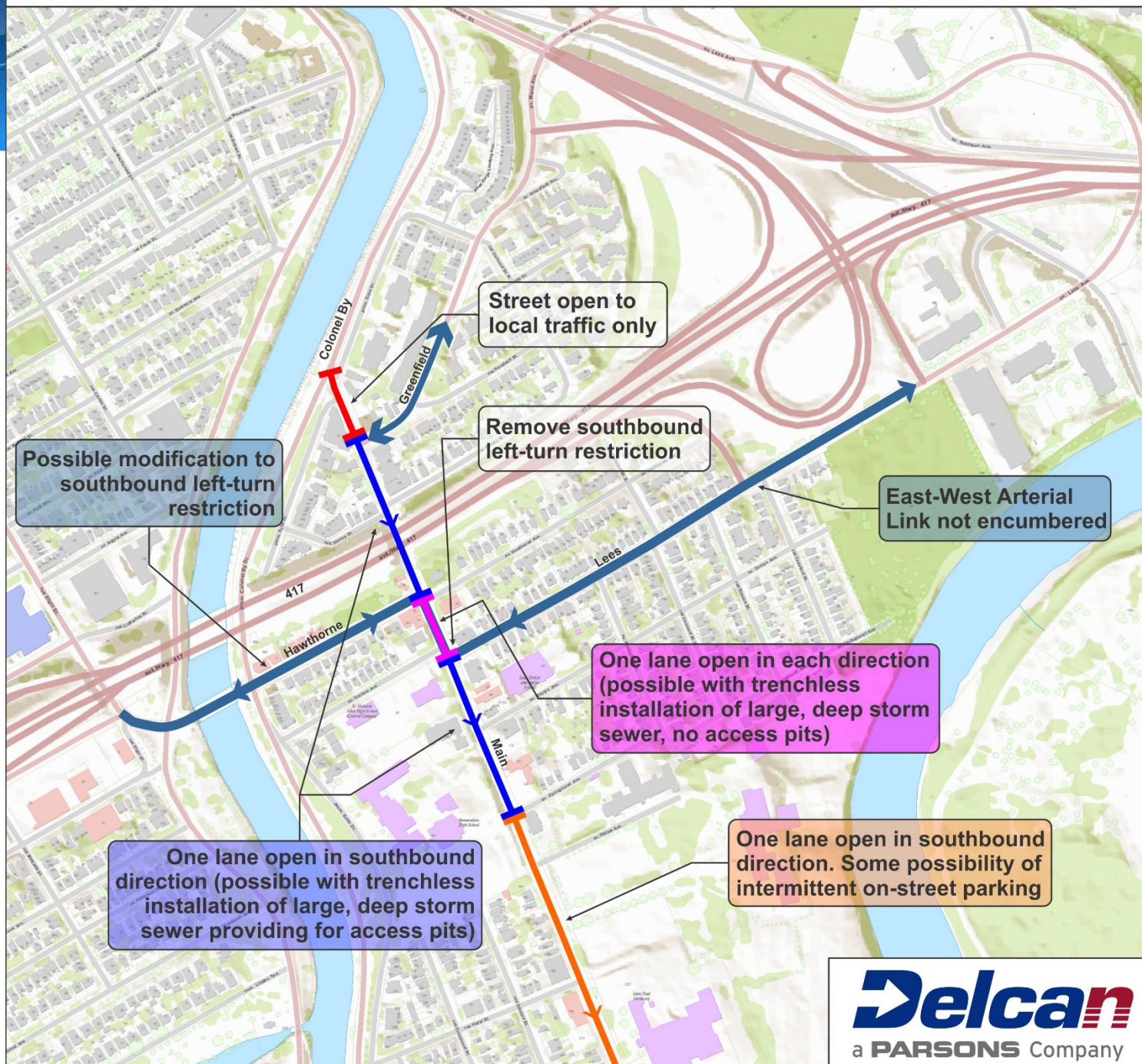
# Traffic Plan

## Traffic Management Plan - Part I Community Overview





