

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

Virtual Public Open House
April 12, 2023

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.

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.

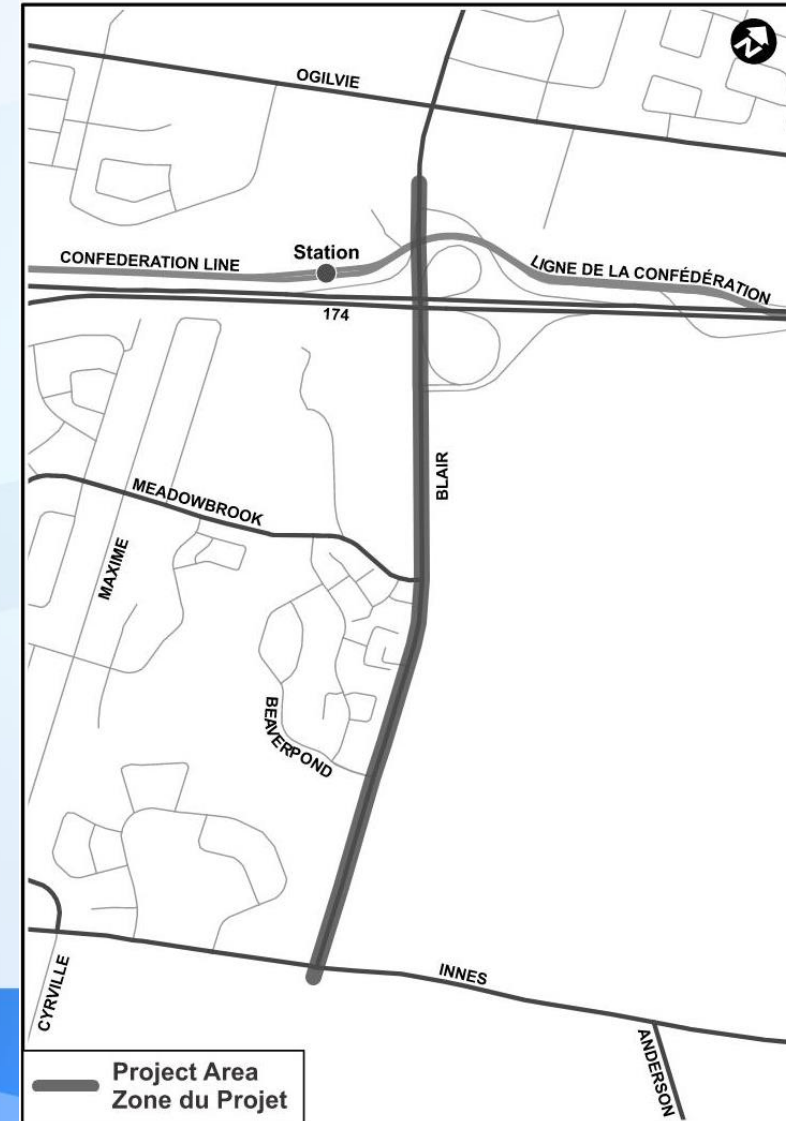
Your feedback is important to the success of this study and will help us develop the preliminary detailed design for the Blair Road Transit Priority project. Please **review** the information presented and **provide comments and concerns** by phone or email, as noted on the last page of this document, **by 11:59 pm on April 26, 2023**.

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.



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

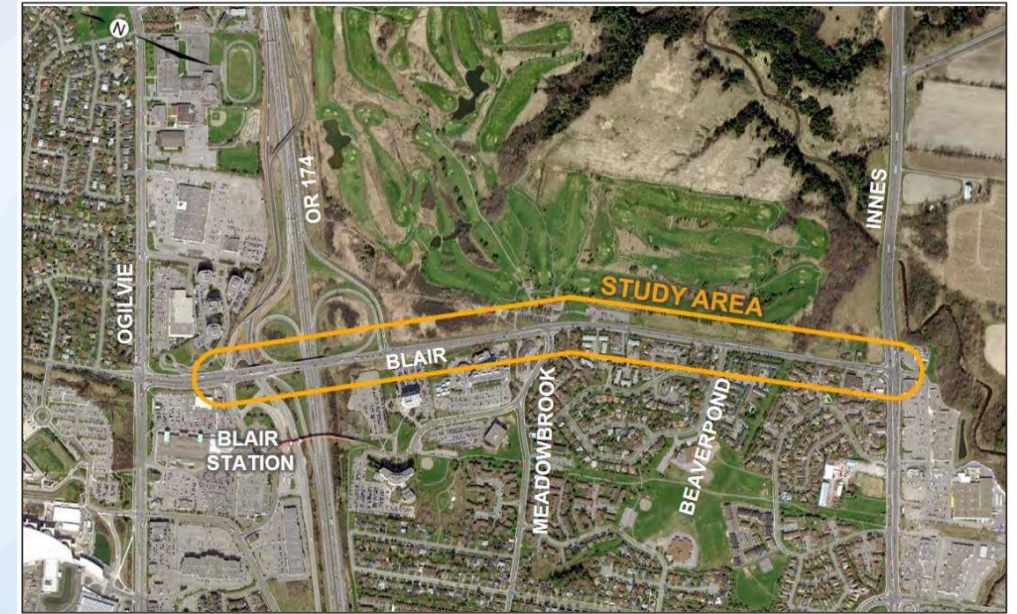


Figure EX-1: Study Area

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 Open Houses
- Web Site Information
- Individual Stakeholder meetings

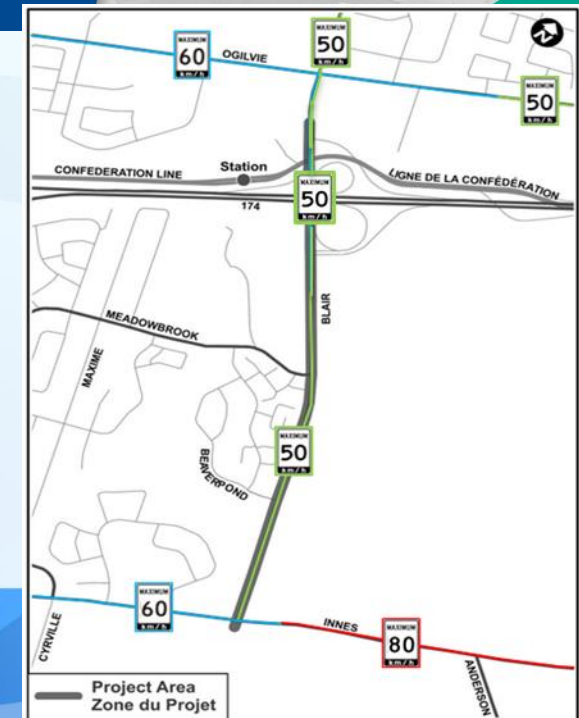
Key Design Activities and Results

- 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 regards 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

