St-Laurent Boulevard Transit Priority Corridor Planning and EA Study

Virtual Public Open House

June 18 2025

Virtual Meeting Participation Protocol

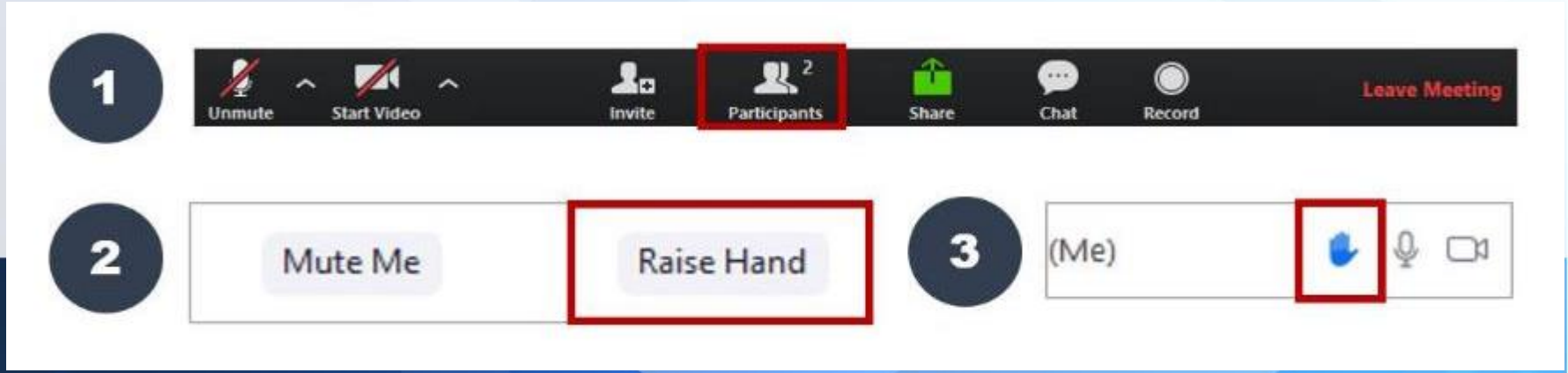
1) All participants are automatically on mute during presentation.
2) If you have a question you can submit those through the chat function.

Thank you for your patience!

Protocole en place pour les réunions

1) Tous les participants seront automatiquement placés en mode silencieux pour la présentation.
2) Pour poser une question, utilisez l'espace de clavardage

Merci de votre patience!



Land Recognition

Honouring the Anishinabe Algonquin Nation, and First Nations, Inuit and Métis peoples, Ottawa is built on un-ceded Anishinabe Algonquin territory.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia. Their culture and presence have nurtured and continue to nurture this land.

The City of Ottawa honours the peoples and land of the Anishinabe Algonquin Nation.

The City of Ottawa honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

Reconnaissance du territoire

Honorer les peuples de la Nation Anishinabe Algonquine, les Premières Nations, les Inuits et les Métis Ottawa est bâtie sur un territoire non cédé de la Nation Anishinabe Algonquine.

Les peuples de la Nation Anishinabe Algonquine vivent dans ce lieu depuis des millénaires. Leur culture et leur présence l'ont imprégné et l'imprègnent encore.

La Ville d'Ottawa rend hommage aux peuples et au territoire de la Nation Anishinabe Algonquine.

La Ville d'Ottawa rend hommage à toutes les Premières Nations, les Inuits et les Métis et leurs précieuses contributions passées et présentes à cette terre.

Welcome and Introductions

Introductions

- Jabbar Siddique – Project Manager, City of Ottawa
- Paul Croft – Project Manager, Parsons

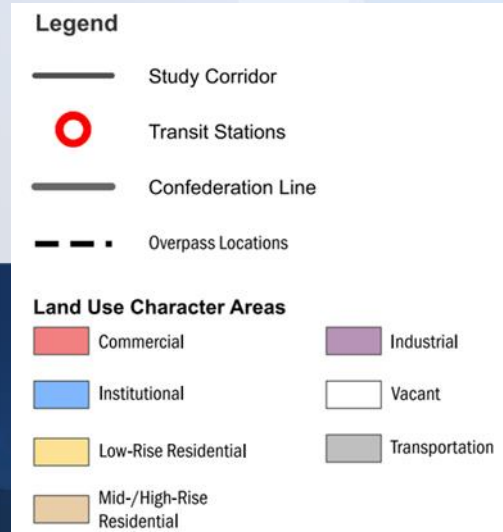
Meeting Agenda

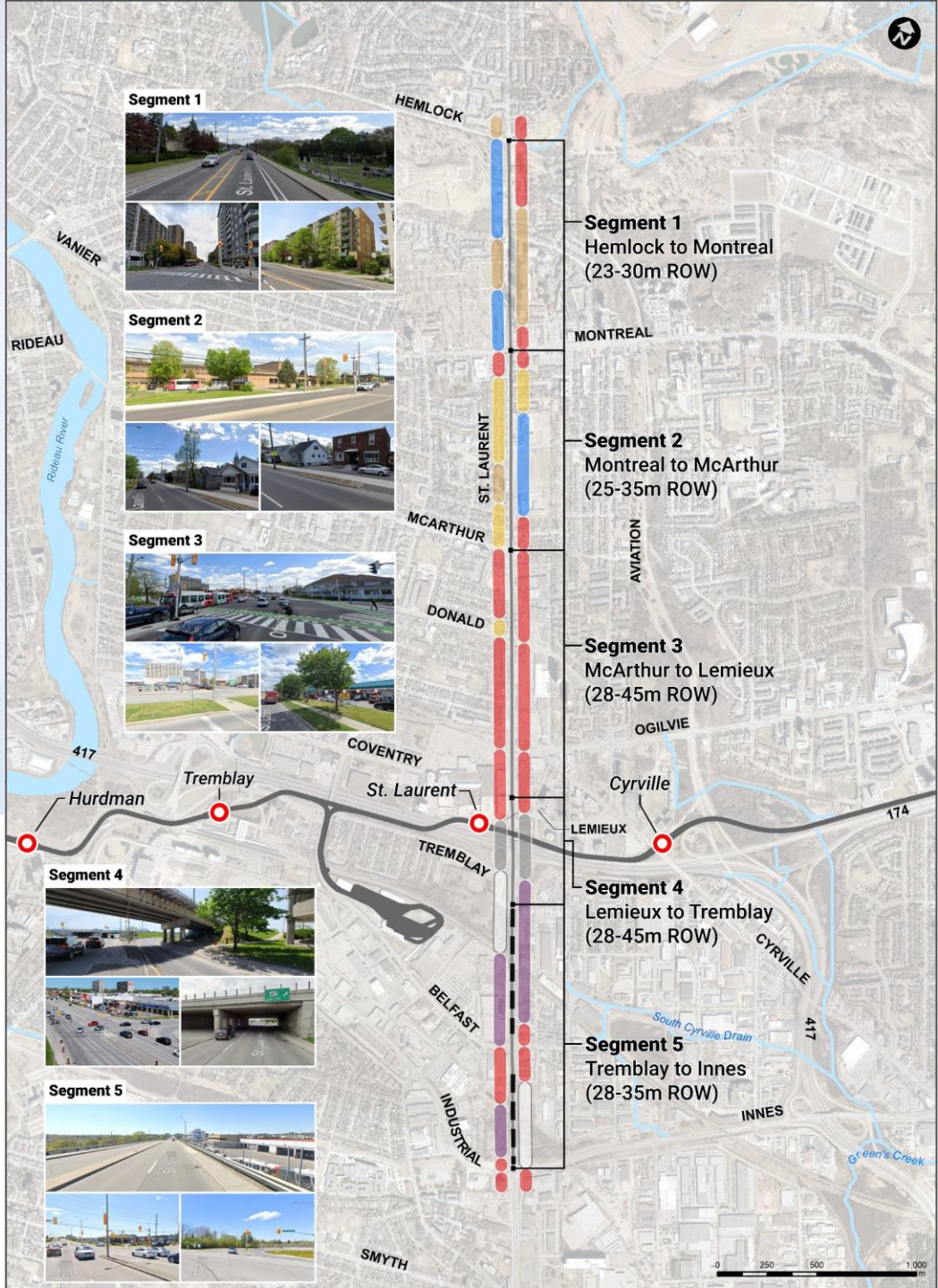
1. Welcome / Introductions
2. Study Overview and Environmental Assessment Process
3. What We've Heard
4. Evaluation of Alternative Solutions
5. Evaluation of Alternative Designs
6. Preliminary Recommended Plan
7. Potential Impacts and Recommended Mitigation Measures
8. Implementation and Phasing
9. Next Steps

Study Overview and EA Process

Study Overview

- “Schedule C” Environmental Assessment.
- Functional Design.
  - Transit Priority Measures.
  - Road Corridor (Complete Street).
  - Active transportation link to St-Laurent Station.
- Consultation throughout.





