

Public information session, summary of comments received and responses (June 18, 2019)

Concerned about the construction start date considering on-going works with Elgin Street Renewal and the Nicholas Street Bridge Replacement will continue through 2020.

Construction of the Greenfield/Main/Hawthorne et al. Reconstruction Project will be coordinated with other construction projects in the area. This project has been deferred to 2021 which will eliminate any conflict between the Elgin Street Renewal and the Nicholas Street Bridge Replacement.

Consider implementing temporary changes to the signal phases during construction to facilitate traffic flow through the area.

Changes to signal phasing will be taken into consideration when developing the construction traffic management strategy.

Formalize pedestrian/cyclist connection from Colonel By Drive to Echo Drive (adjacent to HWY 417).

The project team will explore the idea of a formalized pedestrian and cycling connection from Colonel By Drive to Echo Drive, in coordination with the National Capital Commission (NCC) and the Ministry of Transportation (MTO).

Formalize pedestrian connection from Colonel By Drive to Greenfield (adjacent to Kings Landing Pvt and Nicholas Street).

This area is owned by the NCC and is not within the scope of this project.

Improve cyclist connection between Echo Drive at Graham Avenue and Colonel By Drive at Hawthorne Avenue.

The proposed design will include improved cycling facility connectivity in this area.

Improve/install cyclist connection on Main Street between Harvey Street and Graham Avenue. Evident safety concern.

The installation of cycling facilities on Main Street between Harvey Street and Graham Avenue is not part of the scope of work for this project. These comments have been passed on to City's Transportation Services Department, who are planning to assess the feasibility of improving this condition in the future.

Pleased to see dedicated bicycle facility planned on Hawthorne.

Noted; thank you.

Consider bi-directional bicycle facility on Graham Avenue.

Modifications to Graham Avenue are not part of the scope of this project. This comment will be forwarded to City's Transportation Services Department for future consideration.

Consider the removal of the northbound right turn lane on Main Street at Greenfield Avenue to provide wider lanes to accommodate design vehicles and save adjacent trees.

The proposed project design (as shown at the Public Information Session) includes lane augmentations to accommodate design vehicles on the roadway. A dedicated right-turn lane is warranted for the northbound approach due to the heavy traffic volumes that are split between the through and right-turn movements. The removal of the northbound right-turn lane would impose significant issues to traffic flow.

Pleased to see dedicated bicycle facilities planned on Greenfield.

Noted; thank you.

Not satisfied with the planned removal of trees on both sides of Main Street. This will result in no trees along Main Street from the Queensway to Colonel By Drive.

In order to construct the road modifications as detailed in the approved functional design, tree removals along Main Street are required. The City and the design team will look for opportunities to include tree plantings within the City Right of Way (ROW) or on adjacent private property within the project limits.

Consider no right turns on red for the intersections with cycle infrastructure (i.e. at Main & Greenfield, Hawthorne & Colonel By).

This suggestion will be shared with the City's Transportation Services Department.

Continuous flow from Main Street onto Greenfield Avenue results in tough egress from 29 Main's access (on Greenfield).

The right turn from Main to Greenfield is and will continue to be a high-volume movement. Signal phasing for cycling along Main Street will be taken into consideration for this project and may help this condition, which will be a consideration by the City's traffic signals group. This issue seems to be exacerbated by the close proximity of this access to the intersection. The right turn from Main to Greenfield is and will continue to be a high-volume movement.

Grateful for "No Horns – Residential Area" on Greenfield & Main.

This measure is not being considered, given the safety function performed by the horn in vehicle operation.

Concerned with the current crossing facility type on Colonel By Drive. Flashing beacons are ignored by vehicles. User safety is primary concern.

The project team has observed motorist non-compliance issues here. As part of the design, the project will include the conversion of the PXO to a Type B (with flashers and overhead signage) to improve the compliance. These concerns will be further discussed with the City's Transportation Services Department. .

Consult City Forestry to discuss planting Manitoba Maples.

This project will not include the planting of Manitoba Maples.. Suitable native species will be selected upon consultation with a City's Forestry group, and where a suitable locations exists.

Great event. Thank you for hosting in our neighbourhood.

Noted; thank you.

Protection of maples in front of 5, 9 & 13 Montcalm Street.

The proposed road work does not impact the maple trees at 5, 9 and 13 Montcalm street. Property sewer lateral and water service replacement details will be developed so as to avoid impact to these trees as well

Reduce impacts on landscaping plants and stonework in front of 9 & 11 Montcalm Street.