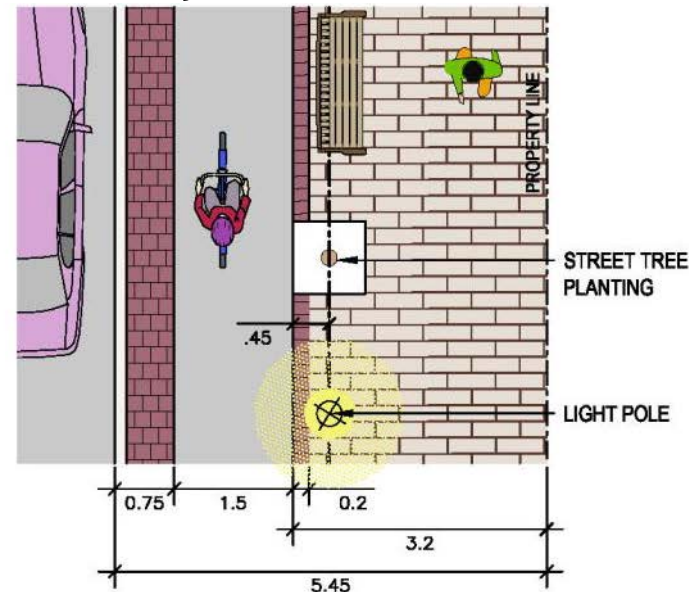
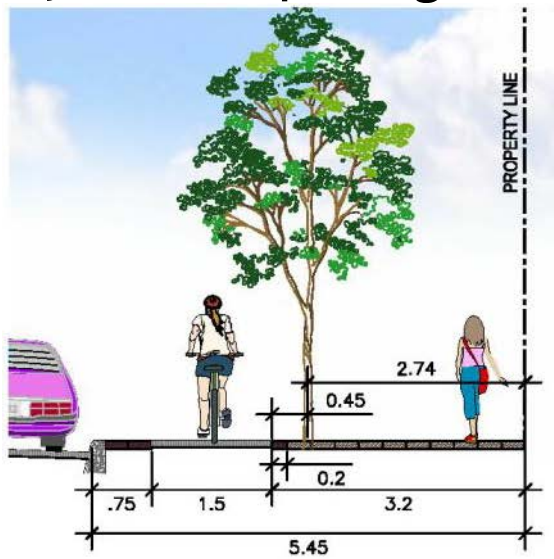
## Traffic Management Plan - Part II North Section



