

Richmond Road Functional Design

Public Open House
December 13, 2021



Richmond Road Functional Design

Welcome

Welcome to the Online Public Open House for the Richmond Road Functional Design project. The purpose of this Online 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
- Future cycling connectivity to the east and west of project limits
- Functional design of cycling facilities and sidewalk reconstruction
- Schedule and next steps

Your feedback is important to the success of this project and will help the City implement the cycling facilities on Richmond Road. 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

Additional information on the project can be found on the City's website at:

ottawa.ca/richmond设计

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Project Scope – Richmond Road Functional Design

The project scope includes the following:

- The Functional Design for the resurfacing, cycling facilities and sidewalk renewal on Richmond Road from Bayshore Drive to Pinecrest Road in the 2022-2023 timeframe
- The concept development for cycling facilities from Pinecrest Road to Carling Avenue
- Consultation including 2 Technical Advisory Committee Meetings, 2 Public Advisory Committee Meetings, meetings with the local councilor, and one Public Open House
- A Municipal Class EA Process



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Key Considerations and Evaluation Criteria

- Cycling and pedestrian safety is a priority.
- The project schedule is a key consideration since this study must be completed by February 2022 in order to maintain the design and construction timelines.
- Funding for the re-construction is limited. More cost-effective options must be considered, as more expensive options could require deferral of associated works. Buffered bike lanes may be favoured in some areas to allow funding to be focused on improvements where they are needed the most.
- Traffic flows have been evaluated to determine if eliminating any lanes of traffic should be considered.
- Minimizing the impact on trees and vegetation is prioritized wherever possible.
- Bus stop interactions are considered and accommodated in the design.



Source: City of Ottawa



photo: HansonTheBike.com and @PhysioKaren

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Evaluation Criteria

Criteria	Indicator
Accessibility	Maximizing barrier-free and unobstructed access to persons of all ages and ability levels
Pedestrian Safety	Minimizing conflicts with motor vehicles. Providing safe pedestrian crossing
Pedestrian Comfort	Maximizing separation from cyclists and vehicles. Benefiting from landscaped areas and boulevard
Corridor Land Use Character	Maximizes opportunities to provide a consistent visual environment along Richmond Road, retaining existing character of the land use character of the road or planned future character of the area
Trees and Vegetation Maintenance	Minimizing impacts on existing trees that may be located along the curb-line
Cycling Comfort	Maximizing separation from vehicles, benefiting from landscaped areas and minimizing conflicts with pedestrians
Cycling Connectivity and Access	Maximizing offsets and visibility from turning vehicles to/from driveways
Cycling Protection at Side Streets	Maximizing offsets and visibility from turning vehicles to/from side streets
Transit Priority	Maximizes travel times and reliability within the corridor
Bus Transit Service	Maximizing opportunities for bus stops, accessibility and transit use along the corridor, minimizing conflict zones between transit users, pedestrians and cyclists
Emergency Service Vehicles	Maximizing the ability to access the corridor and move through
Speed Management	Provides traffic calming by minimizing vehicle travel speeds
General Traffic Flow	Minimizing vehicle delay along the corridor
Hydro Poles	Minimizes conflicts with existing built infrastructure
Existing Services and Utilities	Minimizing impacts to services and utilities
Construction Cost	Minimizes cost to implement the project

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Traffic Study Findings

A Traffic Study was completed, and it was determined that:

- At the Grenon Avenue and Richmond Road intersection
 - Existing eastbound and westbound left turn lanes (turns from Richmond to Grenon) should be maintained
 - Removal of northbound and southbound left turn lanes (turns from Grenon to Richmond) can be considered, as the performance impacts would be insignificant
- At the Dumaaurier and Richmond Road intersection
 - Existing configuration will be maintained



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Posted Speed Limit Reduction

- The desire for a reduction in the posted speed limit was expressed by multiple parties in the Public Advisory Committee Meeting #1.
- The potential reduction from 60km/h to 50km/h has been generally supported by those consulted to date (including technical stakeholders).
- The functional design study will recommend that the potential speed reduction continue to be explored during the detailed design and into post construction. Pre- and post-construction speed data will help determine the appropriate posted speed limit in accordance with City's Speed Zone Policy.