Where We Left Off (June 2022)

Since the last public consultation event held in June 2022 for the project the study team has completed the following:

- Review of the existing conditions
- Refinement of the project Need and Opportunity
- Evaluation and confirmation of the preferred solutions
- Completion of a Transportation Assessment to provide input to the design
- Development, evaluation and confirmation of alternative designs considered
- Conducting numerous meetings with stakeholders to obtain feedback on the design
- Preparation of the preliminary impact assessment and recommended mitigation measures
- Development of the Preliminary Recommended Plan for stakeholder consultation

What We've Heard

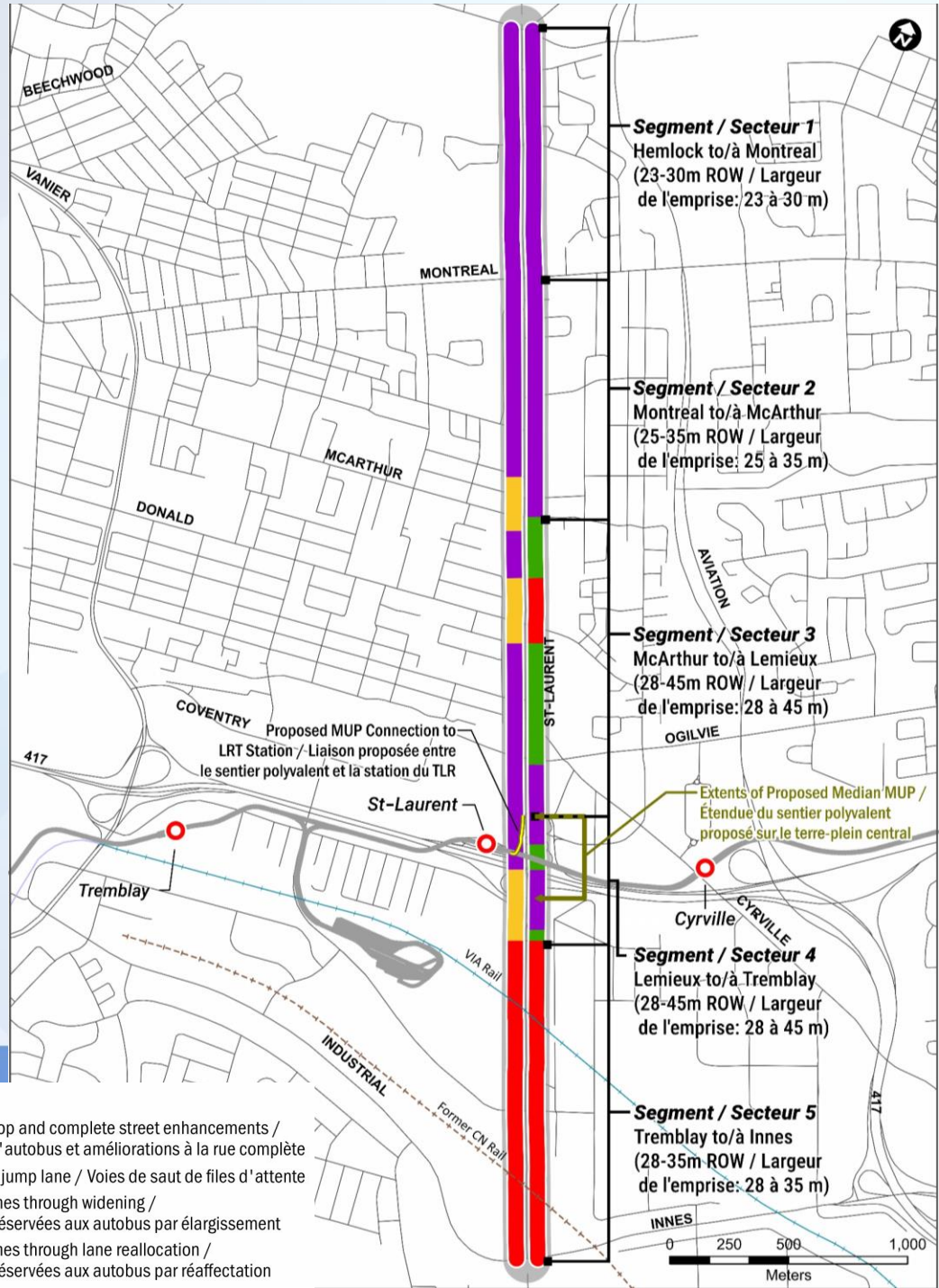
What We've Heard

- Support for Complete Streets; improved multi-modal facilities and connections; and enhancing road safety throughout the corridor.
- Support for accessibility improvements; consultation ongoing.
- Acknowledgement of the complicated and limiting factors for Complete Street elements at the Highway 417 crossing
- Challenges of designing and implementing the median MUP facility at Highway 417/St-Laurent interchange.
- Concern for property impacts and the Official Plan protected Right-of-Way.
- Emphasis on retaining and providing as much greening opportunities as possible; social equity.
- Concern for impacts of the on-going area-wide development and intensification.
- Queries for the anticipated implementation timeline.

Evaluation of Alternative Solutions

Evaluation of Alternative Solutions

Study Corridor Segment	Bus stop and Complete Street enhancements	Isolated Transit Measures	Provide Transit-only lanes
Segment 1: Hemlock to North of Montreal Road	✓		
Segment 2: Montreal Road to North of McArthur Avenue	✓	✓	
Segment 3: McArthur Avenue to North of Lemieux Street	✓	✓	✓
Segment 4: Lemieux Street to Tremblay Road	✓	✓	✓
Segment 5: South of Tremblay Road to Innes Road/Industrial Avenue	✓		✓



Evaluation of Alternative Designs

Evaluation of Alternative Designs

- Undertaken by Segment (5 total).
- Development of site-specific and corridor-wide design criteria.
- Evaluation process was a step-wise process in consideration of priorities and trade-offs.
- Informed by feedback received from stakeholder meetings and Transportation Analysis.
- Outcome is the Preliminary Recommended Plan.

Priorities and Trade-offs

- Transit speed and reliability
- Traffic operations
- Physical separation of AT facilities
- Property impacts
- Space for trees and landscaping
- Construction costs

Preliminary Recommended Plan

Preliminary Recommended Plan Overview

- Benefits for Transit:
  - Improves transit operations on St-Laurent Boulevard:
    - Implements sections of bus-only lanes and queue jump lanes.
    - Improves bus stop locations, amenities and configurations.
    - Provides connection to O-Train Line 1.
  - Ties into other planned transit priority corridors.

Preliminary Recommended Plan Overview

- Benefits for Transit (cont'd):
  - Travel time savings:
    - 2 to 4 minutes per bus (northbound) in the weekday PM peak period.
    - ~ 1 minute per bus in both directions in the weekday AM peak period.
  - Reliability improvements:
    - 11 to 29%-point reliability improvement (northbound) in PM peak period.
    - 2 to 5%-point reliability improvement (southbound) in AM and PM peak period.

Preliminary Recommended Plan Overview (Cont'd)

- Benefits for Active Modes:
  - Transforms the corridor to a Complete Street with new segregated cycle tracks and improved sidewalks.
  - Provides an accessible active transportation connection to the St-Laurent LRT station.
  - Provides a safer active transportation facility through the Highway 417 interchange.
  - Improves multi-modal connectivity to adjacent communities, employment centres and commercial uses.
  - Implements protected intersections at all signalized intersections.