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



Physical, Environmental and Cultural Studies

The following additional studies are being 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



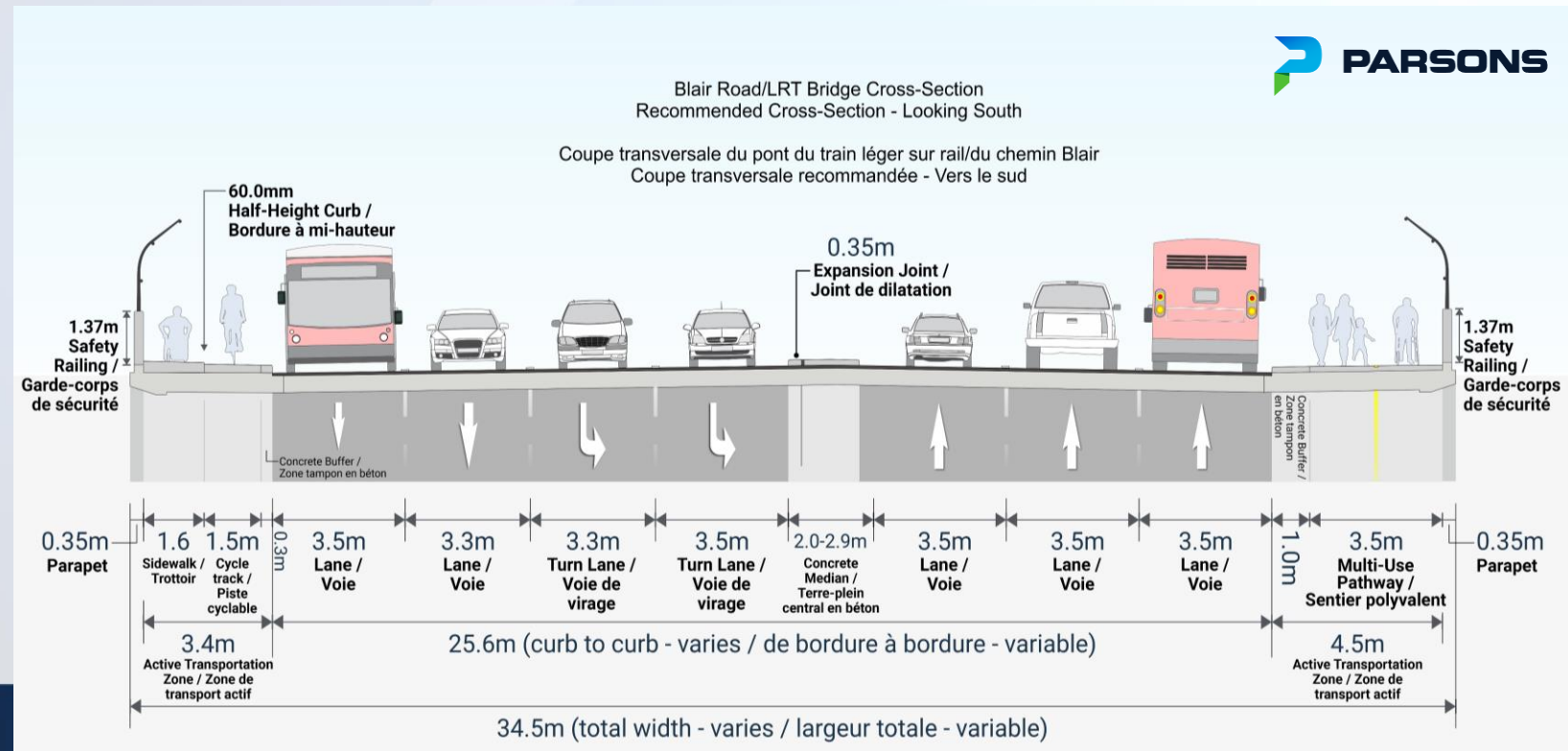
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Blair Road – Transit Priority and HOV Lanes

