

Montreal-Blair Road Transit Priority Corridor Planning and Environmental Assessment Study

Introduction

Welcome to the second and final Public Open House for the Montreal-Blair Road Transit Priority Corridor Planning and Environmental Assessment (EA) Study. The City of Ottawa has initiated the Study to develop a Recommended Plan for:

- Montreal Road from St. Laurent Boulevard to Shefford Road
- Blair Road from 1.2 km north of Montreal Road to Blair Station
- A bus turn-around location to serve Montreal Station

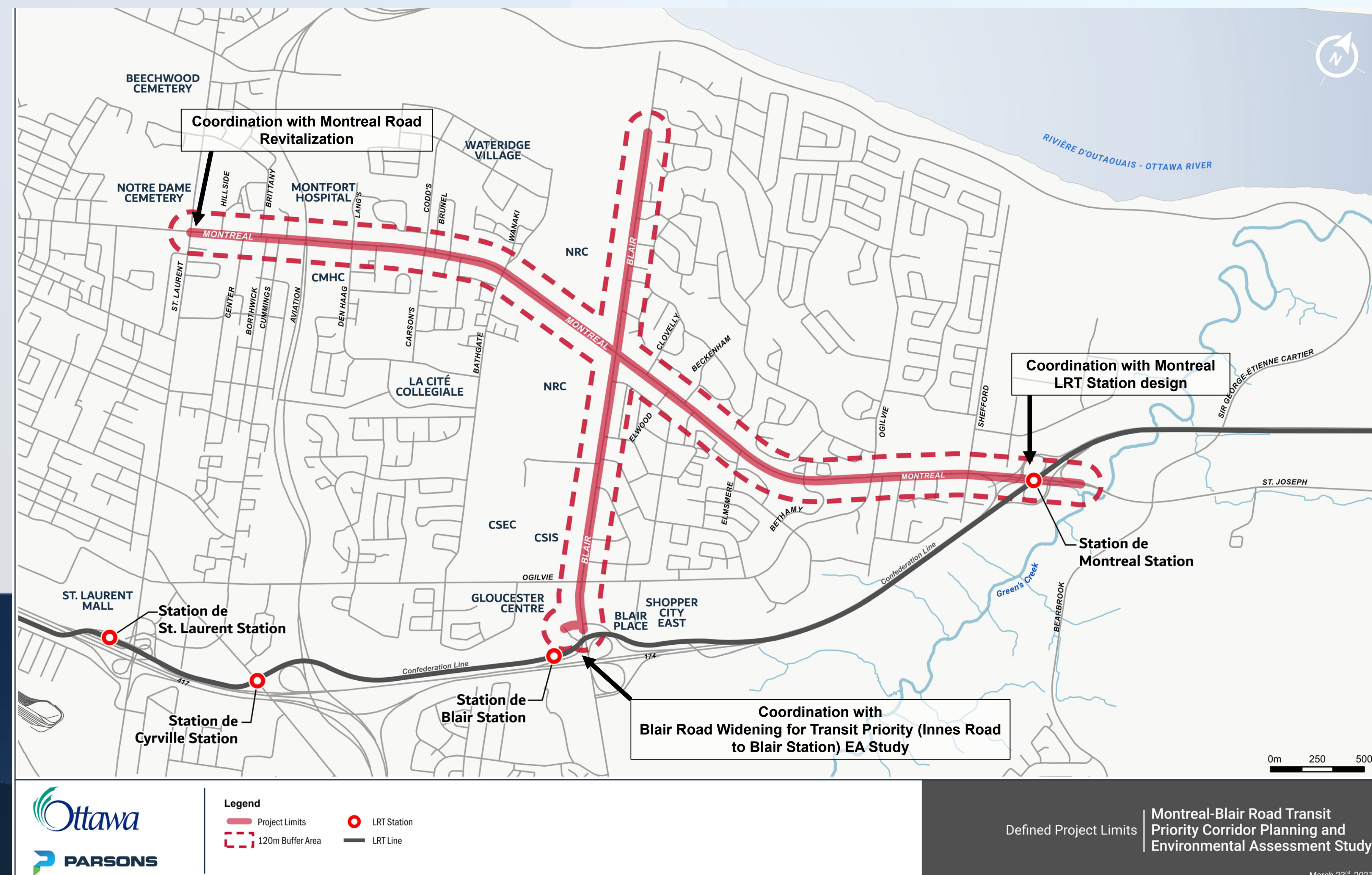
The City is welcoming feedback on the Preliminary Preferred Design from May 17 until June 11, 2021. Feedback is encouraged on the information presented.

Details of how to provide feedback are provided on the city's project website: ottawa.ca/montrealblairroad

Your input is important to the success of the study!

The details of the Preliminary Preferred Design are presented including:

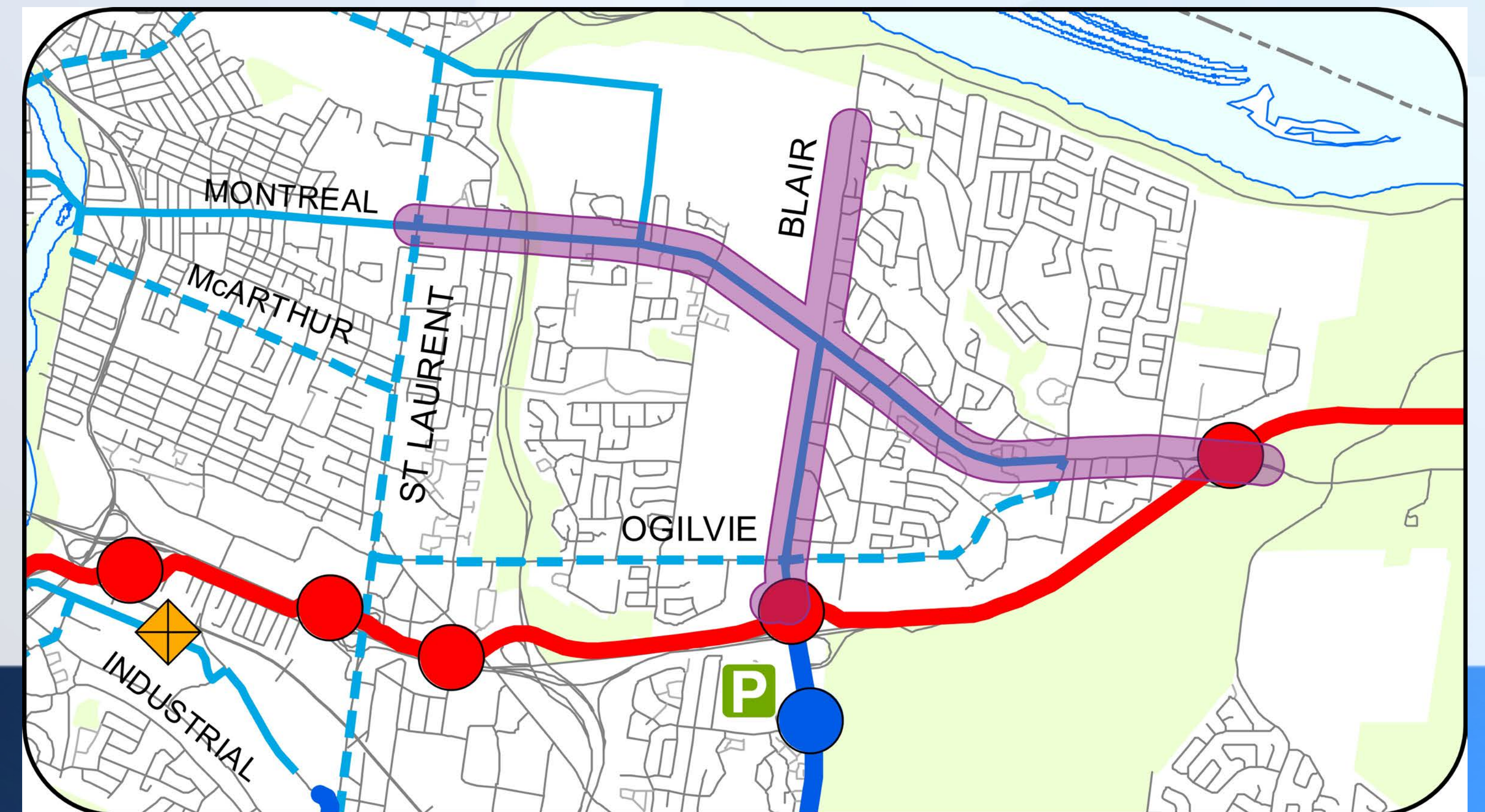
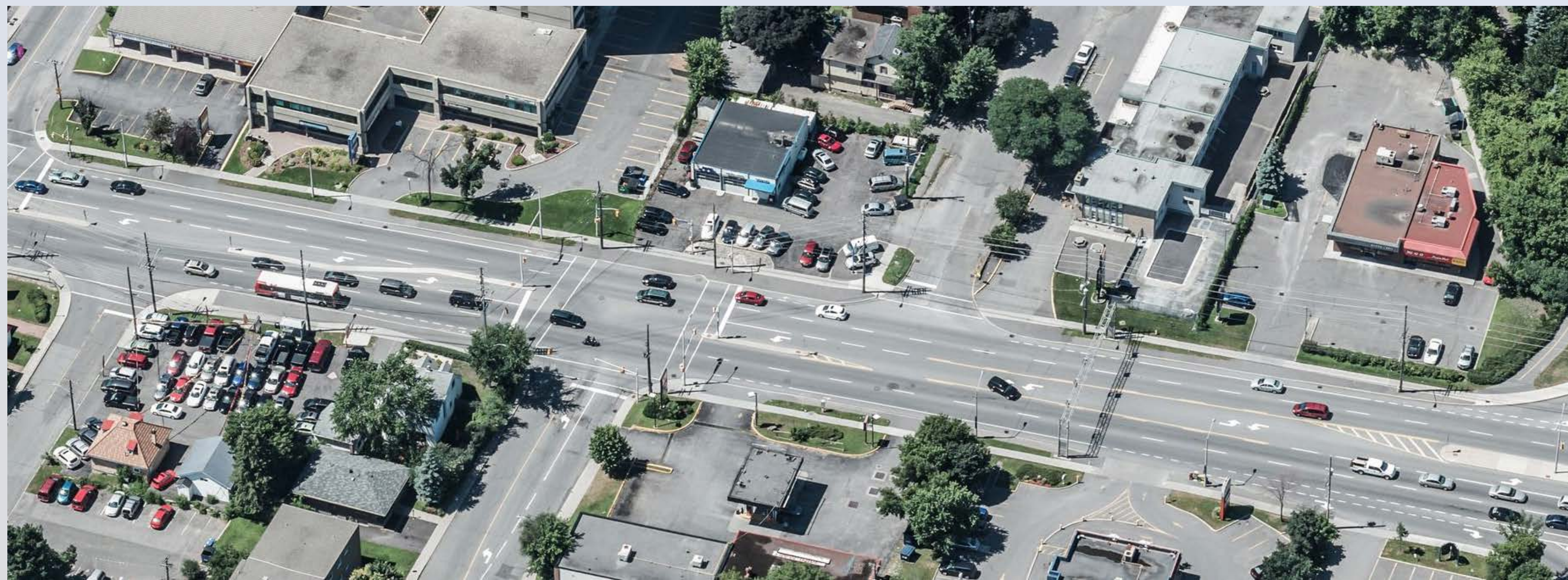
- Review of the project need and the evaluation of alternative solutions and designs
- Preliminary assessment of project impacts, including proposed mitigation
- Implementation and staging considerations; and
- Next steps in the study



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Study Objectives

- **Investigate** options to improve transit service and travel environment for all modes
- **Consult** with a broad range of stakeholders
- **Connect** to Blair and future Montreal Stations and other destinations to provide mobility options for the community
- **Identify** interim and ultimate configurations for corridor modifications
- **Establish** right-of-way requirements and project cost estimates
- **Prepare** a Recommended Plan and Environmental Study Report



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What is Transit Priority?

