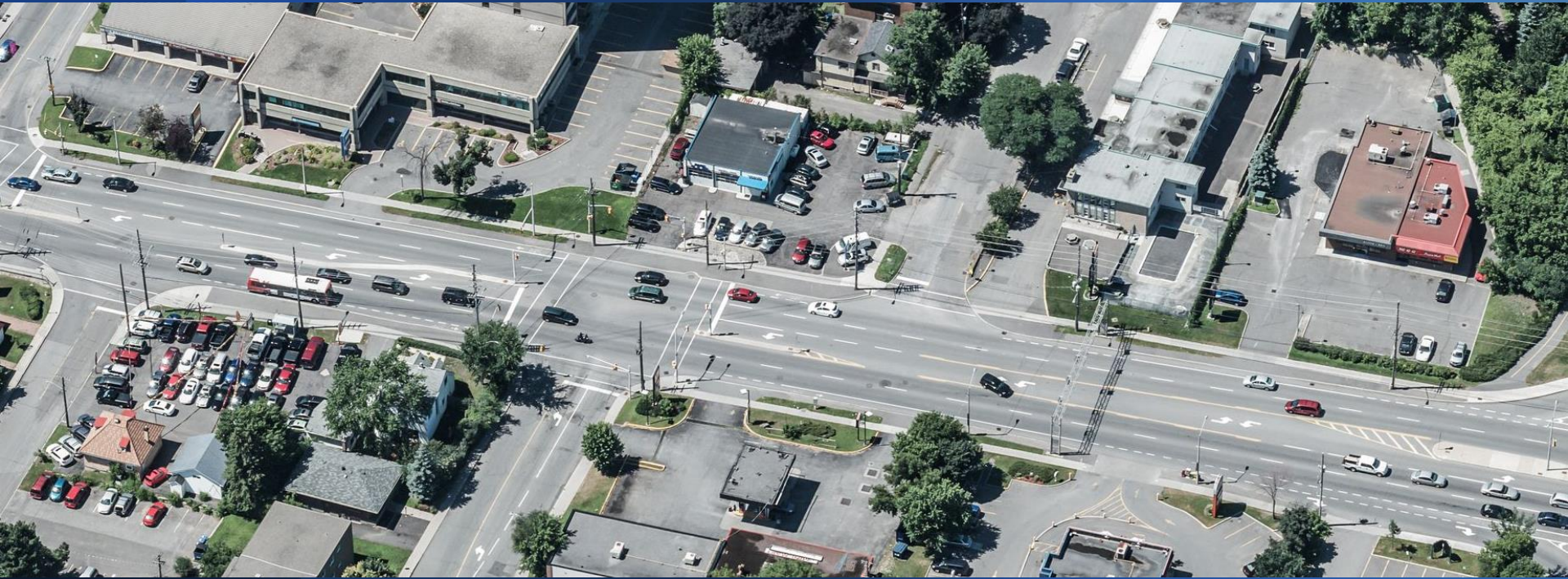


Montreal-Blair Road Transit Priority Corridor Planning and Environmental Assessment (EA) Study



Agency Consultation Group Meeting #2

19 November 2019



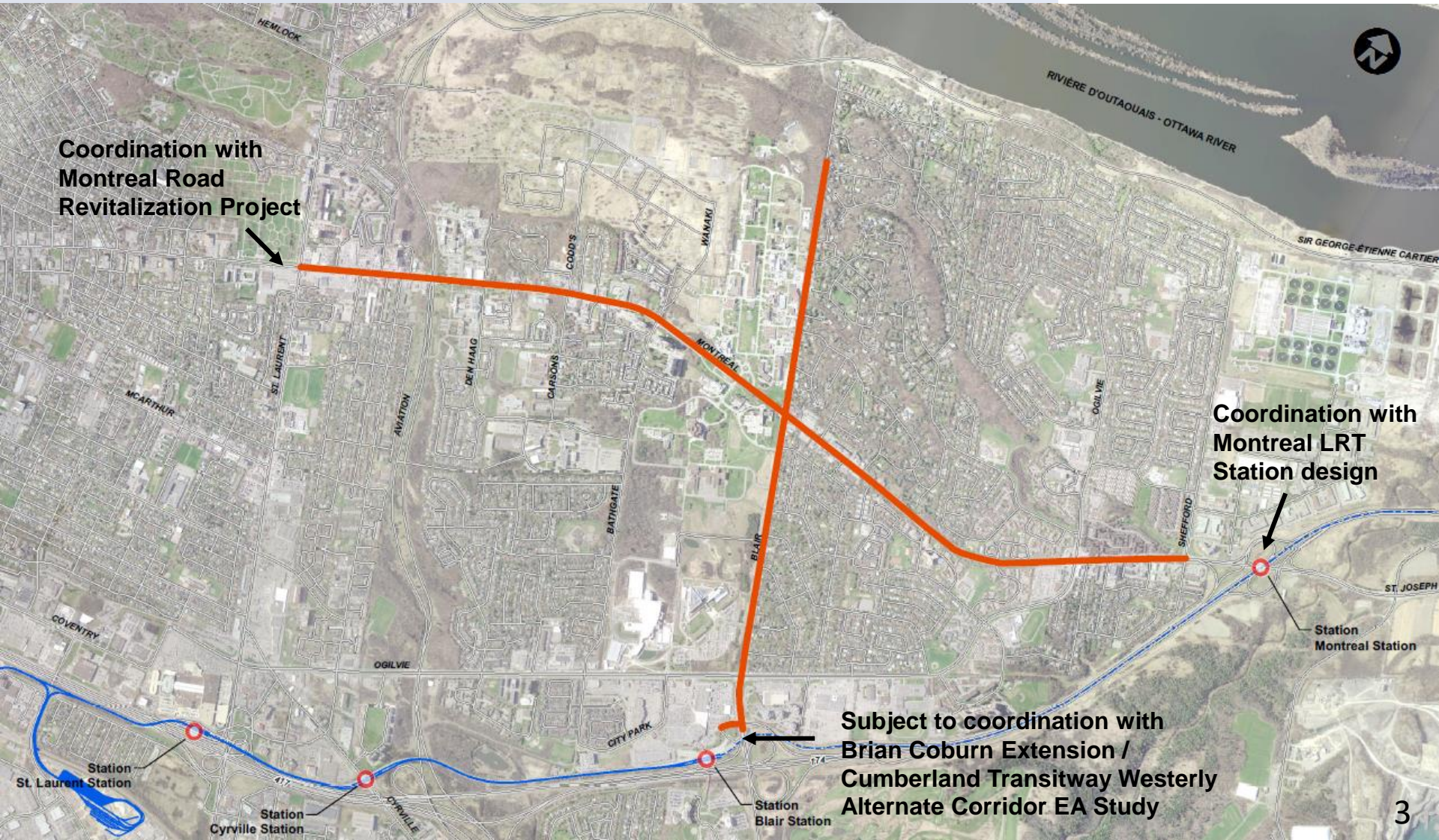
Agenda

- Welcome / Introductions
- Study Update
- Alternative Solutions
- Alternative Designs
- Next Steps

