

# McIlraith Bridge

## Pedestrian/Cycling Connectivity (East Side)



# **Welcome to the Working Group Presentation for the Pedestrian/Cycling Connectivity on the McIlraith Bridge**

The goal of this meeting is to:

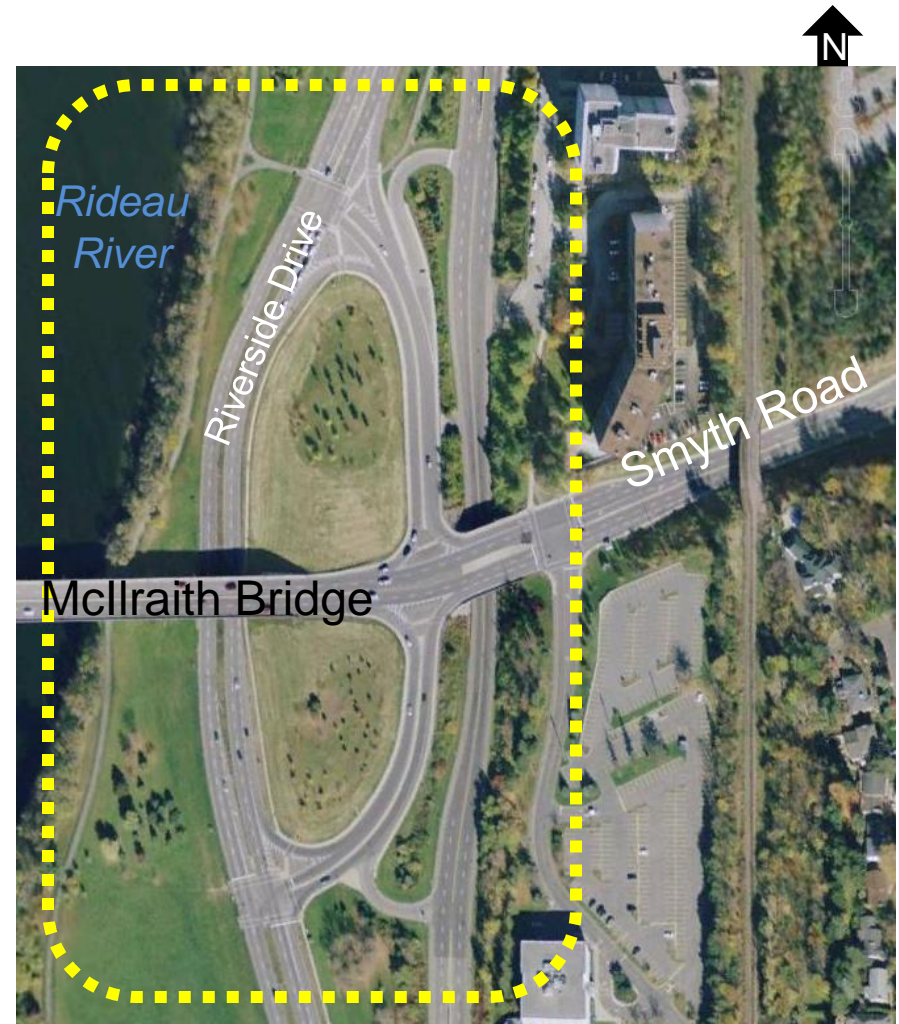
- Review the project goals
- Present a detailed description of the alternatives
- Discuss evaluation of the alternatives
- Present the Recommended Alternative
- Obtain comments and suggestions

# Study Area

The study area extends from the McIlraith Bridge to the NCC pathway on the east side of the Rideau River.