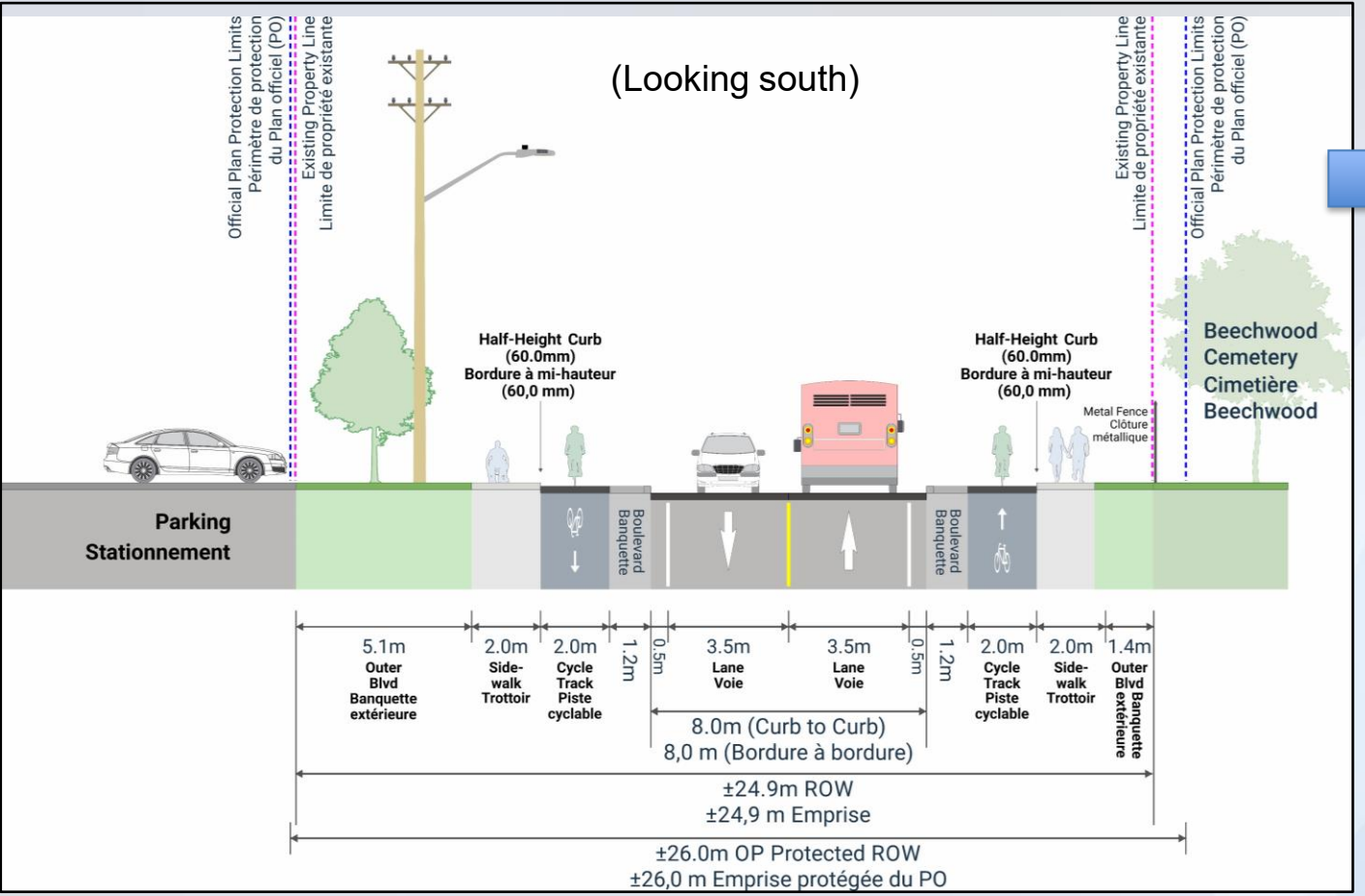
Key Challenges

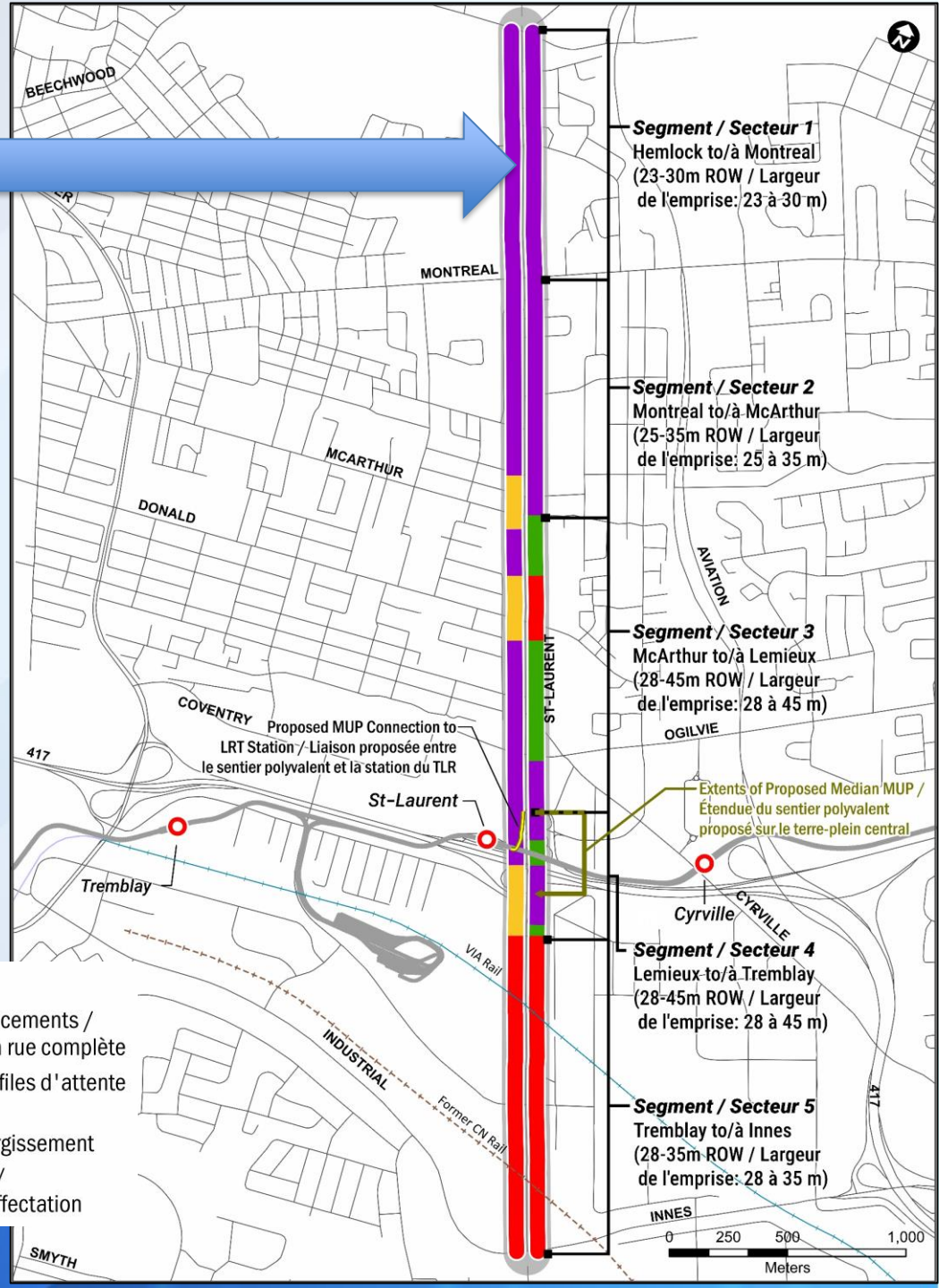
- Several intersections are constrained by adjacent properties and buildings.
- Competition for space between all modes:
  - Transit priority measures.
  - Protected intersections, cycling facility approaches on side streets.
  - Safe active transportation facility at Highway 417/St-Laurent interchange.
  - Traffic capacity.
- Priorities and trade-offs weighed at each location depending on context (e.g. intersection of two transit routes, designation as a Cross-Town Bikeway).
- Property acquisition at key locations.
  - Led to development of interim design.

