

Blair Road – Transit Priority and High Occupancy Vehicle Lanes – Blair LRT Station to Innes Road

Virtual public information session

April 30, 2024

Land acknowledgement

We recognize that Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

We extend our respect to all First Nations, Inuit and Métis peoples for their valuable past and present contributions to this land.

We also recognize and respect the cultural diversity that First Nations, Inuit and Métis people bring to the City of Ottawa.

Blair Road – Transit Priority and HOV Lanes

Project overview

The City of Ottawa is pleased to provide an update to the ongoing design for the Blair Road Transit Priority and HOV Lanes from the Blair LRT Station to Innes Road.

Key information being presented includes:

- Council's decision and directions for the project;
- The project purpose, background and objectives;
- The draft preliminary designs;
- General design and construction schedule; and
- Stakeholder involvement opportunities.

Your feedback is important to the success of this study and will help us develop the preliminary detailed design for the Blair Road Transit Priority project. Please **review** the information presented and **provide comments and concerns** via the [online form](#), by phone or email, as noted on the last page of this document, **by 11:59 pm on May 30, 2024**.

Blair Road – Transit Priority and HOV Lanes

Project purpose, scope and limits

The City of Ottawa is proposing improvements to Blair Road for transit priority and high occupancy vehicle (HOV) lanes between Blair LRT Station and Innes Road. New accessibility, pedestrian and cycling facilities along the road corridor are also proposed to provide connectivity (LRT Station, residential communities, employment, retail and other amenity areas), to promote active transportation, and to improve safety for all road users.

This project will result in widening of the roadway and reconstruction of intersections to accommodate these transportation facilities as a complete street.

These proposed investments will implement the Blair Road Transit Priority Environmental Assessment study that was approved by Ottawa City Council in 2021.



Blair Road – Transit Priority and HOV Lanes

Environmental Assessment (EA) Study Approved By Council for the Blair Road Transit Priority and HOV Lanes:

City Council approved the Blair Road Transit Priority Environmental Assessment (EA) study in 2021.

This decision directs staff to complete a **detailed design** that results in:

- New High Occupancy Vehicle (HOV) lanes and bus transit amenities
- A new multi-use pathway (MUP) to provide direct connectivity to Blair LRT Station, along the west side of the corridor
- A new northbound cycling facility along the east side of the corridor
- Five (5) new protected intersections and two (2) new mid-block signalized pedestrian crossings
- Reconfiguration of the Ottawa Road 174 (OR174) interchange ramps to reduce vehicle speeds and improve safety in the vicinity of Blair Road and active transportation crossings

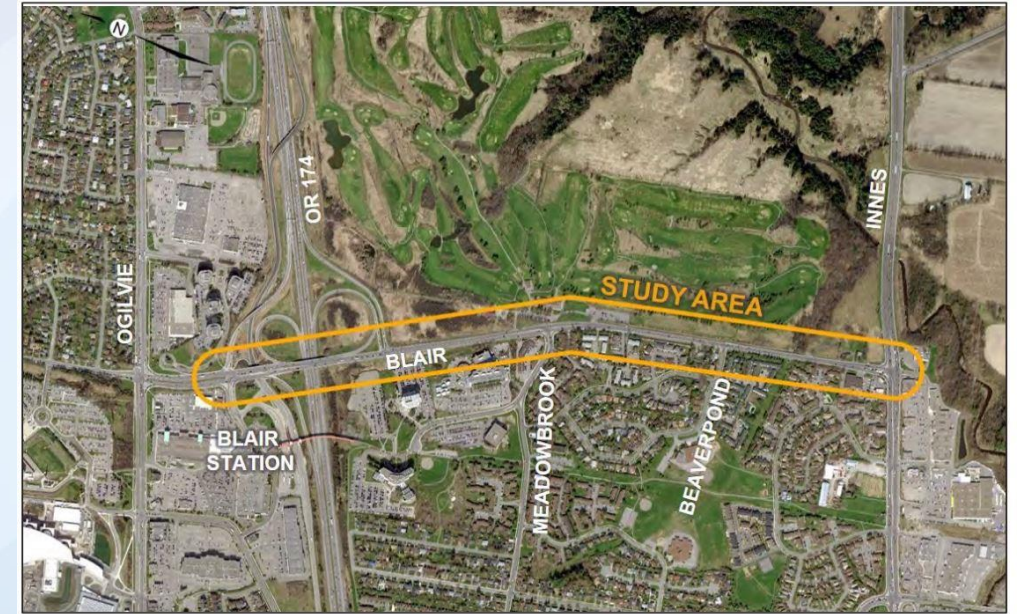


Figure EX-1: Study Area

Stakeholder engagement

During the EA study, the City consulted with public, agency, and technical advisory groups. The study included consultation with communities, individuals, institutions, provincial agencies, the National Capital Commission (NCC) and Indigenous groups.

These consultations are continuing throughout this subsequent detailed design study.

Key features of the proposed stakeholder involvement program include:

- Community Working Group meetings
- Technical Advisory Group meetings
- Two (2) Public information sessions
- Website information
- Individual stakeholder meetings

Key design activities and results

- Completing planning, environmental, and engineering analyses of site conditions to inform the draft designs
- Updating the functional design that was approved by council to reflect current best practices and design standards
- Completing detailed analyses and designs pertaining to grading, drainage, stormwater management, municipal infrastructure, roadway, active transportation, transit, noise mitigation, street lighting and landscaping features
- Working with the National Capital Commission (NCC) in regard to land requirements and approvals
- Preparation of a complete tender package
- And providing opportunities for stakeholder involvement throughout

Blair Road – Transit Priority and HOV Lanes

What we heard	How we responded
Concern regarding increase in northbound traffic for turning right onto Ogilvie.	The limit of this project extend just north of the intersection at the Gloucester Shopping Centre. Existing and future traffic volumes are accommodated in the designs.
Concern about OR 174 ramp crossing safety for active transportation users.	The designs aim to improve safety for all users, and the final design arrangement for the highway ramp crossings will be confirmed prior to construction.
Concern regarding access to residences which front onto Blair Road, south of Meadowbrook Drive.	Access is provided for all residences currently taking direct access to Blair Road. For a select few, access will be managed by right-in right-out entrances, considering user safety. Roadway geometry provides for U-turns at nearby intersections, enabling vehicle access from all directions.
Concern that northbound bus stop north of Innes Road is too close to the intersection.	The bus stop has been shifted north to provide for more space for turning vehicles to merge.
Concern about number of existing mature trees proposed to be removed.	The project's landscape plan has increased the number of planting opportunities along the corridor.

Blair Road – Transit Priority and HOV Lanes

Other key updates from POH#1 (April 2023)

- Multi-use pathway transition at culvert
- Noise barrier locations have been adjusted
- Gloucester Center intersection with Blair Road was re-arranged, to optimize traffic flow
- New curbs and flex posts proposed along paved shoulder for northbound cyclists

Blair Road – Transit Priority and HOV Lanes

Accessibility and active transportation and road safety

- The renewed streets will be designed to meet the City of *Accessibility Design Standards*, as well as the *Accessibility for Ontarians with Disabilities (AODA) Act*
- Reconstructed bus stops will incorporate appropriate waiting areas and designated accessible crossing and boarding locations with tactile guidance including Tactile Walking Surface Indicators (TWSI)
- Intersections and crossings will implement the City's Protected Intersection Design Guide
- The corridor will be posted at 50 km/h and measures to manage vehicle speeds will be built into the designs