Project Limits

Legend

- Project Limits
- LRT Alignment
- LRT Stations
- LRT Alignment East Section



Study Objectives

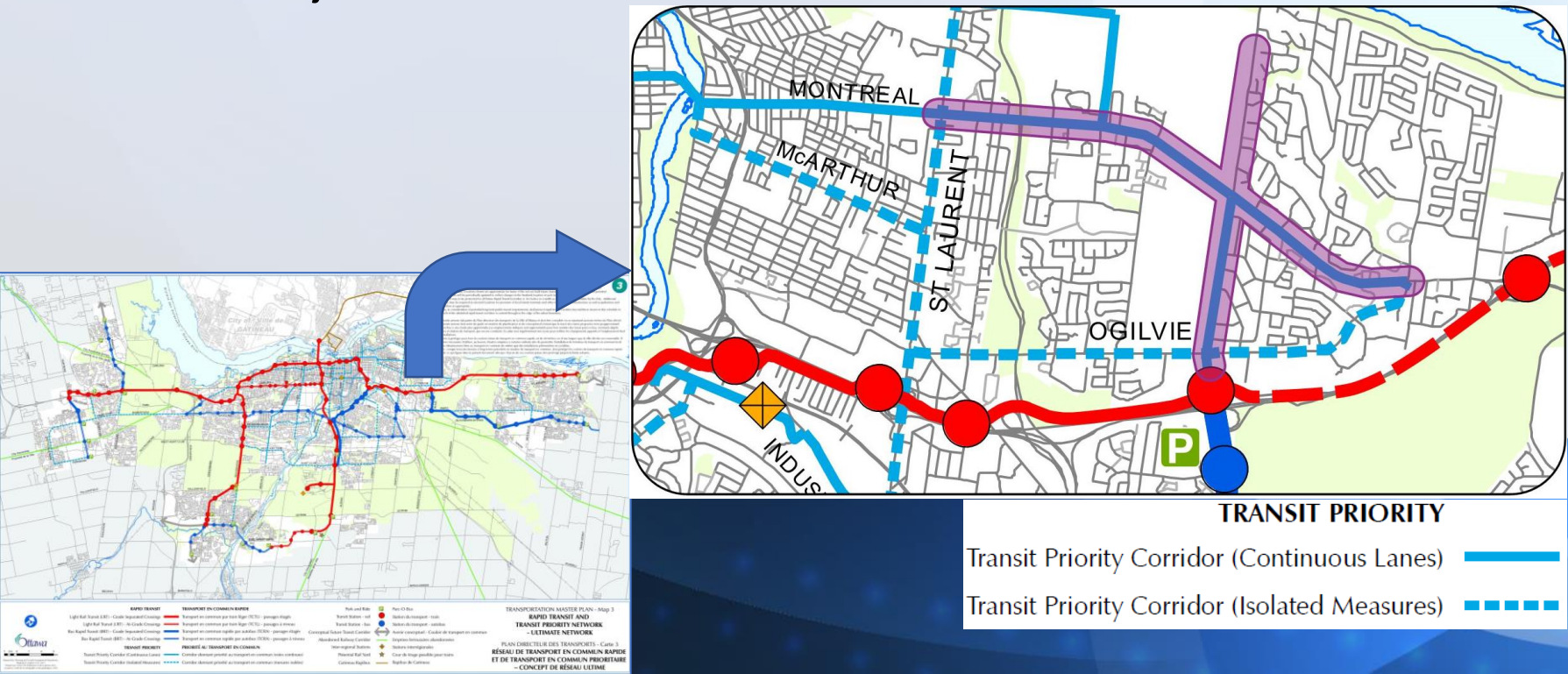


- **Investigate** options to improve transit service and travel environment for all modes
- **Consult** with a broad range of stakeholders
- **Connect** to Blair and future Montreal Road LRT Stations and other destinations to provide mobility options for the community
- **Identify** interim and ultimate configurations for corridor modifications
- **Establish** right-of-way requirements and project cost estimates
- **Prepare** a Recommended Plan and Environmental Project Report

Need and Opportunities

Transportation Master Plan (2013)

- Designated *Transit Priority Corridor (Continuous Lanes)* as part of Ultimate Network
- Transit Priority Corridors complement the **rapid transit network**, **improve city-wide transit access to major employment, commercial, and institutional uses**
- Infrastructure to accommodate future travel demand and meet modal share objectives



Need and Opportunities



Current **transit service operates in mixed traffic**, affecting the speed and reliability



Opportunities to **improve transit user experience**:

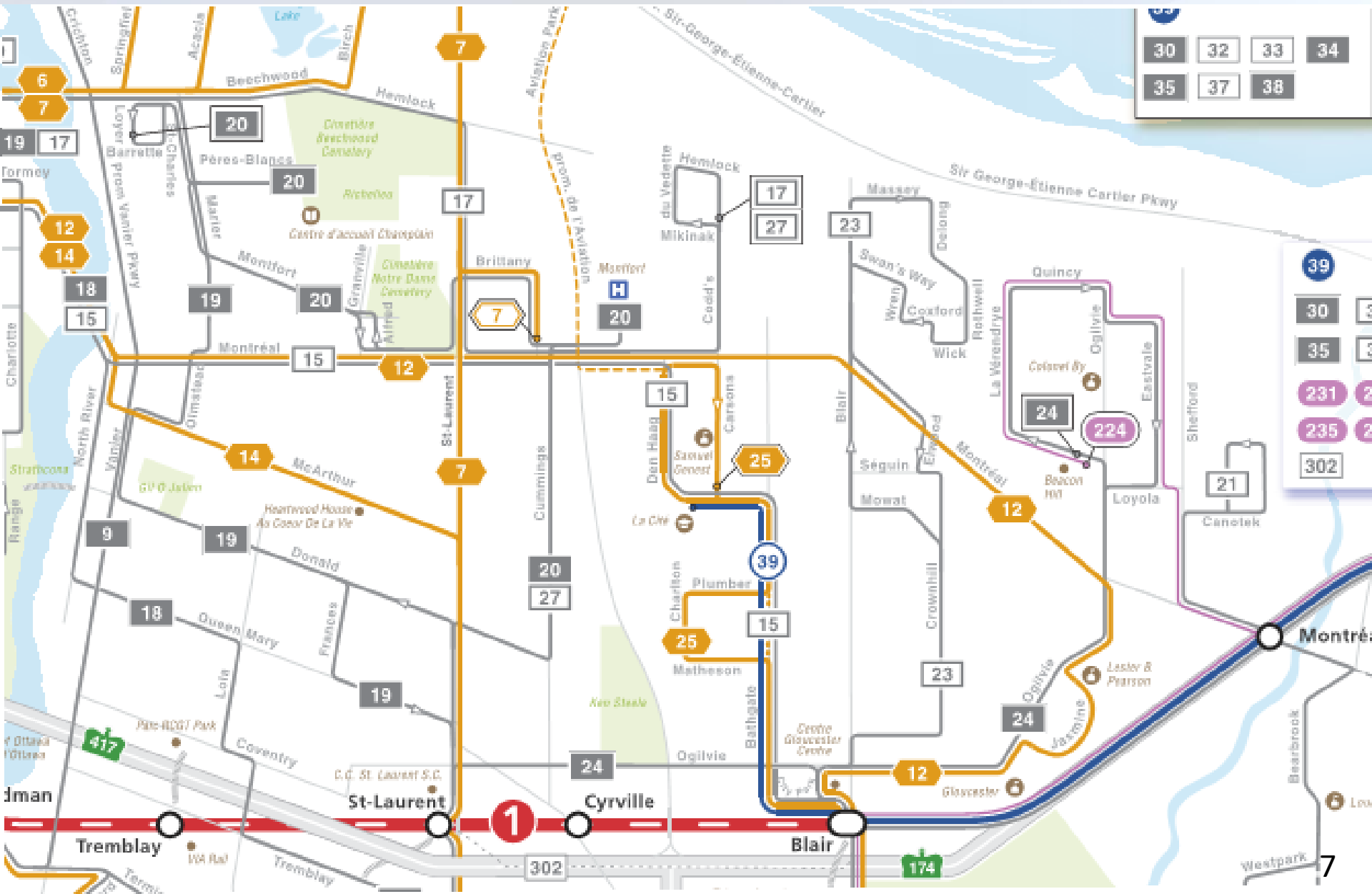
- Physical measures (bus lanes, queue jumps)
- Traffic signal priority, other measures
- Bus stop locations and amenities
- Bus routing