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Pedestrian Crossing between Grenon and Pinecrest

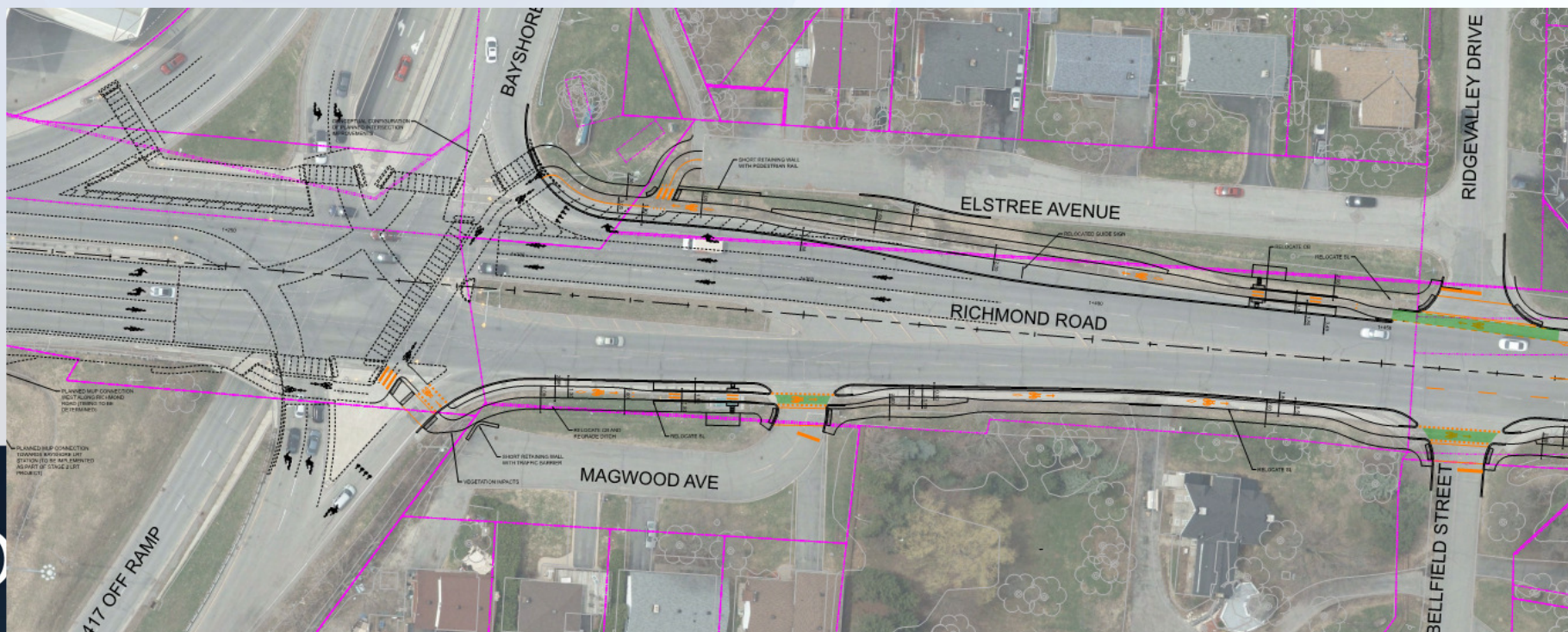
- The desire for a pedestrian crossing between Grenon and Pinecrest was heard at both the meetings with the Councilor and the Public Advisory Committee Meetings.
- The funding for this project is identified specifically for renewal of the existing road and sidewalk surfaces and the addition of cycling infrastructure. A separate City program exists to add new traffic signals which prioritizes locations on a warrant basis.
- It was determined that:
 - A Pedestrian Crossing (PXO) is not the safest or most suitable solution due to high vehicle volumes and speeds.
 - The pedestrian volumes at this location are currently too low to warrant a traffic signal pedestrian crossing (referred to as an intersection pedestrian signal, or IPS)
 - An updated pedestrian count could be requested for next year to see if pedestrian volumes have increased since the last count. Pedestrian volumes may be higher as transit ridership goes back up.