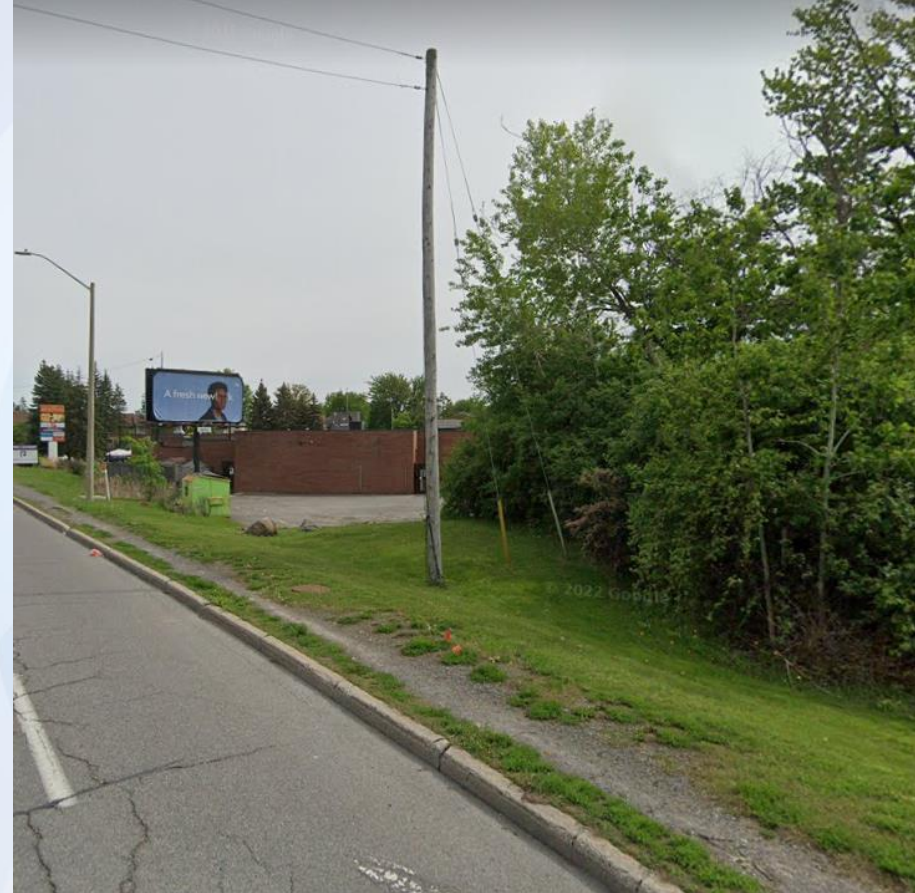


Blair Road – Transit Priority and HOV Lanes

Physical, environmental and cultural studies

The following additional studies were completed as part of this design work:

- Traffic and safety studies
- Tree and vegetation inventory
- Landscape plan
- Noise and vibration study
- Street lighting design
- Species at Risk (SAR) studies
- Cultural Heritage Impact Assessment (HIA)
- Archaeological assessment
- Geotechnical study
- Assessment of past uses



Blair Road – Transit Priority and HOV Lanes

Gloucester Centre intersection to OR 174 structure

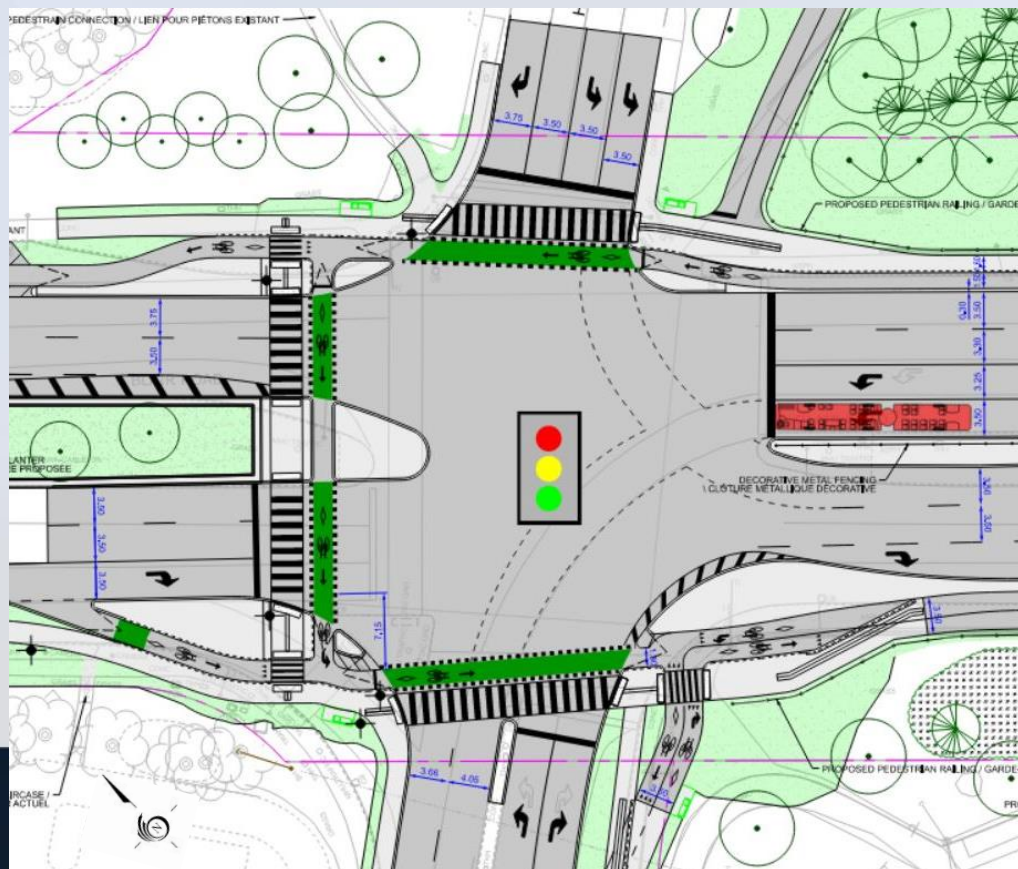
- Protected intersection at the Gloucester Centre intersection
- MUP along the west side
- Sidewalk and cycle track along the east side
- Connection to the MUP constructed as part of the Stage 2 LRT project
- Corridor landscaping



Blair Road – Transit Priority and HOV Lanes

Gloucester Center intersection – Bi-directional west and north leg cycle crossings