Opportunities to improve **transportation environment for all modes**:

- Complete streets design approach
- Integrated mobility
- Placemaking

Transit Network Planning

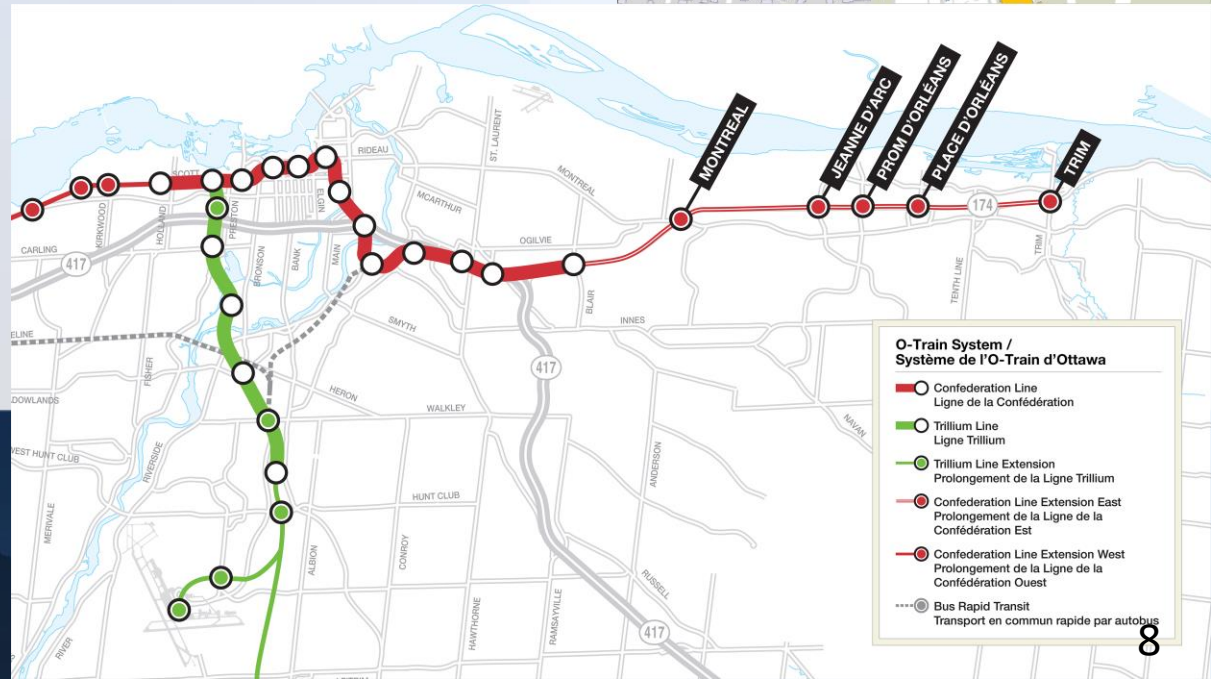


Integration with Light Rail Transit

Study corridor intersects with **two LRT Stations**:

- **Blair Road Station**
(Confederation Line Stage 1 – 2019)
- **Montreal Road Station**
(Confederation Line Stage 2 – 2024)

Opportunities to **improve transit connections between LRT and other destinations**



Project Schedule

Planning Phase

EA Phase

Winter 2018/19 – Spring 2019:

Existing Conditions; Transit Priority Best Practices Review;
Develop Alternative Solutions
Consultation Group Meetings 1

Summer 2019:

Evaluate Alternative Solutions;
Develop and Evaluate Alternative Designs

We are
here!

Fall/Winter 2019:

Consult on Evaluation of Alternative Solutions and Designs
Consultation Group Meetings 2 and Public Open House 1
Present to Urban Design Review Panel

Spring/Summer 2020:

Develop Preliminary Design and Preliminary Recommended Plan
Consultation Group Meetings 3 and Public Open House 2
Present to Transportation Committee

Summer 2020:

Commence Transit Project Assessment Process
Circulation of draft EPR to Agencies; 30-day public review period;
Finalize EPR

What We've Heard So Far

A few themes heard so far:

- Priority bus lanes
- Complete street design
- Safety and accessibility
- Support for improved efficiency and reliability of transit
- Need for multi-modal integration with Blair and Montreal LRT stations
- Support for quick wins/interim solutions
- Support for Wateridge Village Transit and Active Transportation link through NRC Campus
- Concern regarding downstream effects (congestion, cut-thru traffic)

Accessibility

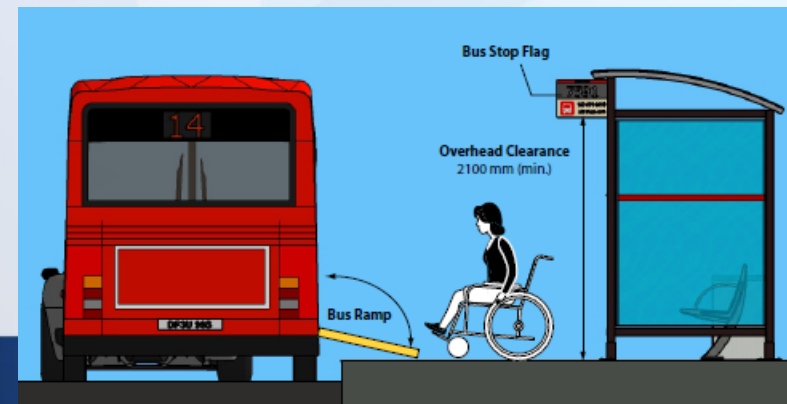
- Options will be designed to meet the *Accessibility for Ontarians with Disabilities Act* (AODA) and the City of Ottawa's Accessibility Design Standards
- Design elements can include:
 - Passenger loading areas
 - Tactile Walking Surface Indicators (TWSI)
 - Unobstructed sidewalks
 - Ground and floor surfaces
 - Resting areas



Accessibility Design Standards



Second Edition, November 2015



Alternative Solutions

- Alternative Solutions developed and evaluated for three separate study components:
 - Montreal Road
 - Blair Road
 - Wateridge Village Transit and Active Transportation Link
- Solutions evaluated using process that compared outcome of each solution to objectives of Transportation Master Plan

Planning and Design Principles

Transportation Master Plan: Transportation Vision for Ottawa

- Support a reduction in automobile dependence
- Support a multi-modal system for all ages and abilities
- Support adjacent land uses and future intensification
- Sensitive to the natural environment
- Enhance the economy
- Deliver cost-effective services
- A system that can adapt to climate change



Alternative Solutions (Montreal / Blair Corridors)

Alternative Solution		Description
1	Do Nothing	For comparison, includes no modifications or enhancements.
2	Expand Road Capacity	Widen roadway, with buses continuing to operate in mixed traffic.
3	Expand Active Transportation Network	Expand and enhance pedestrian and cycling routes.
4	Isolated Transit Priority Measures	May include bus queue jumps, special bus stop arrangements, transit signal priority.
5	Transit-Only Lanes	Provide exclusive bus transit lanes in each direction by reallocating existing traffic lanes or widening the ROW.
6	High-Occupancy Vehicle Lanes	Provide high-occupancy vehicle (HOV) lanes in one or both directions.
7	Rapid Transit Separated Facility	Provide a dedicated, continuous rapid transit facility for rapid transit service.