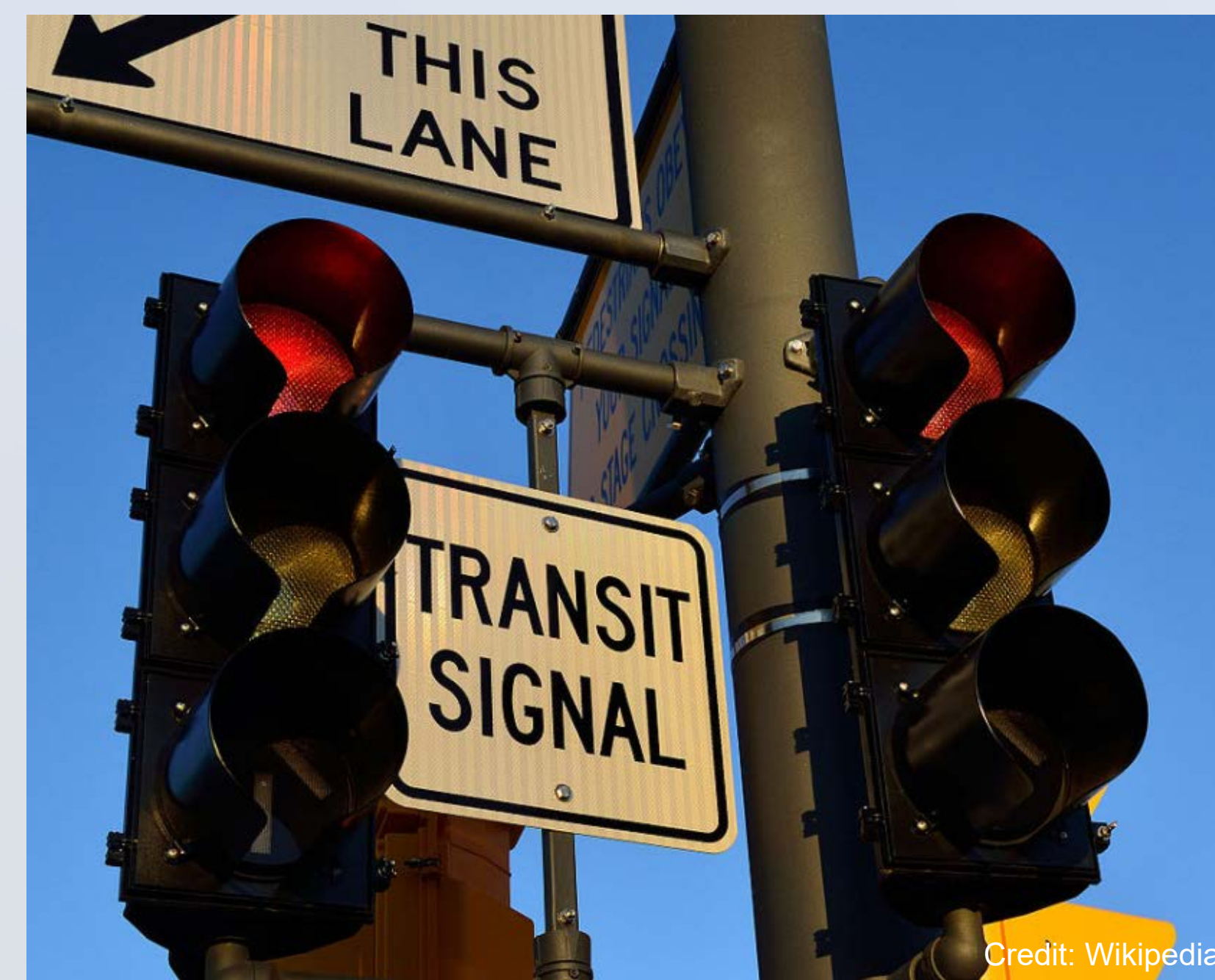
As part of this study we are considering elements to improve transit operations and rider experience, including:

- **Physical measures:**

- Exclusive transit lanes
- Queue jumps to bypass congestion
- Signal priority at intersections

- **Supporting Elements:**

- Stop location/spacing
- Amenities (benches, shade, passenger information displays)
- Multi-modal integration (pedestrian and cycling connectivity to transit, bicycle parking)



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Environmental Assessment Process and Schedule

The study was originally planned in accordance with the Transit Project Assessment Process (TPAP) Ontario Regulation 231/08 made under the Ontario Environmental Assessment Act. In consultation with the Ministry of the Environment, Conservation and Parks, it was determined that the Municipal class Environmental Assessment Schedule C process better suited the Study.

The Notice of commencement has been issued in combination with the announcement of the commencement of this second and final public consultation event for the Study. The Study will be addressing Phases 1 to 4 of the Municipal Engineers Association's Class EA Process.

Phase 1: Confirm the project need or opportunity.

Phase 2: Evaluate alternative solutions.

Phase 3: Evaluate alternative designs.

Phase 4: Complete an Environmental Study Report (ESR) that documents the study process and includes recommended mitigation measures and future commitments.

Phase 1 and 2 were originally completed as part of the 2013 Transportation Master Plan. As part of this Study, these two phases are reviewed and re-confirmed. Following completion of Phases 1 through 4, the Recommended Plan will be presented to the City's Transportation Committee and Council for approval (anticipated August 2021). Once approved, the ESR will be made available for a 30-day public review period (anticipated Fall 2021).

The project will then be considered to have EA approval. It will be able to proceed to **Phase 5** (implementation), once funding is in place.

Stakeholder input occurs throughout the study process.



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Consultation Activities

The success of this study will mainly depend on the input and endorsement from the stakeholders involved. Key partners/stakeholders include the general public, landowners, business and community associations, institutions, utility companies, regulatory agencies and city departments.

Consultation Groups

Three Consultation Groups have been created to assist the City in advancing the study by providing input at key decision points in the study process. These are the Agency, Business, and Public Consultation Groups. Three rounds of Consultation Group meetings have been held.

Indigenous Consultation

Consultation with Indigenous communities are on-going throughout the study by communications with their identified representative(s).

General Public Involvement

Every person who has an interest in the study is provided the opportunity to learn and participate in the study

Special Stakeholder Meetings

Special stakeholder meetings are held throughout the study when specific issues/opportunities arise.

Master Mailing List

All persons or organizations that express an interest in the project may be added to the project mailing list and will receive information about the study as it progresses.

Public Consultation Events

The first public consultation was in the form of an in-person open house with study team members present to answer questions. Feedback could be provided via a comment-questionnaire or email to the project manager.

Due to the public health guidelines for the Covid-19 pandemic, the second public consultation event is an online video presentation and virtual display boards. Feedback is requested during the 3-week event via the online survey or by email or phone to the project manager.

Study Website

More information on the study is provided at:

ottawa.ca/montrealblairroad



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What We've Heard so Far

Discussions and feedback received to-date has focused around the following themes:

- Support for Complete Street design
- Safety and accessibility for all users of all ages and abilities must be considered in the design
- Support for improved efficiency and reliability of transit
- Concern regarding downstream effects such as: congestion in the corridor, cut-through traffic, more traffic outside of the project limits



- Support for identifying interim solutions or “quick wins”
- Need for multi-modal integration with Blair Station on the Confederation line and the future Montreal Station on the Confederation Line East extension
- Need for improvement to north-south bus connections

Input will be used to refine the Preliminary Preferred Design.

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Project Need and Opportunity

- Montreal Road and Blair Road (south of Montreal Road) are designated in the Transportation Master Plan (2013) as Transit Priority Corridors to accommodate future travel demand and meet modal share objectives
- Transit Priority Corridors complement the rapid transit network by providing improved city-wide transit access to major employment, commercial, and institutional uses



Presently, **transit service operates in mixed traffic**, affecting the speed and reliability of the service.



There are opportunities to **improve transit user experience** such as:

- Physical measures like bus lanes or queue jumps
- Transit signal priority
- Bus stop locations and amenities
- Revise existing bus routing



There are opportunities to **improve the transportation environment for all modes** by including:

- Complete streets design approach
- Integrated mobility by connecting to Rapid Transit
- Provide room for placemaking opportunities

Accessibility in the Design

Public Spaces are to be inclusive and accessible to everyone of all ages and abilities.

The project will be designed to meet the *Accessibility for Ontarians with Disabilities Act* and the City of Ottawa's *Accessibility Design Standards*. Consideration will also be made for the Federal *Accessible Canada Act*.

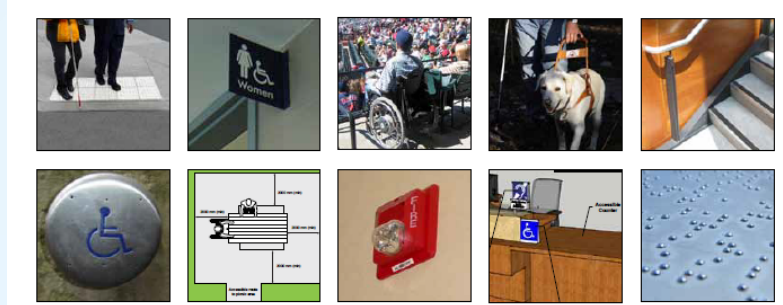
Key considerations in the design phase with respect to Accessibility include:

- Type of pedestrian and cycling facilities
- Length and type of crosswalks
- Passenger loading areas
- Tactile Walking Surface Indicators (TWSI)
- Unobstructed sidewalks
- Ground and floor surfaces
- Resting areas

The City's Accessibility Advisory Committee is a participant on this Study.