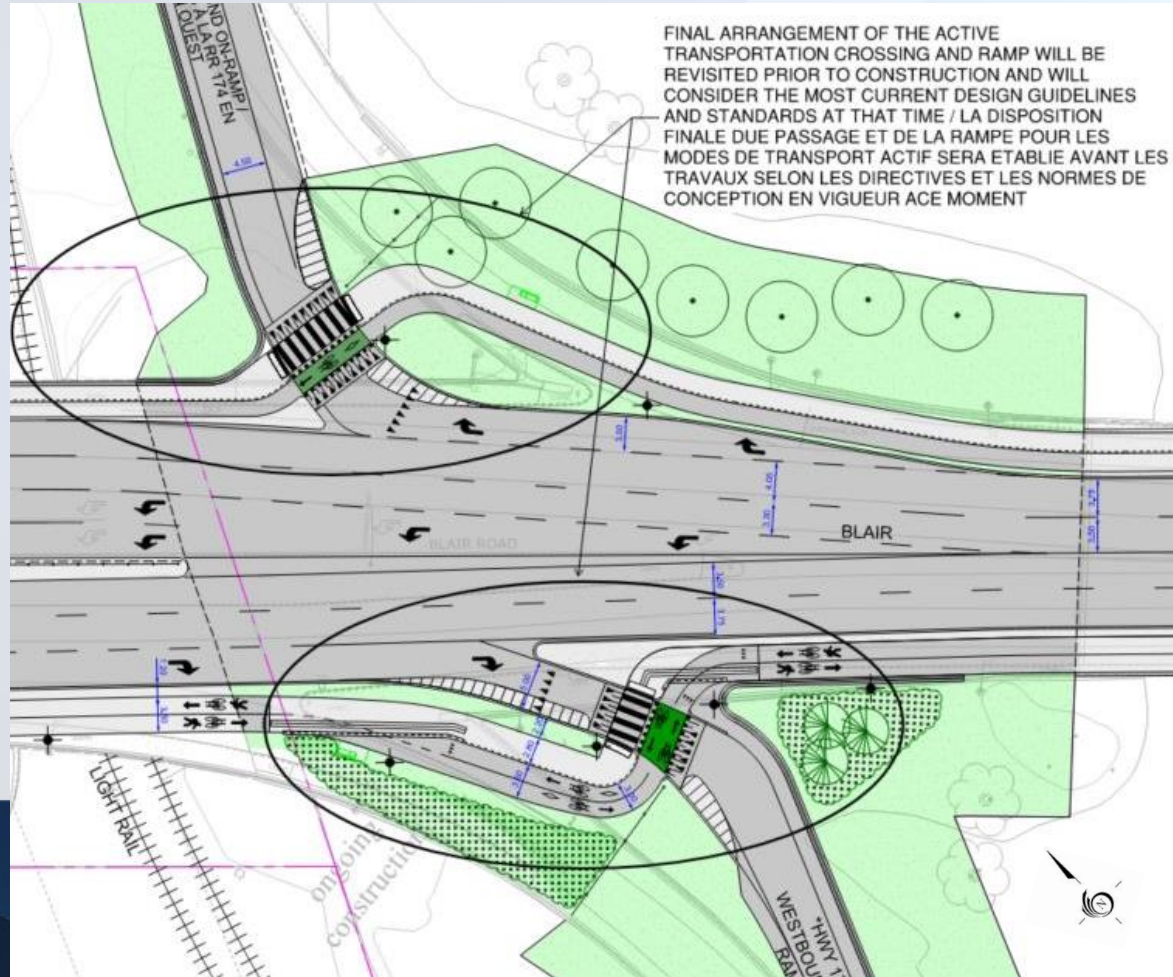
- Introducing a bi-directional cycle crossing along the north and west legs of the intersection are being considered for introduction into the Blair Road works. This modification is considering the introduction of a channelized right turn for the westbound off-ramp.



Blair Road – Transit Priority and HOV Lanes

Highway ramp connections

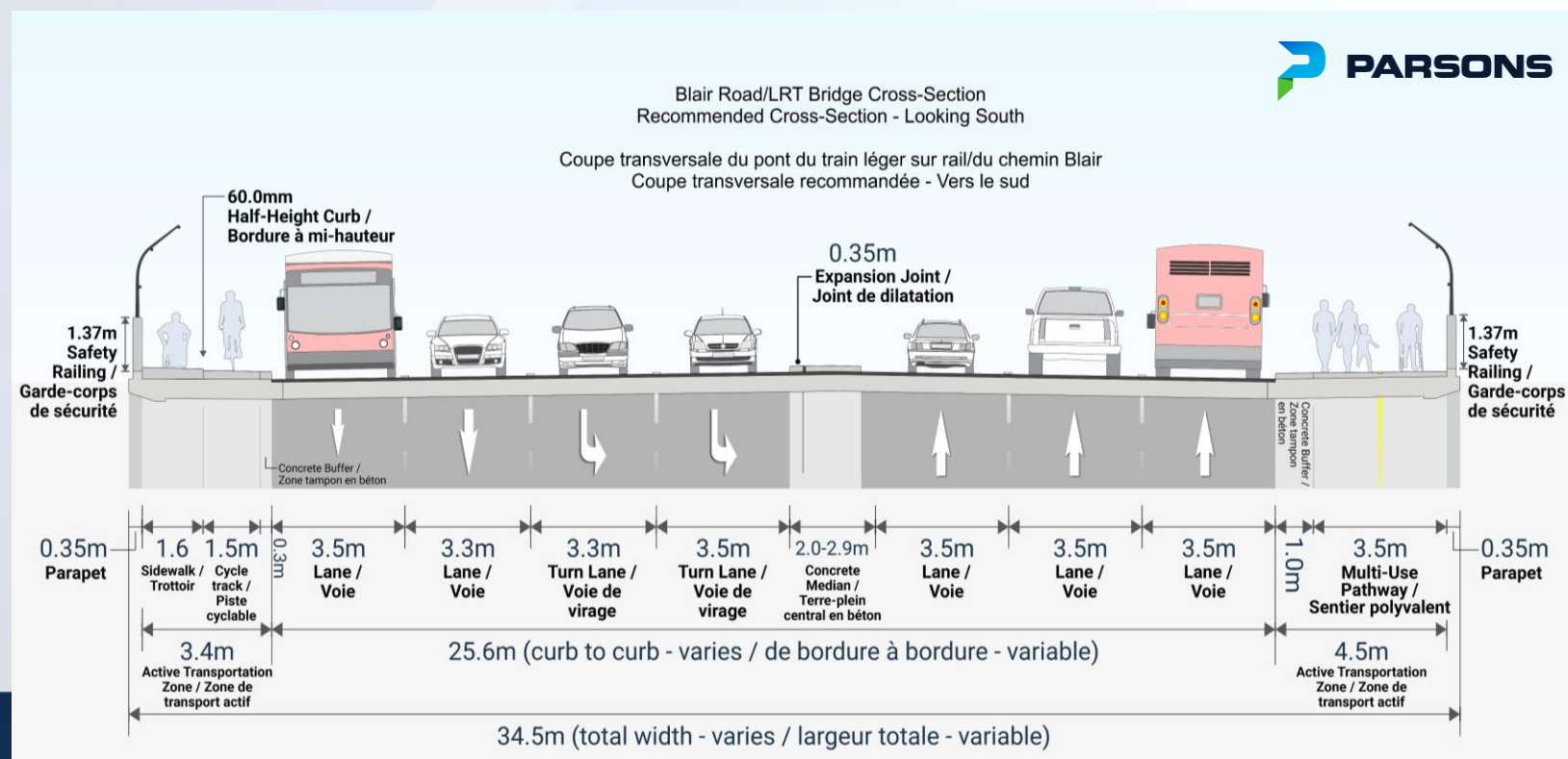
- Final arrangement of the active transportation crossing and highway ramps will be revisited prior to construction and will consider the most current design guidelines and standards at that time.



Blair Road – Transit Priority and HOV Lanes

LRT structure configuration

- MUP along the west side
- Sidewalk and cycle track on east side
- Maintains current general lane arrangement
- New parapet walls and railings