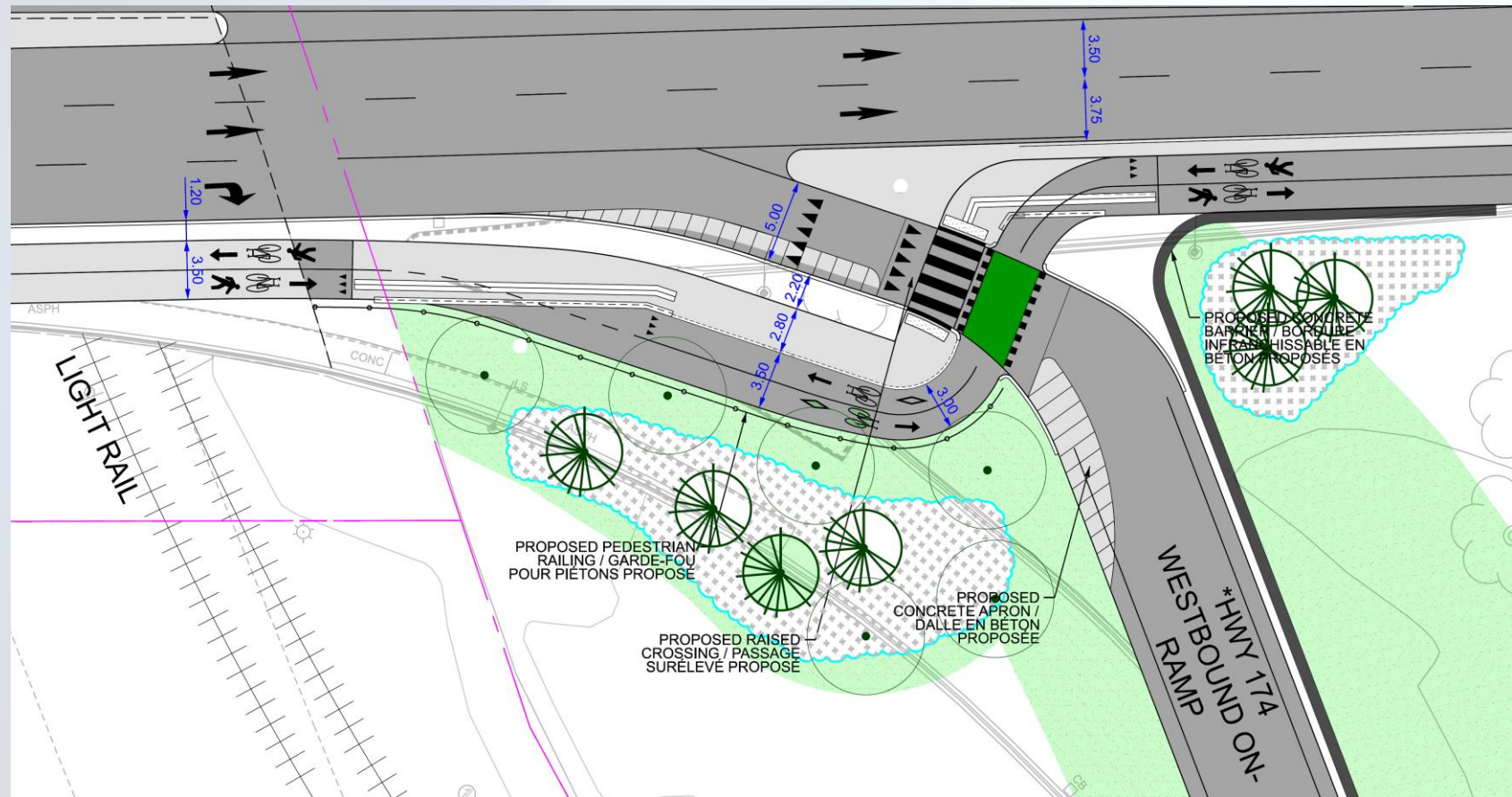
LRT Structure Configuration

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



Active Transportation – Smart-Channel Style Crossings of OR 174 Ramps

- Raised sidewalk and separated pedestrian and cyclist crossing of ramp
- Emphasis on good lines of sight for pedestrian and cyclist safety
- Details of pavement markings and signage to be developed during detailed design
- Landscaping

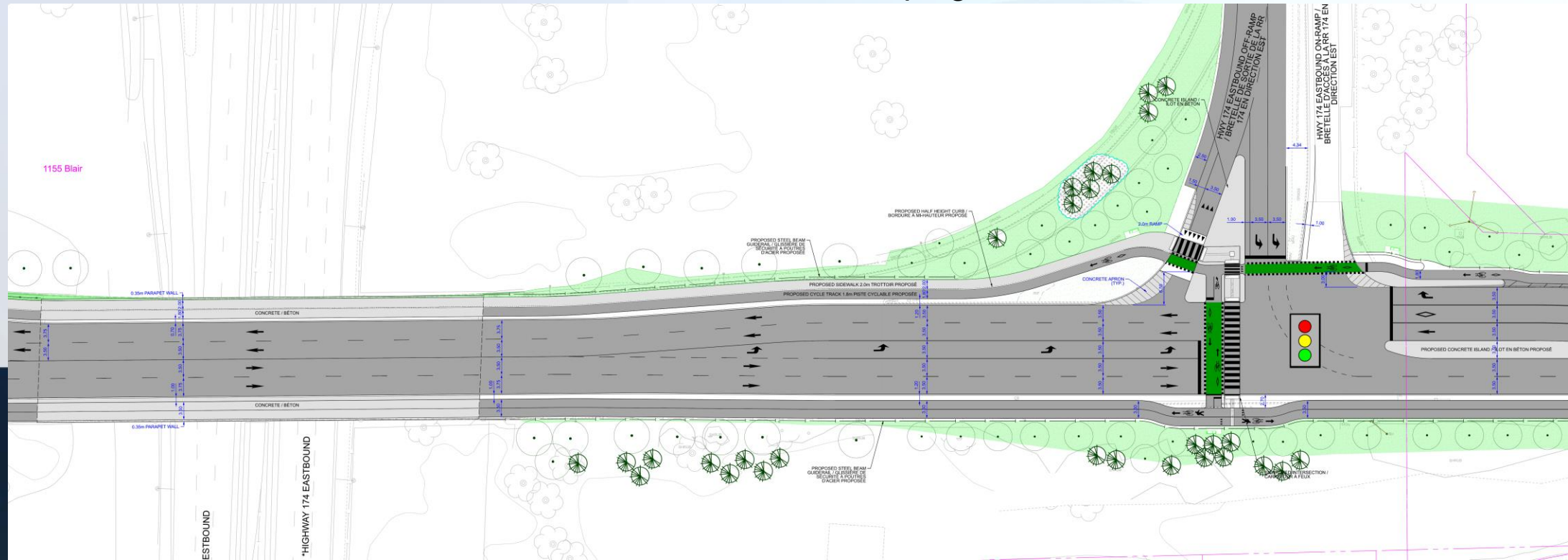


Blair Road – Transit Priority and HOV Lanes

OR 174 Structure to OR 174 Intersection Protected Intersection

The following are the key project aspects:

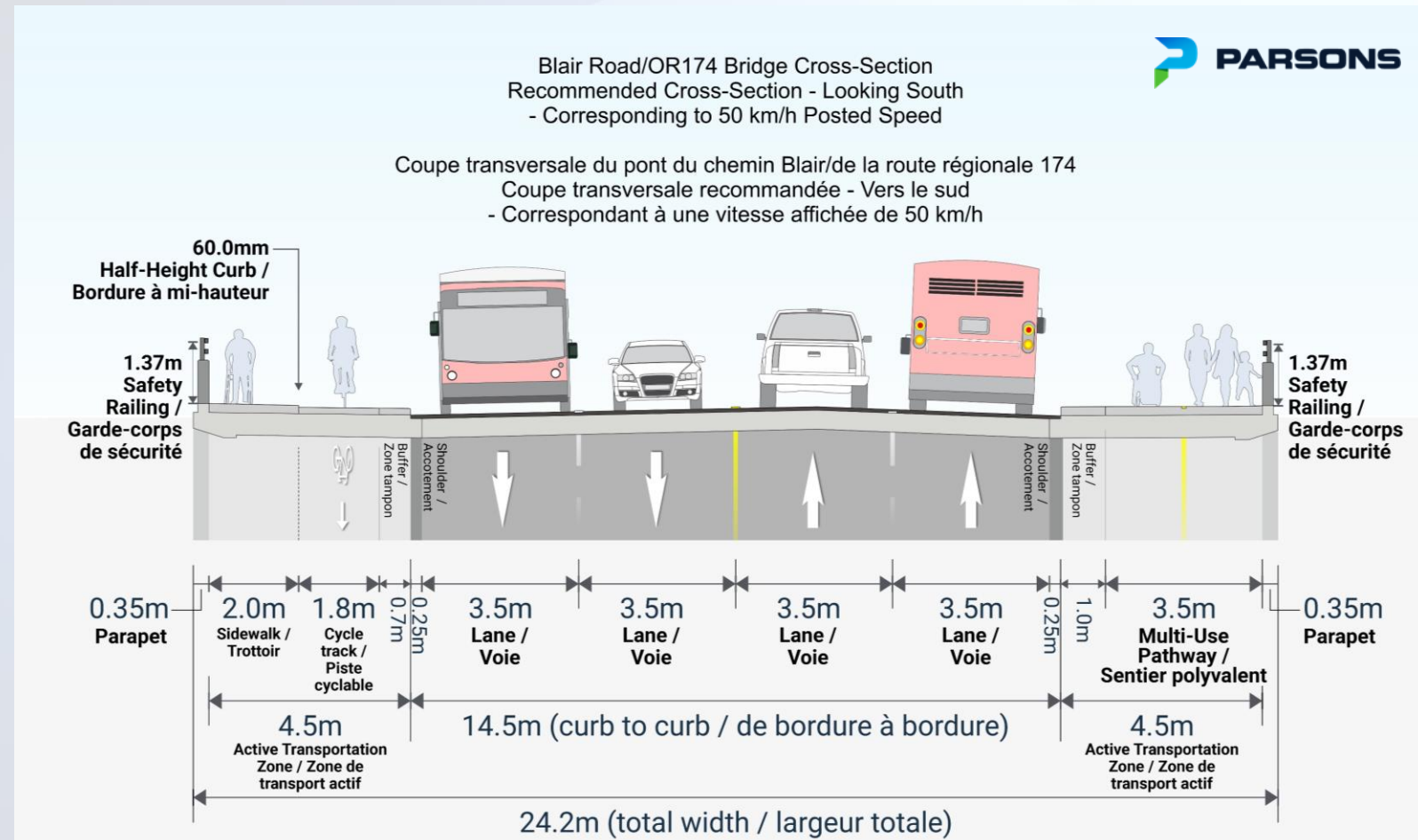
- Construction of a new protected intersection with smart channel style ramp crossing
- MUP along the west side
- Sidewalk and cycle track on east side
- Modified OR 174 ramp connections, providing a safe crossing for pedestrians and cyclists
- Removing one lane of northbound traffic across the structure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