Property Impacts

- Ultimate design will require property acquisition:
  - 12 properties with major impacts, 67 with minor or moderate impacts.
  - Property requirements are generally less than the right-of-way protection identified in the OP.
  - Opportunity to acquire right-of-way as properties are redeveloped.
- Interim designs developed at key locations to defer significant property aquisition in advance of redevelopment.
  - 5 properties with major impacts, 65 with minor or moderate impacts.

Segment 1: Hemlock Road to North of Montreal Road





Legend / Legende

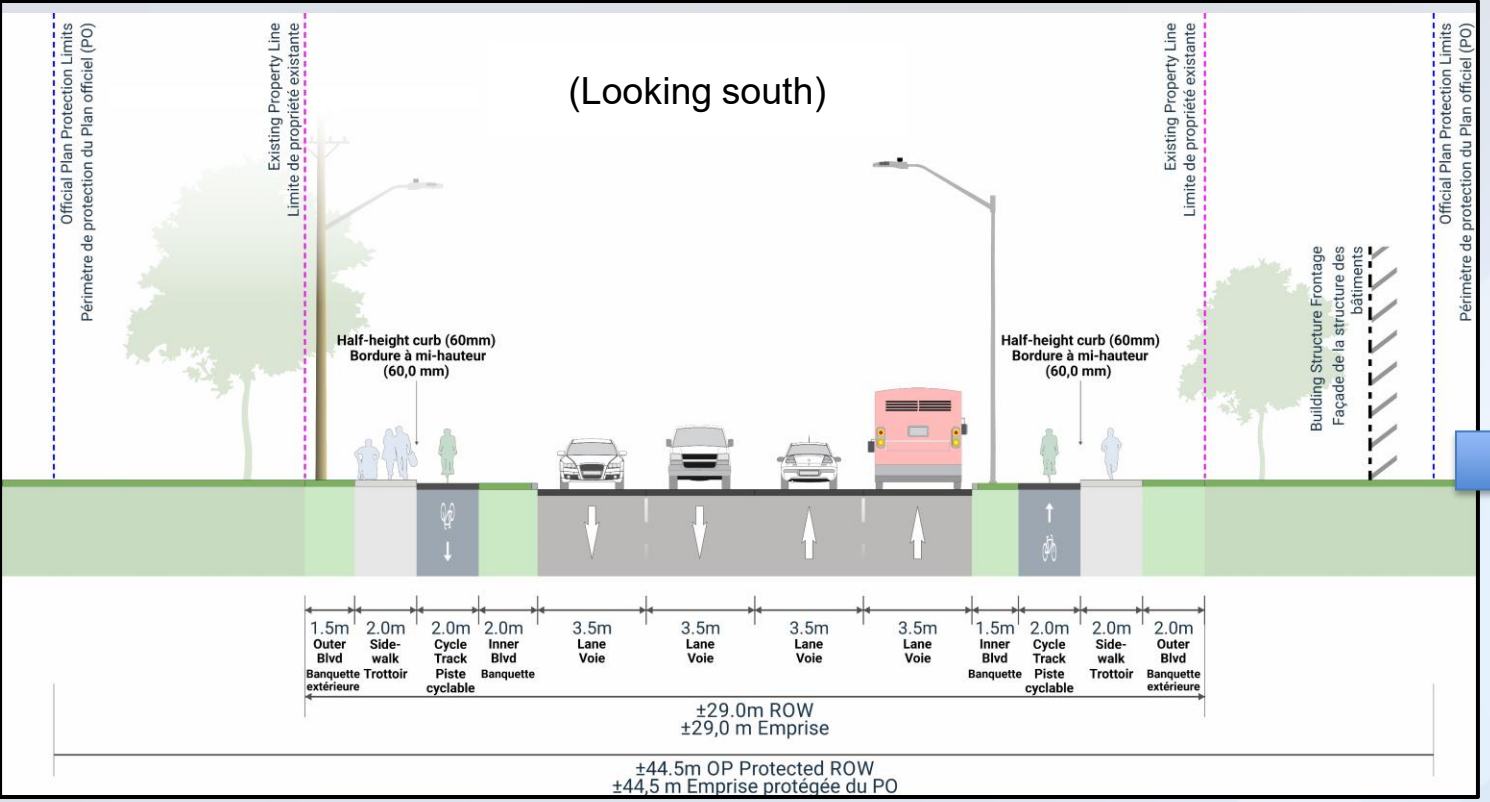
- Study Corridor / Couloir à l'étude
- Transit Station / Stations de transport en commun
- Confederation Line / Ligne de la Confédération
- Multi-use Pathway / Sentier polyvalent
- Bus Stop and complete street enhancements / Arrêt d'autobus et améliorations à la rue complète
- Queue jump lane / Voies de saut de files d'attente
- Bus lanes through widening / Voies réservées aux autobus par élargissement
- Bus lanes through lane reallocation / Voies réservées aux autobus par réaffectation

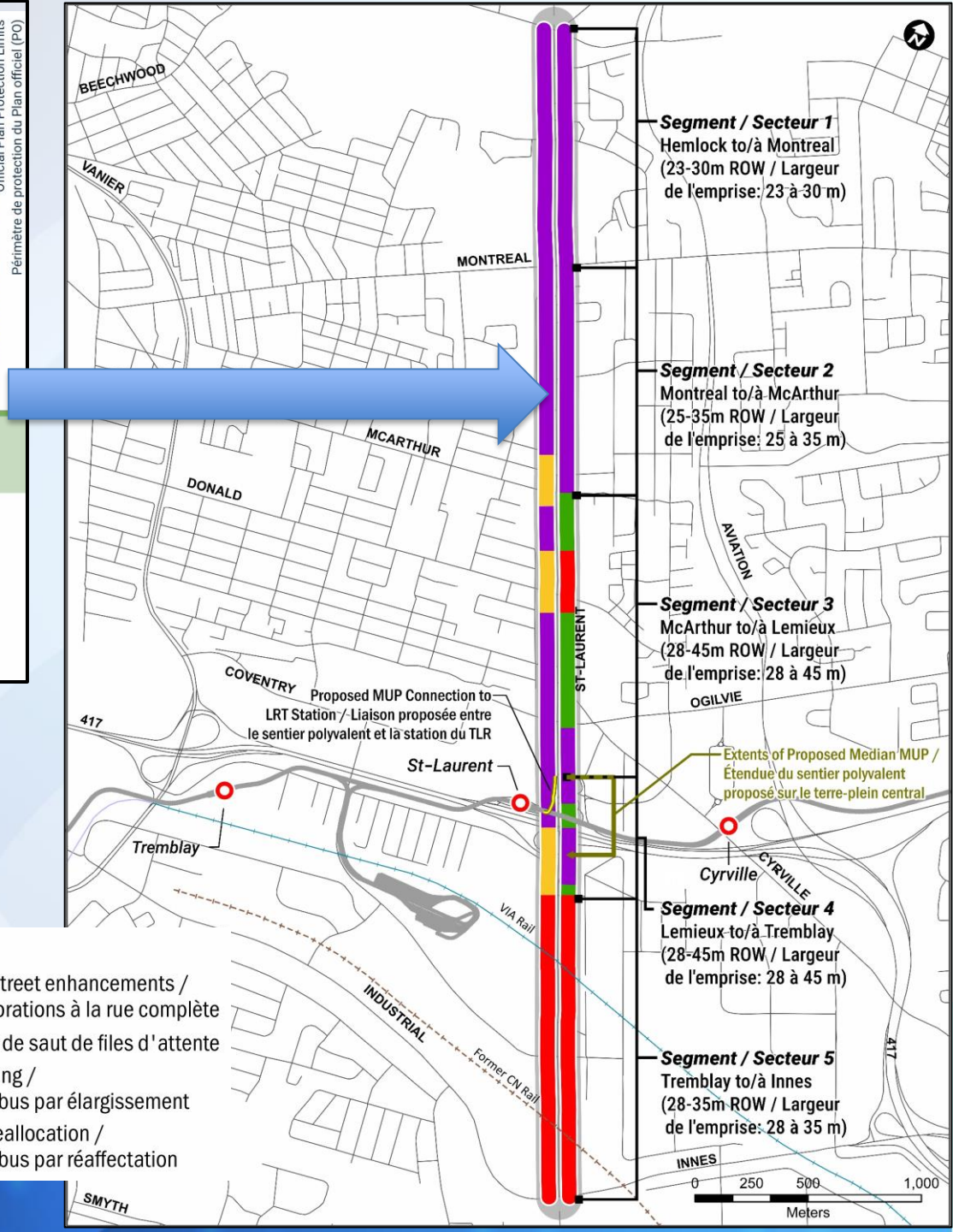
Preliminary Recommended Plan

Segment 1: Hemlock Road to North of Montreal Road

- Preferred Solution(s): Bus Stop and Complete Street Enhancements.
- Key elements:
  - A new PXO is added midblock between Meadowpark Place and Karen Way to facilitate roadway crossing and provide improved access to bus stops from the adjacent communities and commercial and institutional land uses.
  - Additional tree-planting where space allows in the corridor.
  - No impacts to the Beechwood Cemetery, a National Historic Site of Canada and Notre-Dame Cemetery.