Impacts to landscaping and plants may be necessary at these properties in order to complete sewer and water service replacements within the City's ROW. Efforts will be made to avoid impacts to the mature trees on this side of the street. Where landscaping and plantings are impacted, the Contractor will be required to reinstate to pre-construction condition or better, at no cost to the owner.

Limit construction duration on Montcalm to one season.

The staging will most likely see the sewer and watermain works completed in one construction season, along with the majority of the road works on Montcalm. Items such as surface course paving and landscaping, may be completed the following year depending on the Contractor's construction phasing. Every effort will be made to minimize the impact of construction on Montcalm. The project remains committed to completing the work in a timely manner.

Consider maintaining the median at the pedestrian crossing on Greenfield Avenue at Concord Street N., as this is commonly used as a refuge area.

Please note that the current median is not wide enough to be considered a pedestrian refuge. In the current project design, the roadway on Greenfield Avenue will be narrowed considerably, to shorten the pedestrian crossing distance. Per the design, this will not leave enough room for a concrete median to be installed here.

Concerned about the large tree and lilac bushes behind 22 & 24 Kings Landing Pvt. Proposed cycle track and sidewalk may interfere with existing iron fence, brick pillars and stairs to rear yard.

Every effort will be taken to reduce the impact on native trees, landscape and shrubs within the project limits. In some cases, it may be necessary to remove vegetation in order to accommodate the new cycling pathways and roads. The City will look to replace removed trees where feasible within the ROW or with approval of property owner's on private property. Any construction work that impacts nearby fences, pillars and stairs will be reinstated by the City.

Directional signage for eastbound vehicles on Hawthorne Avenue at Main Street. On road markings do not last and create confusion.

Thank you for your suggestion. This comment will be taken into consideration during the detailed design phase as part of the development of the pavement markings and signage plans.

Large volumes of traffic create congestion from Lees Avenue, onto Main Street and through to Hawthorne Avenue (potentially due to Lees Avenue on-ramp closure).

Thank you for your comment. This is currently not within the scope of this project. This issue is likely to improve with the reopening of the Hwy 417 eastbound on-ramp from Lees Avenue reopening when OCTranspo service changes are implemented (Fall 2019).

Consider bicycle lane on Echo Drive from Main Street to City of Ottawa (*actually NCC*) multi-use pathway alongside Colonel By Drive to uOttawa.

The multi-use pathway along Colonel By Drive is owned and maintained by the NCC. Installation of a bicycle lane on Echo and modifications to the NCC pathway are not part of the scope of works for this project.

Provide space for cyclists to wait at Main Street and Greenfield Avenue.

Thank you for your comments. There is limited space in the City's right of way at the intersection of Main Street and Greenfield. Efforts will be made with the design to maximize waiting space for cyclists.

Consider more appealing treatments for triangular area on the northeast corner of Greenfield Avenue and Concord Street N. Additional greenspace would be greatly appreciated.

Improvements to the visual appearance of this space will be taken into consideration with the project design. This may include landscape/streetscape features and public art.

Use vacant lot at 99 Greenfield Avenue for greenspace (small parkette).

This is a privately owned property and cannot be used for this project..

Concerned with non-compliant vehicles on Echo Drive going through transition point near Immaculata H.S., along with ignoring stop sign at Graham Avenue. Consider restricting traffic flow.

As part of the project design, increased signage, curb extension improvements, and vertical treatments may be included to reduce the number of non-compliant vehicles on Echo beyond Immaculata High School.

Consider moving the pedestrian crossing on Greenfield Avenue at Concord Street N. to the west side of the intersection, rather than the current plan of moving it further east.

Thank you for your suggestion. We will consider moving the pedestrian crossing on Greenfield Avenue at Concord Street North as part of the design phase of this project.

The Glassworks (29 Main Street) does not have a back-loading dock. For move-ins, move-outs and deliveries, trucks must park on Main Street and deliver through the front door.

Thank you for your comment. Unfortunately this is out of scope for the project.

Deliveries to 29 Main Street will pose conflicts with northbound cycle track on Main Street.

Thank you for your comments. Once the project design is completed, changes will be communicated to residents and nearby business owners. The building owner may need to consider modifications to their delivery process that limit impacts to pedestrian, cycling and vehicular traffic.

Maintain trees in front of 102 Greenfield.

Thank you for your comment. Every effort will be taken to reduce the impact on native trees, landscape and shrubs within the project limits. In some cases, it may be necessary to remove vegetation in order to accommodate the new cycling pathways and roads. The City will complete replacement planting.