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Bayshore Drive to east of Bellfield Street

The key project aspects for Richmond Road from Bayshore Drive to east of Bellfield Street:

- Connecting to future cycling facilities at the Bayshore Drive intersection. Intersection design concept shown to be further developed by others.
- 2.0m wide raised cycle tracks both north and south of Richmond Road
- A buffer of 0.5m or more between the cycle track and road
- New 2.0m concrete sidewalks behind the raised cycle tracks
- Half-height curb separation between sidewalks and raised cycle tracks throughout the whole corridor

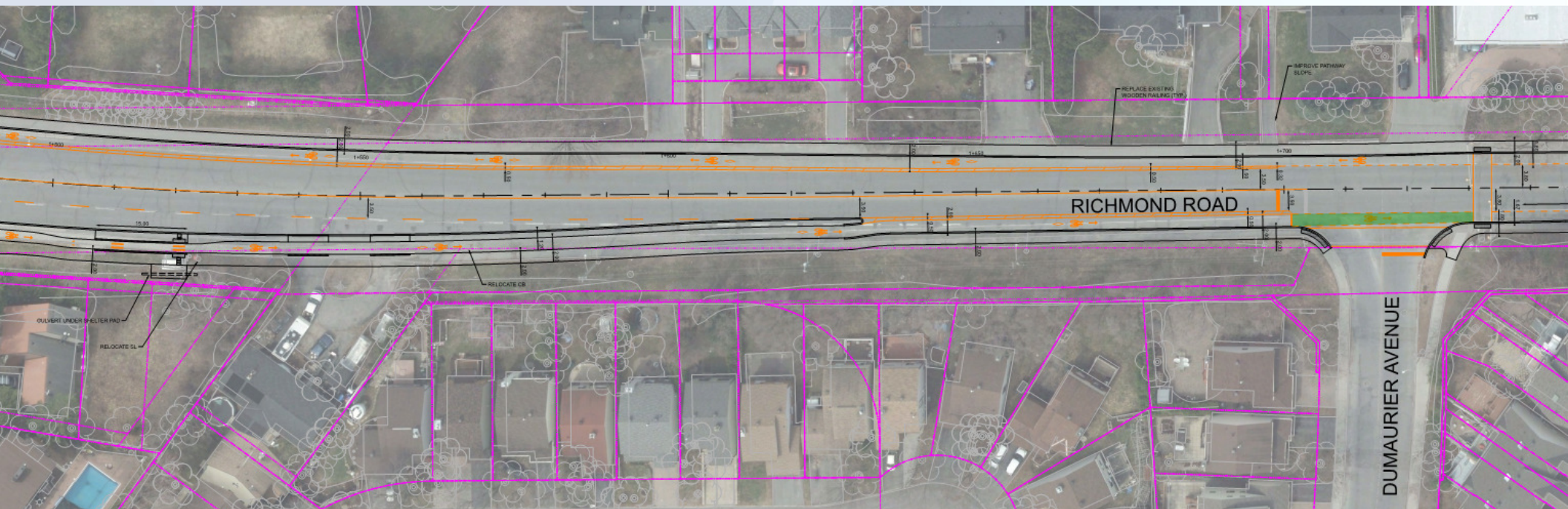


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East of Bellfield to east of Dumaurier

The key project aspects for Richmond Road from east of Bellfield Street to east of Dumaurier Avenue are:

- 2.0m bike lane on the north side of Richmond Road with a 0.5m painted buffer
- 2.0m raised cycle track on the south side of Richmond from Bellfield to 100m west of Dumaurier, where it switches to a 2.0m bike lane with a 0.5m painted buffer
- A new bus platform will be constructed meeting the latest standards for accessibility, accompanied by pavement markings on the cycle track to designate where pedestrians should cross to access the bus shelter
- New 2.0m concrete sidewalks on both sides of Richmond