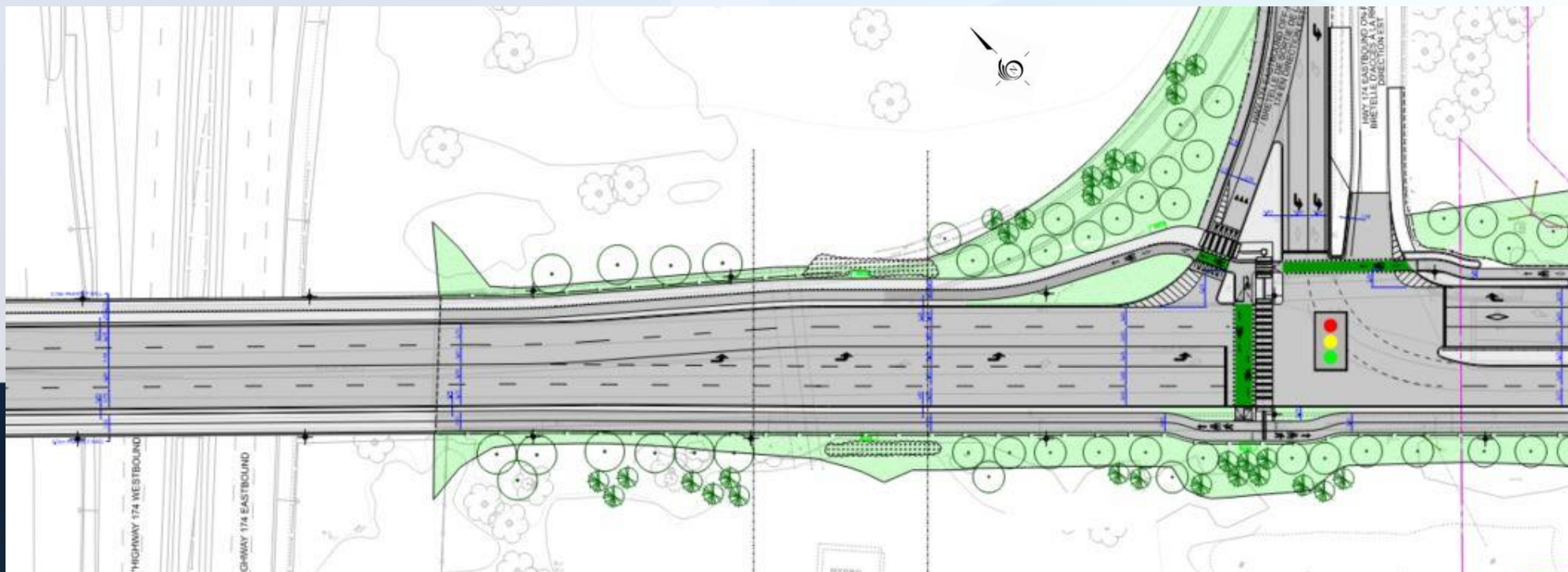


Blair Road – Transit Priority and HOV Lanes

OR 174 structure to OR 174 intersection protected intersection

The following are the key project aspects:

- Construction of a new protected intersection with smart channel style ramp crossing
- MUP along the west side
- Sidewalk and cycle track on east side
- Modified OR 174 ramp connections, providing a safe crossing for pedestrians and cyclists
- Removing one lane of northbound traffic across the structure
- Landscaping



Blair Road – Transit Priority and HOV Lanes

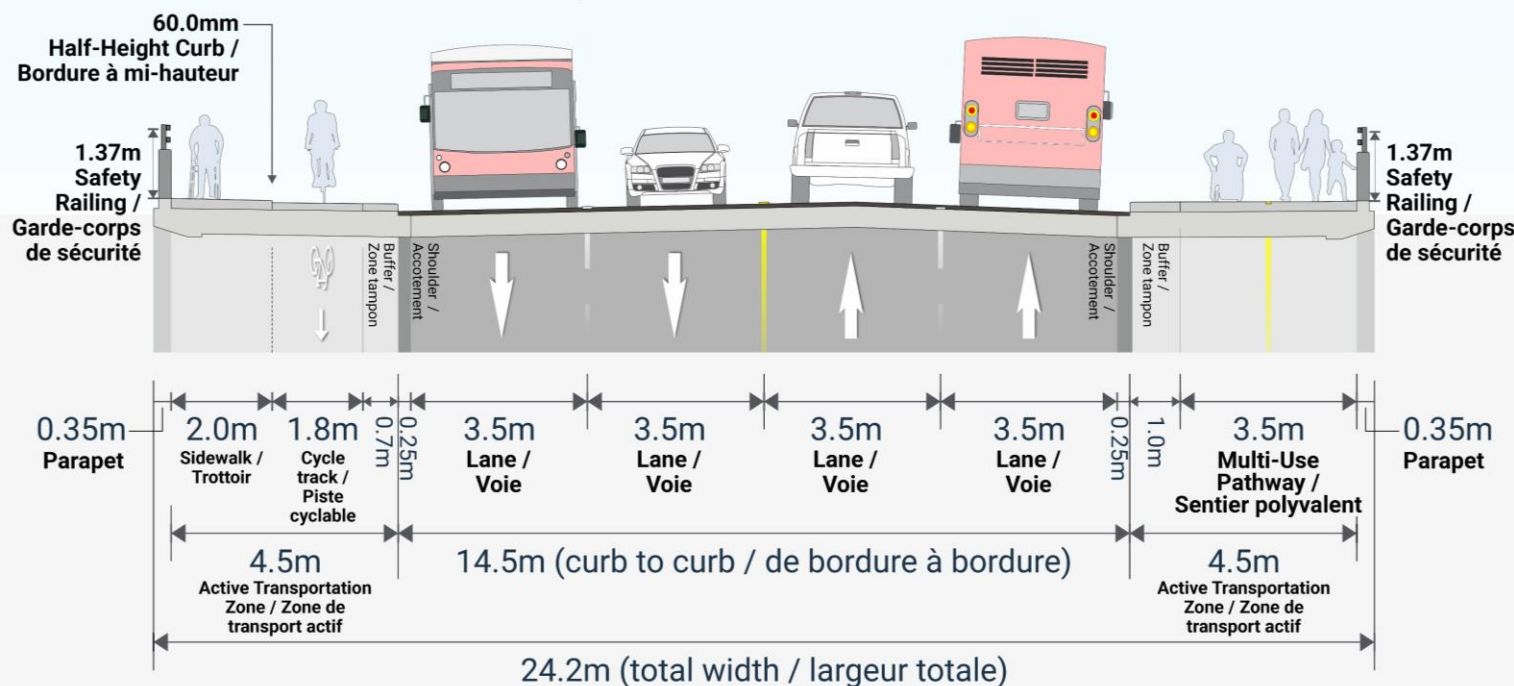
OR 174 structure configuration

- MUP along west side
- Sidewalk and cycle track on east side
- Modified Lanes (2 northbound, 2 southbound)
- New parapet walls and railings



Blair Road/OR174 Bridge Cross-Section
Recommended Cross-Section - Looking South
- Corresponding to 50 km/h Posted Speed