Blair Road – Transit Priority and HOV Lanes

OR 174 Structure Configuration

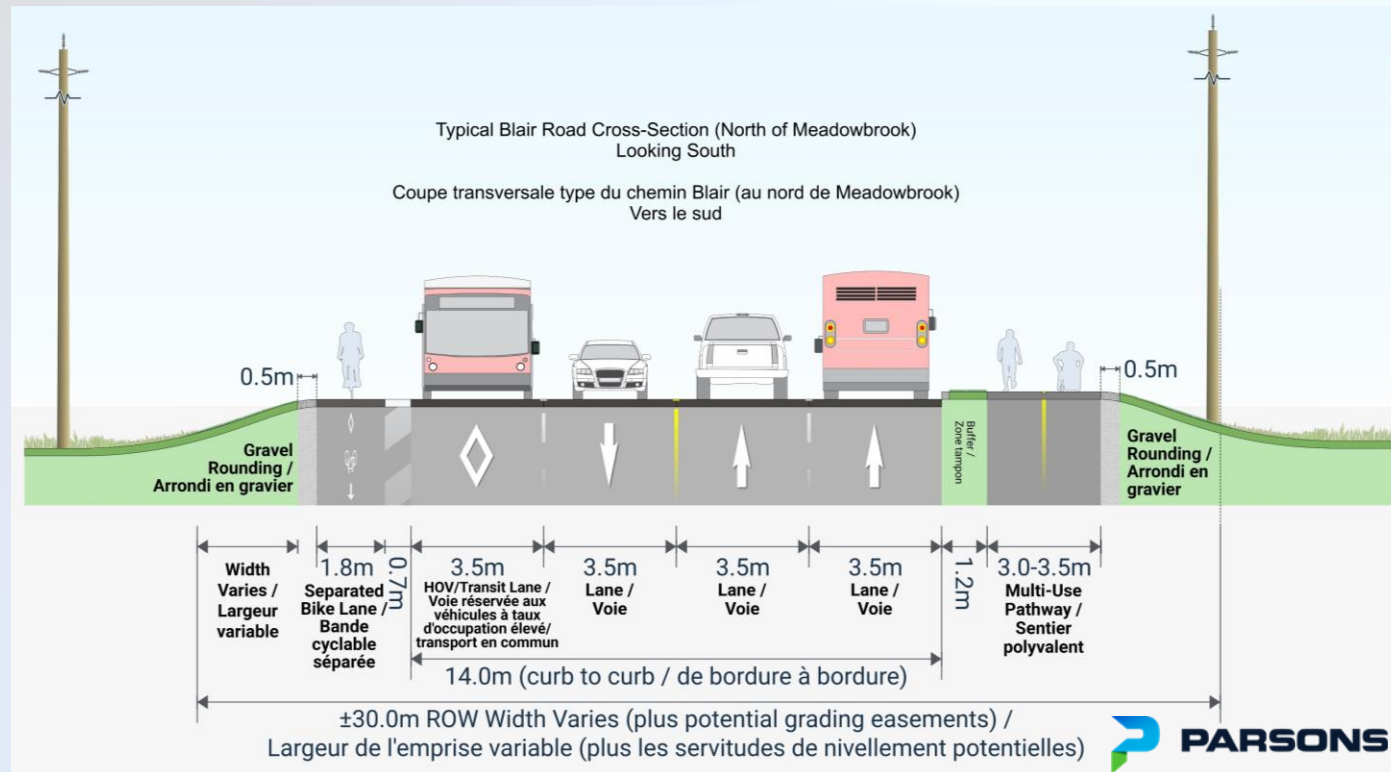
- MUP along west side
- Sidewalk and cycle track on east side
- Modified Lanes (2 northbound, 2 southbound)
- New parapet walls and railings



