



Main Street Renewal Project
Functional, Preliminary Design and Detailed Design
Main Street Renewal Project – Technical Advisory Group Meeting #1
Key Points of Discussion
September 14th, 2012
Colonel By Room, City of Ottawa

Attendees:

Project Management Committee:

Josée Vallée – Project Manager
Ron Clarke – Consulting Project Manager

Consulting Team:

David Atkinson – City Planner, City of Ottawa
Arthur Lo – Urban Planner, Delcan
Dave Yaeger – Municipal Services, Delcan
Mark Baker – Transportation, Delcan
Kyle Delaney – Transportation, Delcan
Jeff Goettling – Corush Sunderland Wright

Advisory Group:

Joseph Zagorski – Planning and Infrastructure, City of Ottawa
Gilles Roy – Right of Way Approvals, City of Ottawa
Dave Lindensmith – MTO P&D Kingston
Matthew Wolstenholme – Transit Services, City of Ottawa
Suzanne Woo – Road Safety, City of Ottawa
Birgitte Alting-Mees – Watermain Renewal, City of Ottawa
Robin Bennett – Cycling Programs, City of Ottawa
William Quackenbush – Street Lighting, City of Ottawa
Brian Thompson – Underground Design, Hydro Ottawa
Matt Gagnon – Underground Design, Hydro Ottawa
Cheryl Wallace – Underground Design, Hydro Ottawa
Bruce Cole – Watermains, City of Ottawa

Following the presentation by the consulting team, the discussion concerned these key points:

1. **Relationship to Ottawa Light Rail Transit Project:** The Main Street Renewal project is not closely related to the OLRT project because its project limits do not reach Lees Station. However, considering the significant implications of the OLRT, Lees Avenue will be conceived as an important corridor for pedestrians and cyclists.
2. **Cycling Routes:** There are plans to improve multi-use pathway connections to Lees Station from the north and south. The update to the City's Cycling Plan calls for more comfortable environments for cyclists, of which Lees Avenue is a good example of where this can likely be established. It was suggested that there are good opportunities for bike facilities on Clegg and Mutchmor. Clegg Street will connect to a crossing over the Rideau Canal, and Mutchmor could connect to potential bike lanes south of Riverdale, where the ROW is slightly wider than 20m. The McIlraith Bridge rehabilitation will include bike lanes.
3. **Vehicle Traffic:** Existing two-way peak hour traffic on Main Street is approximately 2200 vehicles/hour during the morning and afternoon peak hour. This volume is nearly balanced between the northbound and southbound directions. Speed survey data provided by the City of Ottawa identified that the 85th percentile speed exceeds 70 km/h at some locations, which is 20 km/h in excess of the posted 50 km/h speed limit.

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4. **Transit:** The 5 and 16 are important crosstown routes, and bus shelters in the northbound direction tend to be more vital for passengers in the morning peak.
5. **Utilities TAG Meeting:** It was suggested that a separate TAG meeting be held for utilities and services, such as underground structures, hydro, water. This is important because underground utilities often affect possible surface cross-section designs. Dave Yaeger from Delcan will co-ordinate this specific TAG meeting, consisting of staff from City of Ottawa sewer&drainage renewal, watermain renewal, right of way approvals, and Hydro Ottawa.
6. **MTO:** The MTO is interested in any impacts of the Main Street Renewal project to the foundation of Highway 417 and its ramps and structures. In the latter half of 2014, possibly coinciding with the reconstruction of Main Street, there will be a weekend closure of Highway 417 from west of the Rideau Canal to the Lees Avenue overpass, in order for the overpass to be replaced. This will direct eastbound traffic from Highway 417 onto Hawthorne Avenue and Main Street to the McIlraith Bridge. Separately, it was suggested that the design team work with MTO to co-ordinate lighting in the underpass below Hwy 417, preferably to metal halide lights consistent with the City's practice for mainstreets.
7. **Road Safety:** City staff have not identified any safety hotspots on Main Street. However, historical collision data shows a higher number of collisions at the Main/Hazel intersection, which may possibly be due to excessive speeds and the need for drivers to change lanes (weaving) due to on-street parking. The use of a roundabout at Riverdale and adopting a 3-lane cross-section could help to slow down traffic, if appropriate capacity is provided. Lane widths are also an important consideration, especially for cyclists' safety, although it was suggested that it remains to be seen whether narrower vehicle lanes improve or detract from cyclist's safety. A newly City hired pedestrian/cycling safety co-ordinator may be involved soon with the project.
8. **Roundabout at Riverdale:** It was suggested that a roundabout in this location is not popular with community members due to pedestrian safety concerns, and that roundabouts are not often designed for pedestrian heavy locations in Ontario. Nevertheless, this is a practical option that should be considered, and would bring benefits in regards to managing traffic speed.
9. **Watermain Replacement:** An EA is underway to replace a watermain adjacent to Highway 417, and Main Street may be selected as an alternate route. There should be a decision by the winter regarding whether Main Street is chosen.
10. **Alta Vista Transportation Corridor:** There are relationships between the AVTC and the Main Street Renewal Project in terms of traffic. A design that connects Alta Vista vehicle travelers to the southern end of Nicholas Street could help reduce traffic volume on Main Street. The intensification of the 'hospital' areas on Smyth Road will likely bring more traffic to the area, but has the potential to be diverted from Main Street with the AVTC. However, the Working Group should be careful in making assumptions about the AVTC project's longer term implications as they relate to design decisions for Main Street in 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.