Segment 2: Montreal Road to North of McArthur Avenue





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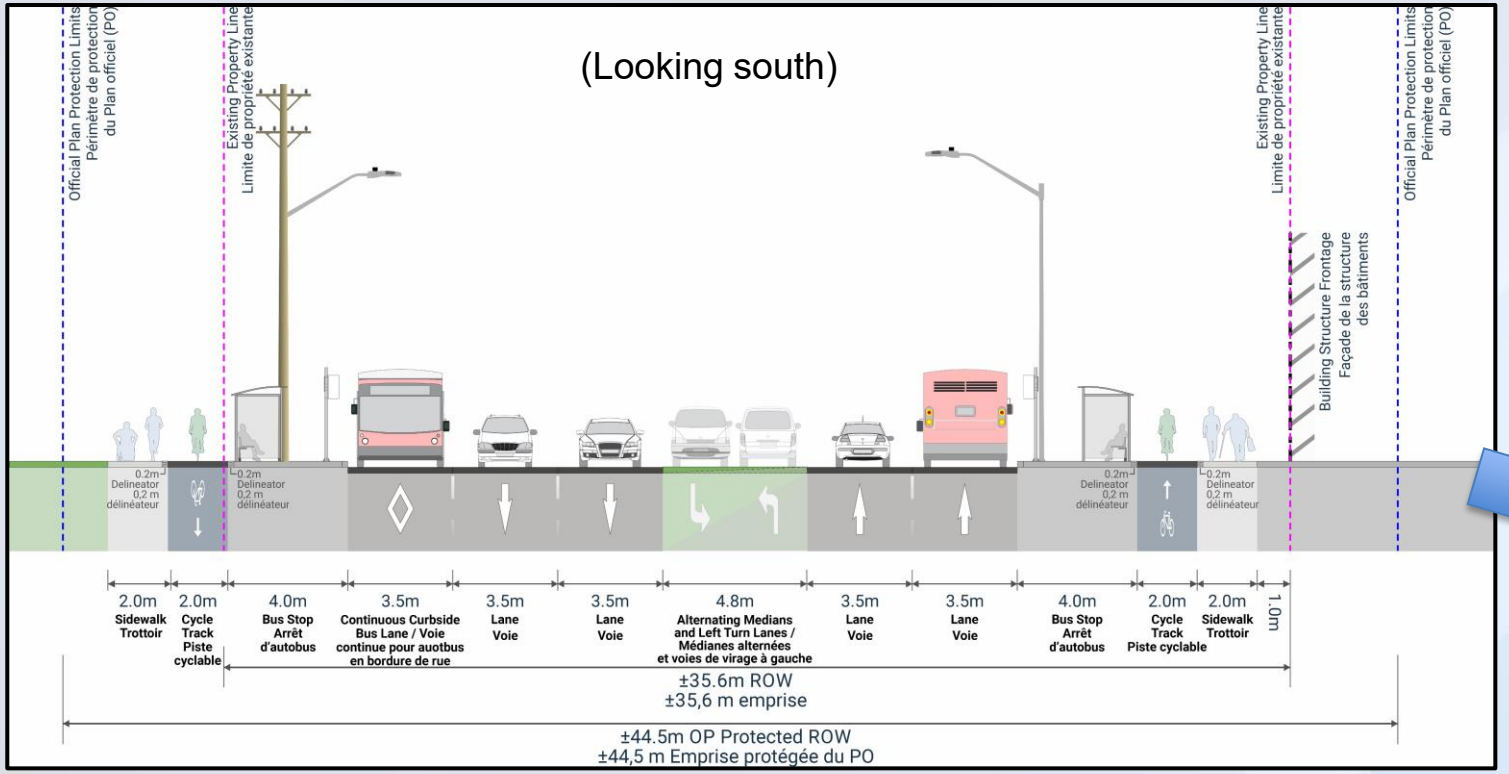
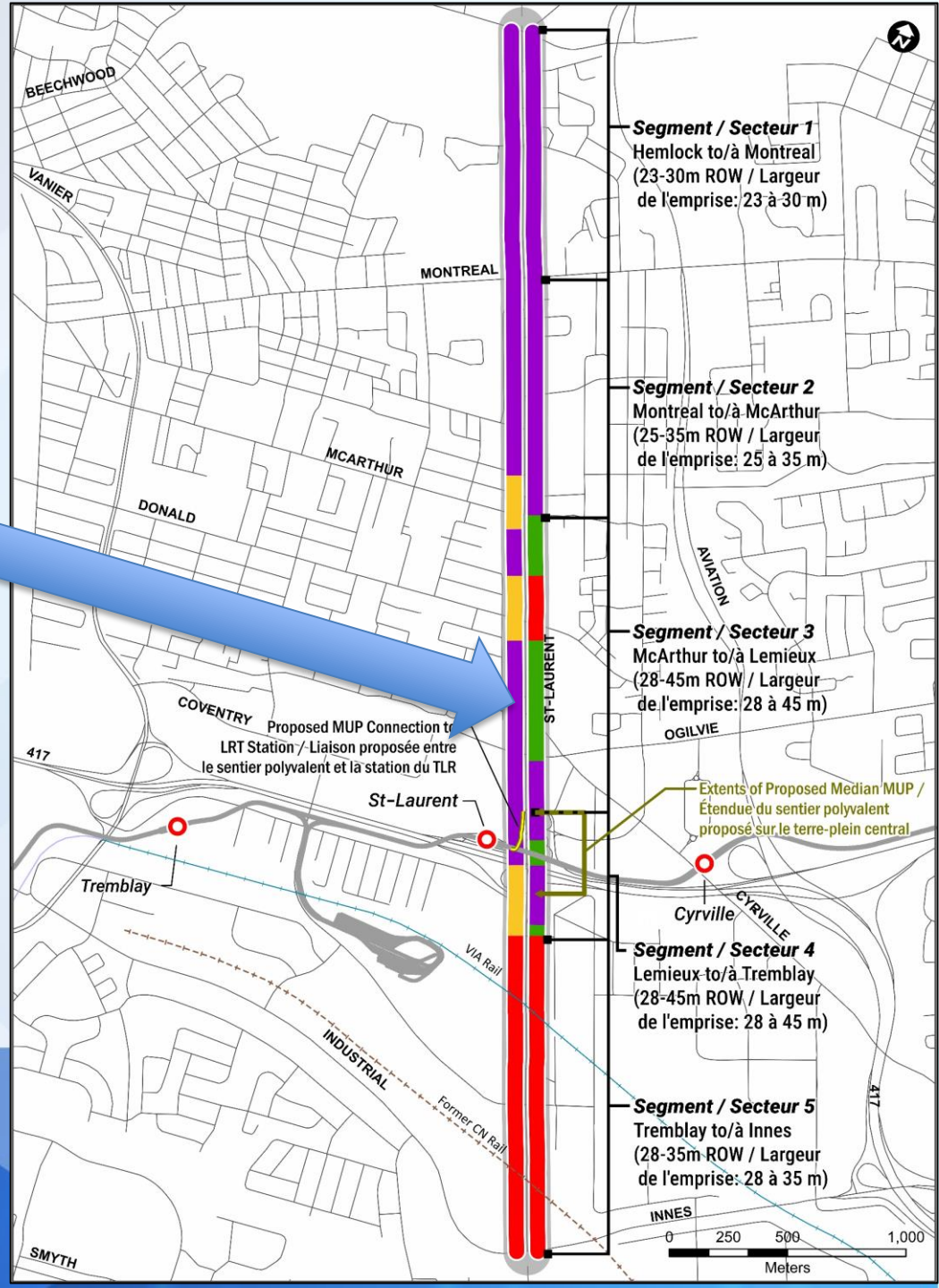
Preliminary Recommended Plan

Segment 2: Montreal Road to North of McArthur Avenue

- Preferred Solution(s): Bus Stop and Complete Street Enhancements and Isolated Transit Measures.
- Key elements:
  - Outcome of additional analysis determined need for modifications to the median.
  - Addition of cycling facilities.
  - Bus stop enhancements.
  - Seamless integration between two transit priority corridors.
  - Opportunities for landscaping.