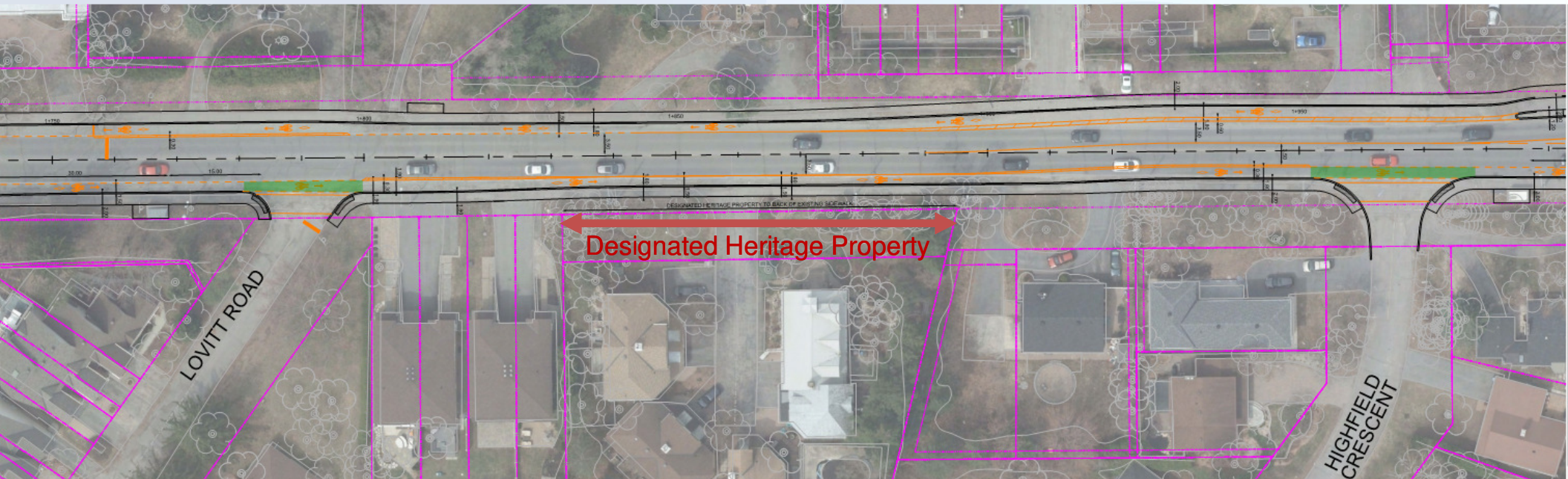


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East of Dumaurier to east of Highfield Crescent

The key project aspects for Richmond Road from east of Dumaurier Avenue to east of Highfield Crescent are:

- 2.0m bike lane on both sides of Richmond Road, narrowing to 1.5m east of Lovitt for a limited segment due to constrained existing conditions. Conditions are constrained due to a heritage property south of Richmond Road at this location.
- The painted buffers are 0.5m where space allows but narrow to a single painted line for 60m east of Lovitt in the constrained segment
- New 2.0m concrete sidewalk north and south of Richmond, narrowing to 1.8m east of Lovitt in the constrained segment
- Constraints are a property with heritage designation on the south side, and mature trees on the north side