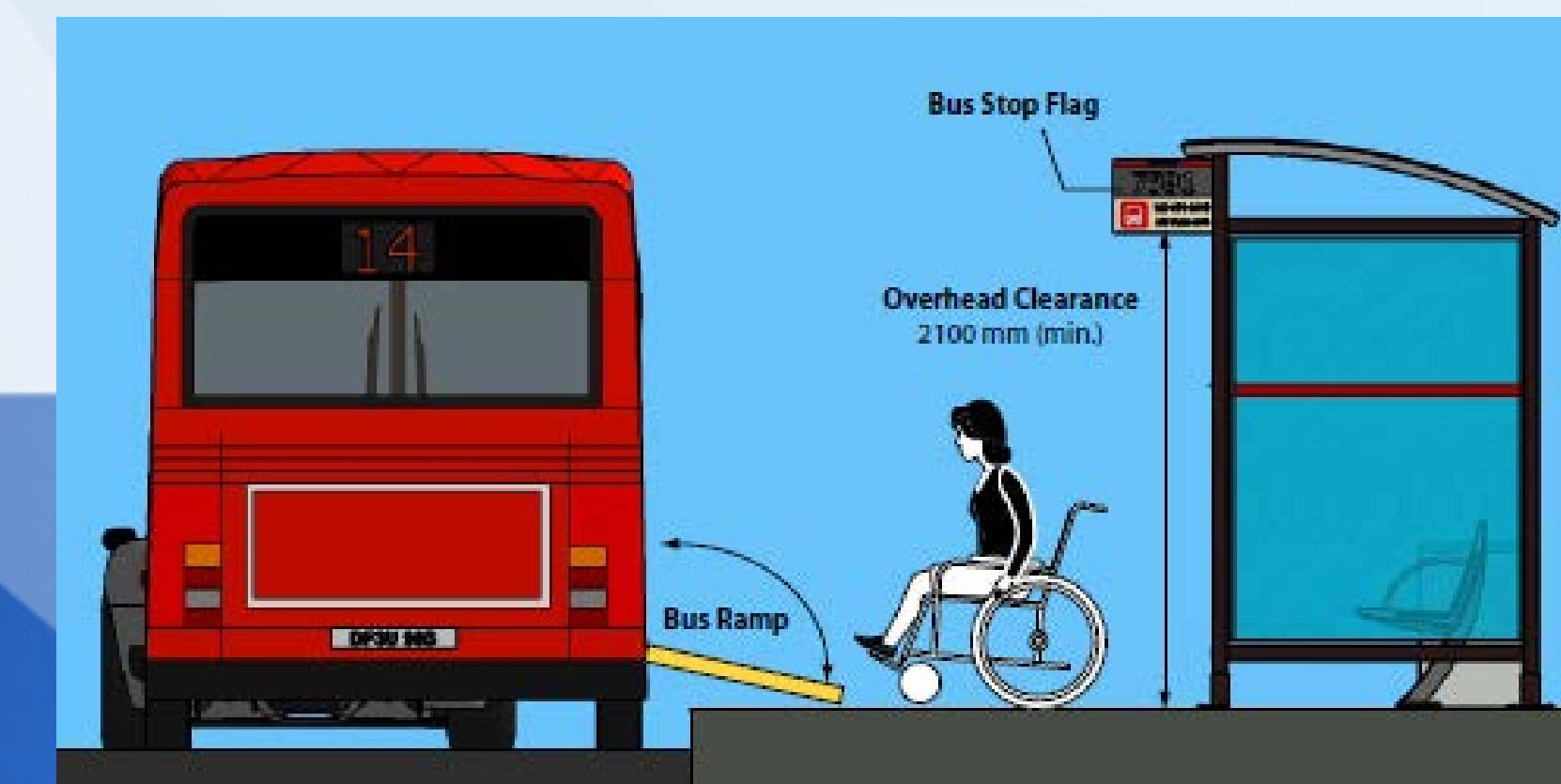
Accessibility Design Standards



Second Edition, November 2015



ACCESSIBLE CANADA ACT



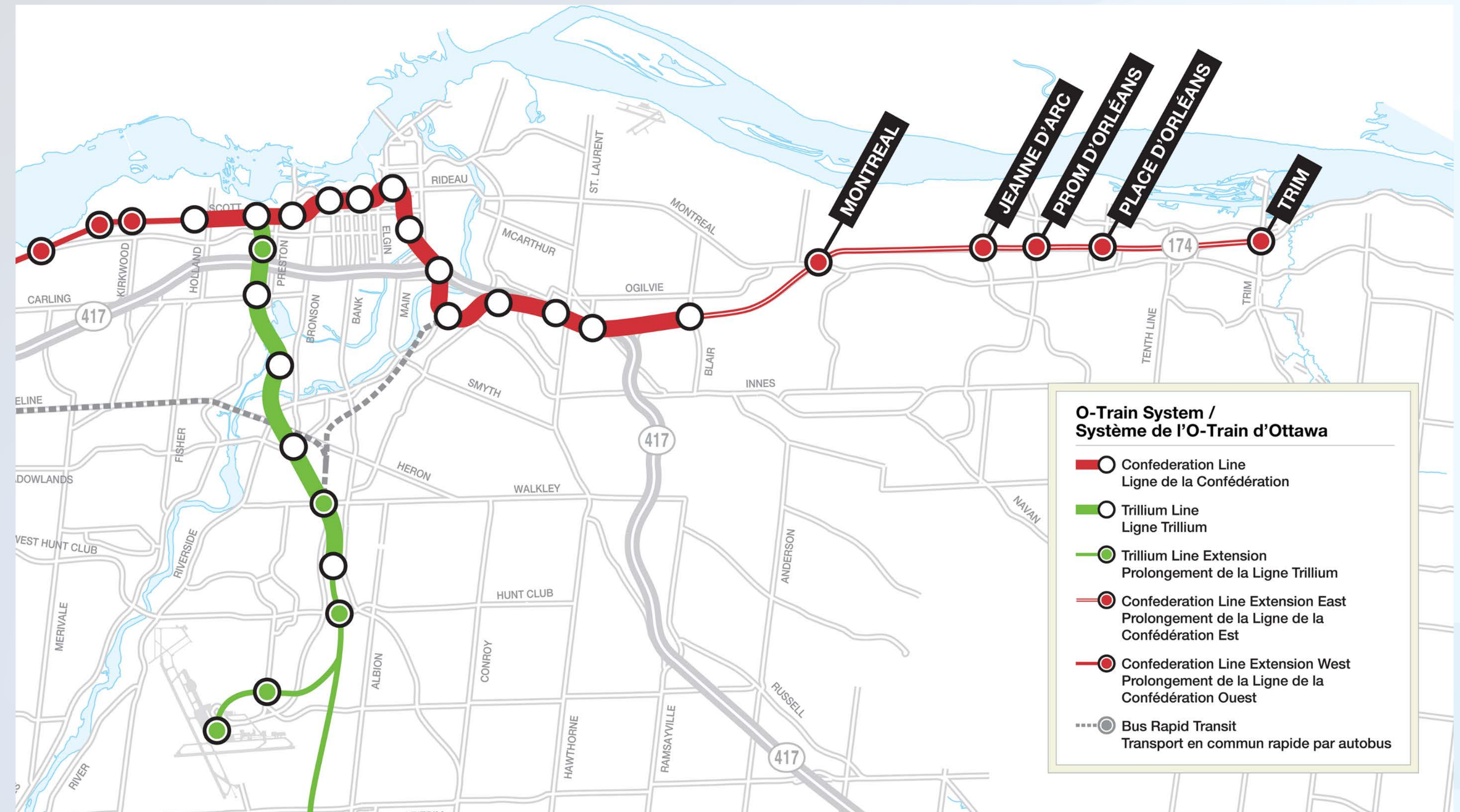
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Transit Network Integration

The study corridors intersect with one existing and one planned Light Rail Transit (LRT) Station:

- Blair Station – located on the present Confederation Line and current terminus of Stage 1 LRT
- Montreal Road - planned as part of the Stage 2 extension of the LRT in the east to Orléans which is now under construction and scheduled for completion in 2024

There are opportunities as part of this Study to improve transit connections between the LRT Stations and other destinations in the community.



Identifying the Preferred Solution

A range of alternative solutions were evaluated for Montreal and Blair Road that would best meet the planning objectives for each of the roadways including: only expanding walking and cycling facilities or isolated measures to improve transit (i.e. queue jump lanes, signal priority, etc.), providing transit-only lanes, high-occupancy vehicle lanes or a separated rapid-transit facility (i.e. bus or light rail).

The Preferred Solution for **Montreal Road** is to reconstruct the roadway to provide transit-only lanes as required between St. Laurent Boulevard and Shefford Road and enhancements to the pedestrian and cycling environments.

The Preferred Solution for **Blair Road** is to reconstruct the roadway to provide isolated transit measures from Montreal Road to Blair Station with improvements to pedestrian and cycling environments.

Each of these design solutions require additional property to expand the City Right-of-Way to accommodate the roadway improvements.

The preferred solutions for Montreal Road and Blair Road were chosen as they best meet the study's planning objectives:

- **Supports a reduction in automobile dependency** by delivering a **cost effective, multi-modal system for all ages and abilities** with dedicated facilities for pedestrians and cyclists, transit and private vehicles.
- **Supports adjacent land-uses and future intensification** providing capacity in the transportation network and choices for travel and at the same time **enhancing the economy**
- Promotes a sustainable transportation system, resulting in an overall reduction in greenhouse gas emissions and provides an opportunity to design the project to better **adapt to climate change effects**

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Planning Objectives and Evaluation Criteria

As presented in the 2013 Transportation Master Plan, “Ottawa’s Transportation System [in 2031] will enhance our quality of life by supporting social, environmental, and economic sustainability in an accountable and responsive manner.” This vision for transportation in the City is supported by a number of evaluation criteria and planning objectives that provide the basis for developing and evaluating alternatives as part of this Study including:

Evaluation Criteria	Planning Objective
Transportation System Sustainability	
Pursue pedestrian safety and comfort	Support a reduction in automobile dependency
Pursue cyclist safety and comfort	
Maximize Transit Ridership	
Provide arterial road capacity and level of service for general purpose traffic, emergency vehicles and trucks	Support a multi-modal system for all ages and abilities
Ensure accessibility and inclusion	
Economic Sustainability	
Preserve or re-use of existing infrastructure	Provide a Wise Investment
Limit capital construction costs	
Provide ability to phase construction	
Provide ability to phase construction	
Limit land requirements	

Evaluation Criteria	Planning Objective
Land Use, Social and Community Sustainability	
Be compatible with existing or planned land uses	Support adjacent land uses and future intensification and their inhabitants/users
Protect against noise and vibration effects	
Ensure health, safety and security of users of the facilities	
Protect known or potential cultural heritage resources or landscapes	Protect known or potential resources
Protect known or potential archeological resources	
Physical and Ecological Sustainability	
Protect terrestrial or aquatic species, protected habitats or linkage corridors	Sensitive to the natural environment
Limit risk to human health from areas of known contamination	
Limit or reduce contribution to greenhouse gas emissions	A system that can respond to climate change
Protect existing and planned infrastructure from the effects of climate change	
Protect corridor users from the effects of climate change	

The alternative designs were subject to an evaluation process that draws from the above list of criteria.