Blair Road – Transit Priority and HOV Lanes

South of OR 174 Intersection

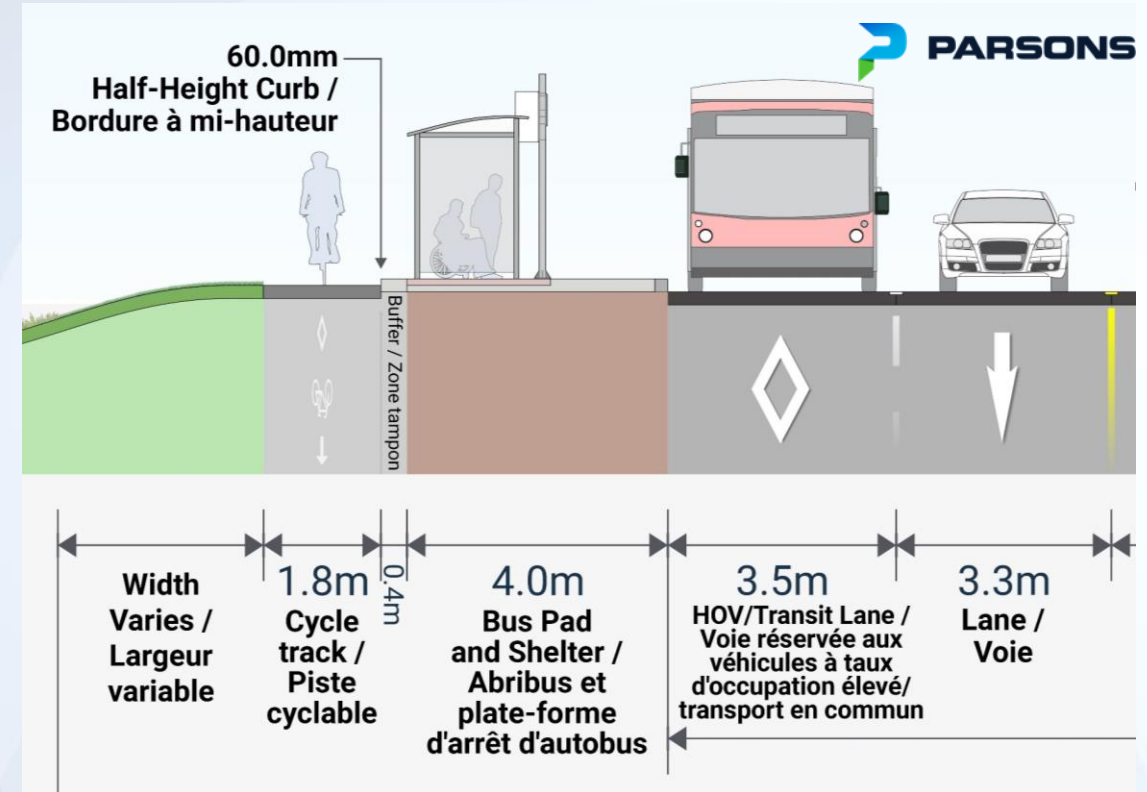
- Northbound High Occupancy Vehicle (HOV) Lane (southbound HOV lane commences further south)
- MUP along the west side
- Northbound separated bike lane on the east side
- Landscaping



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



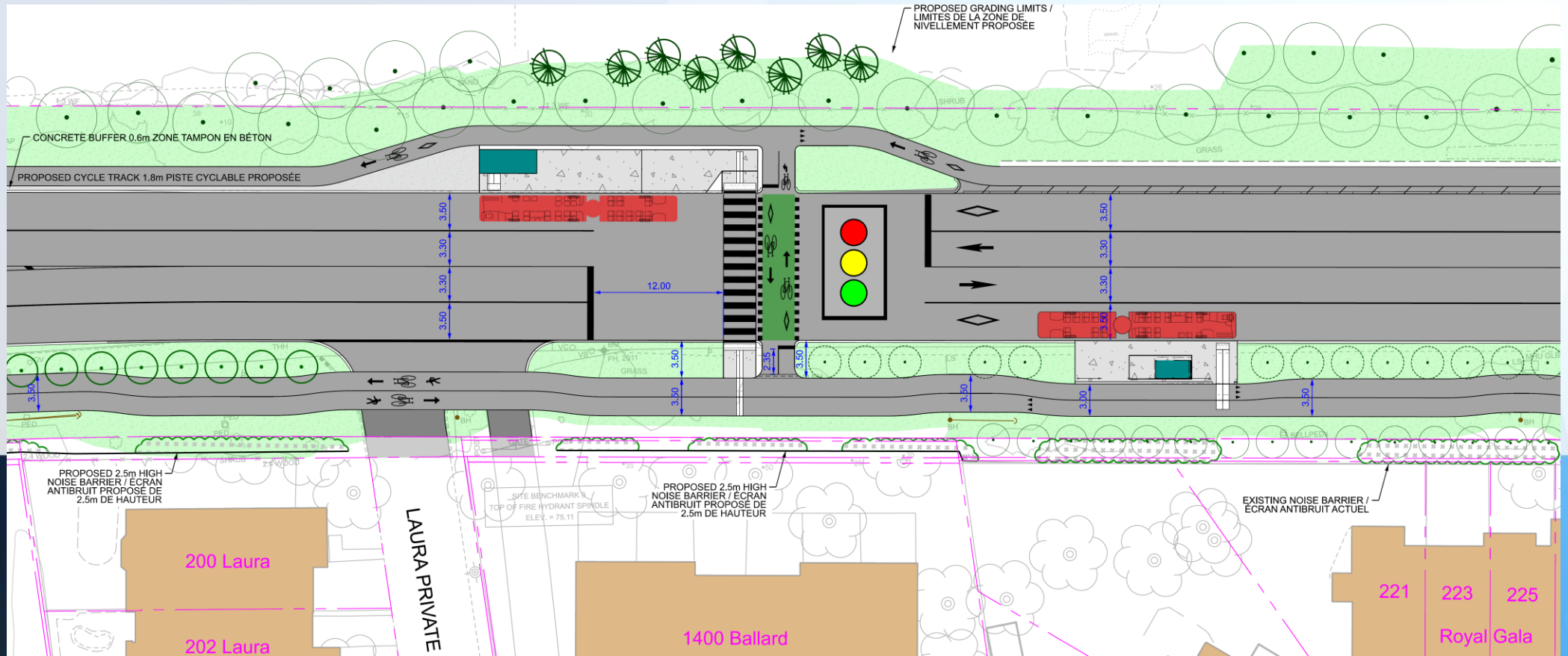
Blair Road – Transit Priority and HOV Lanes