* Transportation Demand Management measures will be part of every alternative solution.

Alternative Solutions

(Wateridge Village Transit and Active Transportation Link)

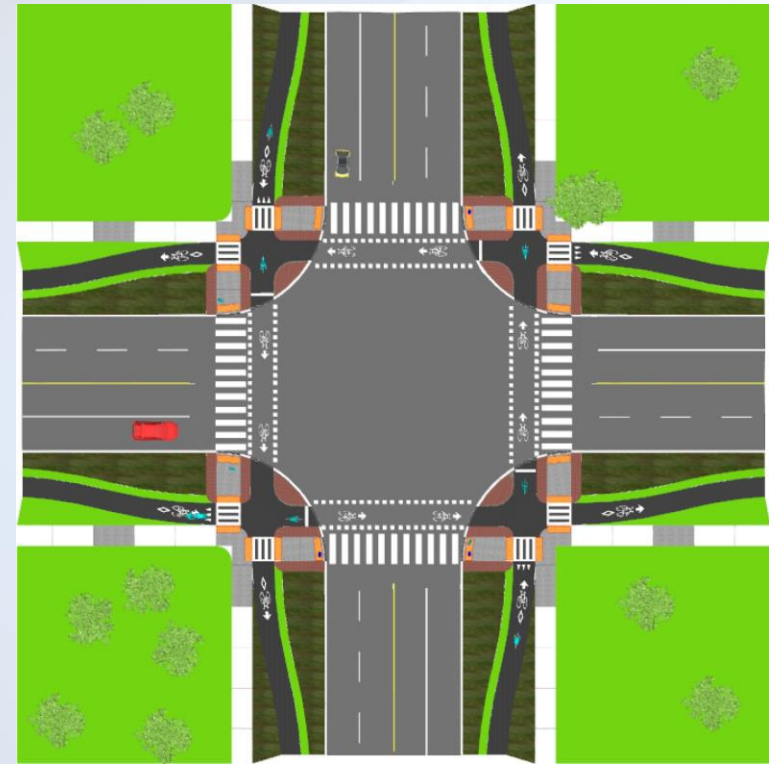
Alternative Solution		Description
1	Do Nothing	Used as a baseline for comparison, includes maintaining the existing transit service to the Wateridge Village. Ridership and services would be reviewed and modified using existing review processes.
2	Active Transportation Link	Provide pedestrian and cycling linkages only from Wateridge Village, through the NRC Campus to Blair Road.
3	Transit Link	Construct or designate a dedicated transit route from Wateridge Village, through the NRC Campus, to Blair Road or Montreal Road. This solution would also identify a link for pedestrians and cyclists through the NRC Campus.

Preliminary Preferred Solutions

- **Montreal Road**
 - Exclusive Transit Lanes (St. Laurent – Shefford)
- **Blair Road**
 - Isolated Transit Priority Measures (at intersections)
 - Expand Active Transportation Network
- **Wateridge Village Transit and Active Transportation Link**
 - Provide Transit and Active Transportation link per former CFB Rockcliffe CDP, Wateridge Village Plan of Subdivision, and future needs to NRC and adjacent communities

Key Design Considerations

- Accessibility
- Transit Priority
- Pedestrian and Cycling Facilities
- Landscaping/streetscaping
- Storm Water Management
- Roadway modifications
- Transportation Operations
- Access and turning movements
- Medians



Key Challenges

- Constrained right-of-way
- Traffic volumes and intersection operations
- Active development applications
- Utility corridors
- Need for affordability in recommended design
- Trade-offs in multi-modal accommodation
- Others?

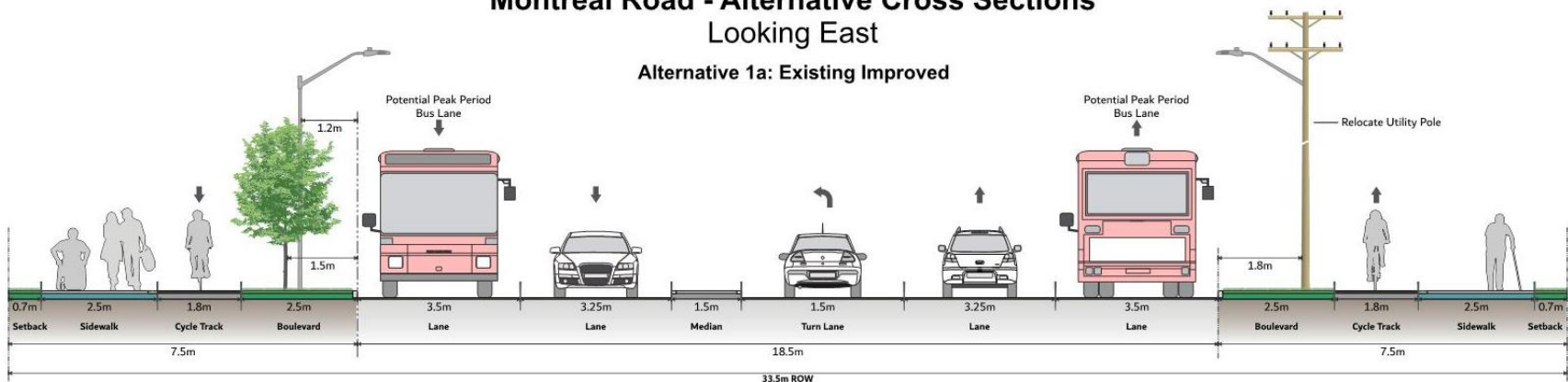
Development of Alternative Designs – Montreal Road

- Break corridor into design segments
 - St. Laurent Boulevard – Aviation Parkway
 - Aviation Parkway – Wanaki Road/Bathgate Drive
 - Wanaki Road/Bathgate Drive – Blair Road
 - Blair Road – Ogilvie Road
 - Ogilvie Road – Shefford Road
- Will assess different configurations for transit lanes in each segment
- Complete Street approach to all design alternatives

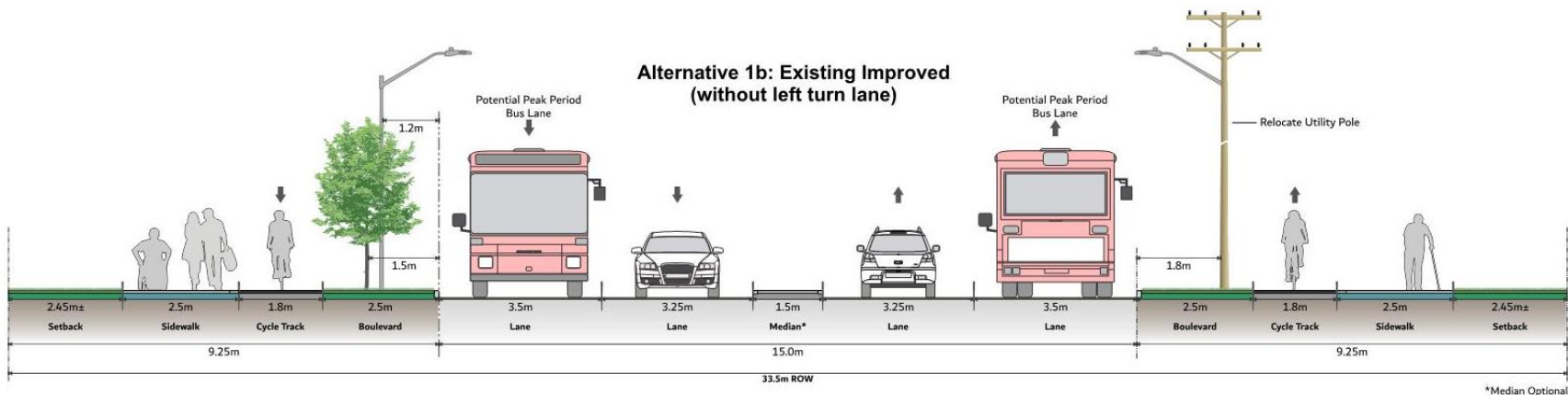
Development of Alternative Designs – Montreal Road