The selection of a preferred design must also consider:

- Short and long-term implementation staging
- Transition to existing or future transit facilities at each end of the study area



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Alternative Designs – Montreal Road

Alternative designs for Montreal Road have considered the following options:

- 4 and 6 lane alternatives, with curb or median lane configurations for transit
- All options include active transportation improvements
- All options assume full roadway reconstruction
- All options have some property impacts

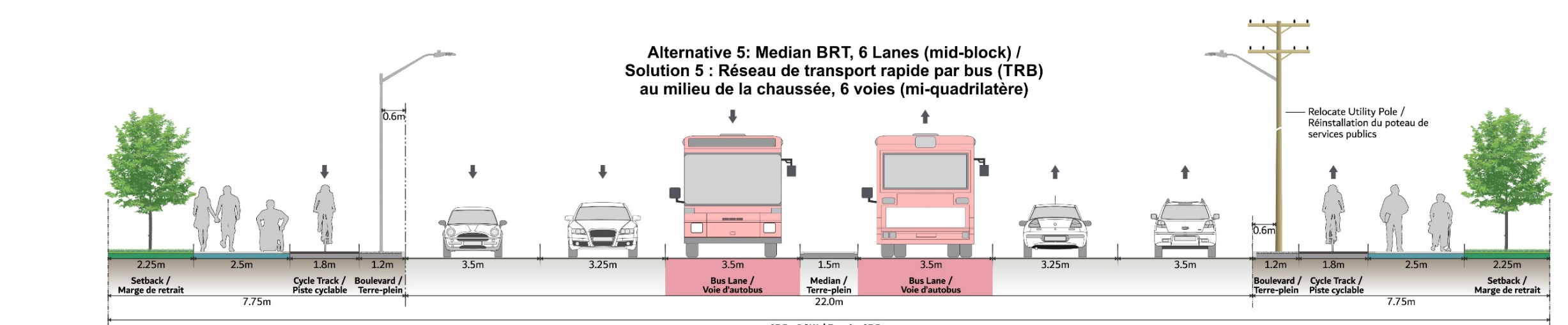
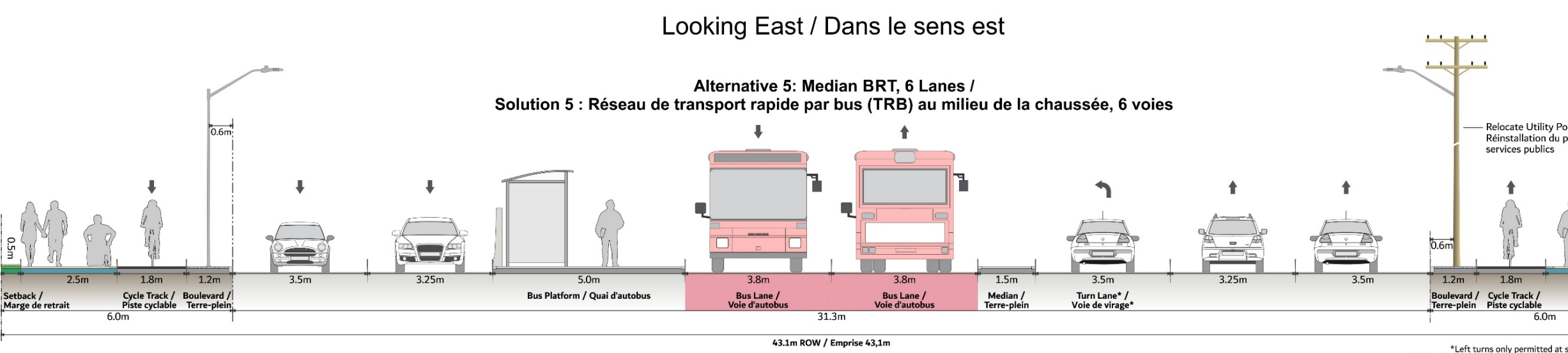
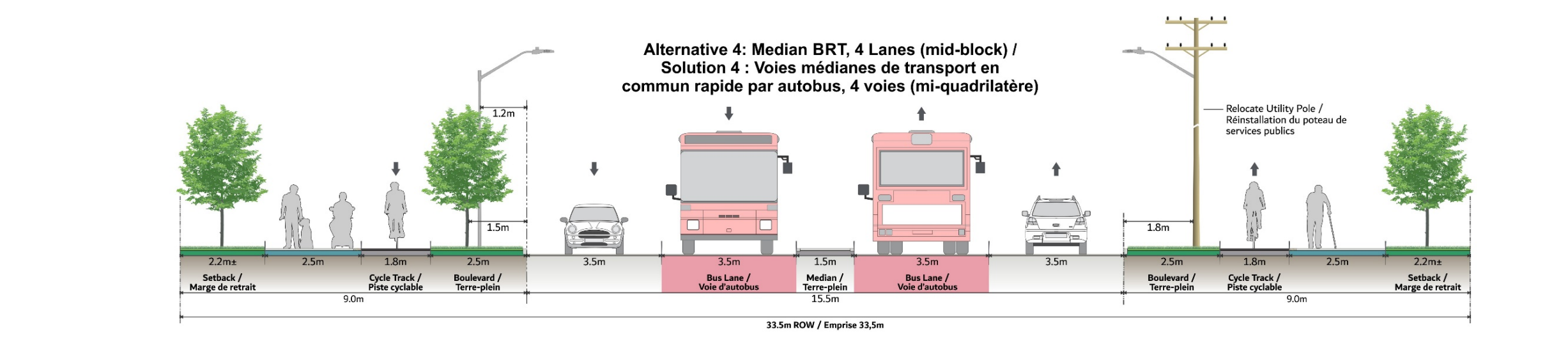
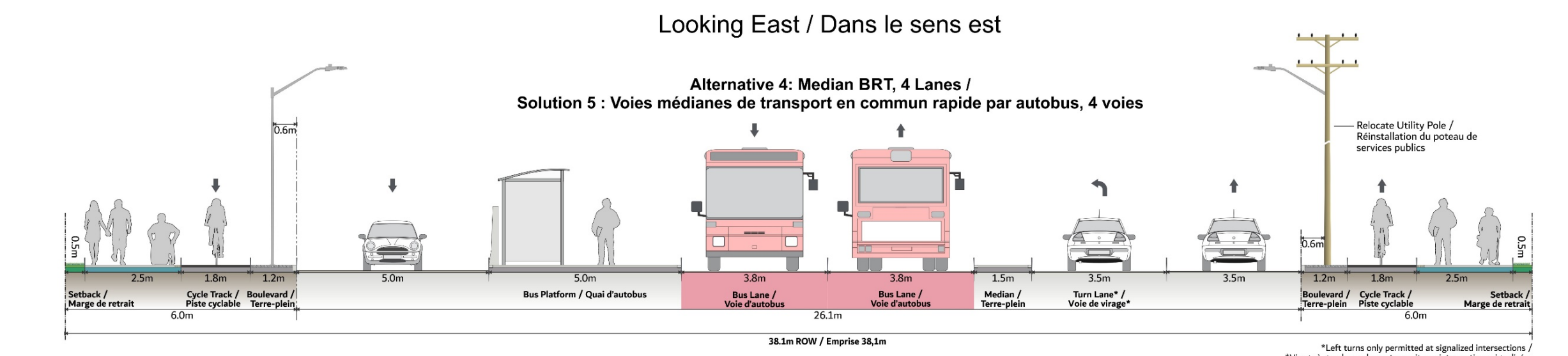
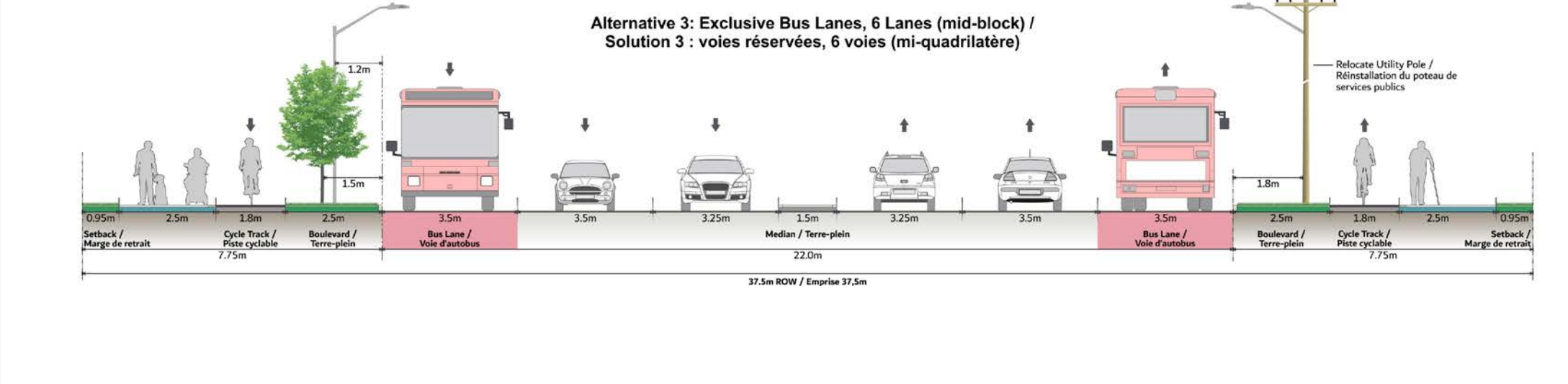
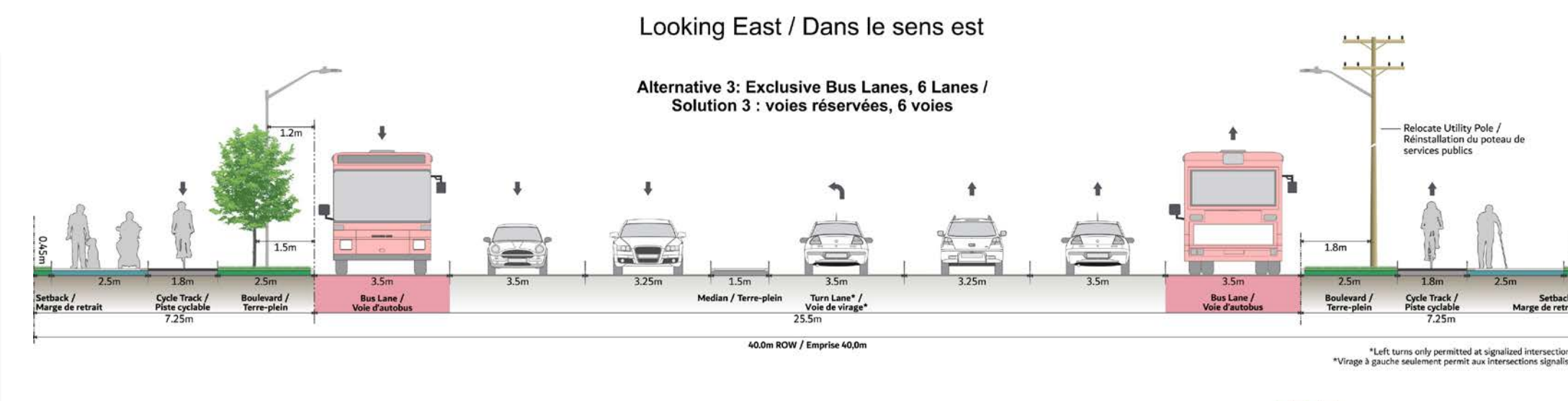
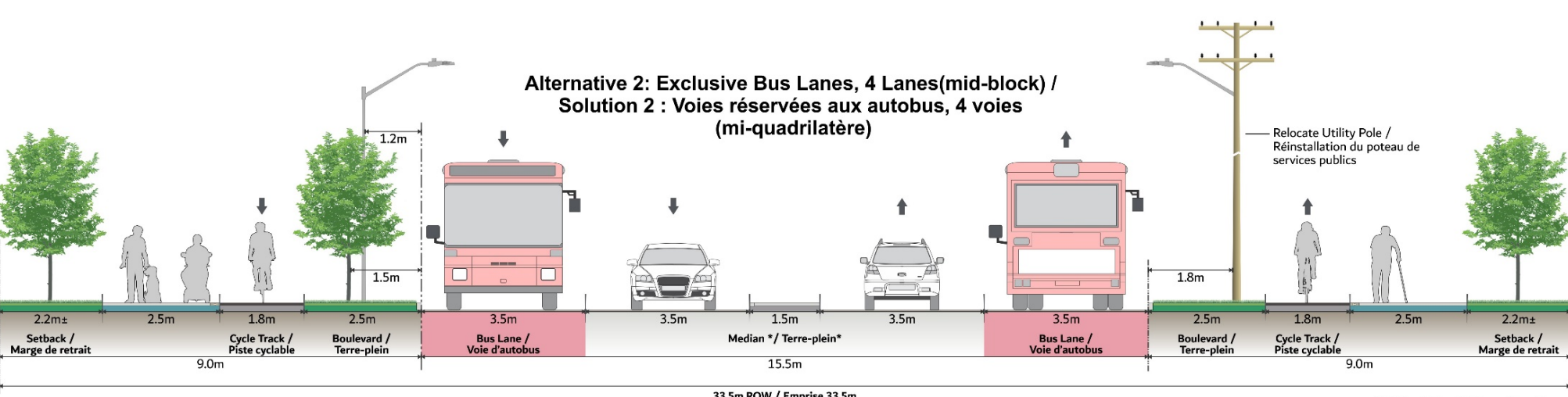
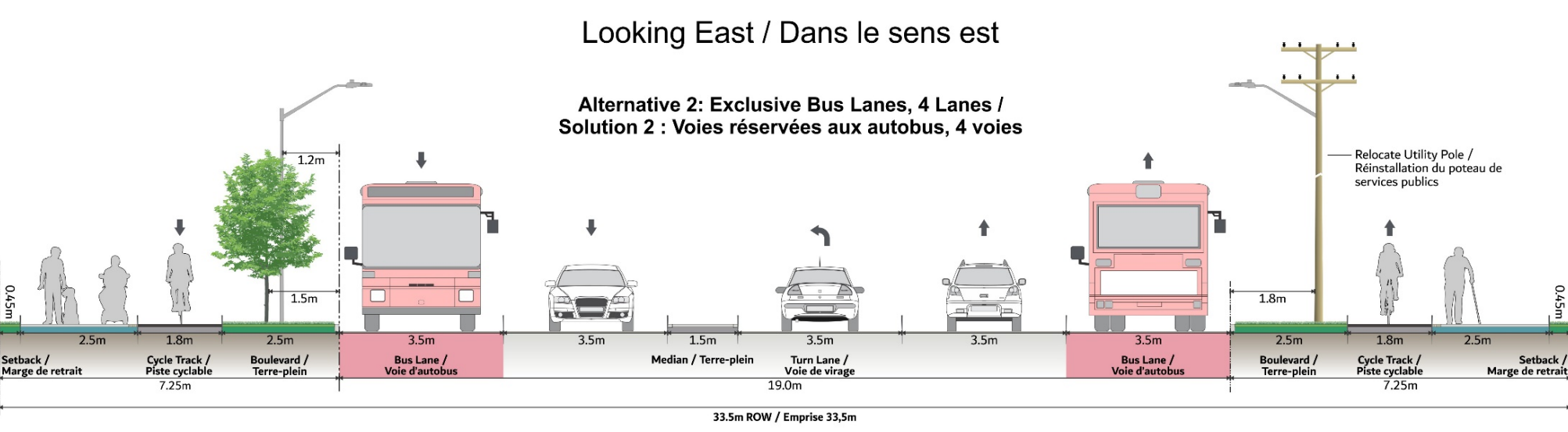
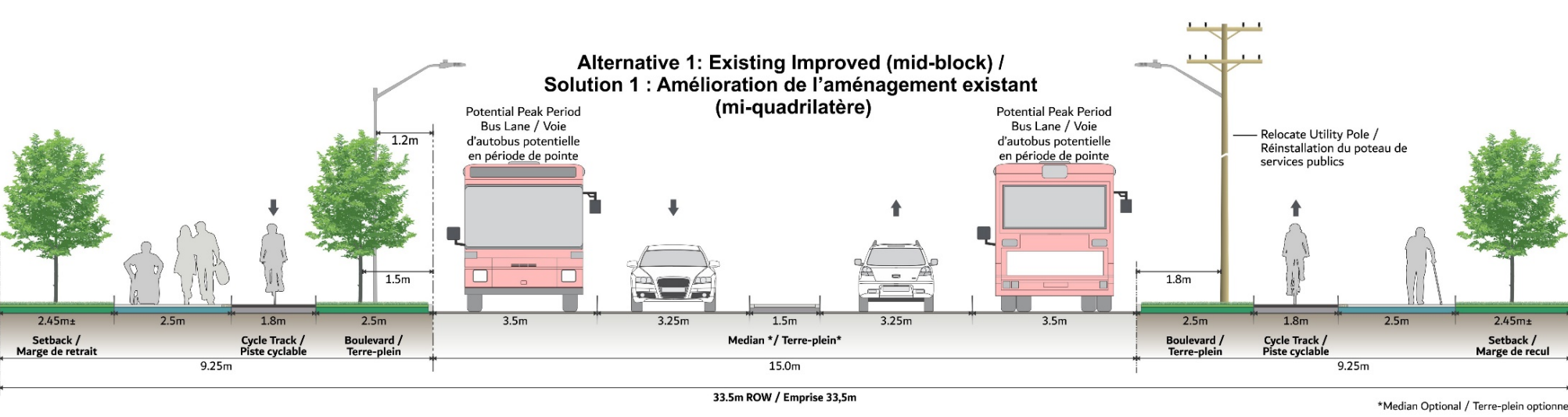
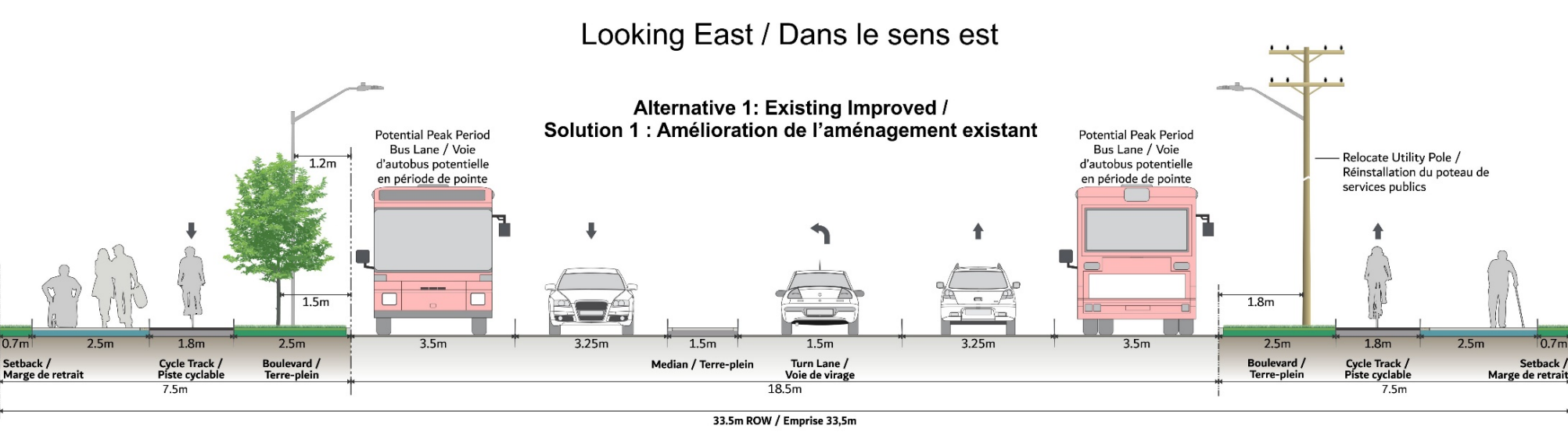
Maintain Existing Lanes Reallocate to Transit