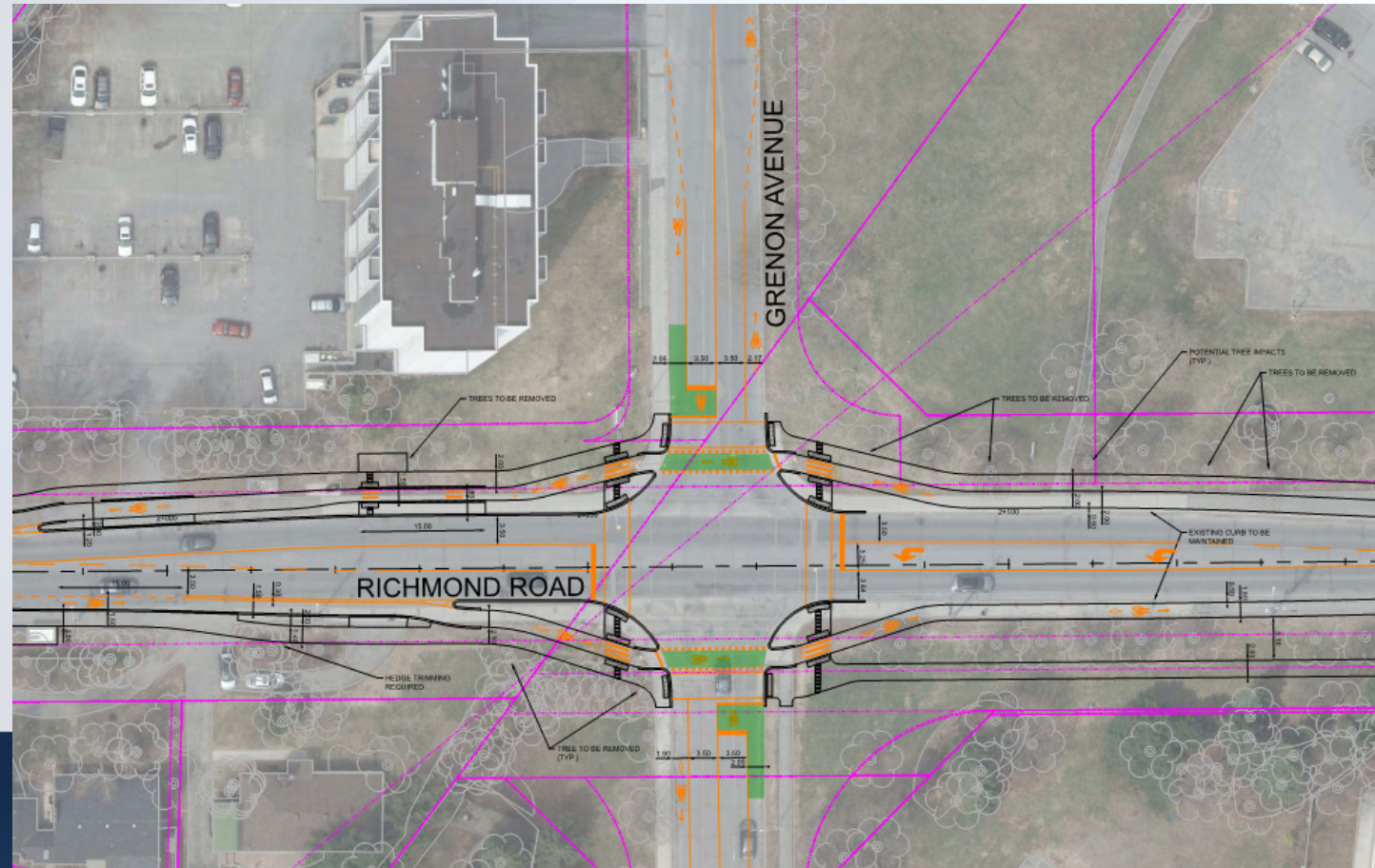


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Highfield Crescent to East of Grenon Avenue

The key project aspects for Richmond Road from east of Highfield Crescent to east of Grenon Avenue are:

- A protected intersection at Grenon Avenue and Richmond Road
- Raised cycle tracks on the north and south sides of Richmond at the approach to the protected intersection
- East/west cross-rides across Grenon Avenue
- Bike lanes and bike boxes on Grenon north and south of Richmond to provide approach facilities and allow 2-stage left turns
- Some trees will be impacted. Compensation will be provided within the project limits.