Montreal Road - Alternative Cross Sections Looking East

Alternative 1a: Existing Improved



Alternative 1b: Existing Improved (without left turn lane)

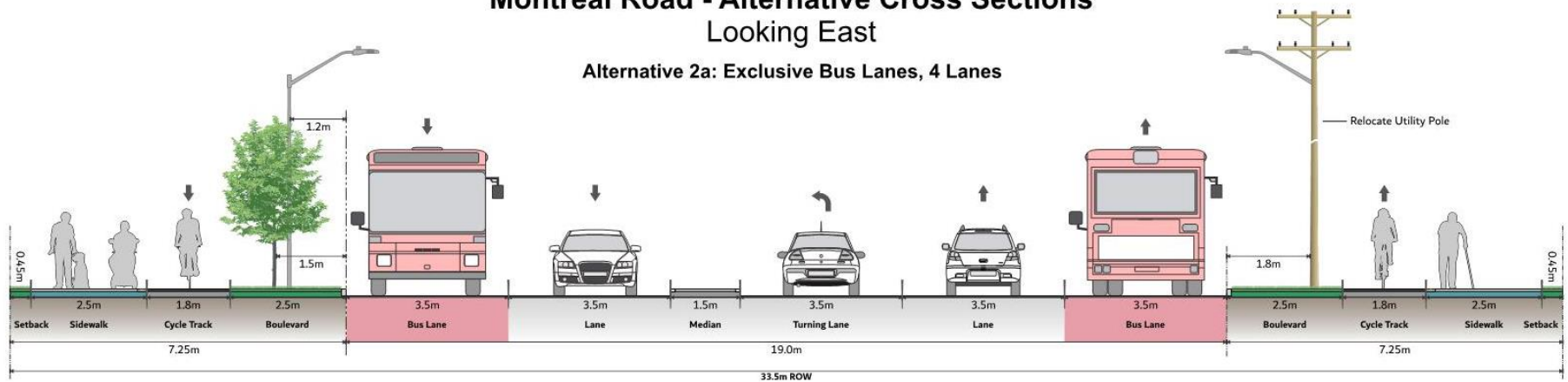


*Median Optional

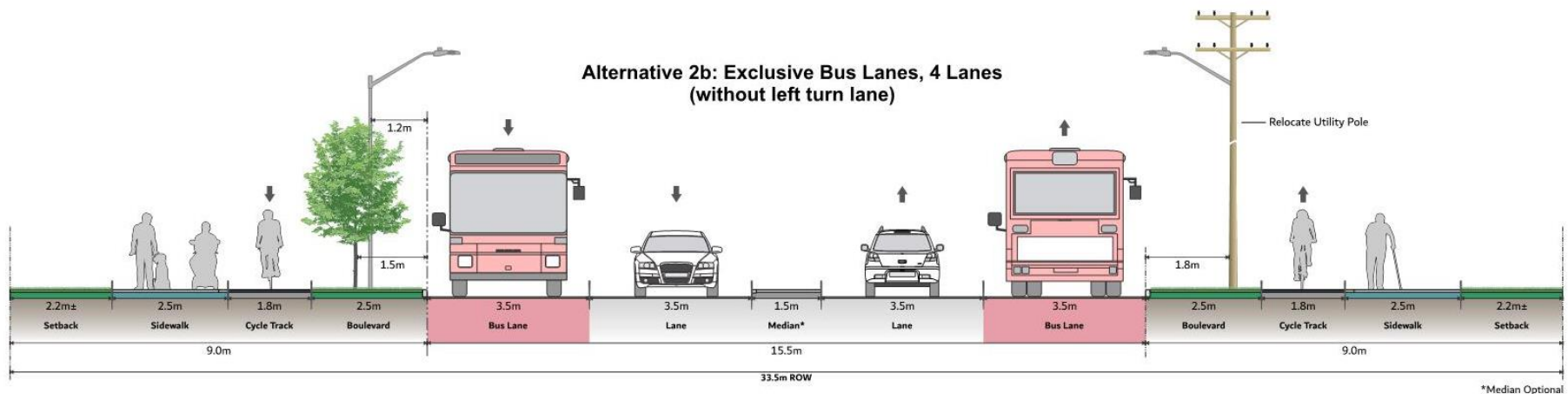
Development of Alternative Designs – Montreal Road

Montreal Road - Alternative Cross Sections Looking East

Alternative 2a: Exclusive Bus Lanes, 4 Lanes



Alternative 2b: Exclusive Bus Lanes, 4 Lanes (without left turn lane)

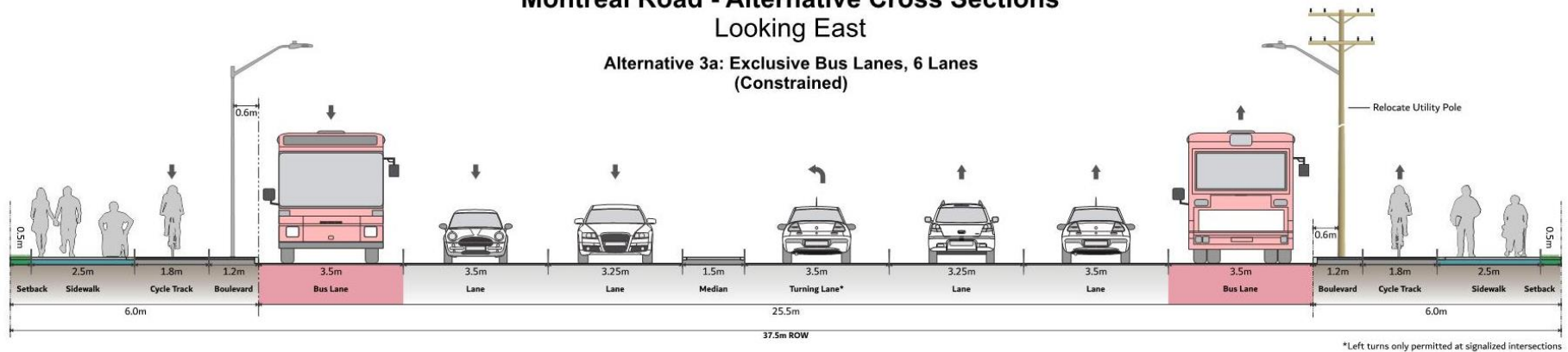


*Median Optional

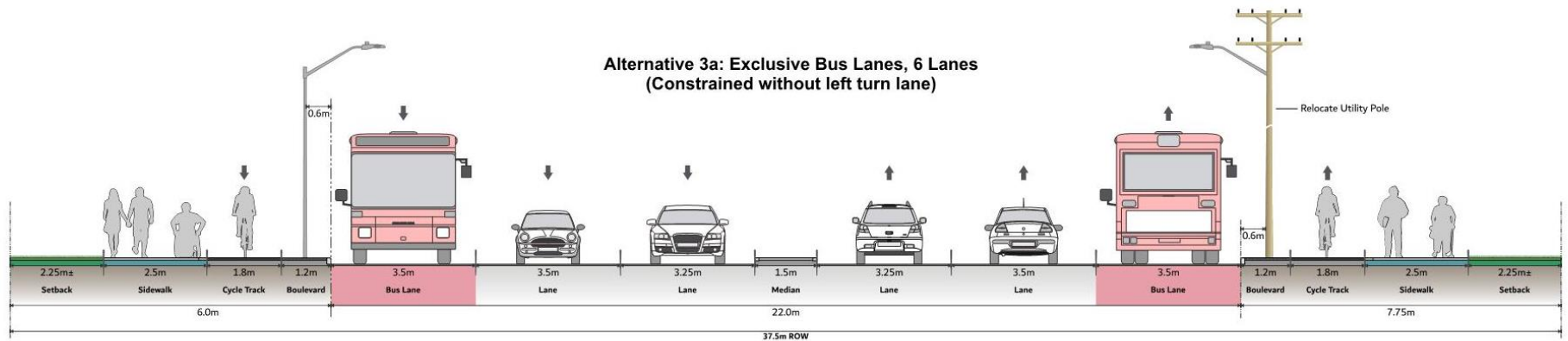
Development of Alternative Designs – Montreal Road