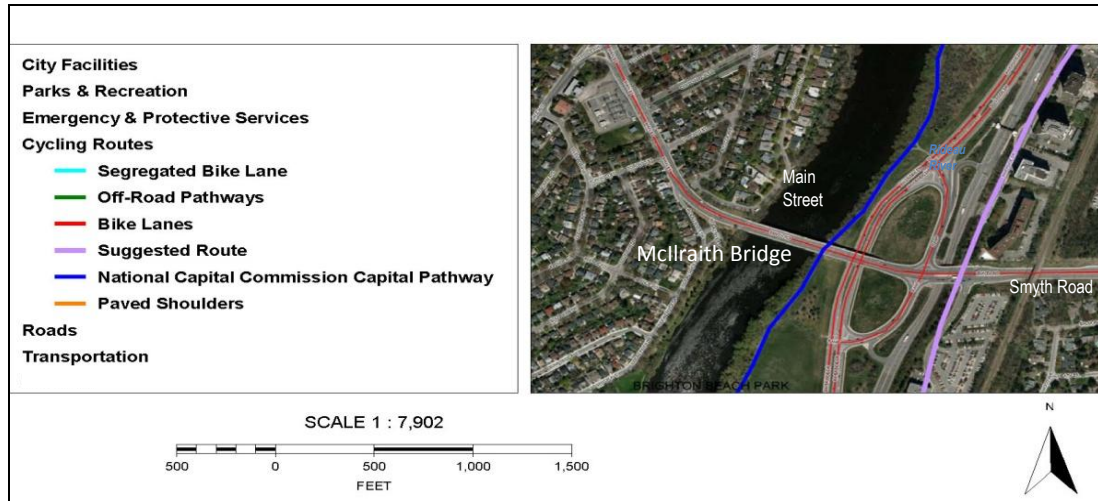
The goals of this project are to:

- Improve pedestrian and cycling facilities;
- Meet the standards of the new Ottawa Accessibility Design Standards; and
- Provide a safe and affordable facility for the community.





# Study Area



Proposed west access point to  
trail system (review by Main  
Street Renewal Study)