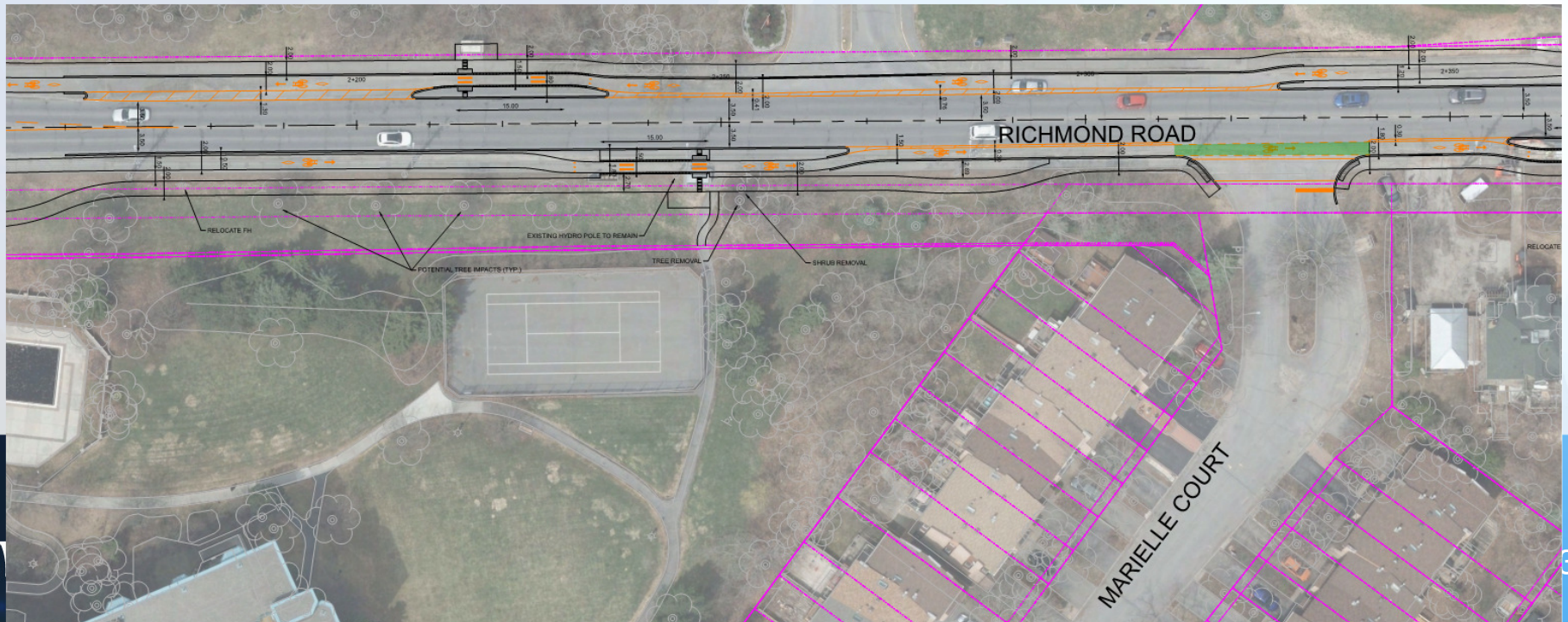


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East of Grenon to Marielle Court

The key project aspects for Richmond Road from east of Grenon Avenue to east of Marielle Court are:

- 2.0m raised cycle track transitioning to bike lane on the north side of Richmond Road, with a 0.5m concrete buffer for the cycle track and a 0.4m to 1.3m painted buffer for the bike lane
- 1.8m raised cycle track on the south side of Richmond Road from Grenon to west of Marielle Court, transitioning to buffered bike lane east of the bus stop
- New 2.0m concrete sidewalks north and south of Richmond Road
- New bus platforms will be constructed both north and south of Richmond meeting the latest standards for accessibility
- Cycle tracks are strategically extended to obstruct cars from passing on the right side of vehicles waiting to turn left into Marielle Court and the major private approach
- Some trees will be impacted. Compensation will be provided within the project limits.

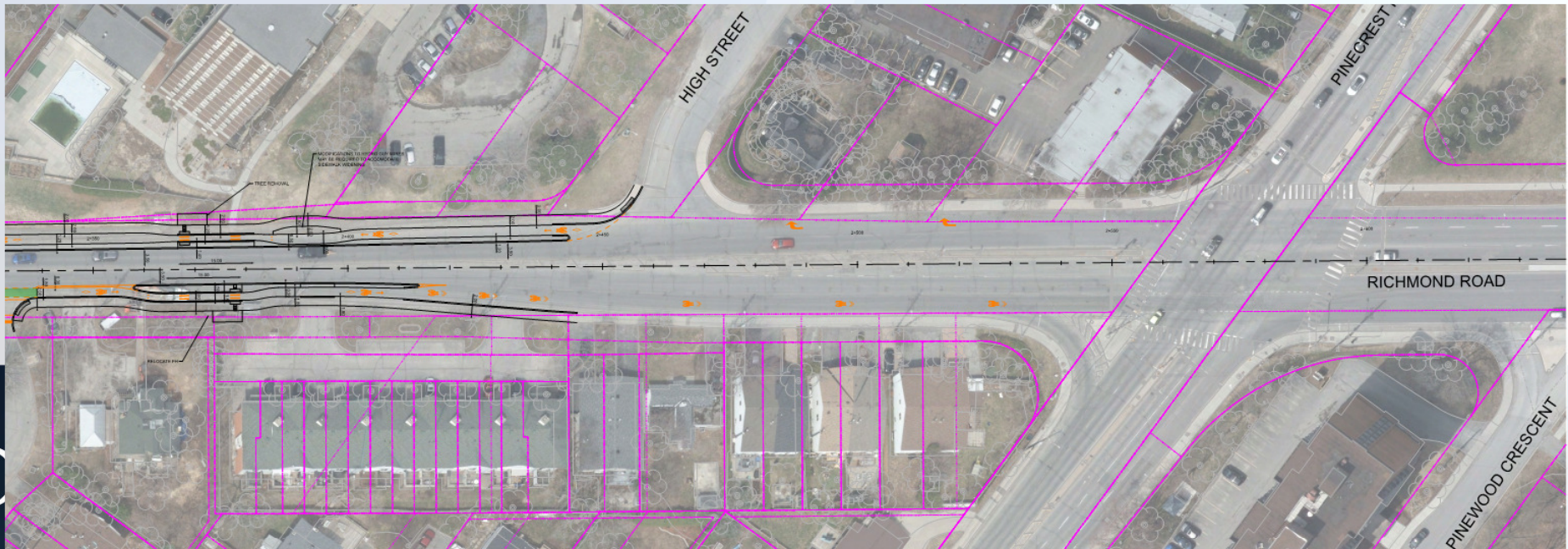


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East of Marielle Court to High Street