Montreal Road - Alternative Cross Sections Looking East

Alternative 3a: Exclusive Bus Lanes, 6 Lanes (Constrained)



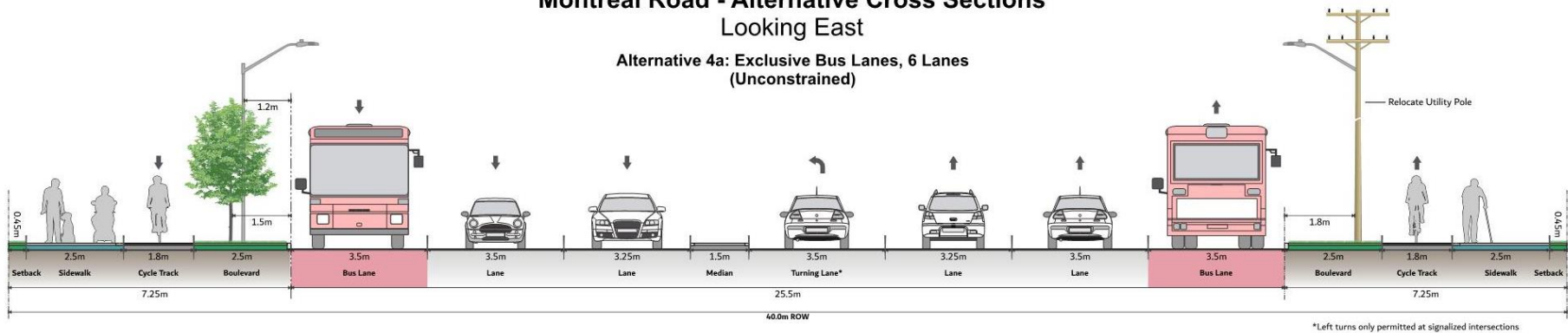
Alternative 3a: Exclusive Bus Lanes, 6 Lanes (Constrained without left turn lane)



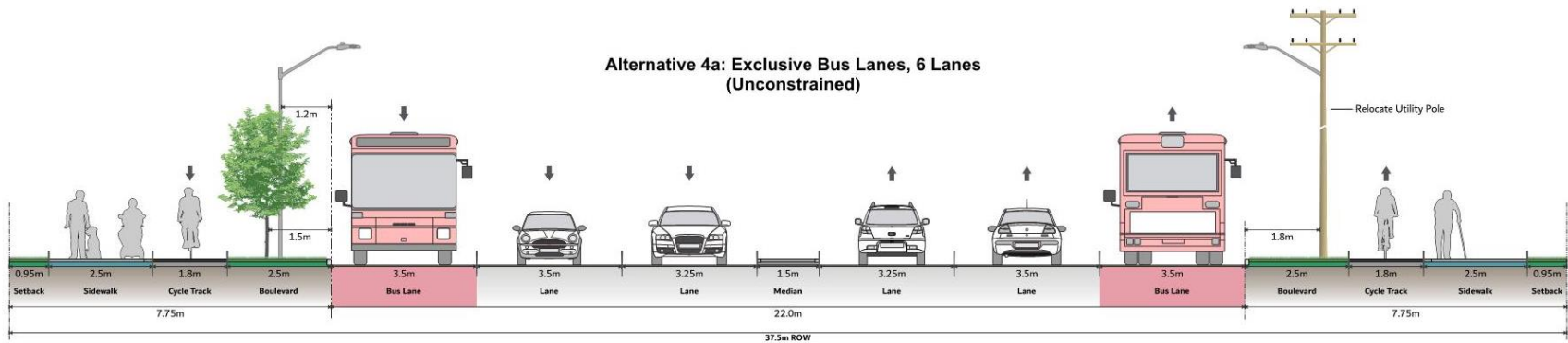
Development of Alternative Designs – Montreal Road

Montreal Road - Alternative Cross Sections Looking East

Alternative 4a: Exclusive Bus Lanes, 6 Lanes (Unconstrained)



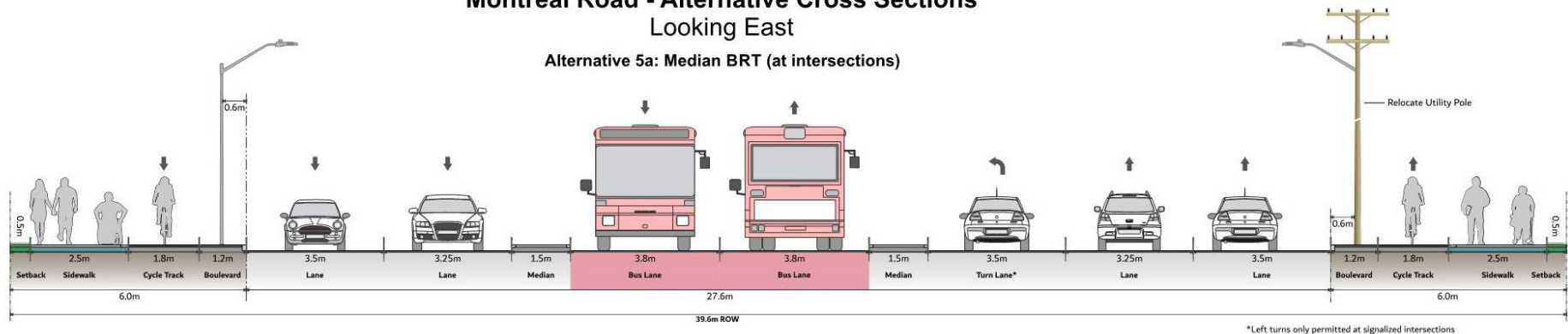
Alternative 4a: Exclusive Bus Lanes, 6 Lanes (Unconstrained)