# Typical Street Arrangement

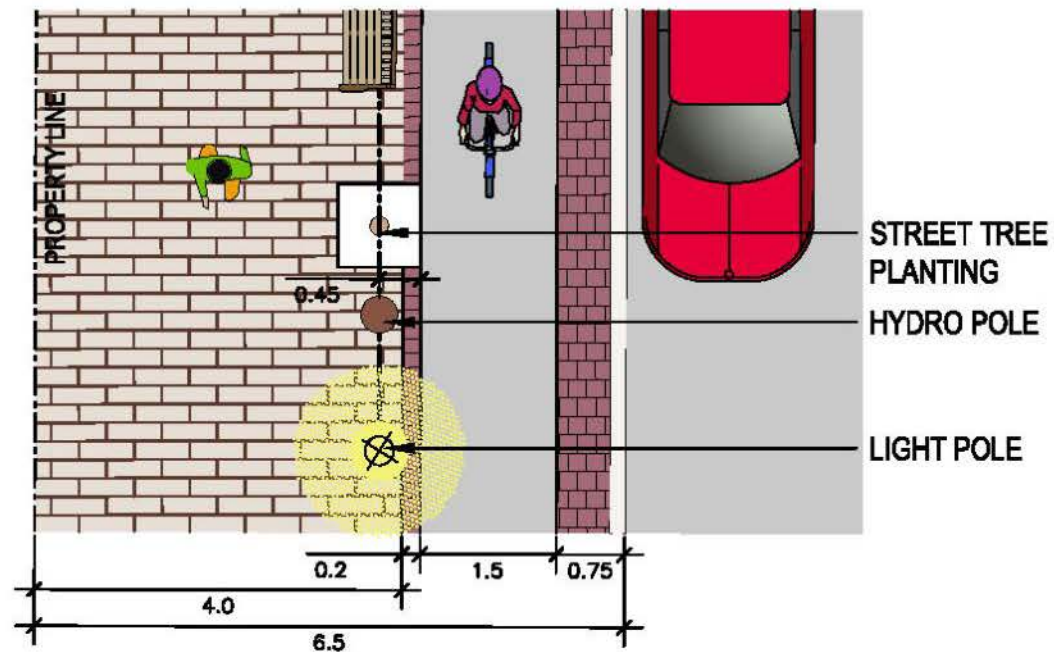
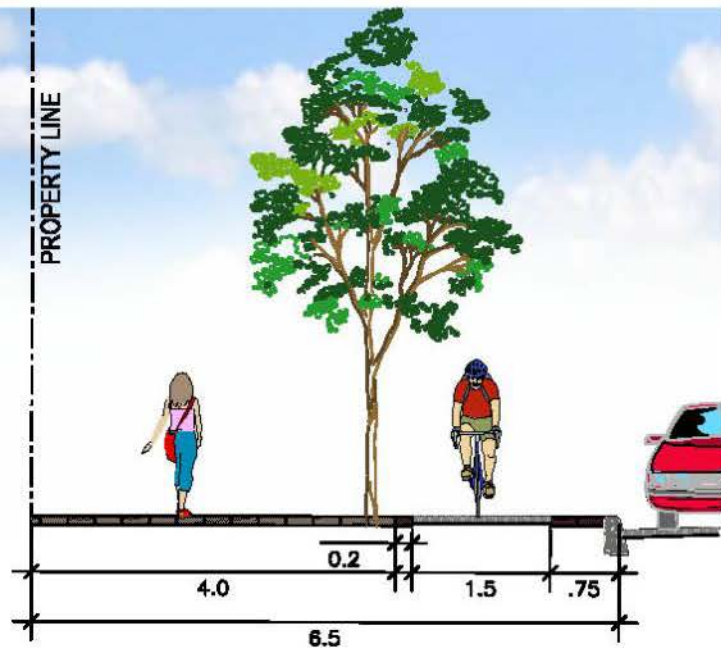
Separation between pedestrians and cyclists on Main Street maintained by:

- \* Utility zone in Traditional Mainstreet area, where street lights, bike racks, seating, and trees (where feasible) are to be located
- \* Visually distinct paving stones of utility zone