Proposed east access point to  
trail system

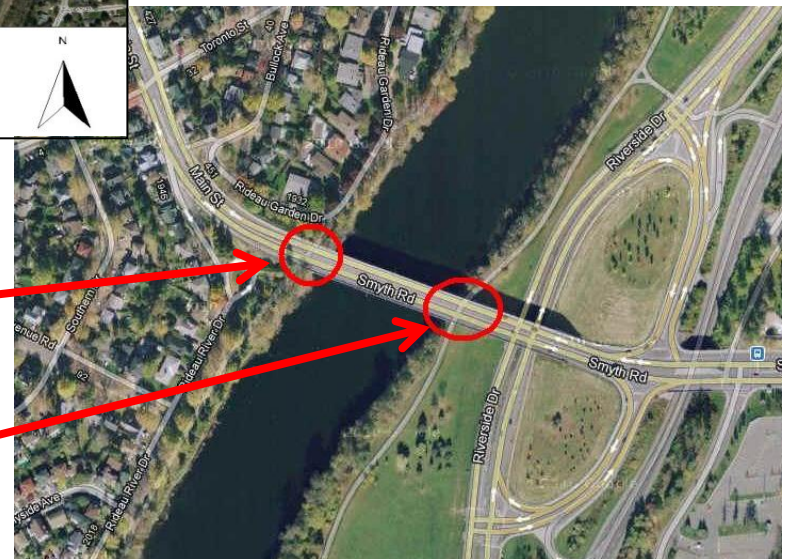


PHOTO COURTESY GOOGLE EARTH

# Existing Conditions

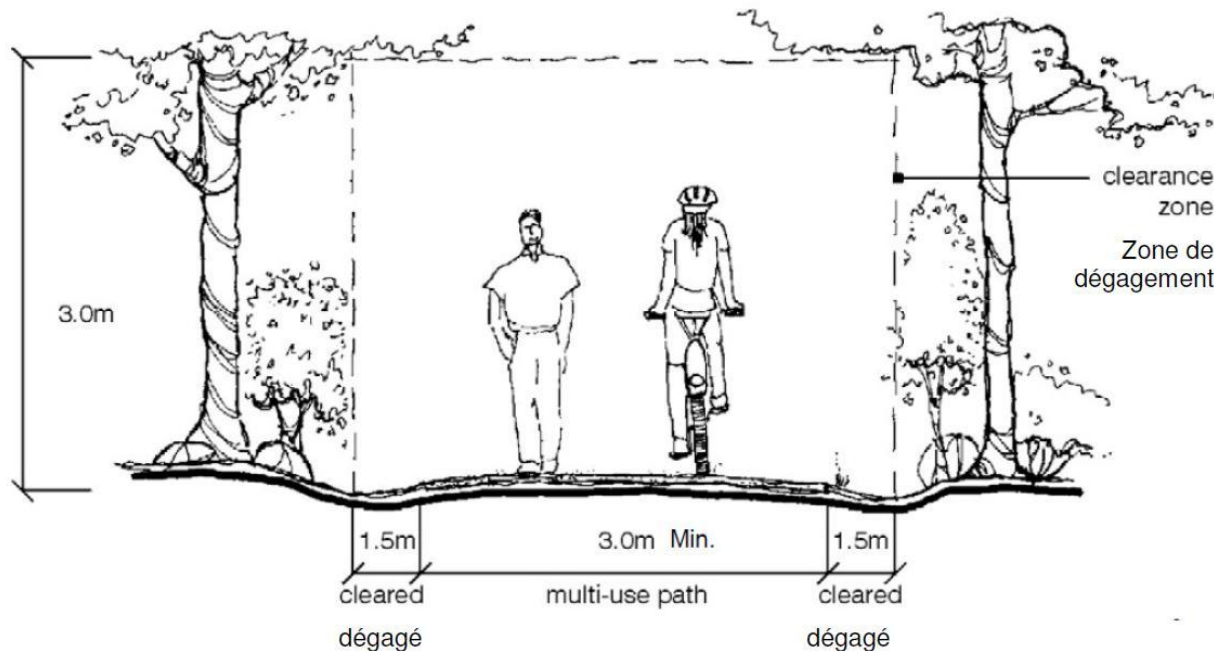
- **East Side (Smyth Road):**
  - Adjacent roadways include Riverside Drive (crossing under the bridge), and ramps.
  - NCC trail along the east side of the river and a sidewalk connection at the signals on the north side of the bridge at the Riverside Drive ramp. Signals on the south side also allow pedestrian access from the south side ramps, however there is no formal pathway to the NCC Trail.
- Pedestrians and cyclists crossing Smyth Road are required to cross at the nearest signals, located at the entrance to the businesses (medical facilities) facing riverside drive.



# Ottawa Accessibility Design Standards (OADS)

- Where stairs are installed a ramp shall be provided immediately adjacent to the stairs.
- Design guidelines from the accessibility design standards, section 2.2, ramps design guidelines for ramp design include:
  - minimum width: 1100mm between hand rails;
  - maximum ramp length is 9000mm between landings;
  - maximum gradient on 1:15 (6.67%); and
  - landings: 1675mm x 1675mm (min.).