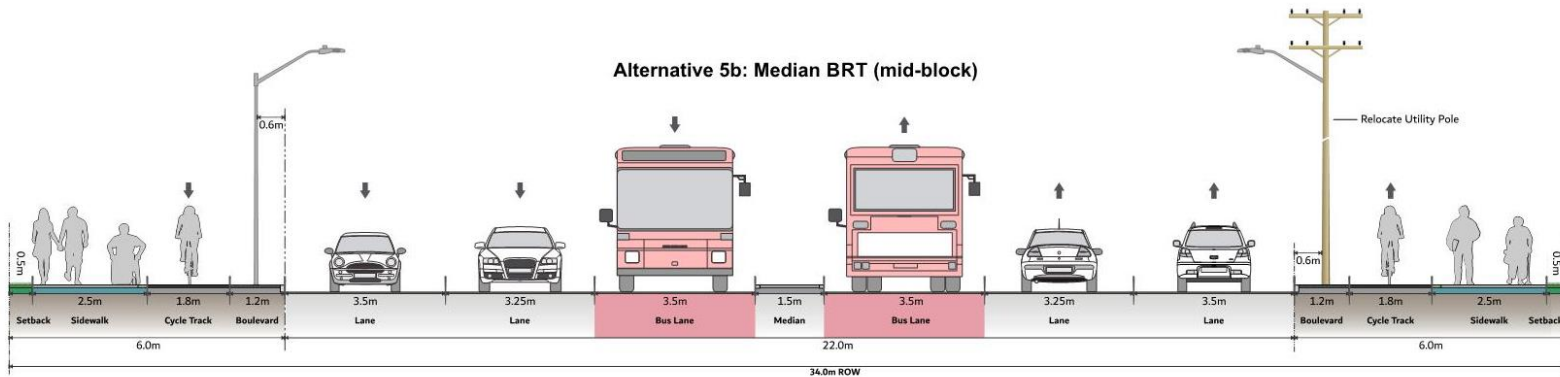
Development of Alternative Designs – Montreal Road

Montreal Road - Alternative Cross Sections Looking East

Alternative 5a: Median BRT (at intersections)



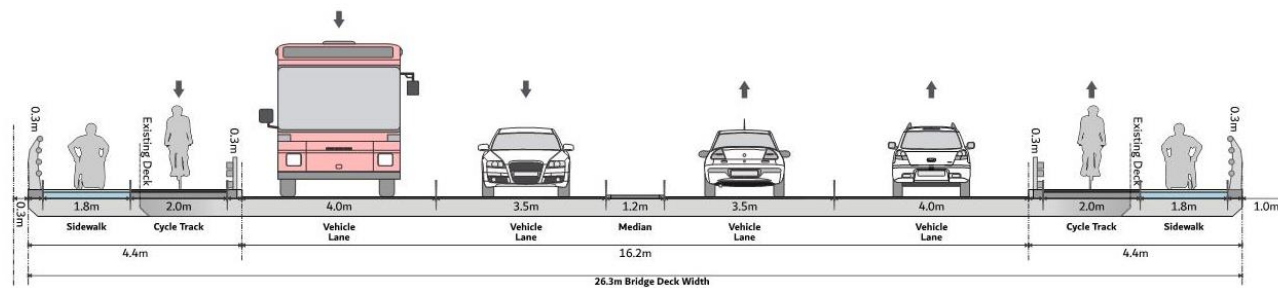
Alternative 5b: Median BRT (mid-block)



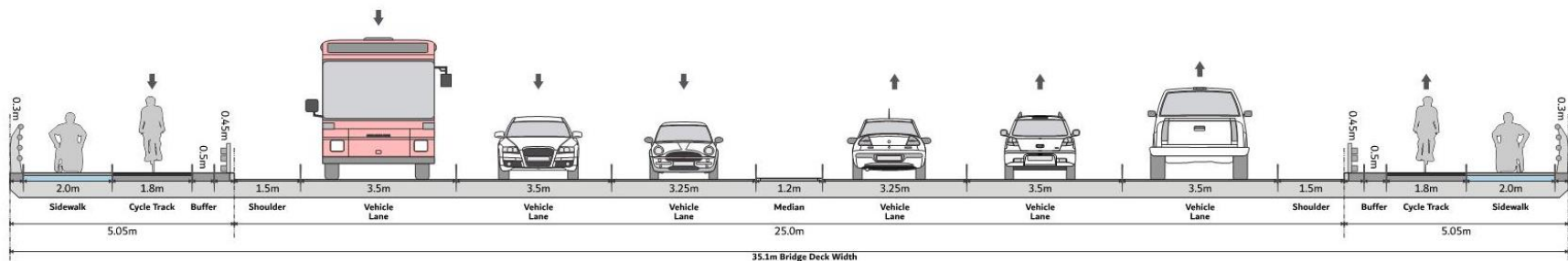
Development of Alternative Designs – Montreal Road

Bridge Over Macallum Street - Alternative Cross Sections Looking East

Alternative 6a: Widen Existing Bridge



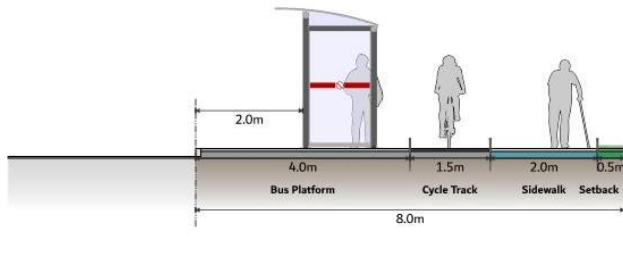
Alternative 6b: Construct New Bridge. Median BRT (mid-block)



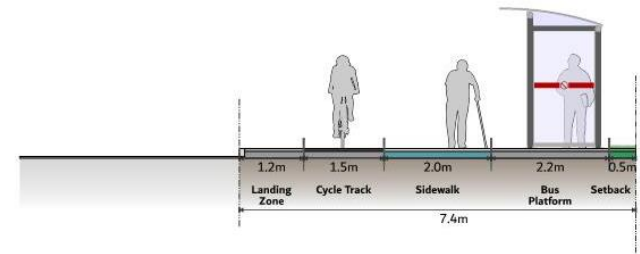
Development of Alternative Designs – Montreal Road

Montreal Road - Bus Stop Vignettes

**Alternative A: Island Platform
(High Volume)**



**Alternative B: Landing Zone
(Low Volume)**



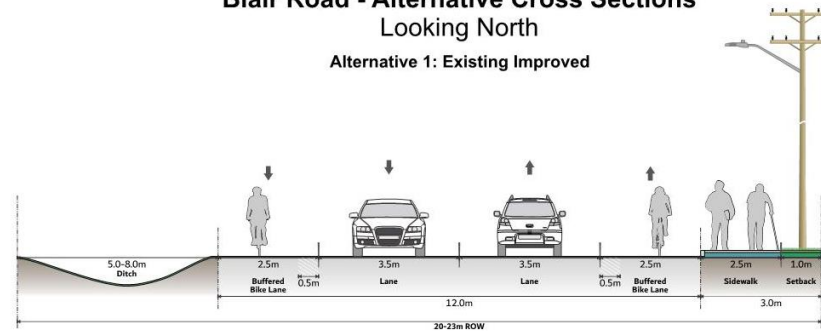
Development of Alternative Designs – Blair Road

- Preferred solution is **Isolated Transit Priority Measures** and **Expand Active Transportation Network**
- Transit priority measures at intersections only
- Need to confirm OC Transpo bus routes and access to Blair Station
- Co-ordination with Brian Coburn / Cumberland Transitway / Blair Road EA Study

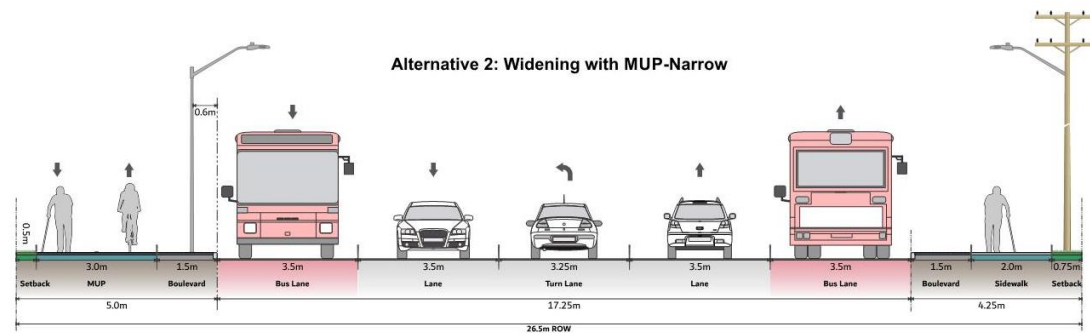
Development of Alternative Designs – Blair Road (south of Montreal Road)