- Encourages mode shift to transit via auto capacity reduction
- Results in minor increase in transit ridership
- Significant traffic impacts
- Reduced property impacts

Widen Road to Provide Additional curb Lanes for Transit

- Encourages mode shift to transit via new continuous lanes
- Results in similar increase in transit ridership as lane reallocation
- Requires roadway widening
- Increased property impacts, including access restrictions

Provide Median Lanes for Transit



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Alternative Designs – Blair Road

Improve Existing Roadway – Buffered Bike Lanes (in combination with transit priority measures at intersections)

Minor modifications to the existing roadway to provide:

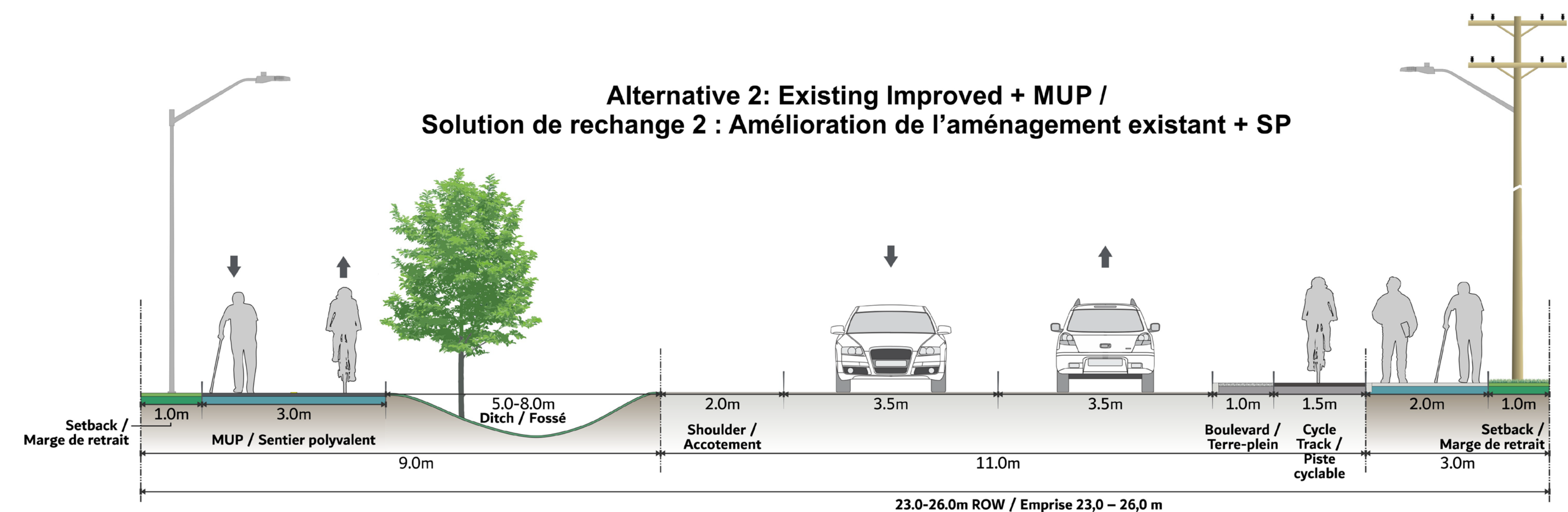
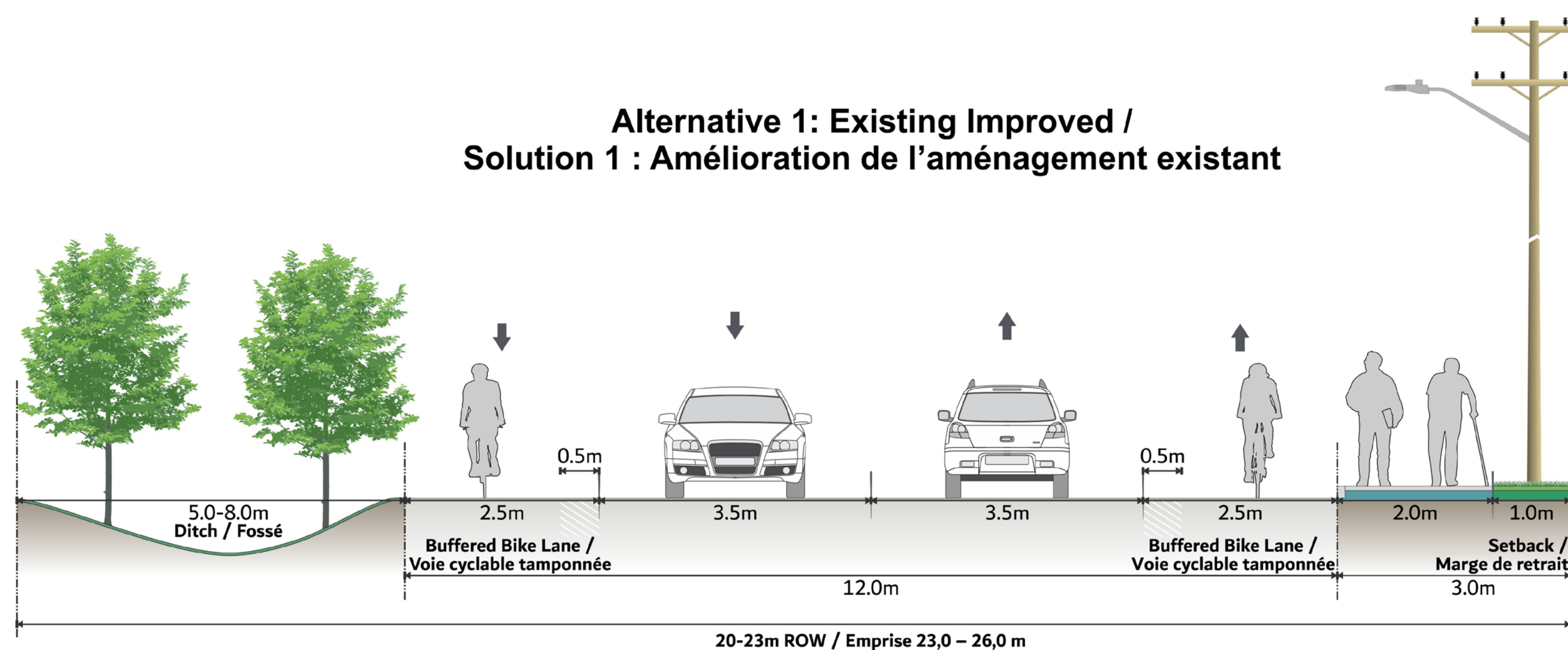
- New buffered cycling lanes on both sides of the roadway
- New sidewalk on the east side of the roadway
- New corridor drainage ditch on the west side of the road

Improve Existing Roadway – Multi-Use Pathway on West Side (in combination with transit priority measures at intersections)

Modifying the existing roadway to provide:

- New Multi-Use Pathway on the west side of the roadway on the east side
- New sidewalk and cycle track on the east side of the roadway
- New corridor drainage ditch on the west side of the road

Blair Road - Alternative Cross Sections / Chemin Blair – Différentes vues en coupe
Looking North / Dans le sens nord



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Montreal Station Bus Loop

Bus loop and layover facility included in project scope to:

- Support local bus operations at future Montreal Station
- Support future bus network changes as part of Stage 2 LRT or this project

Facility includes:

- Lay-up spaces to accommodate 3-5 buses
- Operator facility will provide a washroom and break room with a landscaped exterior including stormwater management

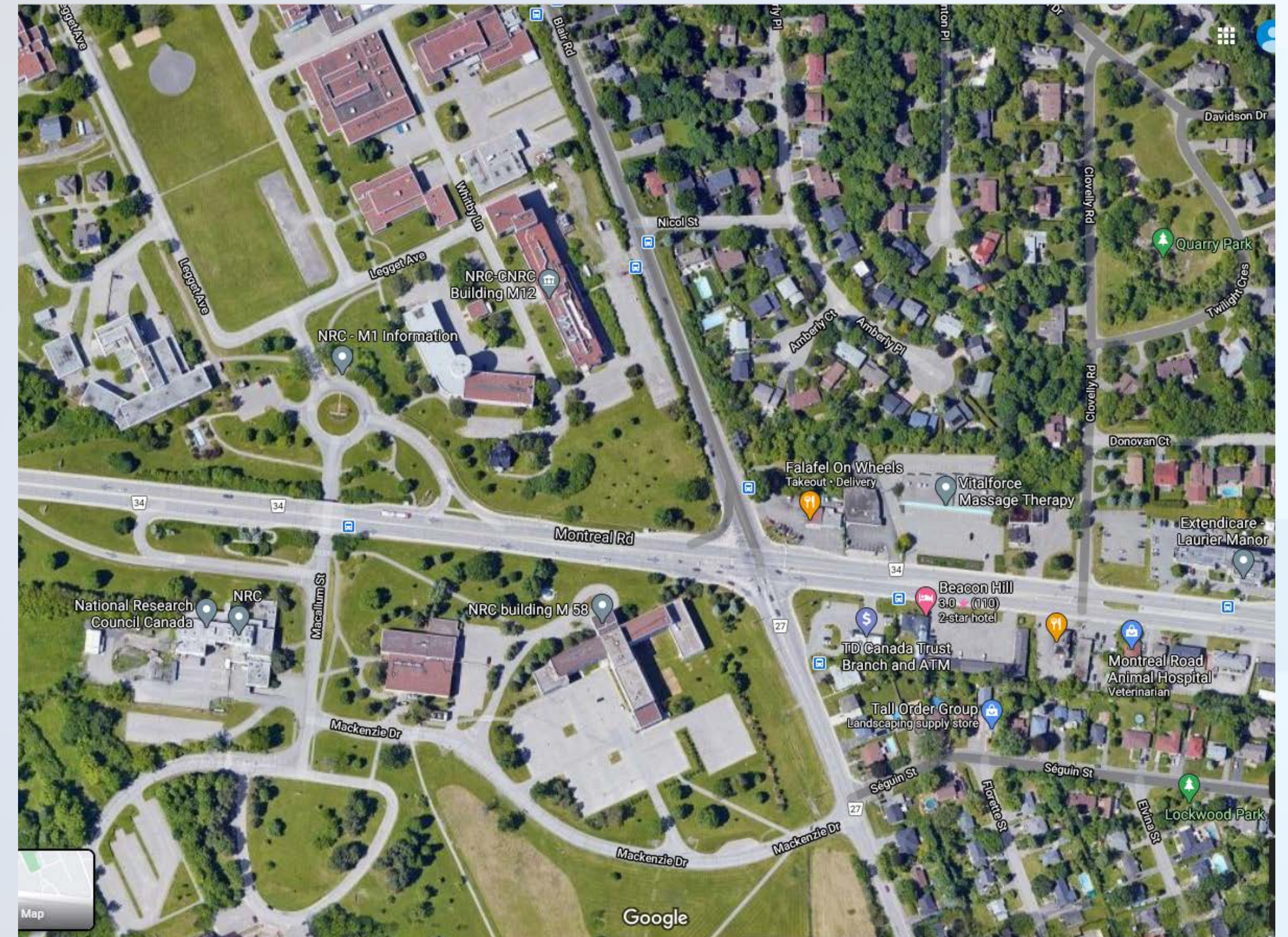
The evaluation of these three sites is underway.