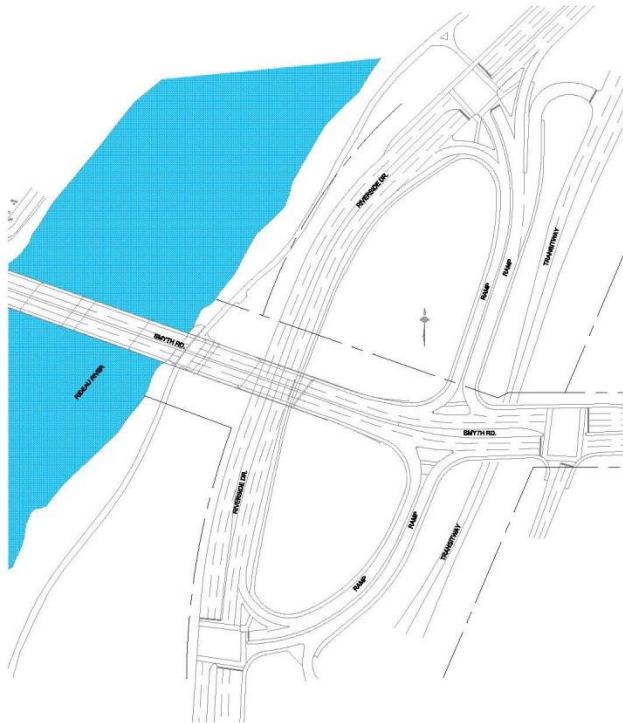
# MULTI-USE PATHWAY



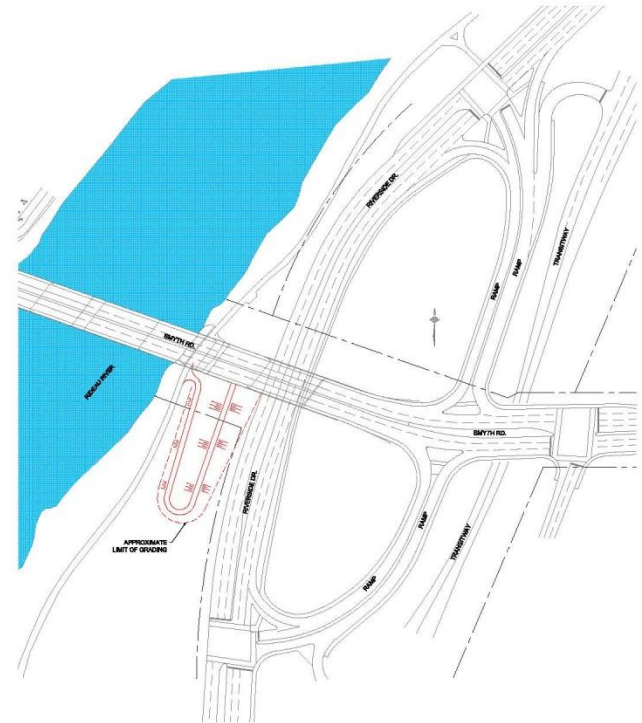
The Ottawa Cycling Plan (OCP) includes the preferred multi-use pathway cross-sections. In general, a 6.0m cross-section is required

- 3.0m asphalt pathway
- 1.5m adjacent cleared areas along both sides of the pathway
- 3.0m vertical clearance zone of is preferred