- 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

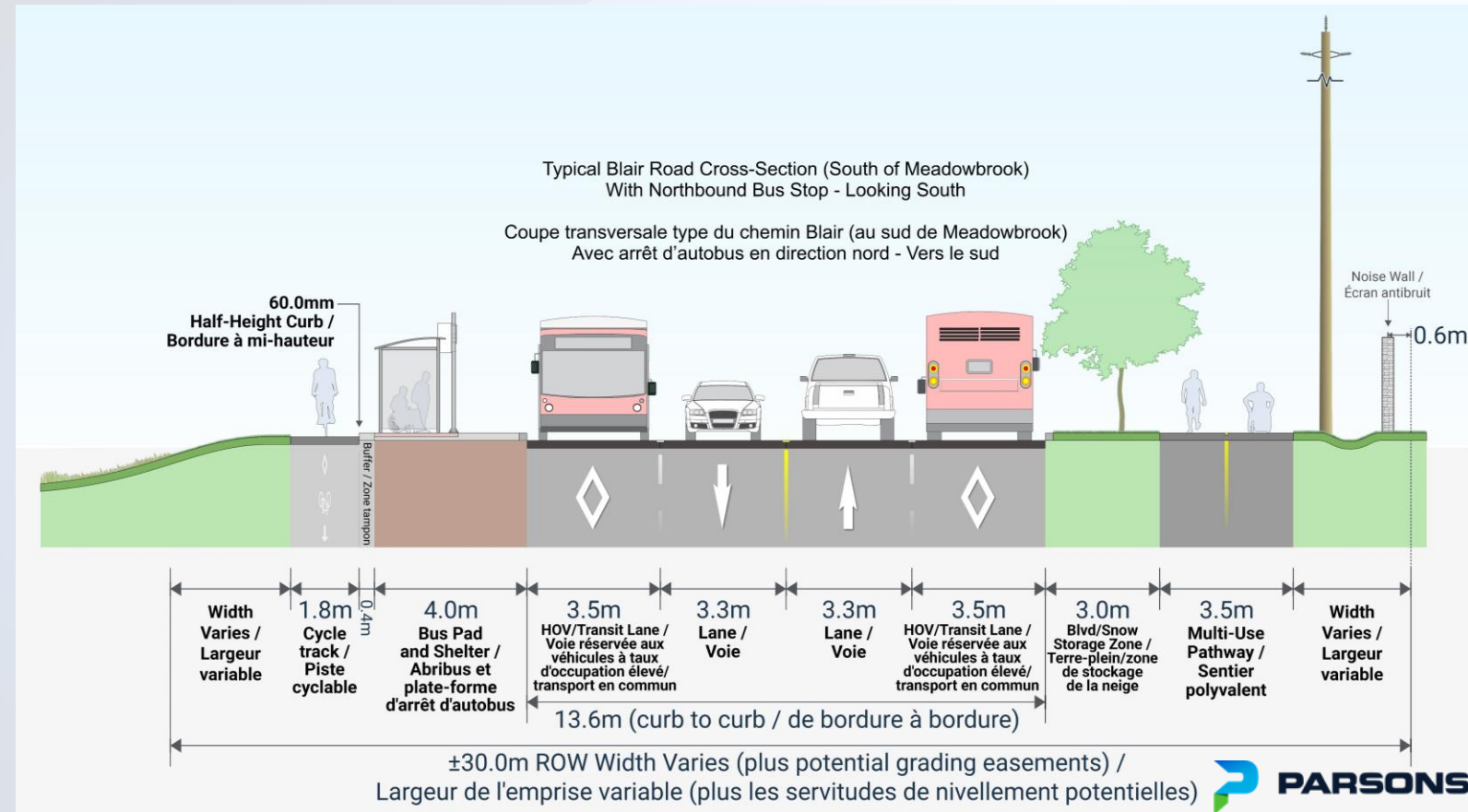
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along the west side
- Buffered bike lane on the east side
- 2 general traffic lanes, 2 HOV Lanes
- Noise barrier on west side
- Landscaping



Blair Road – Transit Priority and HOV Lanes

South of Meadowbrook - East Side Bus Stop Arrangement

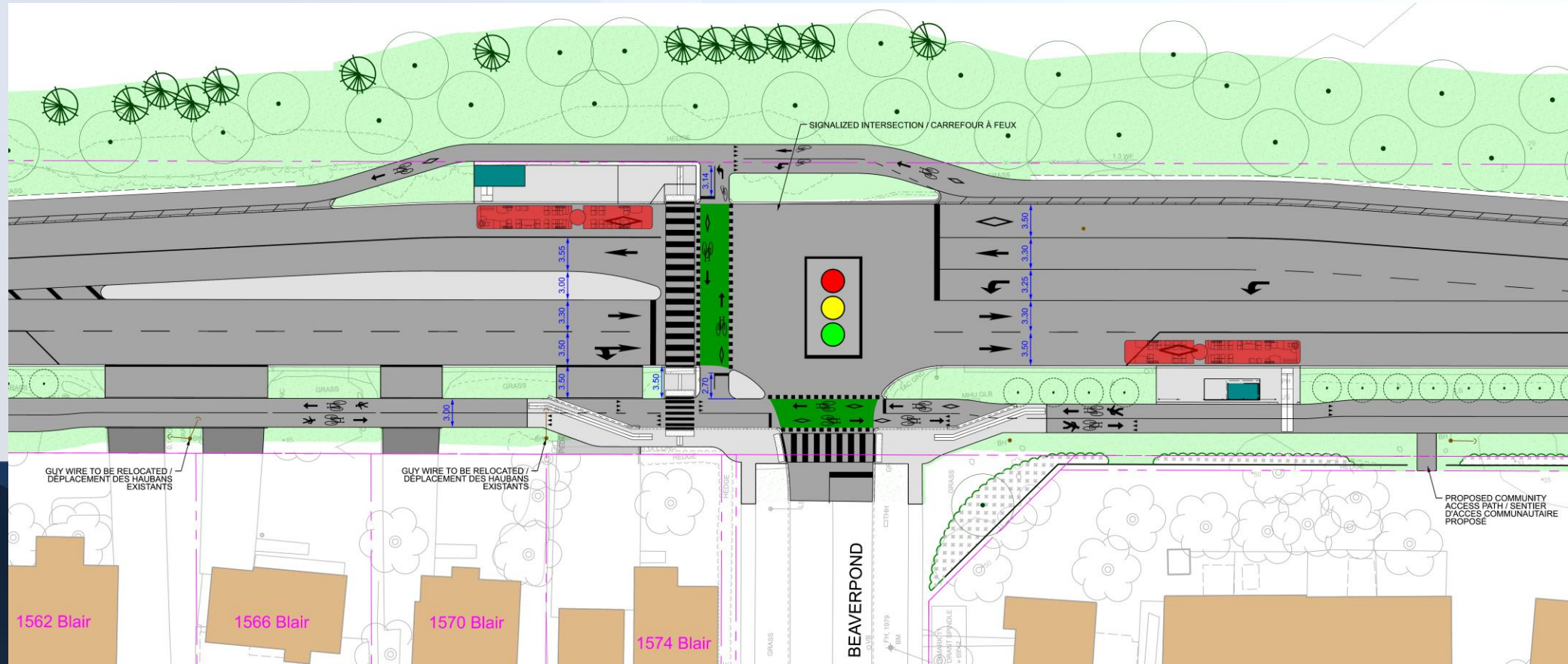
- MUP along the west side
- Sidewalk at bus stop, and cycle track along back side
- 2 general traffic lanes, 2 HOV Lanes
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Beaverpond Intersection

