

Earl Armstrong Road Extension (Albion to Hawthorne) Environmental Assessment Study Évaluation environnementale du prolongement du chemin Earl Armstrong (du chemin Albion au chemin Hawthorne)

Design Considerations

The renewal of transportation infrastructure provides an opportunity to accommodate pedestrians and cyclists in accordance with the policies and objectives in the City's Official Plan and Transportation Master Plan in supporting active transportation alternatives and complete streets.

For Pedestrians, alternatives that have been evaluated include:

1. No walking facility
2. 2m sidewalks along one or both sides of the corridor
3. 3m multi-use pathway along one or both sides of the corridor

For cyclists, alternatives that have been evaluated include:

1. No cycling facility
2. Wide paved shoulders along the outer edges of rural cross-sections, in each direction
3. On-road painted bike lanes along the outer edges of urban cross-sections
4. Uni-directional cycle tracks along the edge of urban cross-sections
5. Bi-directional bike-one facility along one or both sides of the corridor

Accommodating Pedestrians and Cyclists

In consideration of the surrounding existing and planned land use contexts the following are recommended:

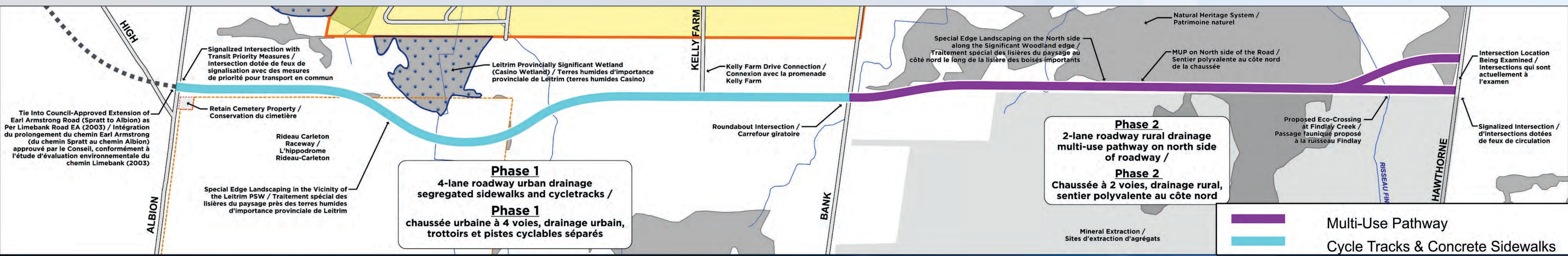
Phase 1 (Albion to Bank):

- Dedicated 2m accessible sidewalks along both sides of the corridor; and;
- Dedicated 1.8m uni-directional cycle tracks along both sides of the corridor.

Phase 2 (Bank to Hawthorne):

- 3m accessible multi-use pathway along the north side of the corridor

The design will be reflective of the City of Ottawa's Accessibility Design Standards, and the requirements of the *Accessibility for Ontarians with Disability Act* to ensure that the Earl Armstrong Road Extension supports inclusive communities and users of all ages and abilities.