# Access Alternatives



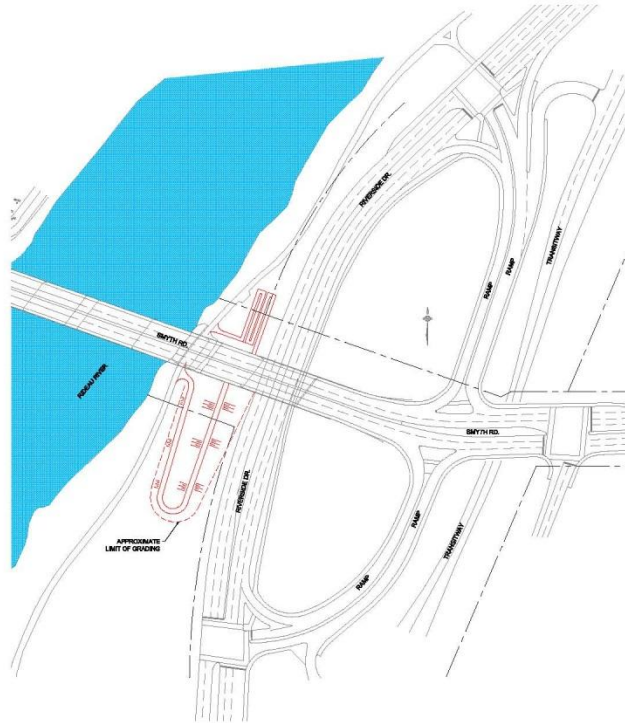
ALTERNATIVE 1  
MAINTAIN STATUS QUO



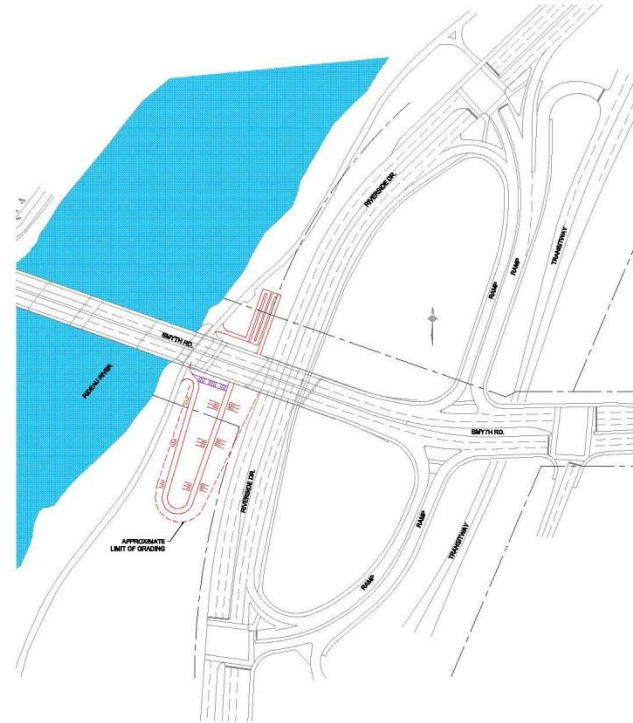
ALTERNATIVE 2  
RAMP ON SOUTH SIDE



# Access Alternatives

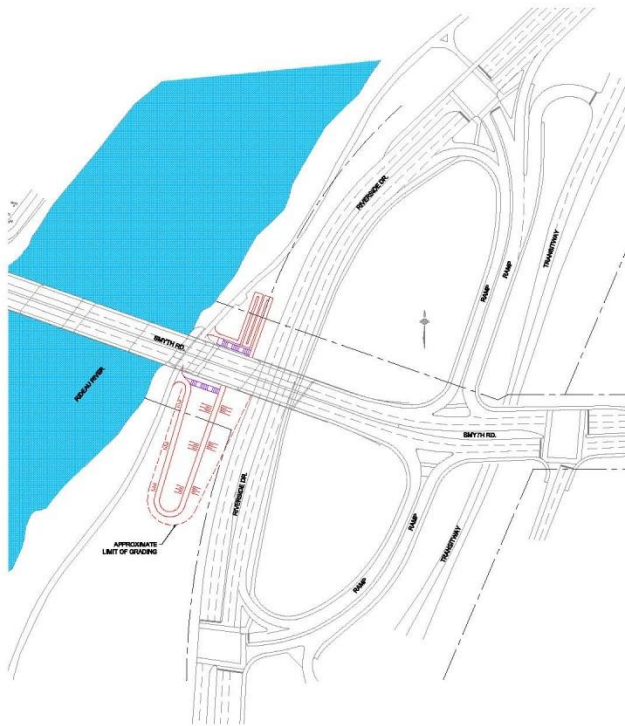


ALTERNATIVE 3  
RAMP ON BOTH SIDES

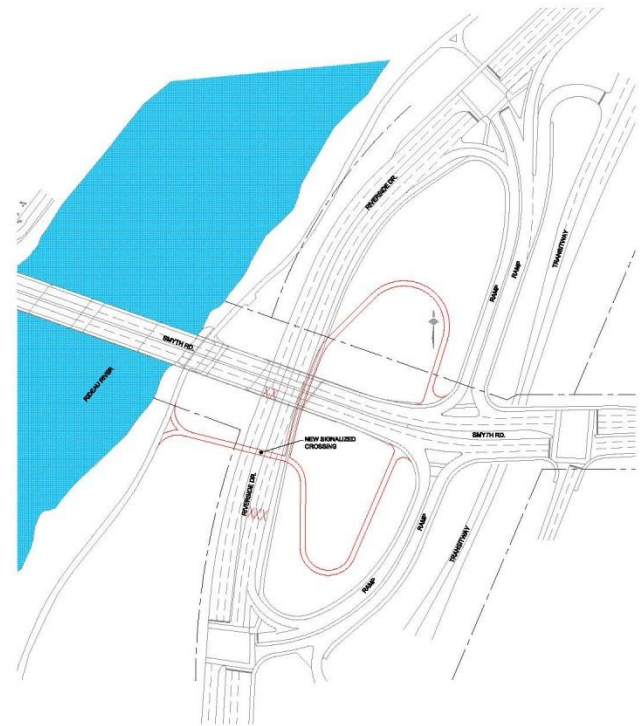


ALTERNATIVE 4  
RAMP ON BOTH SIDES WITH STAIRS ON SOUTH SIDE

# Access Alternatives

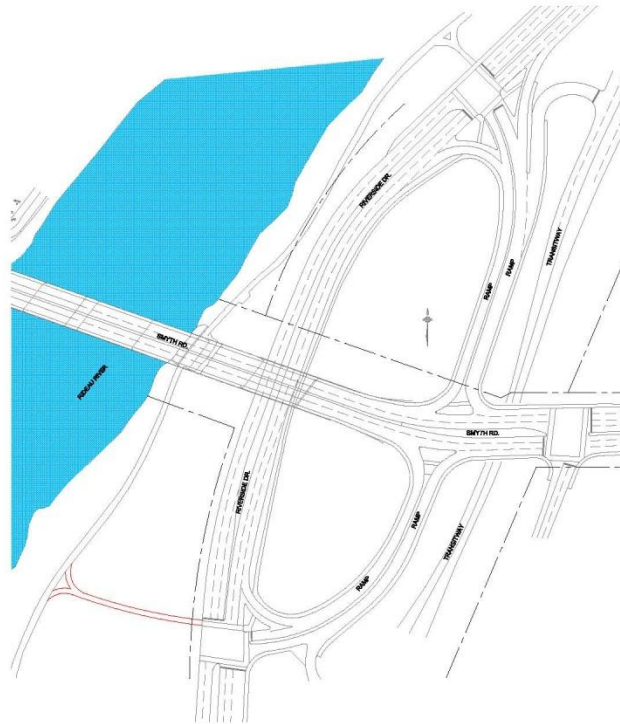


ALTERNATIVE 5  
RAMP AND STAIRS ON BOTH SIDES



ALTERNATIVE 6  
MULTI-USE PATHWAY WITH NEW SIGNALIZED CROSSING

## Access Alternatives



### ALTERNATIVE 7

#### MULTI-USE PATHWAY CONNECTION AT EXISTING SIGNALS



## Recommended Alternative

# Evaluation of Alternatives

<u>Alternatives/Criteria</u>	<u>Alternative 1 Do Nothing</u>	<u>Alternative 2 Ramp One side</u>	<u>Alternative 3 Ramps Both side</u>	<u>Alternative 4 Stairs (1) and ramps (2) both sides</u>	<u>Alternative 5 Stairs and ramps Both sides</u>	<u>Alternative 6 Multi-Use Pathways</u>	<u>Alternative 7 Pathway Connection</u>
<u>Transportation</u> <u>Improves pedestrian and cycling connectivity.</u>	Does not enhance pedestrian / cycling connectivity. Walking time: 4.4 minutes plus signal time. Maintains use of existing crossings on Riverside Drive. -	Provides partial enhanced pedestrian / cycling connectivity. -	Provides enhanced pedestrian / cycling connectivity. -	Provides enhanced pedestrian / cycling connectivity. -	Provides enhanced pedestrian / cycling connectivity. -	Provides enhanced pedestrian / cycling connectivity. Requires an additional set of signals on Riverside Drive. Additional signals may reduce safety on Riverside Drive due to signal visibility at structure and distance to signals at ramp terminals, to be determined.	Provides enhanced pedestrian / cycling connectivity. Use of existing signals on Riverside Drive, south ramp terminal. -