Typical street arrangement in Traditional Mainstreet area

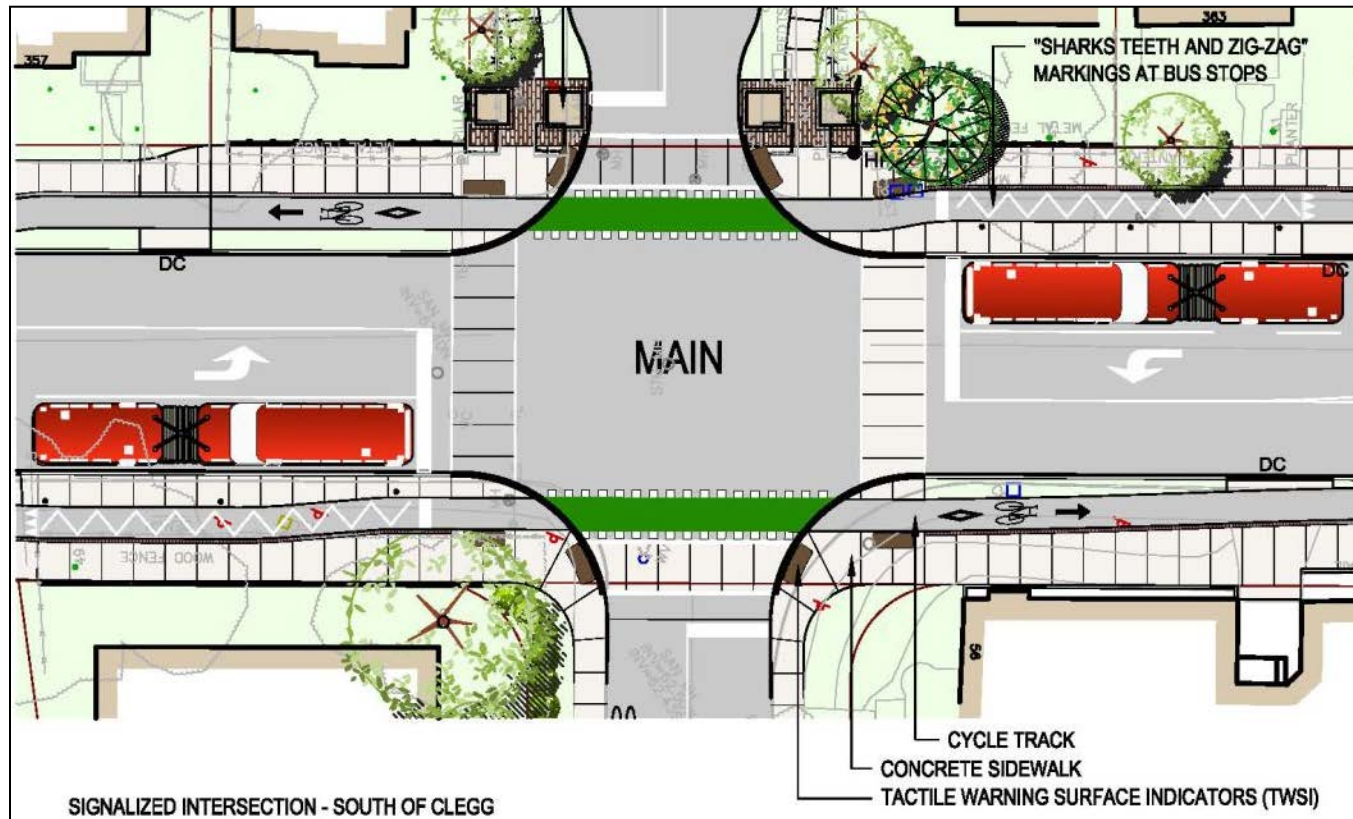


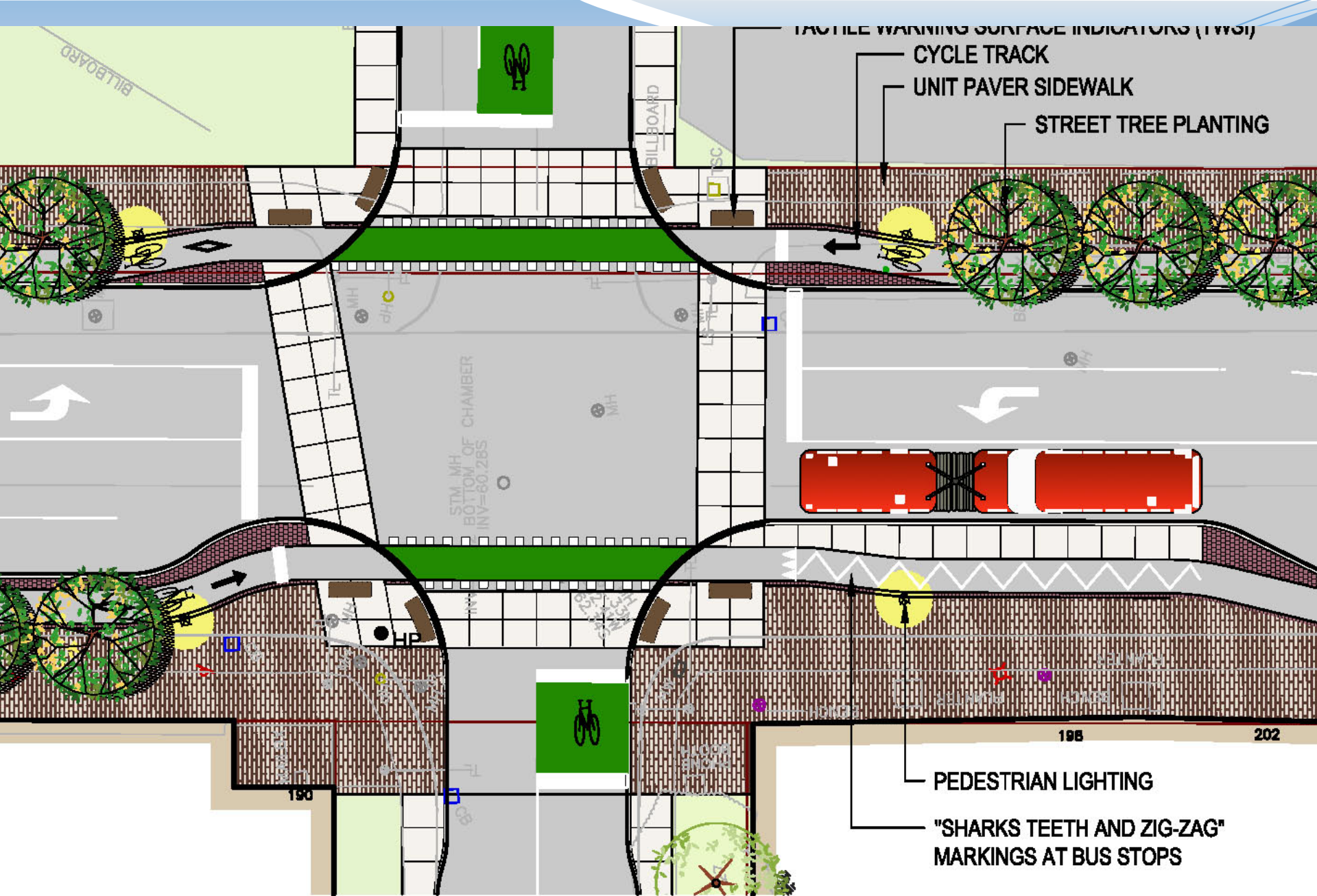


Wider Sidewalk typical sections

# Cyclist/Transit User Interaction

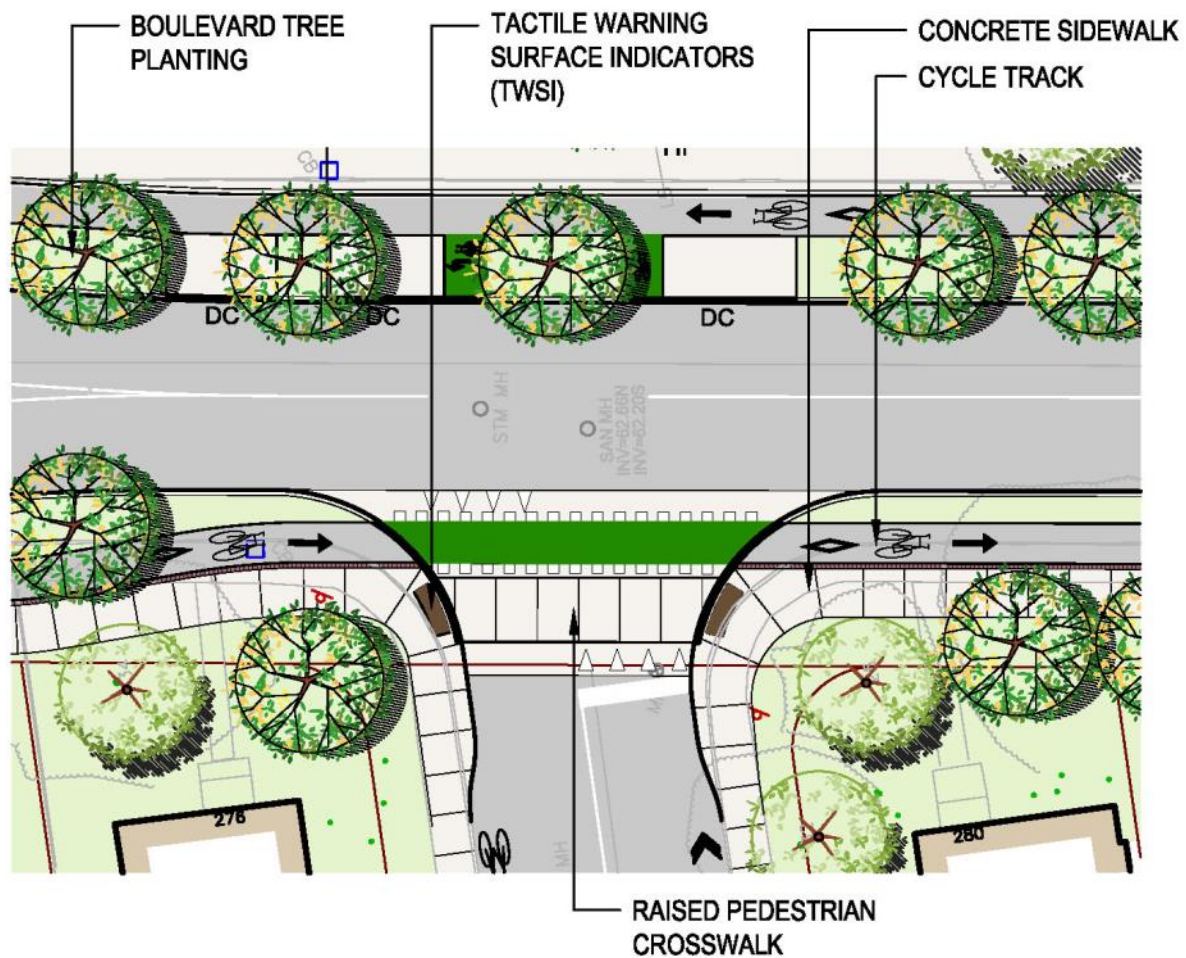