Recommend using the space on the northeast corner of Greenfield Avenue and Concord Street N. for public art.

Thank you for your comment. Your comment will be taken into consideration this as part of the project design.

Planned bus route on Greenfield Avenue to Lees Station is not important to residents and considered unnecessary. Especially with the U Ottawa LRT station close by.

Thank you for your comment. This will be shared with the City's Transportation Department for future consideration. The addition of new bus routes are not within the scope of the project.

Cycling facilities on Greenfield Avenue between Havelock Street and Concord Street N. may not be a necessity, as majority of users will use Colonel By Drive.

Through the design phase, it was determined cycling facilities on Greenfield Avenue between Havelock Street and Concord Street N. are warranted due to that high traffic speeds and traffic volumes.

Vehicle speeds on Greenfield Avenue is problematic. This concern is shared amongst all neighbours. Consider the use of a speed hump.

Vehicle speed surveys are being completed in order to assess current conditions. The introduction of speed humps is generally not considered for truck routes such as Greenfield. Other traffic calming measures, including the narrowing of the street, is being considered. .

The southwest corner of Main Street and Hawthorne Avenue presents safety concerns for pedestrians. Large trucks and busses making the right turn from Hawthorne

Avenue track onto the sidewalk. Recent temporary measures to install flex-stakes helps, however, they have already been run over.

Thank you for your comments. As part of this project, consideration for pedestrian safety at the intersection of main street and Hawthorne is being examined. We are also working with the City's Transportation Department to develop suitable improvements. Efforts to improve this situation with the scope of this project will be considered. Other City Departments (including Transportation Services and Pedestrian Safety) are also reviewing the current issues at this corner in order to develop suitable improvements through interim measures.

The sloped ramp at the southwest corner of Main Street and Hawthorne Avenue is a concern during the winter with ice build-up (feels like you are going to slip into street).

This location will be reviewed to determine possible improvements during the roadway grading design.

Reopen Lees Avenue eastbound ramp during the construction period.

The Lees Avenue eastbound on-ramp reopen in the fall of 2019 following the parallel service period when Phase 1 of LRT enters into service.

It is assumed that the entire project area will not be under construction simultaneously for the next two years. This would be a major disturbance to those who work from home.

A detailed staging strategy will be developed in consideration of sewer outlets, water supply, traffic management, and other factors, to minimize construction impacts. Further details to be provided at future Public Information Sessions.

Approximately how long will it take to reconstruct Greenfield Avenue? When is it likely for this to take place?

As the project has been deferred to 2021, the duration of work on Greenfield Avenue will be determined in 2020, once construction staging is developed. It is anticipated that it will take a full reconstruction season (e.g. early spring to late fall) to complete the sewer and watermain works, along with initial roadworks (i.e. granulars, base course paving, curbs, etc.). In the subsequent construction season, final roadworks and landscaping would take place.

Concerned with excessive vibrations caused from construction works.

The Contractor will be required to work within established limits. They will be required to monitor vibration levels during construction, to ensure works are within limits. They will also conduct pre-construction inspections on buildings, typically within 30m of proposed work.

Street lighting should be assessed and adjusted to be directed away from the upper floors of homes.

Street lighting designs will be completed by the City of Ottawa to ensure adequate lighting levels are achieved for the proposed roadway improvements. The use of appropriate lighting and fixtures will assist in reducing light pollution outside of the Right of Way.

Allow for more parking on Concord Street N. and Montcalm Street to account for the reduction in spaces on Greenfield Avenue (Montcalm currently allows parking on the side of the street with all of the driveways, both sides on Concord is challenging in winter conditions).

Thank you for your comment. We will take your suggestion into consideration,

Raised crossing at Concord Street N. could reduce speeds along Greenfield Avenue.

Thank you for your comments. We are currently looking at various traffic calming measures on Greenfield Avenue. Greenfield Avenue is a truck route where raised crossings are deemed inappropriate. Raised crossings can lead to excessive noise and vibration issues for adjacent properties.

Speed limit on Greenfield Avenue should be changed to 40 km/h (similar to King Edward Boulevard). Currently there are no posted limits.

Thank you for your comment. We will share your comment with the City's Transportation Department.

Cycle tracks continuing along Greenfield Avenue to Mann Avenue and beyond to the Rideau River.

Your comment will be passed on to the City's Transportation Services Department for future consideration.

Eliminate the grass or asphalt buffer between curb and cycle tracks (as done on Main Street). This would provide more space to residents for landscaping.