<u>Natural Environment</u>	No change.	No change.	No change.	No change.	No change.	No change.	No change.
<u>Cultural Environment</u>	No change.	No change.	No change.	No change.	No change.	No change.	No change.
<u>Socio-Economics:</u>	No change.	No change.	No change.	No change.	No change.	No change.	No change.
<u>Land Use and Property</u>	No change.	NCC approval required.	NCC approval required.	NCC approval required.	NCC approval required.	NCC approval required.	NCC approval required.
<u>Cost</u> <u>Refer to Appendix 1</u>	Most Preferred.  ✓	\$350,000 <input type="checkbox"/>	\$1,225,000  ✗	\$1,500,000  ✗	\$1,725,000  ✗	\$205,000 <input type="checkbox"/>	\$15,000 Preferred  ✓
<u>Recommendation</u>	Least Preferred	Moderately Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred	Preferred  ✓

# Pedestrian And Cyclist Connections – Recommendations

- The recommended alternative is '**Alternative 7 – Pathway Connection**'. This alternative is preferred due to:
  - Enhanced pedestrian and cycling connectivity;
  - Meets community expectations, can be constructed without a new crossing of Riverside Drive; and
  - Minimal anticipated environmental impacts and meets the City of Ottawa's new Accessibility Design Standards.
- This plan promotes healthy living by maximizing pedestrian and cyclist connectivity, with reasonable costs when compared to the other alternatives.



# Next Steps

The city is currently carrying out the detailed design process for the rehabilitation of McIlraith Bridge. The detail design is now nearing completion and construction is planned to begin this summer.

You are invited to two Open Houses will take place June 17<sup>th</sup> and 18<sup>th</sup> to present the future work proposed to be carried out in the 2013/2014 construction season with a winter shutdown.