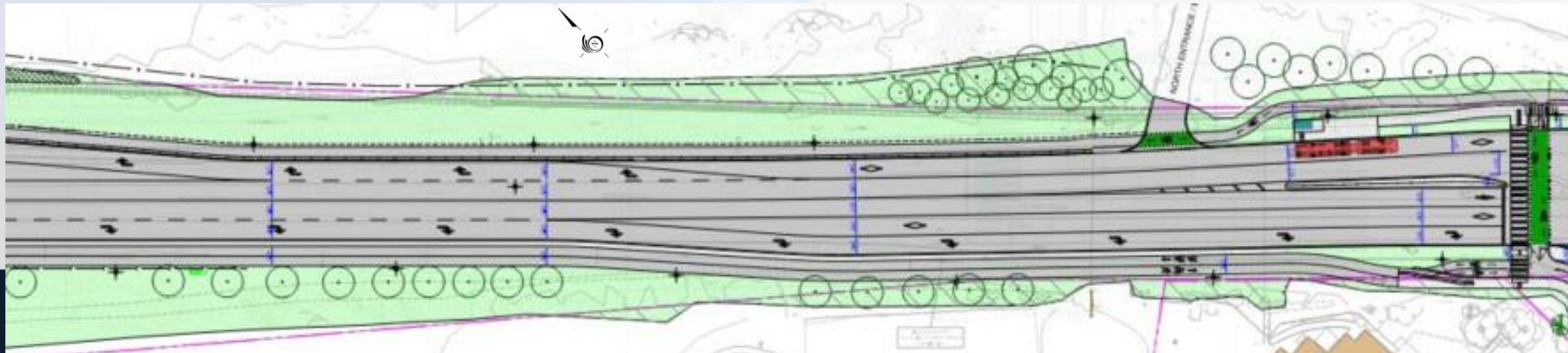
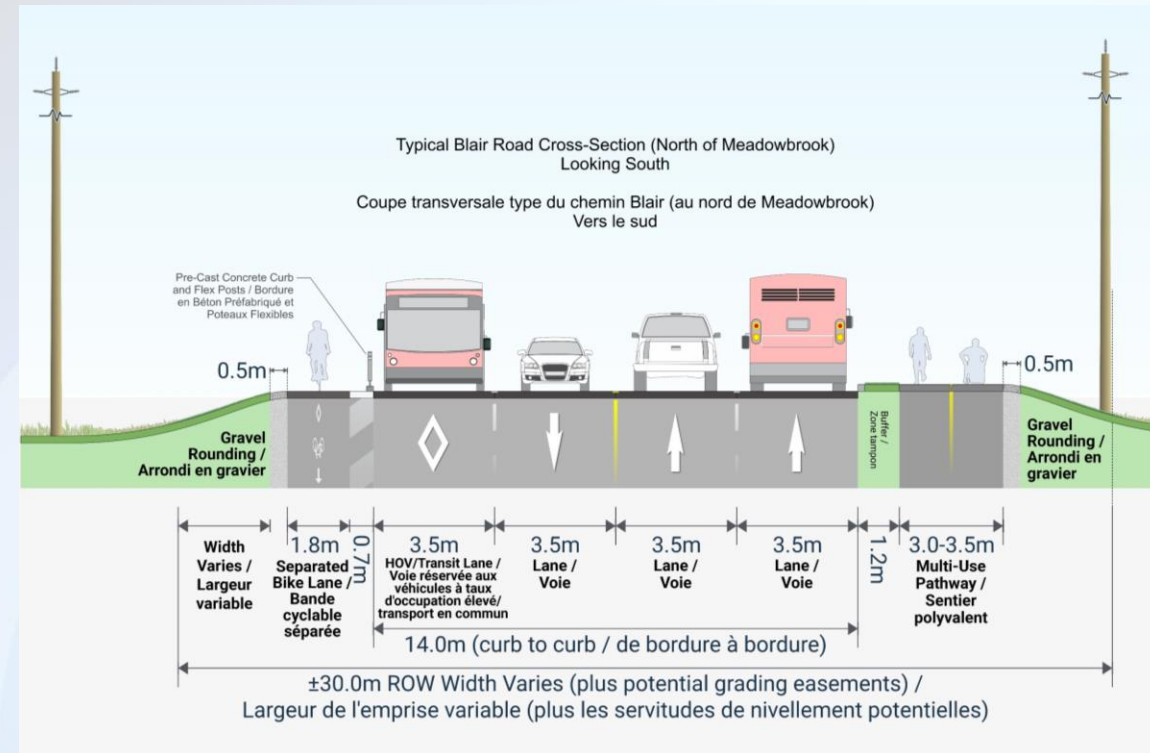
Coupe transversale du pont du chemin Blair/de la route régionale 174
Coupe transversale recommandée - Vers le sud
- Correspondant à une vitesse affichée de 50 km/h



Blair Road – Transit Priority and HOV Lanes

South of OR 174 intersection

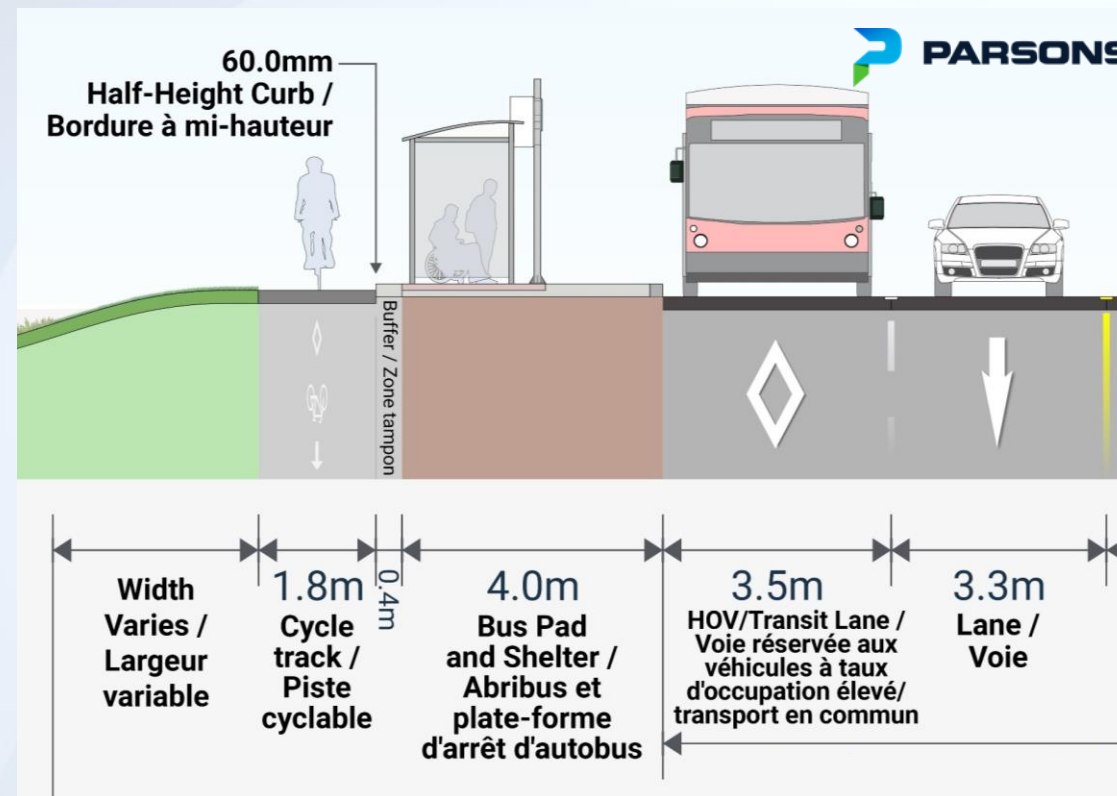
- Northbound High Occupancy Vehicle (HOV) Lane (southbound HOV lane commences further south)
- MUP along the west side
- Northbound separated bike lane on the east side
- Landscaping