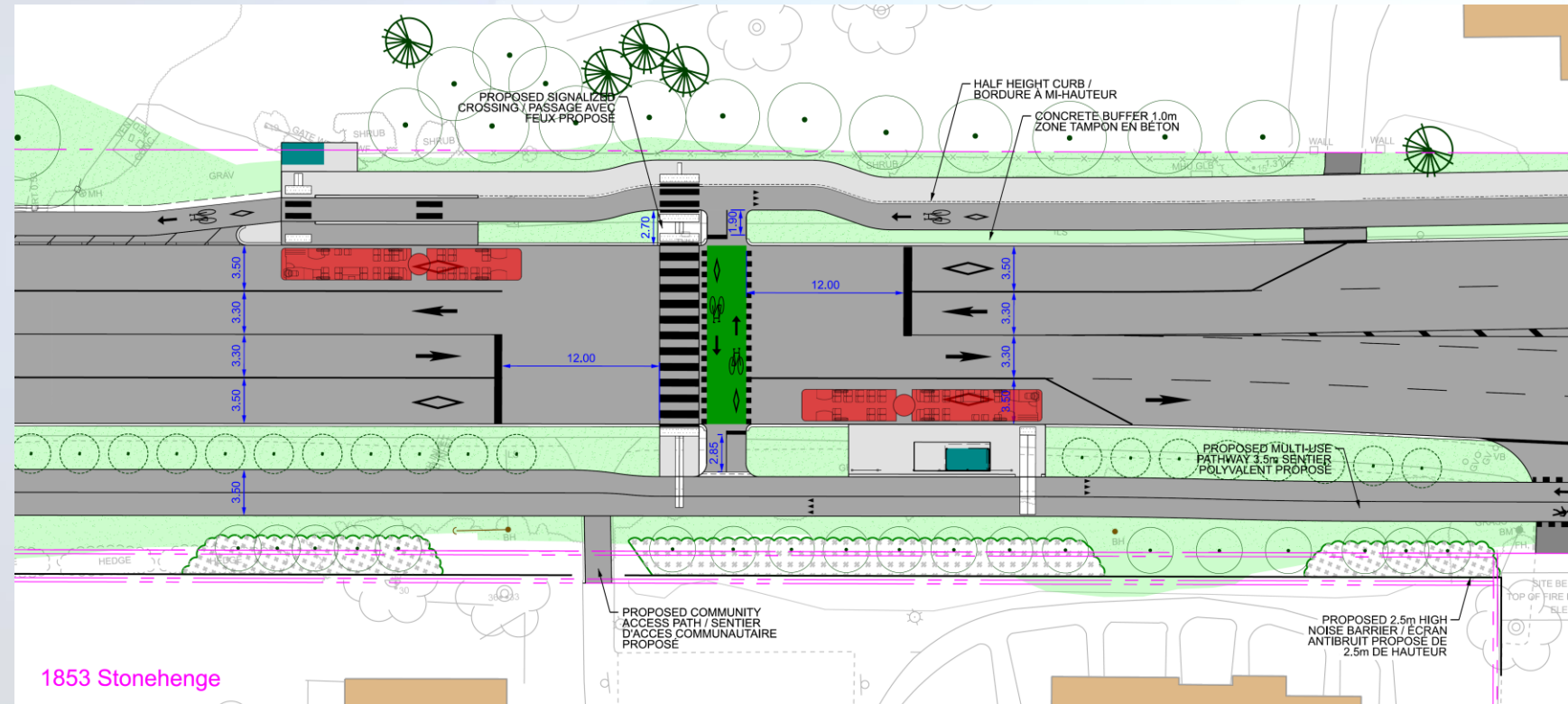
- Protected intersection at Beaverpond
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along west side
- Buffered bike lane on the east side
- 2 general traffic lanes, 2 HOV Lanes, plus turn lane
- New noise attenuation barrier on west side
- Landscaping



Blair Road – Transit Priority and HOV Lanes

New Southern Signalized Crossing at Bus Stop

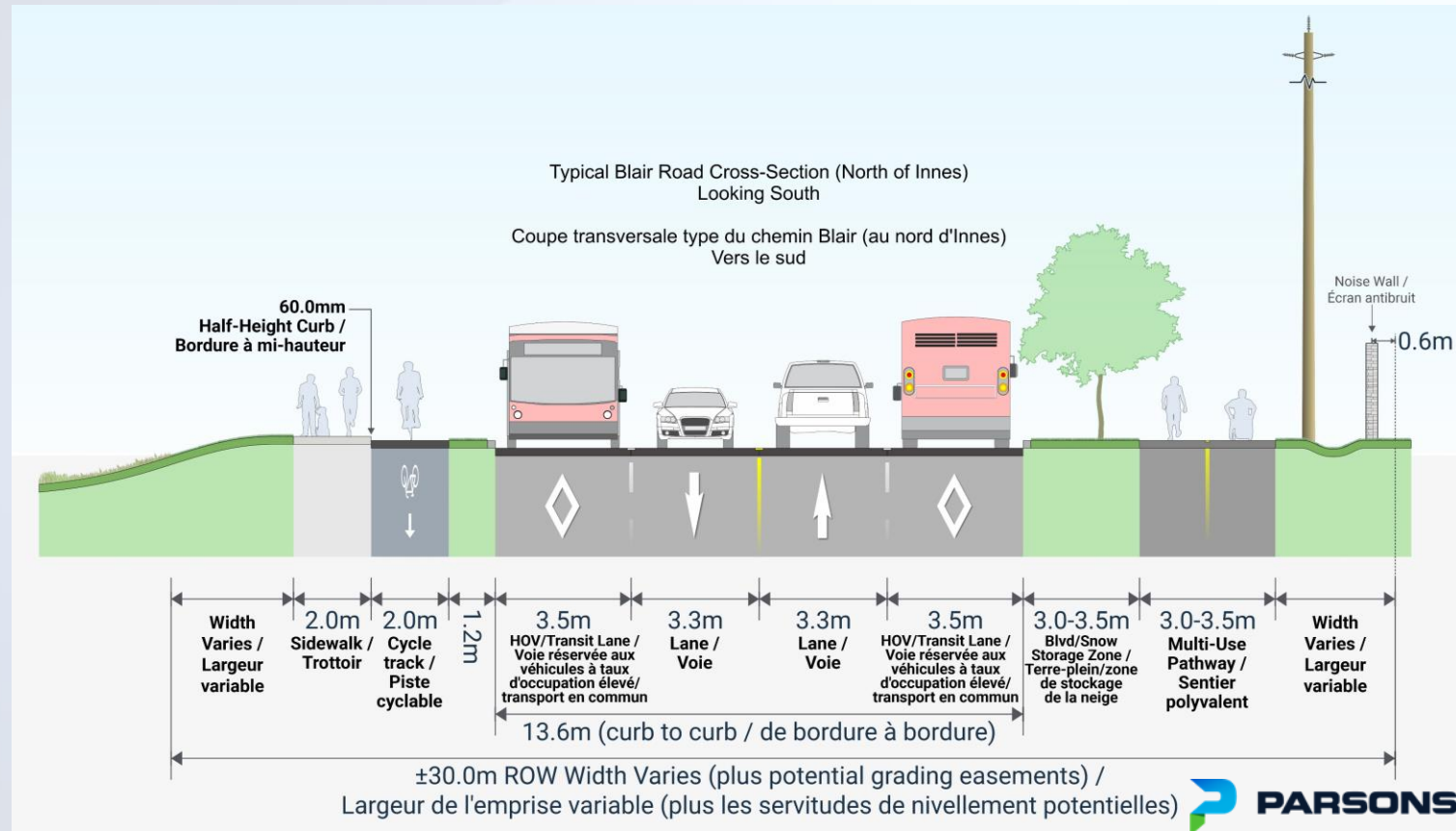
- New signalized crossing to access bus stop on the east side of Blair Road
- MUP along the west side
- Buffered bike lane on the east side
- Noise barrier on the west side, with community access point
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Approaching Innes Road