Blair Road - Alternative Cross Sections
Looking North

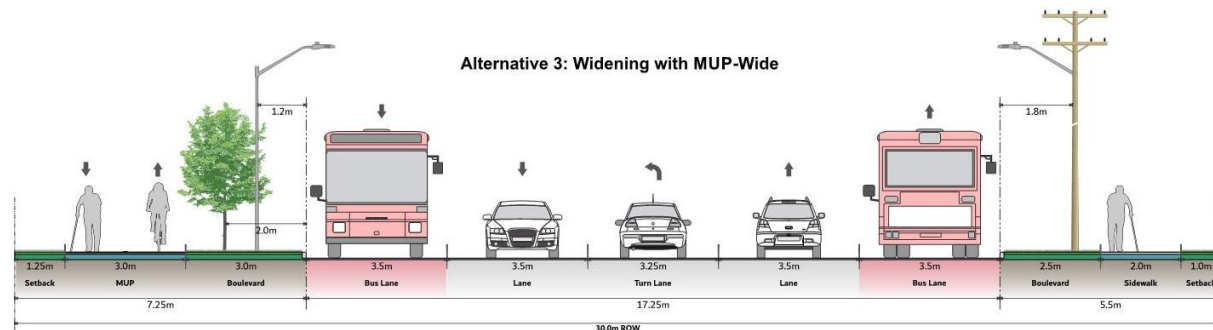
Alternative 1: Existing Improved



Alternative 2: Widening with MUP-Narrow



Alternative 3: Widening with MUP-Wide

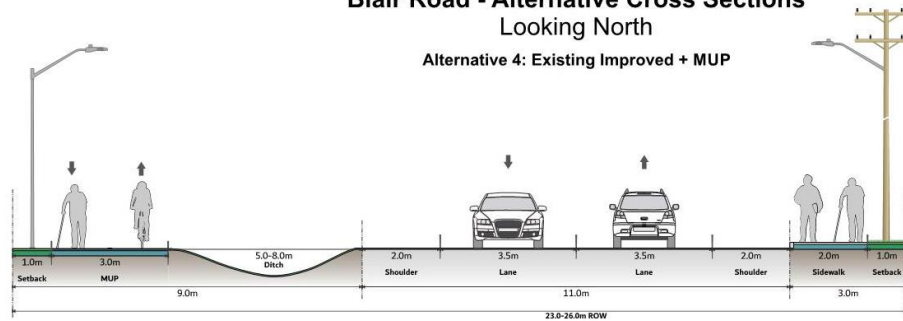


Development of Alternative Designs – Blair Road (south of Montreal Road)

Blair Road - Alternative Cross Sections

Looking North

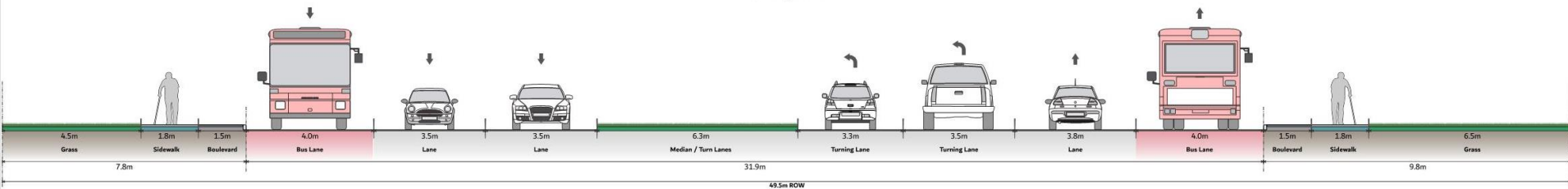
Alternative 4: Existing Improved + MUP



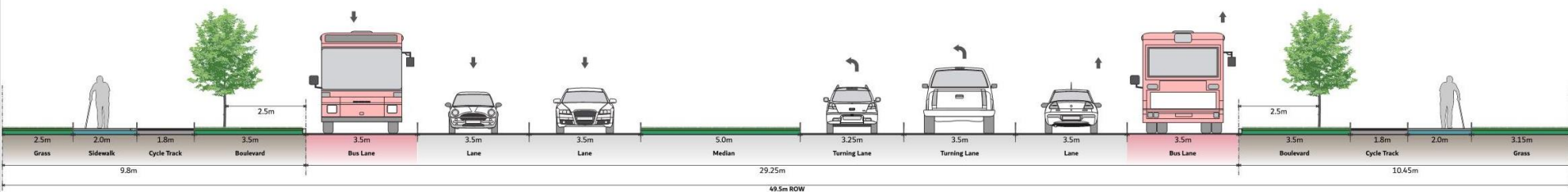
Blair Road South of Ogilvie - Alternative Cross Sections

Looking North

Alternative 1: Re-designate Existing Lanes

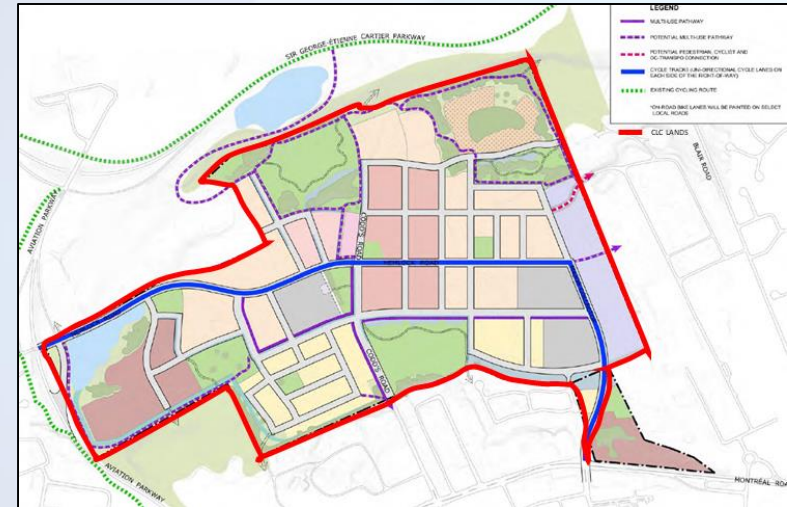


Alternative 2: Reconstruction



Considerations for Potential Wateridge Village Transit and Active Transportation Link

- Dedicated link identified in former CFB Rockcliffe CDP and Wateridge Village draft approved subdivision plans
- Bus route serving Wateridge Village and NRC campus seen as desirable
- Design considerations identified:
 - Transit-only roadway
 - Gated/secure access to NRC campus
 - Pedestrian/cycling facilities welcome



Evaluation of Alternative Designs

- Alternatives will be evaluated using differentiating criteria under the following categories:
 1. Transportation System Sustainability
 2. Land Use, Social and Community Supportive
 3. Physical and Ecological Sustainability
 4. Economic Sustainability
- Climate Change factors will be considered in one or more categories

Next Steps

- Public Open House #1 – December 4, 2019
 - Pat Clark Community Centre
 - 6:00 p.m. – 8:30 p.m.
- Evaluation of Alternative Designs
- Preliminary Recommended Plan
- Consultation Group Meetings #3 – Spring 2020
- Public Open House #2 – Spring 2020

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