Blair Road – Transit Priority and HOV Lanes

High Occupancy Vehicle Lanes

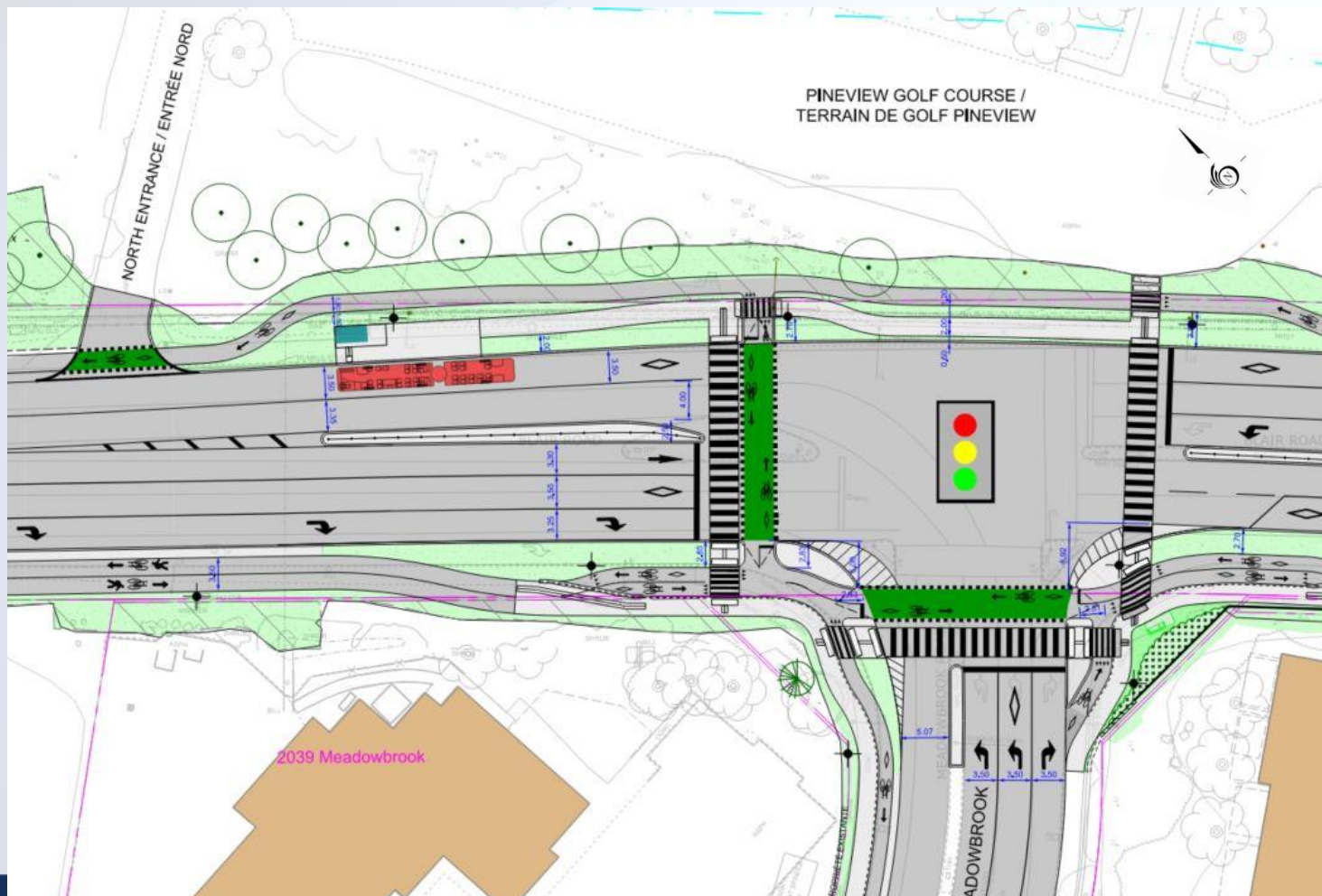
- Recommended as part of the project's Environmental Assessment
- The Blair Road corridor is an important connection route to/from the Blair LRT Station multi-modal hub
- Provides a dedicated lane for OC Transpo buses
- Improves travel time and reliability of the bus transit network
- Coupled with bus stops



Blair Road – Transit Priority and HOV Lanes

Meadowbrook Drive protected intersection

- New protected intersection at Meadowbrook Drive and Blair Road
- MUP along the west side
- Sidewalk and cycle track on east side
- New HOV Lanes on both sides of the intersection
- New noise barriers on the west side of Blair Road, south of Meadowbrook Drive
- Landscaping



Blair Road – Transit Priority and HOV Lanes

New northern signalized crossing at bus stop

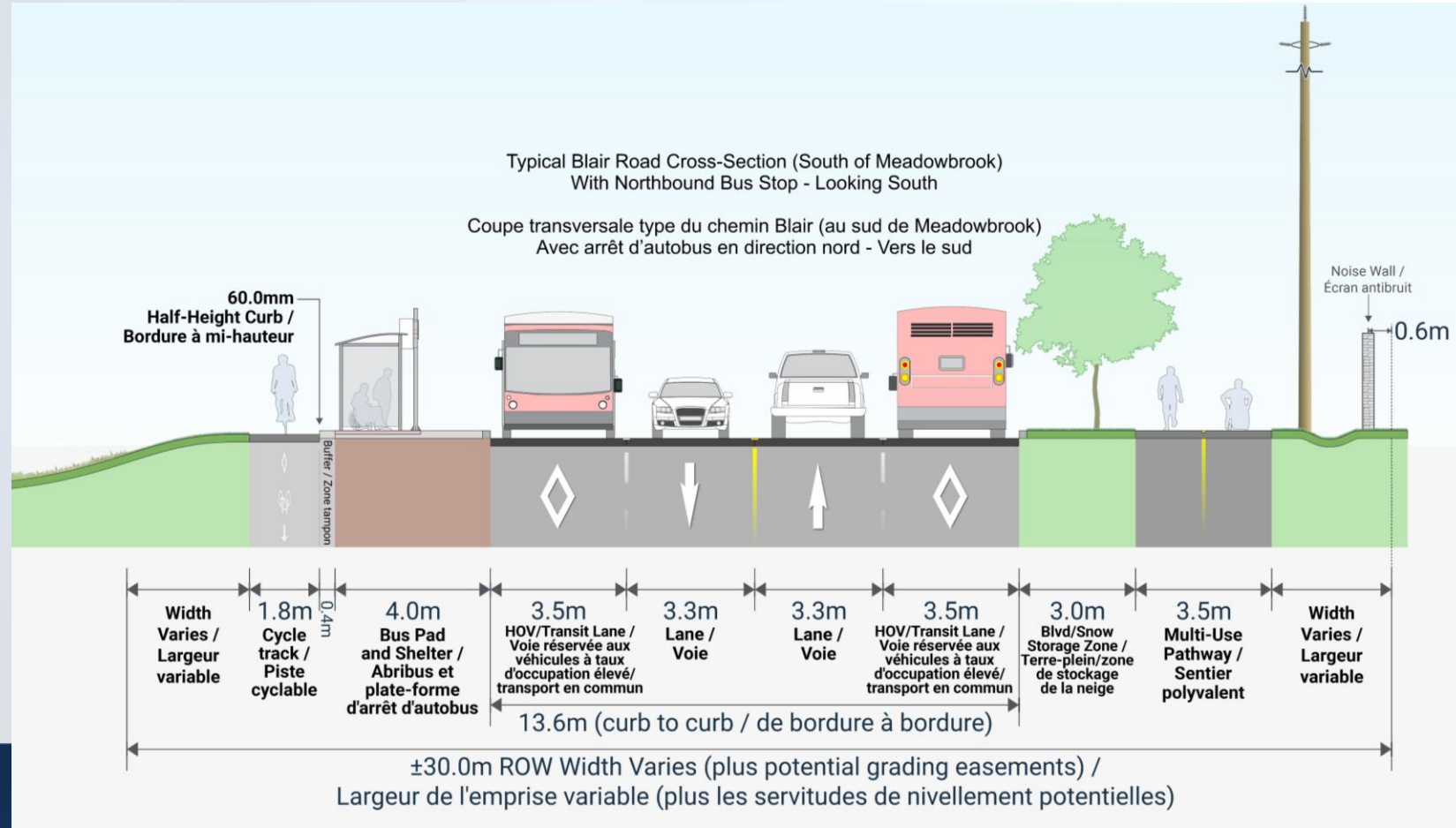
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along the west side
- Buffered bike lane on the east side
- 2 general traffic lanes, 2 HOV Lanes
- Noise barrier on west side
- Landscaping