Segment 3: McArthur Avenue to North of Lemieux Street





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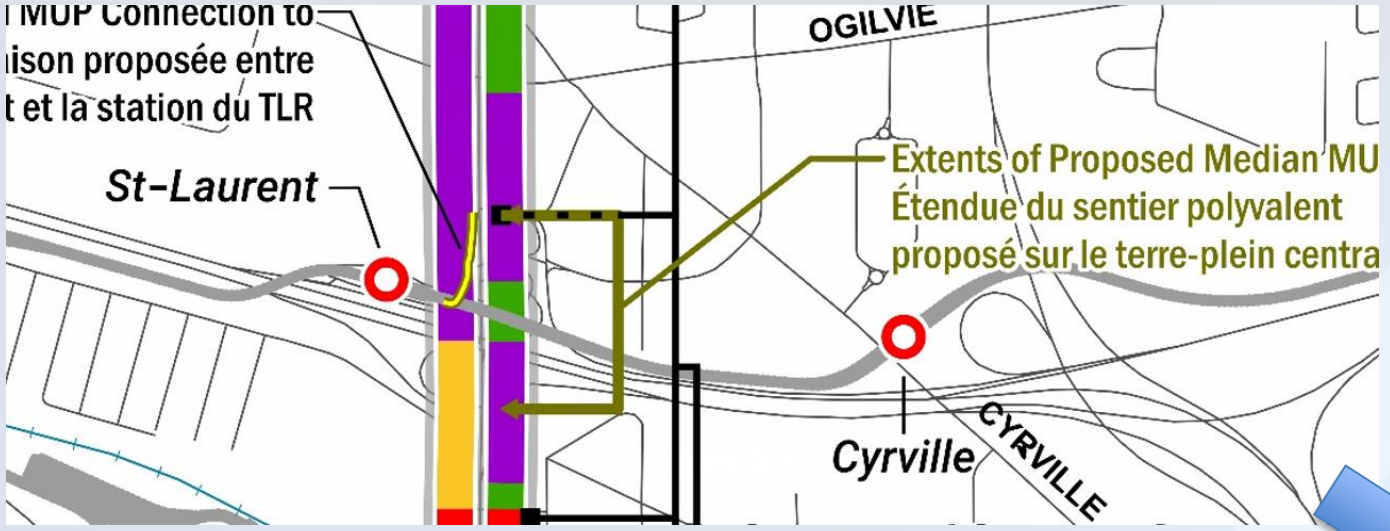
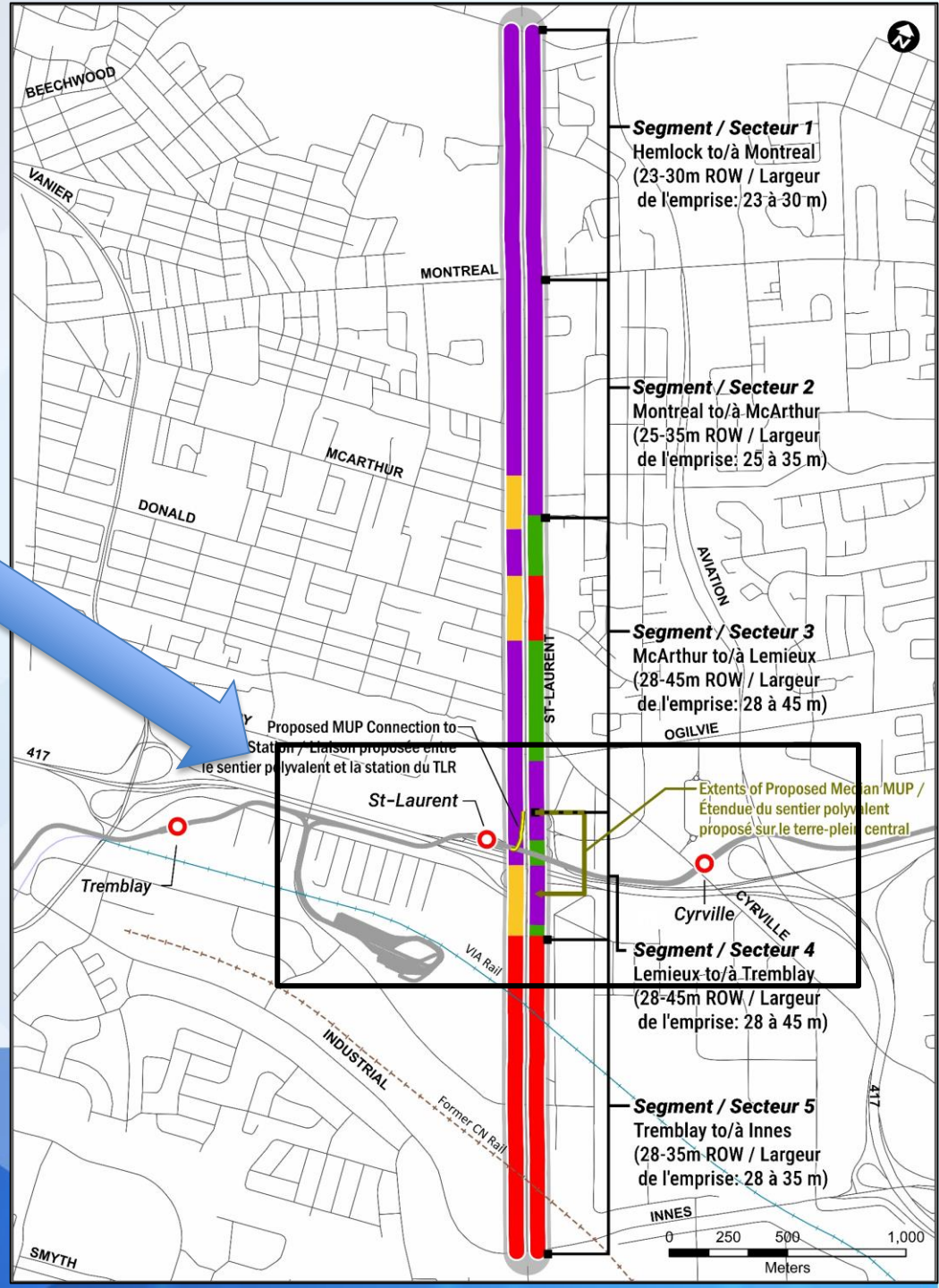
Preliminary Recommended Plan

Segment 3: McArthur Avenue to North of Lemieux Street

- Preferred Solution(s): Bus Stop and Complete Street Enhancements, Isolated Transit Priority Measures and Transit-only lanes.
- Key elements:
  - Traffic lane reallocation analysis informed recommended lane distribution.
  - Seamless connection to Cross-Town Bikeway.
  - Mainstreet Corridor and Hub designations (OP).

Segment 4: Lemieux Street to Tremblay Road (Highway 417 Crossing)





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Preliminary Recommended Plan

Segment 4: Lemieux Street to Tremblay Road

- Preferred Solution(s): Bus Stop and Complete Street Enhancements, Isolated Transit Measures and Transit-only lanes.
- Significant constraints given existing conditions, MTO infrastructure.
- Pedestrians and cyclists would access the multi-use pathway from the Lemieux intersection (west side of St-Laurent Blvd).
- Existing secondary transitway access to St-Laurent Station relocated at Tremblay Road.