- \* Cyclists must yield to pedestrians at bus stops
- \* Area of cycle track adjacent to bus stop marked by 'shark's teeth' zig-zag markings, to indicate area of interaction with pedestrians





SIGNALIZED INTERSECTION - NORTH OF CLEGG





UNSIGNALIZED INTERSECTION - SOUTH OF CLEGG



# Cyclist/Transit User Interaction

- \* Signage plays important role in reminding cyclists to yield to pedestrians



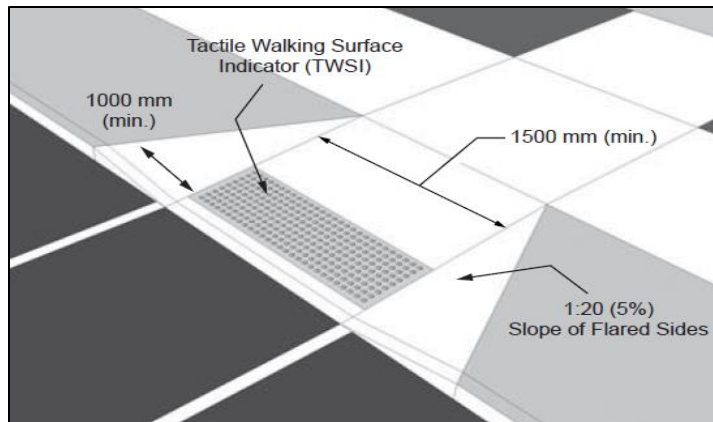
Cyclist Yield to Pedestrian Sign  
(Ontario Traffic Manual Book 18)