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Blair Road North of Montreal Road

- No need for new roadway connection or modifications identified by EA Study
- Existing roadways and new links proposed in CFB Rockcliffe Community Design Plan and Wateridge Village Subdivision Plans can be used for transit and active transportation links



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Preliminary Preferred Design

Montreal Road – St. Laurent Boulevard to Shefford Road

Following the evaluation of alternative designs, the preliminary preferred design for Montreal Road includes:

- Maintaining four lanes for general purpose traffic
- Adding transit priority lanes at key locations:
 - Eastbound: Aviation – Den Haag (500 m); Codd's; Shefford – Montreal Station (500 m)
 - Westbound: Shefford; Codd's – St. Laurent (1.4 km)
 - Bathgate; Blair; Ogilvie (queue jumps in both directions)
- Transit signal priority combined with transit priority lanes where feasible
- Transit priority lanes shared with right-turning vehicles in some locations
- Complete Street pedestrian and cycling modifications
 - continuous cycle tracks, wide sidewalk
 - protected intersections
 - opportunities for public realm/placemaking
- New bus loop facility at Montreal Station

Project Benefits for Montreal Road

- Providing transit priority measures where needed
 - Similar level of service as continuous bus lanes
 - Supports projected ridership (approx. 500 riders/hour)
- Allows implementation of continuous transit priority lanes via lane reallocation beyond 2046

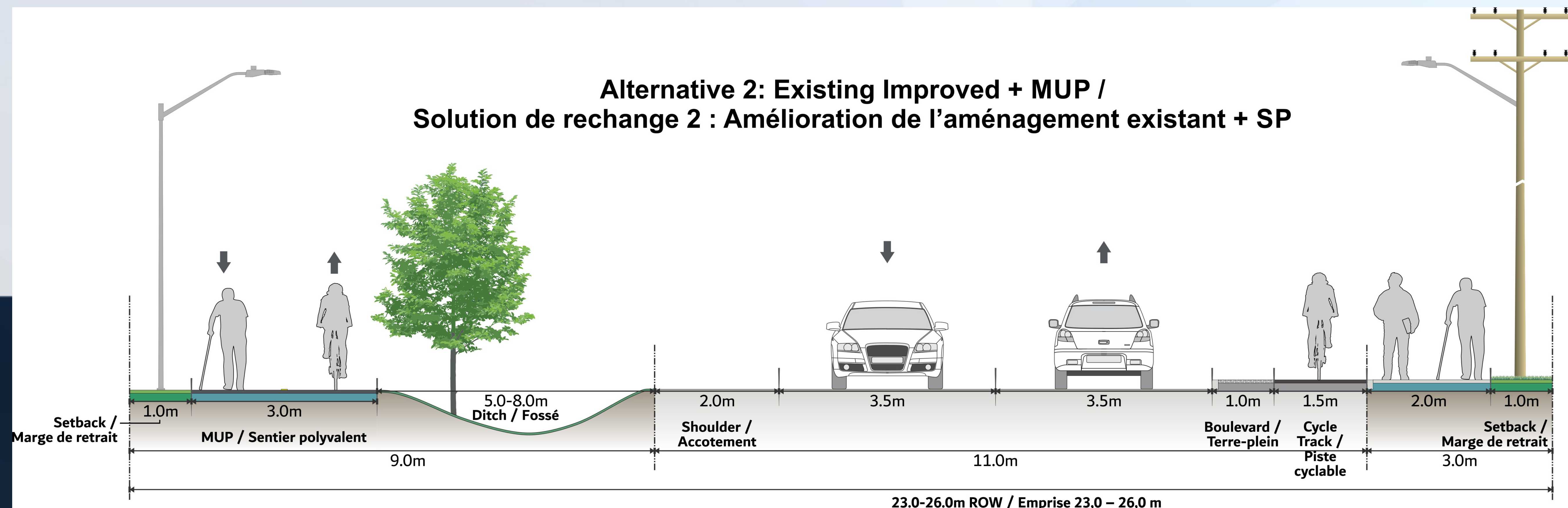


Preliminary Preferred Design

Blair Road – South of Montreal Road

Following the evaluation of alternative designs, the preliminary preferred design for Blair Road (south of Montreal Road) includes both isolated transit priority measures and expansion of the active transportation network.

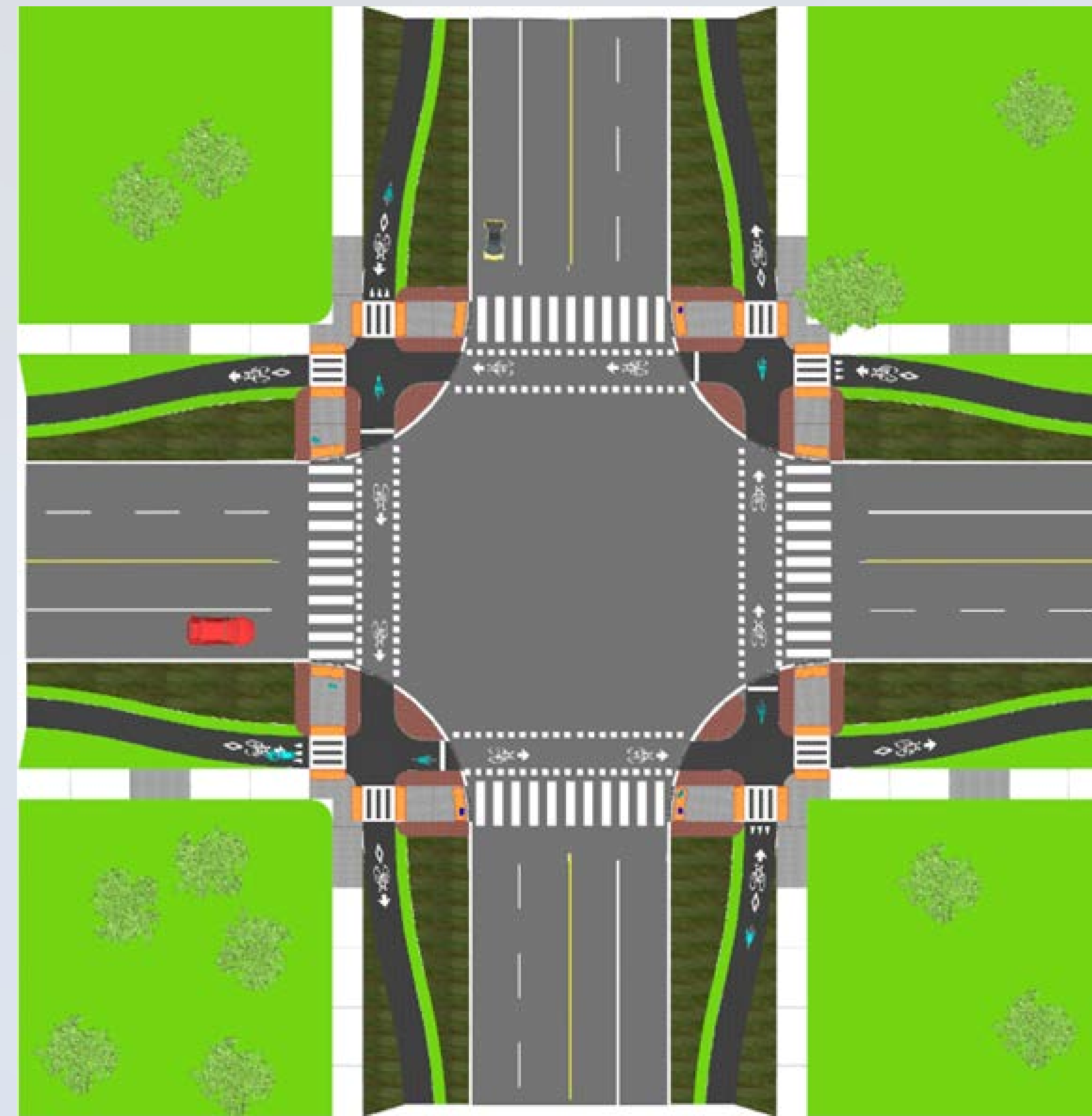
- Roadway remains two lanes (one per direction)
- Transit priority measures support future transit service:
 - Blair/Montreal northbound left-turn lane
 - Improved bus stops and amenity space
- Active transportation network
 - Multi-use pathway on west side (Blair Station – Montreal Road)
 - Northbound cycle track (Blair Station – Montreal Road)
 - Potential new signalized crossing at Claver Street
 - Protected intersection at Blair and Ogilvie intersection
- Widening primarily along west side of Blair Road



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Complete Street Approach

- Council approved the Complete Streets policy and framework to guide the planning, design, operations and maintenance of road infrastructure. As public spaces, roads are used for social encounters, as entryways to businesses and community facilities, and as the backbone of Ottawa's transportation system and economy
- Planning and design for complete streets recognizes the need to provide safety, comfort and convenience to users of all ages and abilities, regardless of their mode of transportation

