Richmond Road Complete Street Meeting #1, April 25, 2016
Agenda

• Overview
• Richmond Road Complete Street
• Other Ongoing Studies
• Discussion
Confederation Line West

10

13 km

800 buses/day removed from Sir John A. Macdonald Parkway
Background

- Confederation Line West LRT Extension will be located in the Richmond Road corridor between the Sir John A. Macdonald Parkway and Cleary Avenue.
- Reconstruction falls within the City’s new “Complete Street” policy, which seeks to accommodate all modes and users.
- Study area extended east to Berkley to provide for a continuous Complete Street between the Parkway and Westboro.
- Construction of new pedestrian and cycling facilities falls under the Municipal Class Environmental Assessment process.
Study Scope

- Planning and functional design for Richmond Road between the Sir John A. Macdonald Parkway and Berkley Avenue
- The design may consider the Byron Linear Park and Byron Avenue to the extent where they are impacted by the construction of LRT
- Parkway to Cleary: Ultimate design for construction as part of LRT project
- Cleary to Berkley: Transition design within existing pavement limits; long-term design assuming street reconstruction
Consultation

- Consultation will be undertaken to obtain input and feedback into the study and fulfill MCEA requirements
- Early, on-going, and interactive consultation
- Establishment of a Public Advisory Committee (PAC) and Technical Advisory Committee (TAC)
- Two Public Information Centres are planned to showcase the study and proposed Complete Street design to the general public
- Presentation of the recommended plan at the City’s Transportation Committee and City Council will provide an additional opportunity for public input
Objectives

• Develop a “complete street” design concept for the corridor
• Improve sidewalks, crosswalks, pathways and walking routes
• Create a continuous, safe and convenient cycling facility with connections to the broader cycling network
• Provide street furniture and amenities for pedestrians and transit users
Objectives (Cont’d)

• Integrate of LRT station entries and head houses into the streetscape, with seamless connections for cyclists and transit users
• Promote “place making” opportunities and enhance the public realm with landscape amenities
• Ensure accessibility for all users (mobility, vision, hearing, learning, cognitive impairments & older adults)
What is a Complete Street?

• City of Ottawa has adopted a Complete Street Implementation Framework to guide future roadway design and construction.

• A complete street: offers safety, comfort and mobility for all users; may contain different elements based on its function and geographic location, and; strives to accommodate the basic needs of all street users.
Complete Street Examples
Complete Street Examples
## Multi-Modal Level of Service

<table>
<thead>
<tr>
<th>MODE</th>
<th>ELEMENT</th>
<th>LEVEL OF SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>A: High level of comfort</td>
</tr>
<tr>
<td>Pedestrians (PLOS)</td>
<td></td>
<td>B: Low level of comfort</td>
</tr>
<tr>
<td></td>
<td>Segments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Intersections</td>
<td>Short delay, high level of comfort, low risk</td>
</tr>
<tr>
<td>Bicycles (BLOS)</td>
<td>Segments</td>
<td>High level of comfort</td>
</tr>
<tr>
<td></td>
<td>Intersections</td>
<td>Low level of risk / stress</td>
</tr>
<tr>
<td>Trucks (TkLOS)</td>
<td>Segments</td>
<td>Unimpeded movement</td>
</tr>
<tr>
<td></td>
<td>Intersections</td>
<td>Unimpeded movement / short delay</td>
</tr>
<tr>
<td>Transit (TLOS)</td>
<td>Segments</td>
<td>High level of reliability</td>
</tr>
<tr>
<td></td>
<td>Intersections</td>
<td>Short delay</td>
</tr>
<tr>
<td>Vehicles (LOS)</td>
<td>Intersections</td>
<td>Low lane utilization</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D: Long delay, low level of comfort, high risk</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E: High level of risk / stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F: Impeded movement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Level of Service Objectives

- The study area reflects both a *Traditional Mainstreet* designation and a *Priority Area* (within 600 m of a rapid transit station) designation.
- Given most of the study area is within a *Priority Area*, it is considered appropriate to apply those targets for the entire study area.
- The *Priority Area* designation places an emphasis on pedestrian and cycling levels of service, with lower levels accepted for automobiles, transit, and goods movement.
- In this study area, target levels of service are:
  - Pedestrians and Cyclists = ‘A’
  - Transit and Goods Movement = ‘D’
  - Automobiles = ‘E’
Opportunities

- Interface with Parkway corridor and existing bicycle lanes, multi-use pathway
- Byron Linear Park
- New Orchard LRT Station
Opportunities

- Byron Linear Park
- Richmond/Woodroffe intersection design
- Cleary LRT Station
Opportunities

- Short-term: repurposing of existing traffic lanes
- Long-term: street reconstruction
- Access to Westboro
- On-street parking
- Connection to Dominion Station
- Connections to other pedestrian/cycling facilities
Next Steps

• Development of options and alternatives
• Meeting #2
• Public Open House 1 (June 4th, 2016)
• Functional design
• Public Open House 2 (September, 2016)
• Transportation Committee and Council (Fall 2016)
Other Studies

- Byron Avenue Traffic Calming
- LRT Stage 2 Connectivity Study
- Richmond Road Complete Street Study
- Cleary/New Orchard Planning Study
Discussion

general email: stage2@ottawa.ca

Marc Magierowicz  
Senior Planner (Project Lead)  
Marc.magierowicz@ottawa.ca  
613-580-2424 x27820

Ainka Jess  
Light Rail Communications & Stakeholder Relations, Stage 2  
Project Office  
Ainka.jess@ottawa.ca  
613-580-2424 x30834

Damon Berlin  
RIO and Stage 2  
Confederation West  
Stakeholder Relations  
Damon.berlin@ottawa.ca  
613-580-2424 x12764