Highway 417 Crossing

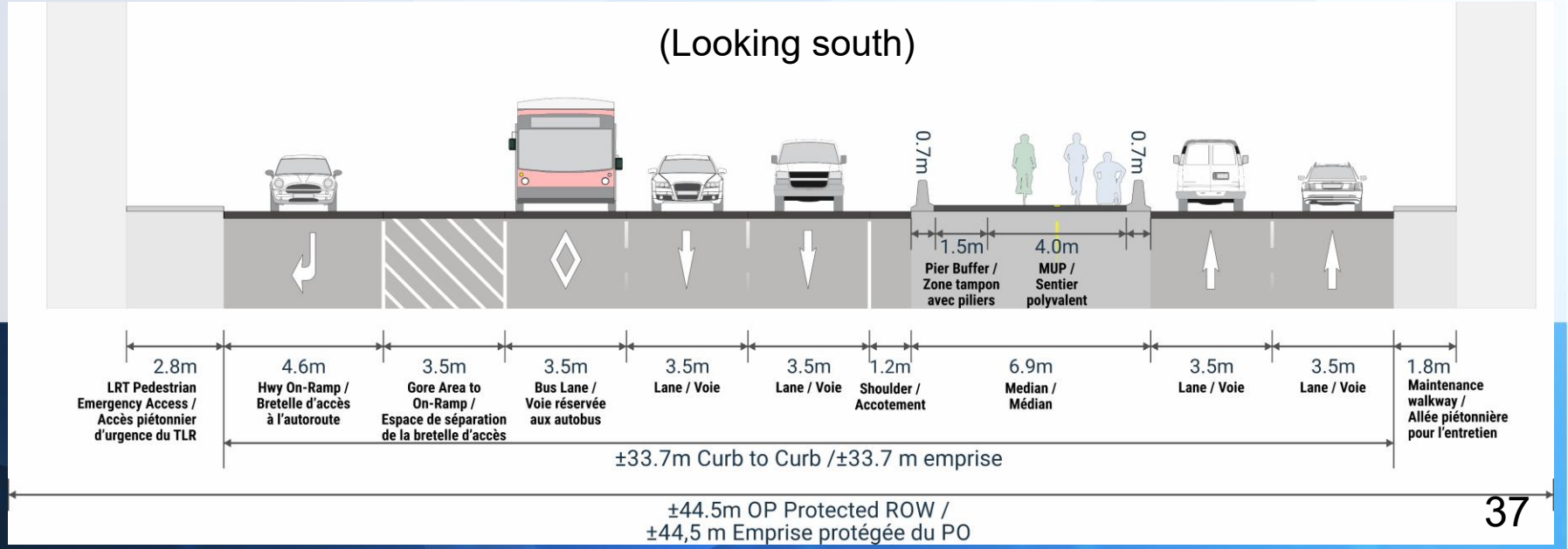
- Free-flow ramp crossings are less safe for pedestrians and cyclists and raise accessibility concerns:
  - High vehicle volumes and speeds; high proportion of heavy vehicles.
  - Acute crossing angle.
  - Marked pedestrian and cyclist crossings cannot be provided as they do not have right of way.
  - Very challenging for the visually impaired to cross safely.

Highway 417 Crossing

- The Ontario Traffic Manual (Book 18) recommends four alternatives:
  - Grade separation.
  - Signalized intersection.
  - Roundabout.
  - Signalized mid-block crossing.
- None of these alternatives are considered feasible at this location.

Highway 417 Crossing (Preliminary Recommended Design)

- Explored many alternatives for pedestrians and cycling, including separate active transportation structure.
- Median MUP design solution preferred.
- Accessibility review completed.
- MTO issues and requirements.

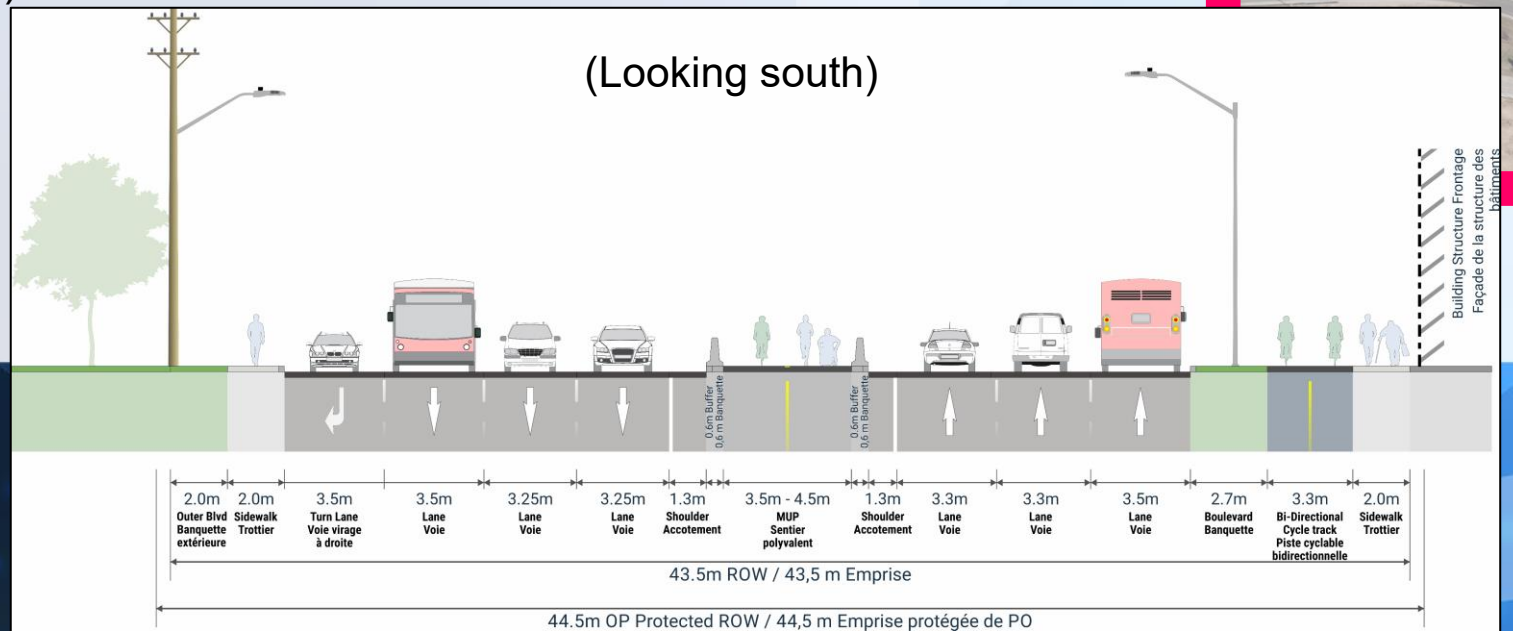


Preliminary Recommended Plan

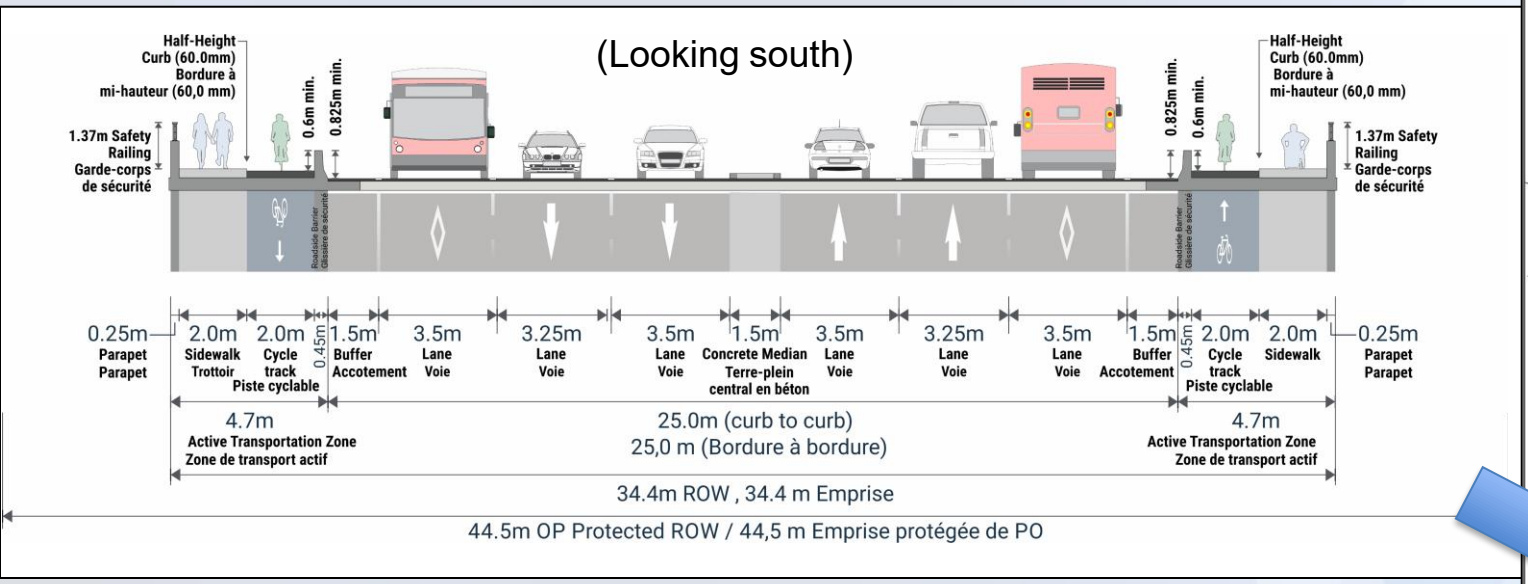
Segment 4: Lemieux Street to Tremblay Road