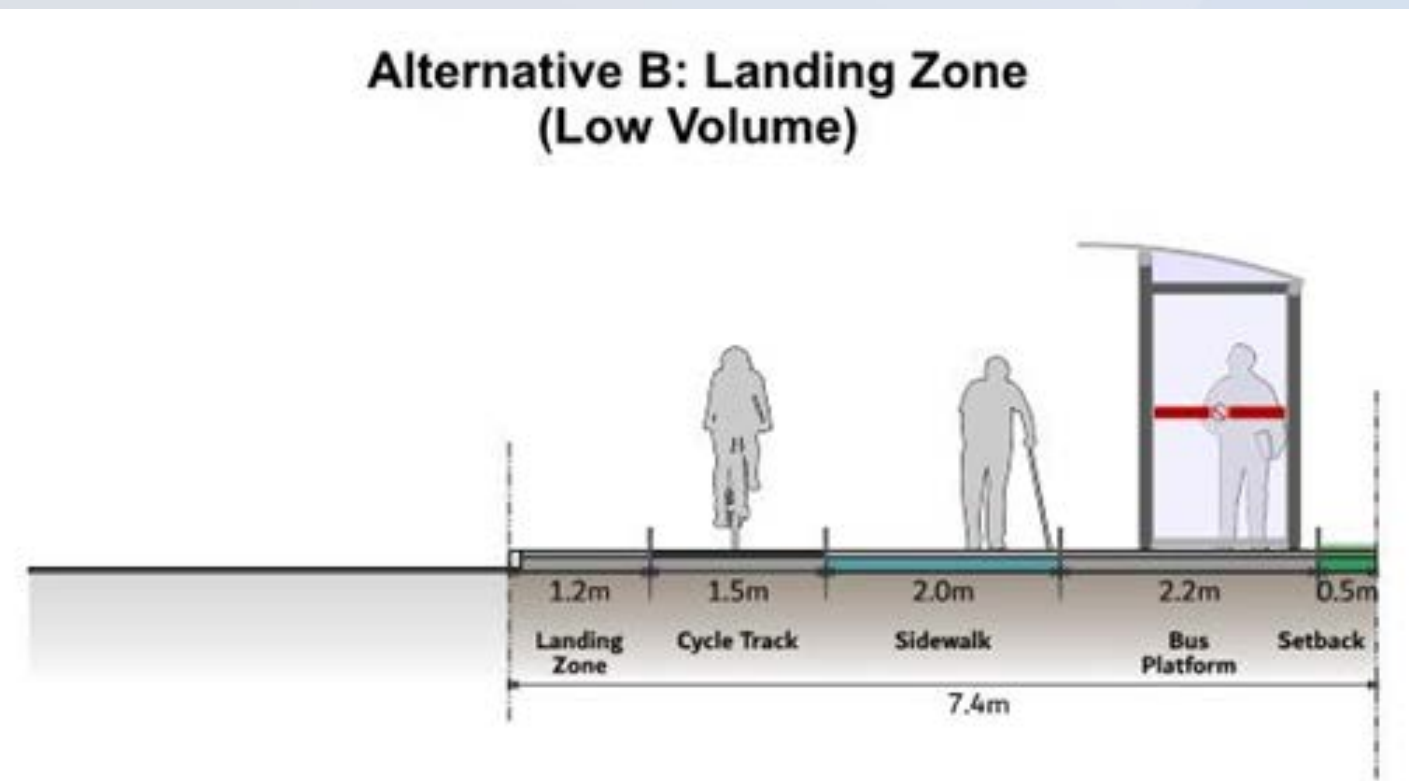
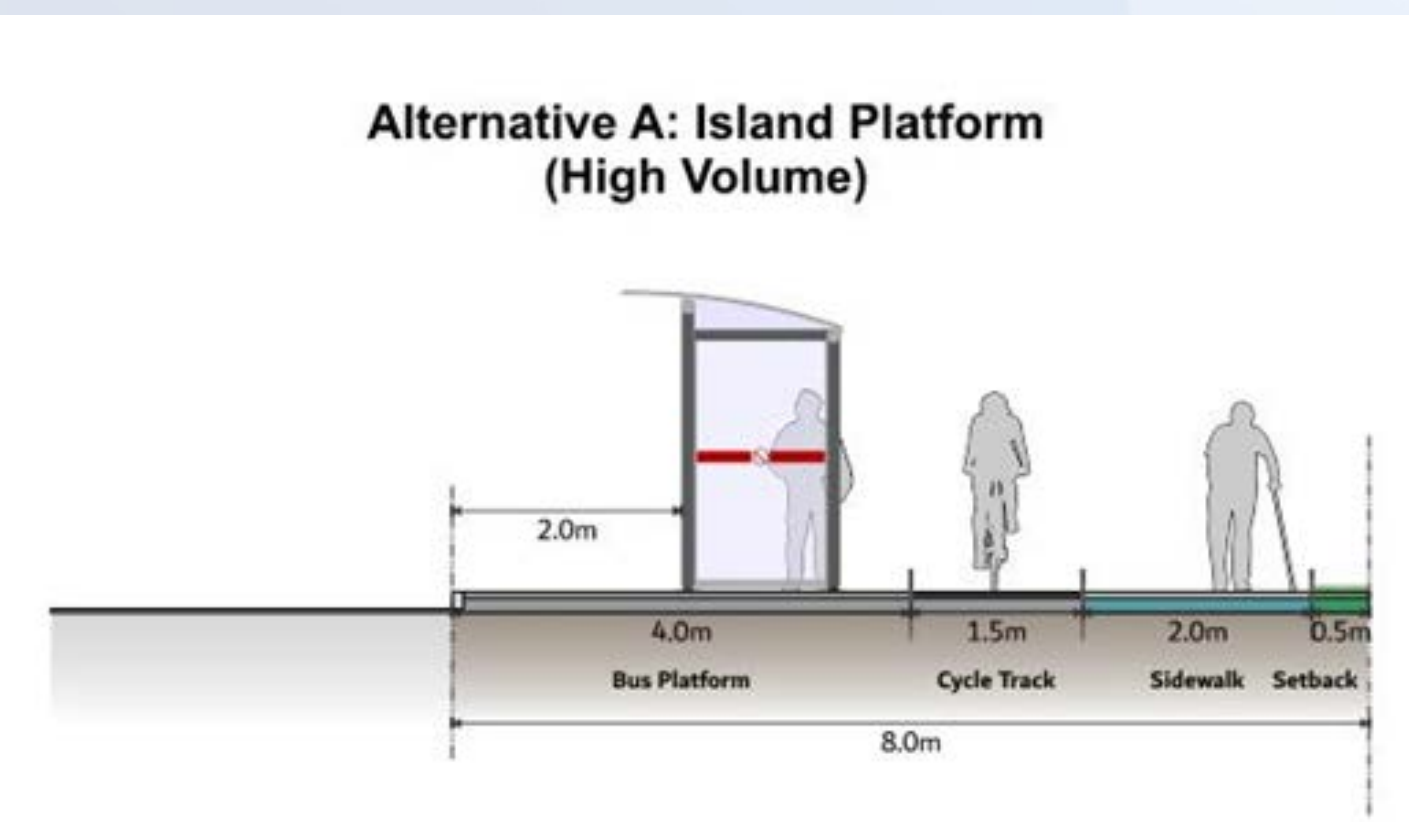


Protected Intersection

- The City is developing networks of complete streets as opportunities arise through new construction, renewal projects and as part of other capital projects.
- All streets can be a Complete Street but they may look different based on the surrounding context. The recommendations for Montreal Road and Blair Road are different to fit their planned function and adjacent land uses



Scott Street



Montreal Road - Bus Stop Vignettes

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Project Benefits

There are a number of benefits to the implementation of the project including:

- Providing transit priority measures where needed
 - Supports new bus routes and services
 - Improved bus stop amenities
- Multi-modal connectivity to Blair and Montreal Stations as well as to adjacent communities, employment centres and commercial uses
- Improves road safety for all users
- Maintains existing roadway capacity
- Improved active transportation facilities
- Expanded public realm and placemaking opportunities
- Implementation of contemporary accessibility elements
- Consideration and incorporation of climate change mitigation and adaptation strategies
- Encouraging transit-oriented development and regeneration



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Urban Design and Placemaking

As the roadway modification limits includes Montreal Road as an Arterial Mainstreet and the Blair-174 Mixed-Use Centre, a design objective was to protect space for quality places that provide interesting, visually attractive, people friendly areas. These areas include:

- Urban Nodes and Neighbourhood Gateways at intersecting arterial roads and at collector roads to neighbourhoods
- Where pathways to and from the neighbourhood connect to the street
- At bus stops and rest areas along the street

These areas provide opportunities for unique expressions and urban design. The toolkit in designing these spaces might include:

- Wayfinding Signage
- Distinctive Surfaces
- Benches
- Pedestrian Scale Lighting
- Landscaping and Shade Trees
- Public Art
- Garbage and Recycling bins

Artist rendering and 2D Plan of Urban Node Gateway and Bus Stop: Montreal Road at Elmsmere



Artist rendering and 2D Plan of Neighbourhood Gateway and Bus Stop: Montreal Road at Elmsmere



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Project Impacts and Mitigation Measures

The Project will be designed and implemented with the benefit of contemporary planning, engineering, and environmental best practices and plans. Examples of these are listed below and will be updated and refined during the subsequent detailed design phase of the project.

- Real Estate Acquisitions when needed
- Stormwater Management Plan
- Public Communications Plan
- Construction Waste Management Plan
- Landscape Plan
- Environmental Management Plan
- Construction and Traffic Management Plan

Many of the anticipated impacts are temporary in nature (during construction). Monitoring measures include inspection and surveillance, and compliance monitoring for the above noted plans and complaint monitoring for such effects as noise and air quality (dust) during construction phases.

Implementation and Phasing

Implementation and phasing will be finalized as part of the development of the Recommended Plan.

Phasing is dependent on:

- Critical travel demand
- Funding availability
- Future development/redevelopment
- City Council priorities.

Construction staging will also be considered.



Property Acquisition Processes

The implementation of the project will require property acquisition by the City. The details of property requirements will be confirmed at the time that the project undergoes detailed design, at some time in the future. The process of property acquisition will not begin until funding for the project is secured and those design details are confirmed. The City of Ottawa will work directly with affected property owners throughout the subsequent process in accordance with the Real Property Acquisition Policy.

The City has the authority to acquire land through the direction and implementation of the City of Ottawa Official plan, as well as the *Municipal Act*, the *Expropriations Act*, the *City of Ottawa Act*, and the *Housing Development Act*. Key Aspects of the acquisition process include:

- **Dedication:** In some instances, the City may acquire property or property rights as a condition of the approval of development applications.
- **Negotiation:** This is the City's preferred method of obtaining property rights.
- **Expropriation:** This method is used, pursuant to applicable laws and regulations, when negotiations are not successful.
- **Current Market Value:** All real property acquisitions shall be supported with a current market value appraisal. This appraisal will be completed by an independent real estate professional or by a qualified City staff appraiser.
- **Highest and Best Use:** Appraisal reports will be based on the "highest and best use" of the property. Once complete, a report with full findings of the appraisal will be provided to the property owner.
- **Fairness:** The City's main objective is that landowners be treated fairly and compensated appropriately for the value of their property.

Property Implications

The study team is continuing to meet with property owners to discuss the potential project implications. The preliminary preferred design is being actively assessed for opportunities to further reduce right-of-way requirements and property impacts.

Montreal Road:

Most of the property requirements can largely be accommodated within the Official Plan protected Right-of-Way which is 37.5m. Some properties will be impacted where the existing Right-of-Way is less than 37.5m.

- Intersections where widening will occur:
 - Aviation Parkway – federal lands, properties on south side east and west of intersection
 - St. Laurent Road– existing building at the southeast corner
 - Ogilvie Road– all quadrants of the intersection
 - Shefford Road – north side
 - Aviation Parkway– Den Haag (ownership: NCC, CMHC)
 - Bathgate Drive – Blair Road (ownership: NRC)

Blair Road (south of Montreal Road):

- Hydro One lands needed for the multi-use pathway and roadway drainage

The City will look at opportunities to implement the project in coordination with future development and redevelopment of properties to minimize impacts to existing land uses.

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Next Steps

Following this opportunity for stakeholder input, the study team will review everyone's feedback and refine the preliminary preferred design. The preliminary recommended plan will be prepared and the study's recommendations will be presented to Transportation Committee on August 4, 2021. Following Committee and Council approval, the Environmental Study Report will be finalized and posted for public review.

Please identify any comments or concern you would like to see addressed and provide those to the City by completing the survey on the project website.

Additional information on the project can be found on the City's website at: ottawa.ca/montrealblairroad

Please provide your comments and questions to:

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Senior Project Manager, Transportation Planning
Transportation Services Department, City of Ottawa
Tel: 613-580-2424 ext. 22842
Email: Katarina.Cvetkovic@ottawa.ca

Your feedback is important to the success of this study.

Thank you for your participation!