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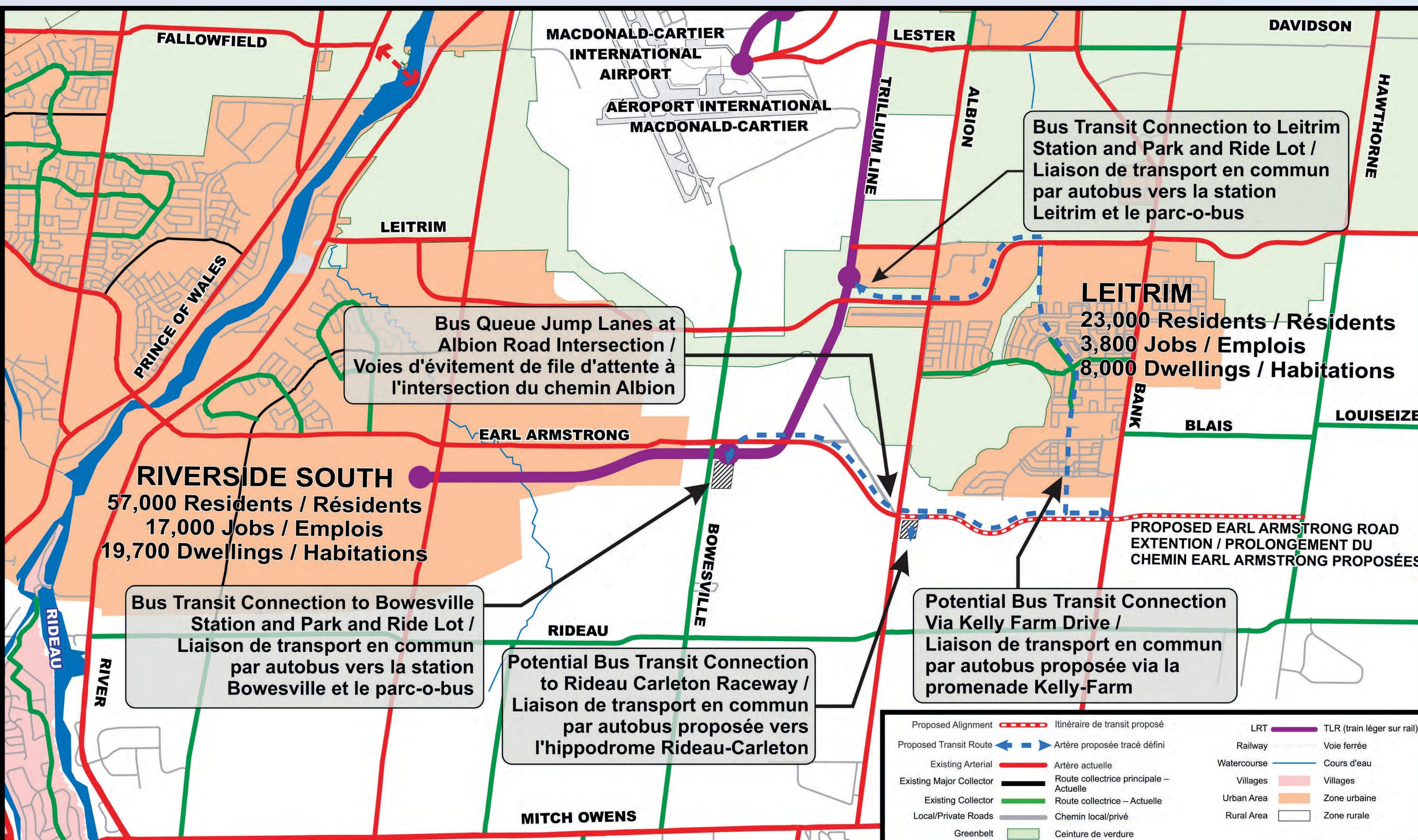
Transit Priority Measures and Transit Connectivity

- Transit priority measures such as Bus Queue Jump Lanes and Transit Signal Priority are included in the Recommended Plan
- OC Transpo confirmed the importance of the four-lane road in providing for community bus transit service and in providing connections to Bowesville LRT Station and Park and Ride Lot

Caractéristiques de conception

Mesures assurant la priorité aux transports en commun et connectivité du réseau de transport en commun

- Le plan recommandé prévoit la mise en œuvre de mesures assurant la priorité aux transports en commun, comme les voies d'évitement de file d'attente pour les autobus et la priorité aux carrefours équipés de feux pour les véhicules de transport en commun.
- OC Transpo a confirmé l'importance de la conception à quatre voies de la route pour le service de transport en commun par autobus à destination des collectivités et pour la liaison avec la station de train léger Bowesville et les parcs-o-bus.



Bus Transit Signal Priority



Priorité aux autobus du réseau de transport en commun aux feux de circulation

Accessibility In The Design

The Earl Armstrong Road extension project will be designed to meet the City of Ottawa *Accessibility Design Standards* (2015), as well as the *Accessibility for Ontarians with Disabilities* (AODA) Act.

Pending current standards and policies at the time of detailed design, the following Standards are examples for inclusion:

- Requirements for clear width for exterior paths of travel-sidewalk minimum width of 1.8m
- Longitudinal grade kept to 5% or less
- Crossfall of pedestrian facilities set at 2% maximum
- Intersections to incorporate appropriate waiting areas at crosswalks, accessible pedestrian signals, and Tactile Walking Surface Indicators (TWSI)
- Bus transit stops, where provided, to include space for accessible ramp deployment
- Where adjacent to each other, pedestrian surfaces and cycling surfaces to have tactile delineation or separation between them
- Multi-use pathways, where provided, to provide a smooth surface for users of wheeled mobility devices



Tactile Walking Surface Indicator
Indicateur tactile de surface de marche



Accessibilité de la conception

Le projet de prolongement du chemin Earl Armstrong sera conforme aux *Normes de conception accessible* (2015) de la Ville d'Ottawa et à la *Loi sur l'accessibilité pour les personnes handicapées de l'Ontario* (LAPHO).

En attendant l'adoption de normes et de politiques à l'étape de la conception détaillée, les normes suivantes doivent servir d'exemples :

- Largeur libre des voies de déplacement extérieures d'au moins 1,8 m;
- Pente longitudinale de 5 % ou moins;
- Pente transversale des installations piétonnières de 2 % ou moins;
- Aux intersections, aménagement d'aires d'attente aux passages pour piétons, de signaux accessibles pour piétons et d'indicateurs tactiles de surface de marche;
- Espace permettant le déploiement d'une rampe d'accès aux arrêts d'autobus, là où ils sont prévus;
- Délimitation tactile ou séparation entre les surfaces piétonnières et cyclistes adjacentes;
- Surface lisse sur les sentiers polyvalents pour les utilisateurs d'appareils d'aide à la mobilité à roues.