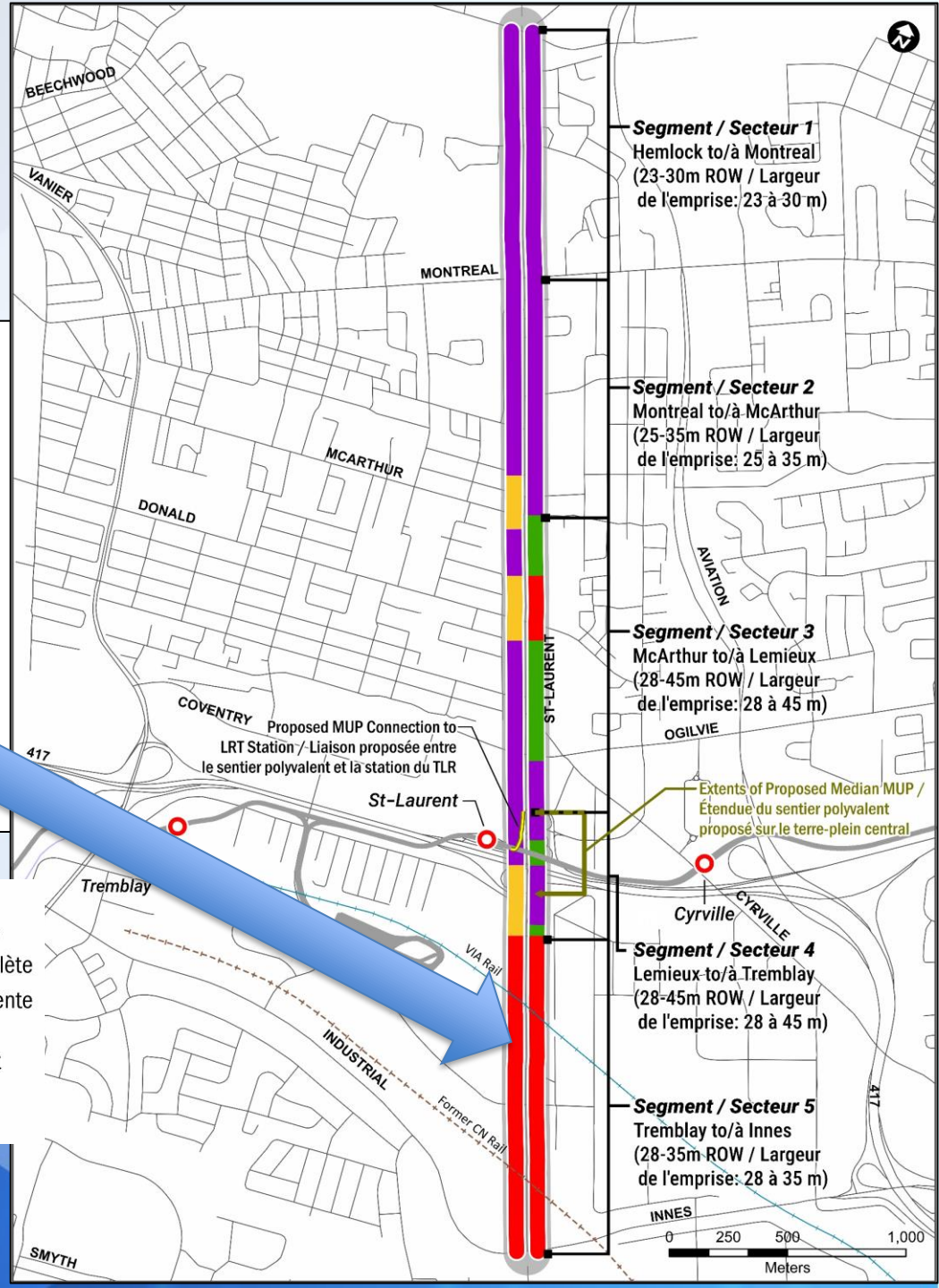
St-Laurent LRT Station Active Transportation Connection

- Significant constraints given existing conditions, MTO infrastructure.
- Recommended: multi-use pathway along Highway 417 N-W ramp.
- Multi-use pathway connects to the station at the eastern edge of the bus platforms via the Transitway / Highway 417 ramp (protected by a traffic barrier).



Segment 5: South of Tremblay Road to Innes Road/Industrial Avenue





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Preliminary Recommended Plan

Segment 5: South of Tremblay Road to Innes Road/Industrial Avenue

- Preferred Solution(s): Bus Stop and Complete Street Enhancements and Transit-only lanes.
- Key elements:
  - Two bridge overpasses.
  - Addition of cycling facilities.
  - Bus lanes in both directions.

Summary by Segment

Study Corridor Segment	Pedestrians	Cyclists	Transit Users			Vehicles
			Bus stop and Complete Street enhancements	Isolated Transit Measures	Provide Transit-only lanes	
Segment 1: Hemlock to North of Montreal Road	✓	✓	✓			No Change
Segment 2: Montreal Road to North of McArthur Avenue	✓	✓	✓	✓		No Change
Segment 3: McArthur Avenue to North of Lemieux Street	✓	✓	✓	✓	✓	Reallocate 1 NB lane from general traffic to transit
Segment 4: Lemieux Street to Tremblay Road	✓	✓	✓	✓	✓	Reallocate lanes in both directions to transit and AT
Segment 5: South of Tremblay Road to Innes Road/Industrial Avenue	✓	✓	✓		✓	Widening to provide transit lanes

Potential Impacts and Recommended Mitigation Measures

Mitigation Strategies

Potential Impacts	Mitigation
Climate Change	• Tree-planting where possible, shade provision • Sustainable transportation approach
Private Property	• Design minimizes need for acquisition and modifications to property access wherever possible
Drainage	• Stormwater Management Plan to ensure water balance throughout the corridor
Landscape	• Landscape Plan, including shading and rest areas
Construction	• Construction Waste Management Plan • Construction and Traffic Management Plan
Accessibility	• Future commitments for additional consultation with accessibility representatives • Incorporation of contemporary accessibility design features at the time of implementation

Implementation and Phasing

Implementation and Phasing

- Implementation and phasing will be finalized as part of the development of the Recommended Plan.
- Implementation and phasing is dependent on:
  - Critical travel demand.
  - Funding availability.
  - Future development/redevelopment.
  - City Council priorities.

Next Steps

Next Steps

The Study Team will review feedback and finalize the Preliminary Recommended Plan:

- Second and Final Public Consultation Event (June 18 & 19, 2025).
- Update and Finalize Environmental Study Report.
- Committee and Council (Fall 2025).
- 30-day public review period (Q4 2025).

Opportunities for Stakeholder Input

- Contact the City Project Manager:

  Jabbar Siddique, P.Eng.
  Senior Project Manager, Transportation Planning
  Planning, Development and Building Department, City of Ottawa
  Tel: 613-580-2424 ext. 13914
  Email: Jabbar.Siddique@ottawa.ca

Please submit your feedback by July 10, 2025. Your input is important to the study!

Closing Discussion