Where space permits, a buffer between the curb and sidewalk will be constructed. This buffer will separate cyclists from adjacent vehicular traffic, and in some cases provides space to avoid "dooring" conflicts with parked cars. This space can also serve to provide some snow storage and room for roadway signage. Designers generally look to avoid having cycle tracks directly adjacent to the curb/vehicle travel lane, however in some situations there is not enough space to avoid this condition, as is the case in some sections of Main Street south of the Queensway.

Consideration to local traffic only west of the Queensway on-ramp on Greenfield Avenue during construction.

Every effort is made to minimize construction impacts in the area. The City will work closely with the MTO as part of the overall staging and traffic management strategy for construction.

Consider new plantings where tree removals are required adjacent to Kings Landing Private on Greenfield Avenue. Open to alternatives (e.g. lilacs).

Your comment will be taken into consideration.

Consider re-alignment of Greenfield Avenue to save trees on the north side (east of Concord Street N.).

Thank you for your comment. Every effort will be taken to reduce the impact on native trees, landscape and shrubs within the project limits. In some cases, it may be necessary to remove vegetation in order to accommodate the new cycling pathways and roads. The City will provide replacement trees where feasible within the ROW or on adjacent private property.

Limited site lines at Greenfield Avenue and Concord Street N. intersection.

Your comment will be taken into consideration.

Roadway drainage concerns along Montcalm Street (major drainage outlet).

Your comment will be taken into consideration. Efforts to minimize impact of roadway drainage will be explored.

Explore opportunity for left-turns from Main Street to Colonel By Drive (long term or short term during construction).

Your comment will be taken into consideration.

Provide signage improvements on Main Street at Colonel By Drive for clarity (no left turns).

Your comment will be taken into consideration.

Concerned with current crossing type on Colonel By Drive at Main Street. Non-compliance poses safety risk for users.

The City in partnership with the NCC will explore various crossing types, suitable for this intersection.

Consider fully signaling the intersection of Main Street and Colonel By Drive.

The City in partnership with the NCC will explore various crossing types, suitable for this intersection

Consider permitting two-way traffic on Echo Drive (between Main Street and Concord Street N.) during construction.

Your comment will be taken into consideration as part of the construction staging and traffic management development.

Provide cycling facility on Echo Drive between Main Street and Concord Street N. for link to the multi-use pathway on the eastern side of Colonel By Drive (towards U Ottawa).

This request is outside the current scope of work and relates to an NCC owned pathway.

Does the northbound cycle track on Main Street, north of Greenfield Avenue, confuse cyclists attempting to access the Rideau Canal Pathway?

The cycle track on Mainstreet is intended to provide a link for northbound cyclists to Echo Drive (east of Main) which is a one-way street east/northbound. If not provided, then northbound cyclists would have to travel on-road for this segment of Main in order to get to Echo, as there is no proposed crossing of Main at Colonel By on the north side of the intersection. Small wayfinding signs (used for other pathways throughout the city) will be used to help guide users toward the crossing of Colonel By to access the Rideau Canal Eastern Pathway.

Use additional space behind sidewalk on the east side of Main Street (north of Greenfield Avenue) for plantings.

Your comment will be taken into consideration with the streetscape design.

Provide consideration to bike storage areas at the intersection of Main Street and Greenfield Avenue.

Provisions for bike storage at the intersection will be explored, however it is recognized that space is quite limited.

Investigate options to retain trees as planned in the functional design (east and north sides of the Glassworks condo).

Every effort will be taken to reduce the impact on native trees, landscape and shrubs within the project limits. In some cases, it may be necessary to remove vegetation in order to accommodate the new cycling pathways and roads. Trees on the north side of the building can most likely be retained. All trees on the east side of the building will need to be removed, with the possible exception of the southmost one.

Consider hydro burial on Main Street between the Queensway and Graham Avenue in order to improve cycling facilities.

This section of Main Street (and its missing cycling connection) is not part of the scope of work for this project. This comment has been passed on to City's Transportation Services Department.

Consider allowing left-turns from Hawthorne Avenue to Colonel By Drive.

Thank you for your comments. The use of a left-turning lane from Hawthorne Avenue to Colonel By Drive is currently not in scope for this project.

Investigate opportunities (e.g. better turning radii) at Hawthorne Avenue and Colonel By Drive with MTO's property acquisition.

Your comments will be shared with the City's Transportation Services Department for future consideration.

Improve cycling crossings of Colonel By Drive at Hawthorne Avenue/Pretoria Bridge.

Your comment will be taken into consideration.