The key project aspects for Richmond Road from east of Marielle Court to High Street are:

- 2.0m raised cycle track on the north side of Richmond Road
- 1.8m buffered bike lane on the south side of Richmond, transitioning to a raised cycle track behind the bus stop to accommodate the concrete bus platform and provide protected transition at the interim end of the facility
- Eastbound cyclists given priority in the second general traffic lane as it develops, with signage and pavement markings to heighten driver awareness of shared condition as an interim transition
- New bus platforms will be constructed on both sides of Richmond, meeting the latest standards for accessibility
- New 2.0m concrete sidewalks on both sides of Richmond
- A tree will be impacted. Compensation will be provided within the project limits.

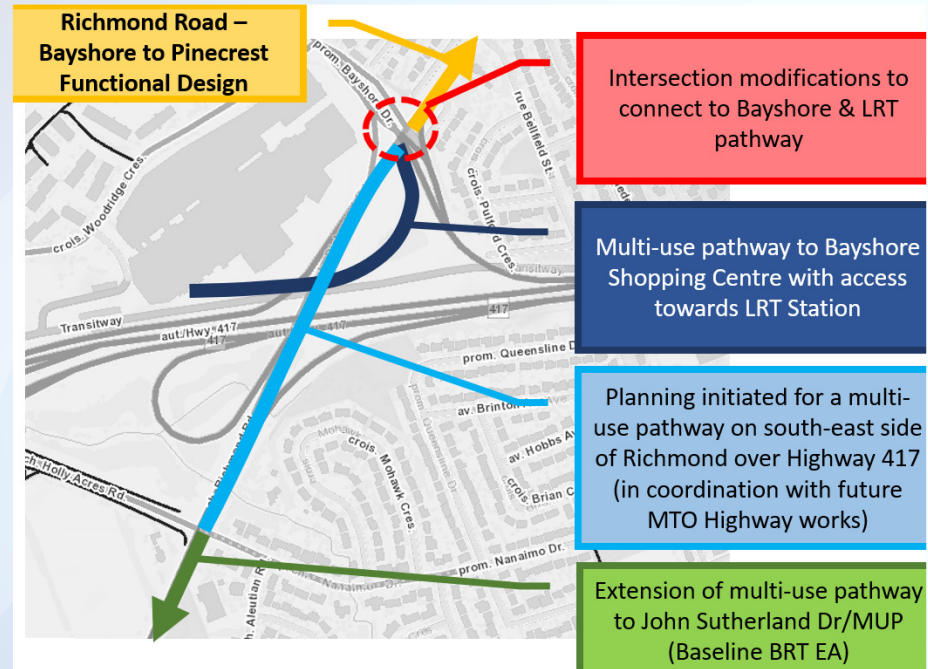


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Future Cycling Routes and Connectivity to the west

Plans for cycling connectivity from Bayshore drive westward as part of separate future projects include:

- Structural work and intersection modifications including cross-rides at the Richmond Road and Bayshore Drive intersection, (as part of a planned City project).
- A multi-use pathway from the intersection to Bayshore Shopping Centre with access towards the LRT Station, (as part of Stage 2 LRT construction).
- A multi-use pathway on the south side of Richmond Road over Highway 417 (in coordination with future MTO Highway works).
- An extension of the multi-use pathway on the south side of Richmond Road to the west, connecting to the existing MUP at John Sutherland (as part of the Baseline BRT Project).



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Future Cycling Routes and Connectivity to the east

- A conceptual design for cycling connectivity from High Street to the east is being completed as part of this project.
- This conceptual design and cost estimate will inform future planning decisions.
- Ultimately, cycling facilities will connect to existing bike lanes on Richmond Road east of Carling Avenue



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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.
- The detailed design process will begin in the spring of 2022 and be completed in late 2022 or early 2023.
- Construction is expected to begin in the Spring of 2023

Please identify any comments or concerns you would like to see addressed and provide those to the City using the tools provided on the City's web-site as noted above. Comments or questions can also be submitted by email to the **City's Project Manager**: amir.zahabi@ottawa.ca

This presentation will be posted to the City website at:
ottawa.ca/richmonddesign

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