Blair Road – Transit Priority and HOV Lanes

South of Meadowbrook Drive - East side bus stop arrangement

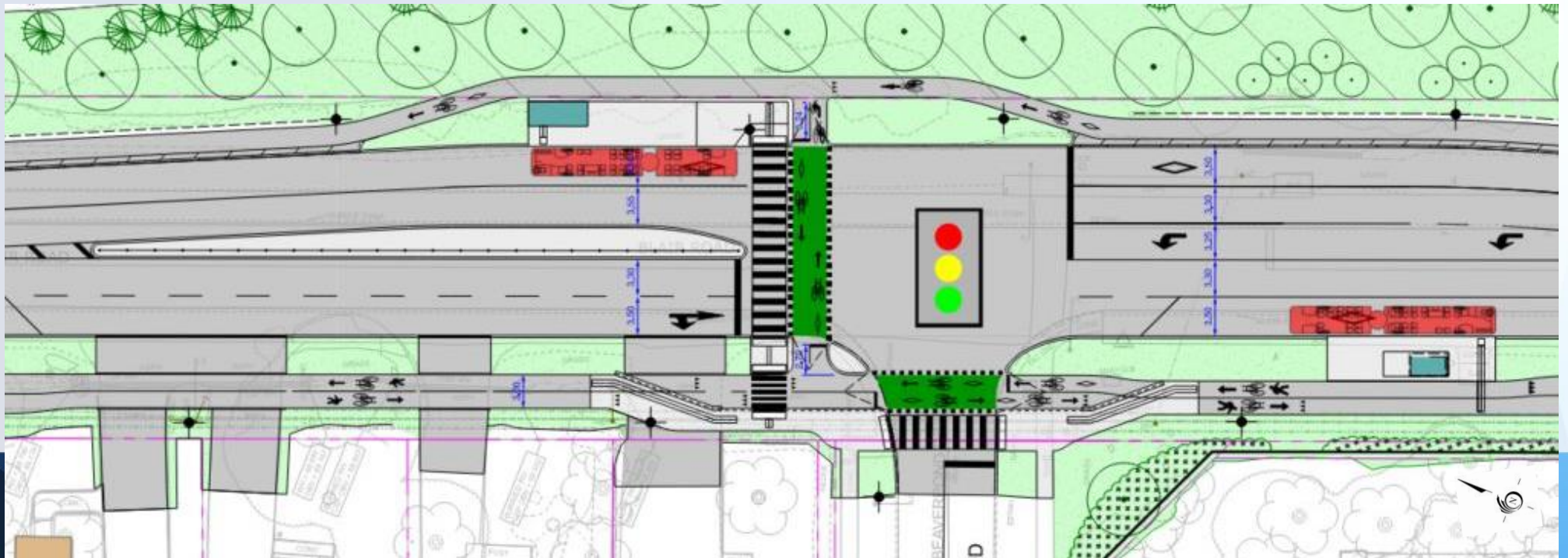
- MUP along the west side
- Sidewalk at bus stop, and cycle track along back side
- 2 general traffic lanes, 2 HOV Lanes
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Beaverpond Drive intersection

- Protected intersection at Beaverpond Drive
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along west side
- Buffered bike lane on the east side
- 2 general traffic lanes, 2 HOV Lanes, plus turn lane
- New noise attenuation barrier on west side
- Landscaping



Culvert modifications

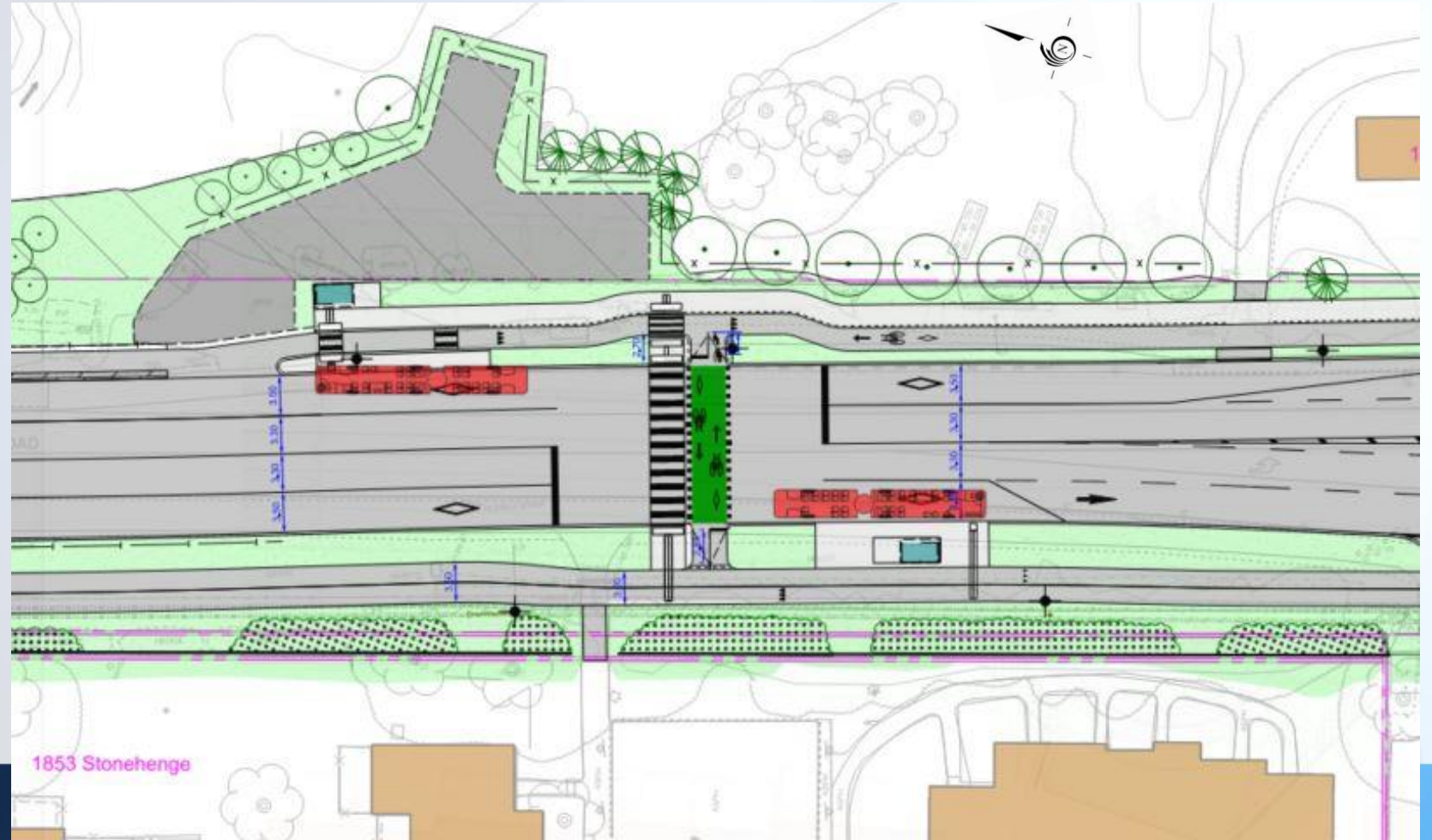
- To minimize impacts to the newly reconstructed culvert, several modifications were made from the previous circulation:
 - Road centerline shift
 - Multi-use pathway shift around west end of culvert
 - New concrete wingwalls on east side of culvert
- This change requires property to be acquired by the City from adjacent landowners



