

# Donald Street Resurfacing Functional Design

Public Open House  
January 19, 2022



# Donald Street Resurfacing Functional Design

## Welcome

Welcome to the Online Public Open House for the Donald Street Functional Design project. The purpose of this Open House is to present the functional design for the project and to receive feedback.

### Key information being presented as part of this update includes:

- Project scope and key considerations
- Functional design of cycling facilities
- Schedule and next steps

Your feedback is important to the success of this project and will help the City implement the cycling facilities on Donald Street. Please review the information presented and send us your comments and feedback to the City's Project Manager for this project Amir Zahabi at [amir.zahabi@ottawa.ca](mailto:amir.zahabi@ottawa.ca)

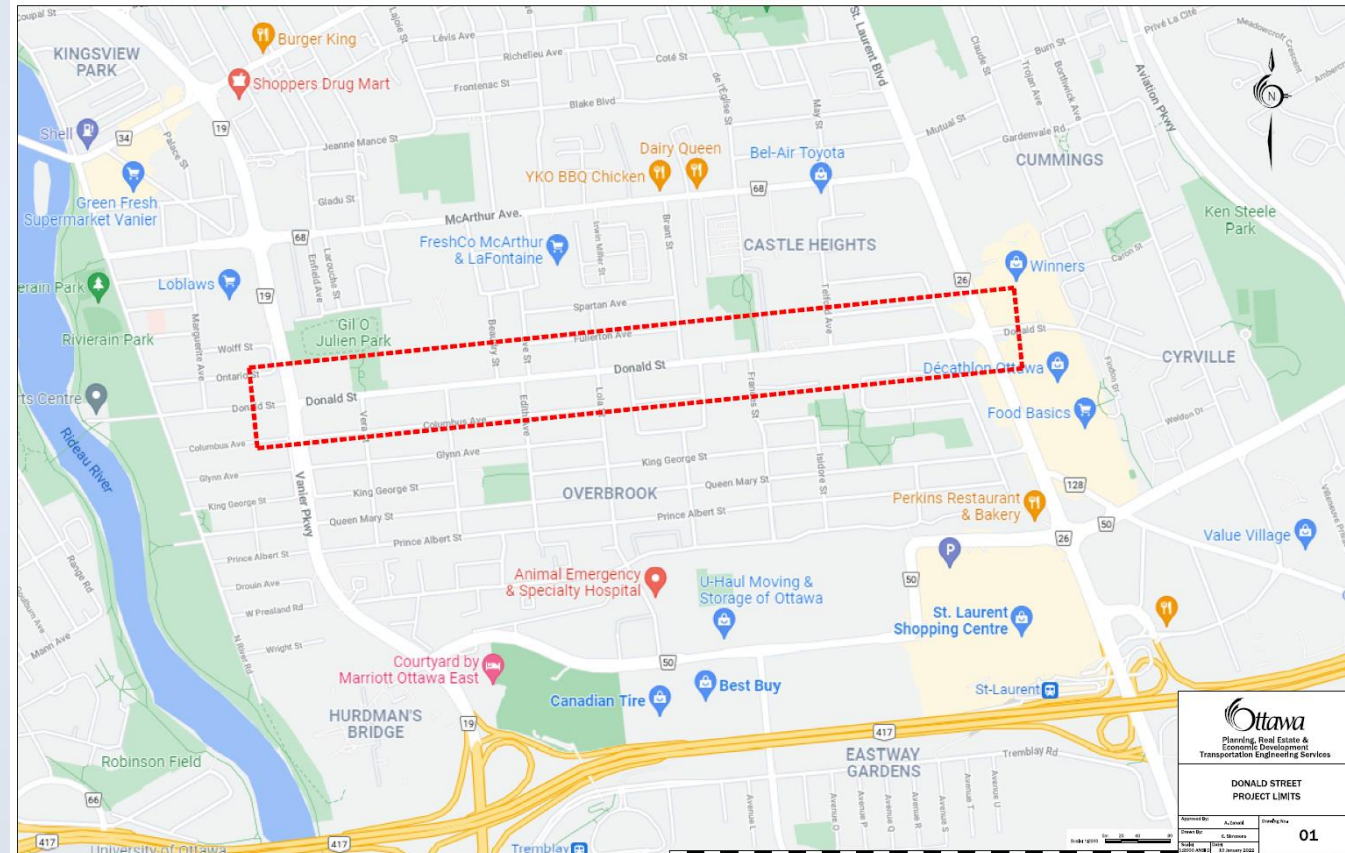
# Donald Street Resurfacing Functional Design

## Project Scope – Donald Street Functional Design

The project scope includes the following:

- The Functional Design for the resurfacing of Donald Street from Vanier Parkway to Alesther Street in 2022.
- The proposed bike lanes on Donald Street from Vanier Parkway to St-Laurent Boulevard, will provide connectivity to the Adàwe crossing to the west and existing bike lanes on Donald Street east of St-Laurent Boulevard to the east
- Consultation including Technical Advisory Committee Meetings, meetings with the local Councilor, and one Public Open House

## Study Area



# Donald Street Resurfacing Functional Design

## Key Considerations and Evaluation Criteria

- In order to maintain the resurfacing design and construction timelines this study must be completed in coordination with resurfacing schedule.
- Funding for the cycling improvements as part of the resurfacing program on Donald Street is limited to pavement marking and sign and minor geometric changes
- High level traffic analysis has been completed to evaluate trade offs for design changes.
- Bus stop interactions are considered and accommodated in the design.
- Minimizing the impact on trees and vegetation is prioritized wherever possible.



Source: City of Ottawa

# Donald Street Resurfacing Functional Design

## Traffic Study Findings

High level traffic analysis was completed to evaluate tradeoffs for potential design changes:

- At the Lola Street and Donald Street intersection
  - This analysis determined that the intersection of Donald & Lola would operate at an acceptable Level of Service with the removal of the existing Eastbound and Westbound left turn lanes to enable the implementation of on road bike lanes.
  - It should be noted that some additional delay to all intersection users is expected with these changes

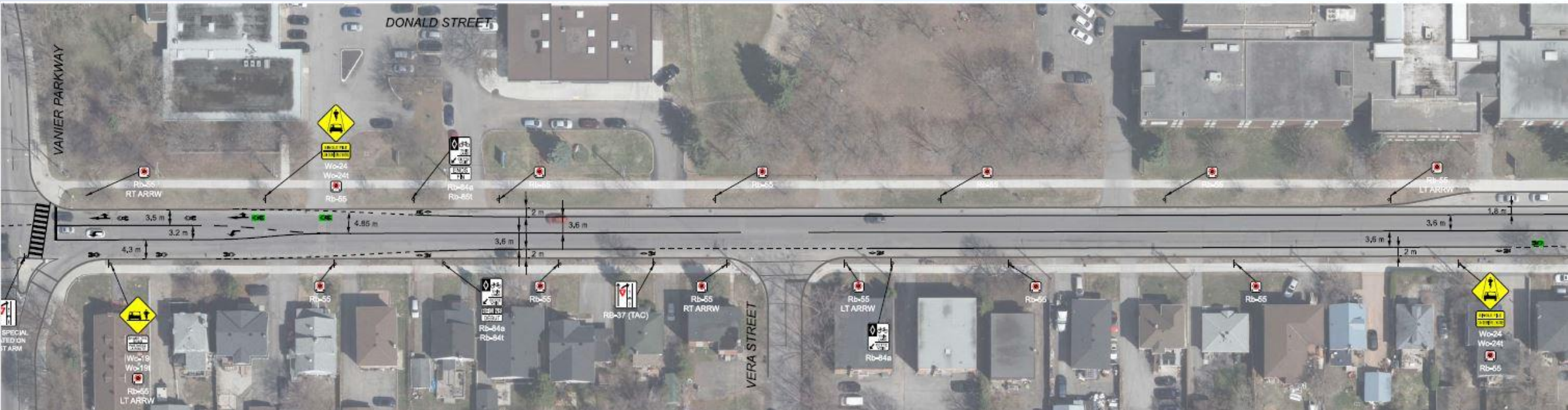


# Donald Street Resurfacing Functional Design

## Vanier Parkway to West of Quill Street

The key project aspects for Donald Street from Vanier Parkway to Quill Street:

- Connecting to existing cycling facilities at the Vanier Parkway intersection west.
- 2.0m wide painted bike lanes on both north and south sides of Donald Street.
- No-stopping signs on both sides with the addition of bike lanes
- 3.6m wide travel vehicular travel lanes in both directions



# Donald Street Resurfacing Functional Design

## East of Quill Street to West of Lola Street

The key project aspects for Donald Street from east of Quill Street to West of Lola Street are:

- 2.0m bike lane on the north and south sides of Donald Street
- Pavement markings will be dashed in line with OC Transpo guideline where bike lane and transit stop interact
- 0.5m painted bike lane buffer on both sides west of Lola Street (where space allows)
- No-stopping signs on both sides with the addition of bike lanes
- 3.5-3.6m vehicular travel lanes in both directions