Cyclist Yielding to Pedestrian on  
Sherbourne Street, Toronto

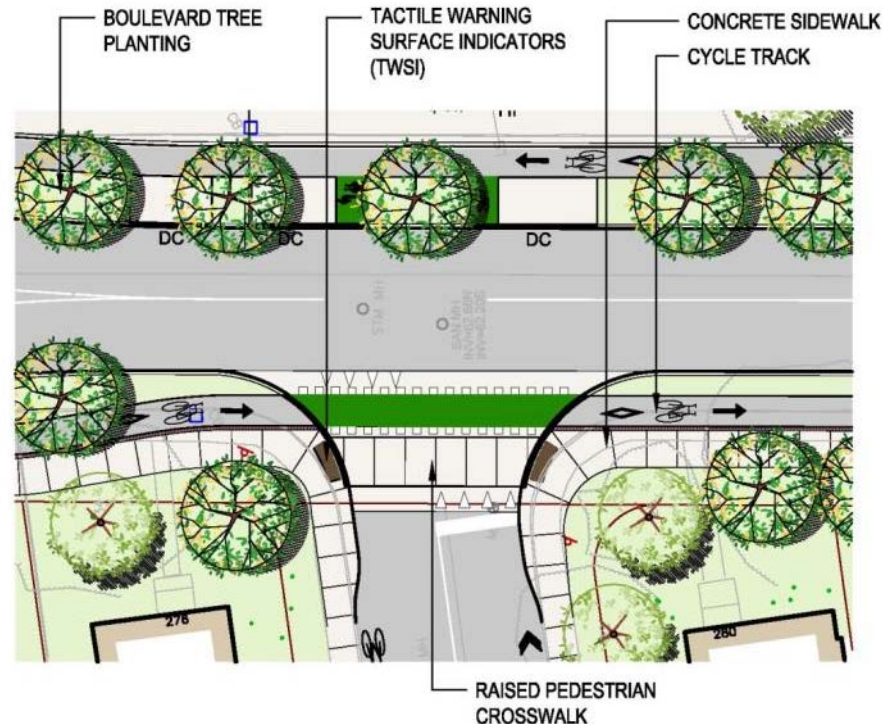
# Crossing Main Street

- \* Design team is updating curb ramps to reflect the City's latest specifications, complying with accessible design standards
- \* For cyclists, path through intersection is delineated by crossrides, highlighted by 'elephant's feet' markings
- \* Raised pedestrian crosswalk at the mouth of sidestreets slow vehicle traffic



Accessible Curb Ramp

(City of Ottawa Accessibility Design Standards)



Intersection design features

# Bus Stops

- \* Rationalization of the number of OC Transpo bus stops is proposed with the objective of improving transit efficiency through Main St. corridor.

## West side (Southbound):

- \* New stop at Oblate Avenue
- \* Herridge stop redundant ... Hazel will be the priority stop
- \* Riverdale, Centennial stops not required by OC Transpo

## East side (northbound):

- \* Hazel St. and Clegg Ave. stops to be consolidated in a mid-block stop with bus bay

# Bus Shelters

- \* Space is limited in the ROW for new bus shelters
- \* Currently, there are bus shelters on the east side of Main Street, at the Oblate, Hazel, and Clegg bus stops
- \* The proposed future bus stop consolidating Hazel and Clegg will include bus shelters and bike racks, as priority stop serving the community and university
- \* The design team continues to explore the opportunity for a bus shelter at Oblate Avenue within the right-of-way



# Public Art Process

- \* The public art selection committee has chosen 5 finalists
- \* The City is seeking public input on the proposals:

## Kiosk at the Main Event

Main Street Farmers' Market – Main St./Hazel St.

Saturday, June 14<sup>th</sup> 9a.m.-2p.m.

## Open House - meet the artists, view proposals, and provide comments:

Saint Paul University – Room 120 Laframboise Hall

Wednesday, June 25<sup>th</sup> 4p.m. – 7 p.m.

- \* The proposals will also be shown on [ottawa.ca](http://ottawa.ca) on June 13, with comment period open until midnight June 24

# Next Steps

- Working with individual land owners on land acquisitions
- Brantwood Place Gates Heritage Reconstruction:
  - \* Built Heritage Subcommittee Meeting – June 26<sup>th</sup> (9:30AM City Hall Champlain Room)
  - \* Planning Committee – July 8<sup>th</sup> (9:30AM City Hall Champlain Room)
  - \* City Council – July 9<sup>th</sup> (10:00AM City Hall Champlain Room)
- Working Group:
  - \* Next working group meeting expected in September 2014
- Open Houses:
  - \* Open House planned for Fall 2014 to present final plans

# Round Table Discussion