Blair Road – Transit Priority and HOV Lanes

New southern signalized crossing at bus stop

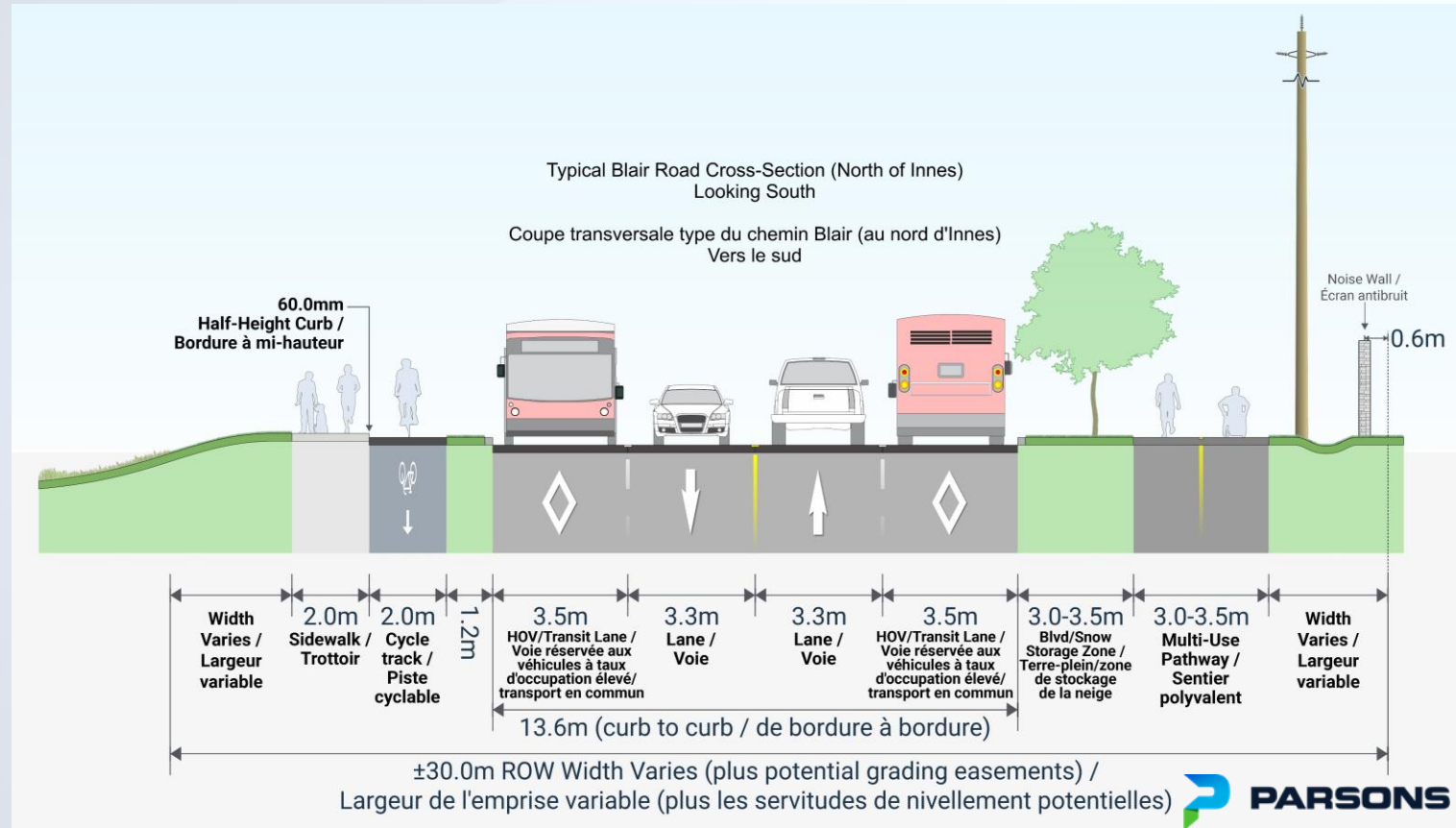
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along the west side
- Buffered bike lane on the east side
- Noise barrier on the west side, with community access point
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Approaching Innes Road

- MUP along the west side
- East side sidewalk and cycle track
- 2 general traffic lanes, 2 HOV lanes, plus turn lanes at the intersection
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Blair Road and Innes Road protected intersection

- Protected intersection at Innes Road
- Smart channel at northeast corner
- New crosswalks and cross-rides at 3 legs of the intersection
- 2 general traffic lanes, 2 HOV Lanes, plus turn lanes
- Raised cycle track extends easterly on north side of Innes Road towards Green's Creek



Blair Road – Transit Priority and HOV Lanes

Noise mitigation along the corridor

- Noise attenuation barriers will be constructed along the west side of the Blair Road
- The Environmental Assessment identified preliminary locations which were confirmed by the current noise and vibration study
- The precise locations, wall locations, wall barrier design, and landscape treatments are identified on the drawings
- Design of wall to be of similar style to existing



Key map of existing and proposed noise barrier locations



Blair Road – Transit Priority and HOV Lanes

Landscape plan

- Despite the best efforts of the design team to minimize the project footprint, tree loss is inevitable due to the proposed corridor modifications and has been anticipated by the Environmental Assessment



West side of Blair Road south of Meadowbrook Drive

- To respond to this tree loss, the design team has prepared a tree inventory
- The corresponding draft landscape plan shows draft new tree planting locations, following City policies pertaining to tree conservation and has regard to Blair Road's specific context
- The final location of proposed new trees considers the location of below-grade services and utilities

Blair Road – Transit Priority and HOV Lanes

Proposed replacement tree species

Deciduous street trees

- (Botanical Name & Common Name)
- *Amelanchier canadensis* Serviceberry
- *Celtis occidentalis* Common Hackberry
- *Ginkgo biloba* Maidenhair Tree
- *Gleditsia triacanthos* Honey Locust
- *Malus* species Crabapple Species
- *Quercus macrocarpa* Burr Oak
- *Quercus palustris* Pin Oak
- *Quercus rubra* Red Oak
- *Quercus robur* 'Fastigiata' Columnar English Oak
- *Tilia cordata* Littleleaf Linden

Deciduous trees for greenbelt edge

- *Acer rubrum* Red Maple
- *Acer saccharinum* Silver Maple
- *Carya cordiformis* Bitternut Hickory
- *Juglans nigra* Black Walnut
- *Populus tremuloides* Trembling Aspen
- *Populus balsamifera* Balsam Poplar
- *Quercus alba* White Oak
- *Quercus macrocarpa* Burr Oak
- *Quercus palustris* Pin Oak
- *Quercus rubra* Red Oak
- *Tilia americana* Basswood

Coniferous trees

- *Picea glauca* White Spruce
- *Picea pungens* Colorado Spruce
- *Pinus strobus* White Pine
- *Thuja occidentalis* Eastern White Cedar
- *Tsuga canadensis* Eastern Hemlock
- DECIDUOUS TREES IN HYDRO CORRIDOR
- *Acer ginnala* Amur Maple
- *Elaeagnus angustifolia* Russian Olive
- *Malus* species Crabapple Species
- *Syringa reticulata* Japanese Tree Lilac

Shrubs and vines for noise barrier screening and plantings

- *Amelanchier alnifolia* Serviceberry
- *Cornus sericea* Red Osier Dogwood
- *Syringa vulgaris* Common Lilac
- *Rhus typhina* Staghorn Sumac
- *Viburnum tribobum* American Highbush Cranberry
- *Parthenocissus quinquefolia* Virginia Creeper (Vine)
- *Vitis riparia* Riverbank Grape (Vine)

Preliminary implementation schedule

The project schedule	
Design commencement	June 2022
Site investigations (natural & cultural environment studies, soils, field surveys, condition assessments, investigations of existing sewers)	Summer 2022 – Summer 2023
Preliminary (66%) design completion	Summer 2023
Detailed design completion	Spring 2024
Project implementation	Funding for implementation is subject to the City's future capital budget priorities.

Opportunities for continuous stakeholder engagement and next steps

Following this opportunity for stakeholder input, your feedback will be reviewed along with input received from others in advancing the project designs.

Other planned activities include:

- A pre-construction drop-in is planned for once the project start date has been confirmed
- Additional meetings of the Community Working Group as needed
- Individual stakeholder meetings

Thank you!

Thank you for participating to our online engagement opportunity. Your views are important to the success of this study, we encourage and welcome your feedback.

Please identify any comments or concerns you would like to see addressed and provide those to the City using the [contact information](#) provided on the [project webpage](#) by **May 30, 2024**.

Additional enquiries should be directed to the City of Ottawa Project Manager:

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