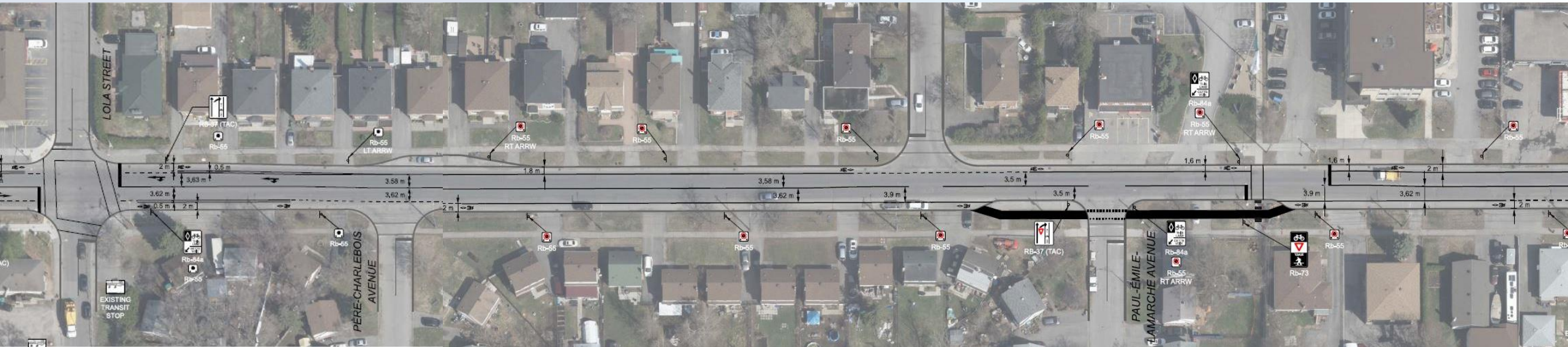


# Donald Street Resurfacing Functional Design

## East of Lola Street to West of Frances Street

The key project aspects for Donald Street from east of Lola Street to West of Frances Street are:

- 2.0m bike lane on the north and south sides of Donald Street
- 0.5m painted bike lane buffer on both sides east of Lola Street (where space allows)
- At Paul-Émile-Lamarche Avenue intersection, due to width constraints, the bike lane transition from on road to a raised cycle track and transitions back to an on-road bike lane on the other side of the intersection.
- No-stopping signs on both sides with the addition of bike lanes
- 3.5-3.6m vehicular travel lanes in both directions



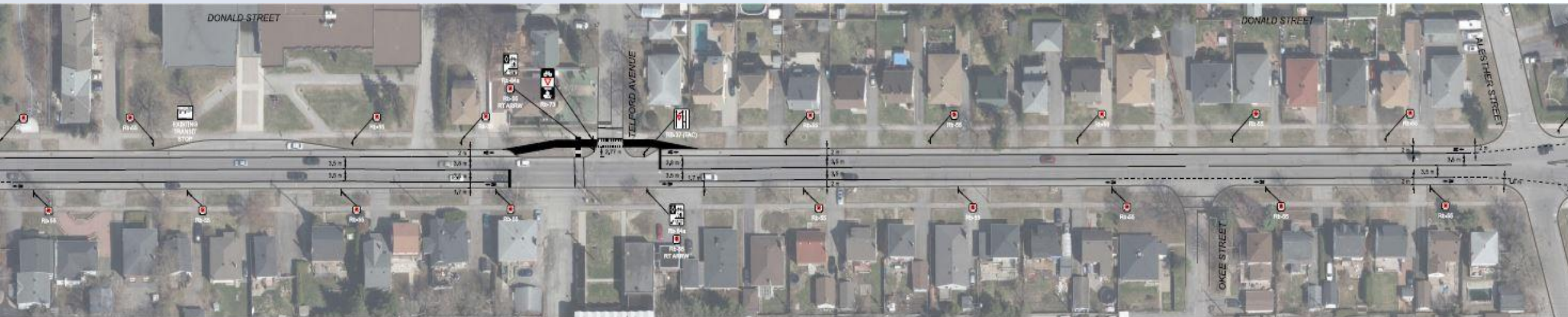


# Donald Street Resurfacing Functional Design

## East of Frances Street to Alesther Street

The key project aspects for Donald Street from east of Frances Street to Alesther Street are:

- 2.0m bike lane on the north and south sides of Donald Street which connect to the existing cycling facilities at the St-Laurent Boulevard.
- At Telford Avenue intersection due to width constraints, the bike lane transition from on road to a raised cycle track and transitions back to an on-road bike lane on the other side of the intersection.
- No-stopping signs on both sides with the addition of bike lanes
- 3.5-3.8m vehicular travel lanes in both directions



# Donald Street Resurfacing Functional Design

## Opportunities for Engagement and Next Steps

Following this opportunity for stakeholder input, your feedback will be reviewed along with input received from others in finalizing the functional design.

- The functional design will be finalized in early 2022.
- Construction is expected to begin in the spring/summer of 2022-2023 as part of resurfacing program.

Please identify any comments or concerns you would like to see addressed and provide those to the City by email to the **City's Project Manager**: [amir.zahabi@ottawa.ca](mailto:amir.zahabi@ottawa.ca)

Your views are important to the success of this project. Thank you for your participation!