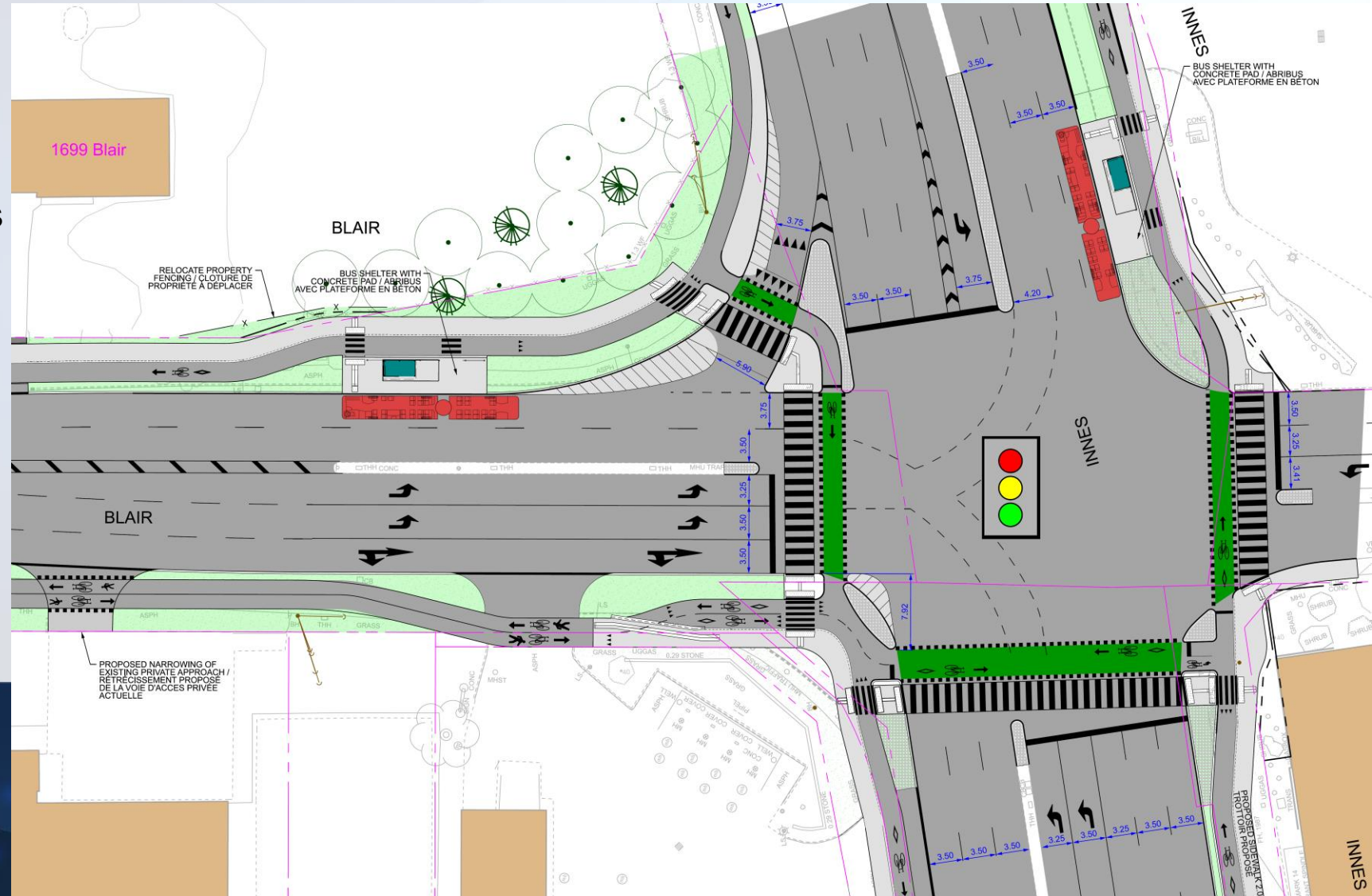
- MUP along the west side
- East side sidewalk and cycle track
- 2 general traffic lanes, 2 HOV lanes, plus turn lanes at the intersection
- Landscaping



Blair Road – Transit Priority and HOV Lanes

Blair Road and Innes Road Protected Intersection

- Protected intersection at Innes Road
- Smart channel at northwest 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 Innes towards Green's Creek



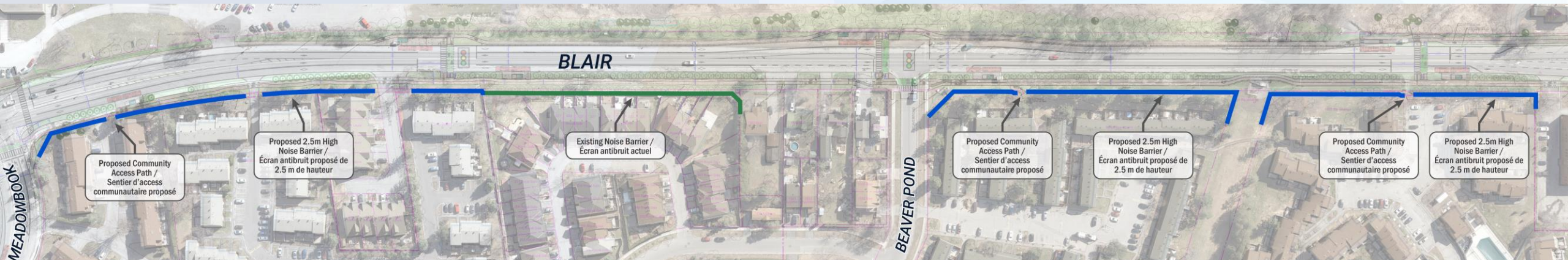
Blair Road – Transit Priority and HOV Lanes

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



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

- 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 will have regard to Blair Road's specific context
- The final location of proposed new trees will be informed by the detailed design process and confirmation of the location of below-grade services and utilities

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)
- Vitus riparia Riverbank Grape (Vine)

- Comments are welcomed on the proposed tree locations and species to inform the detailed Landscape Plan

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-Fall 2022
Preliminary (66%) design completion	Spring 2023
Detailed design completion	Fall 2023
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 second Public Open House as the design process advances
- Additional meetings of the Community Working Group
- 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 **April 26, 2023**.

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

City of Ottawa Project Manager

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