

**Brian Coburn / Cumberland Transitway / Blair Road
Environmental Assessment Study**

Public Open House Meeting #2

Transportation Services Department

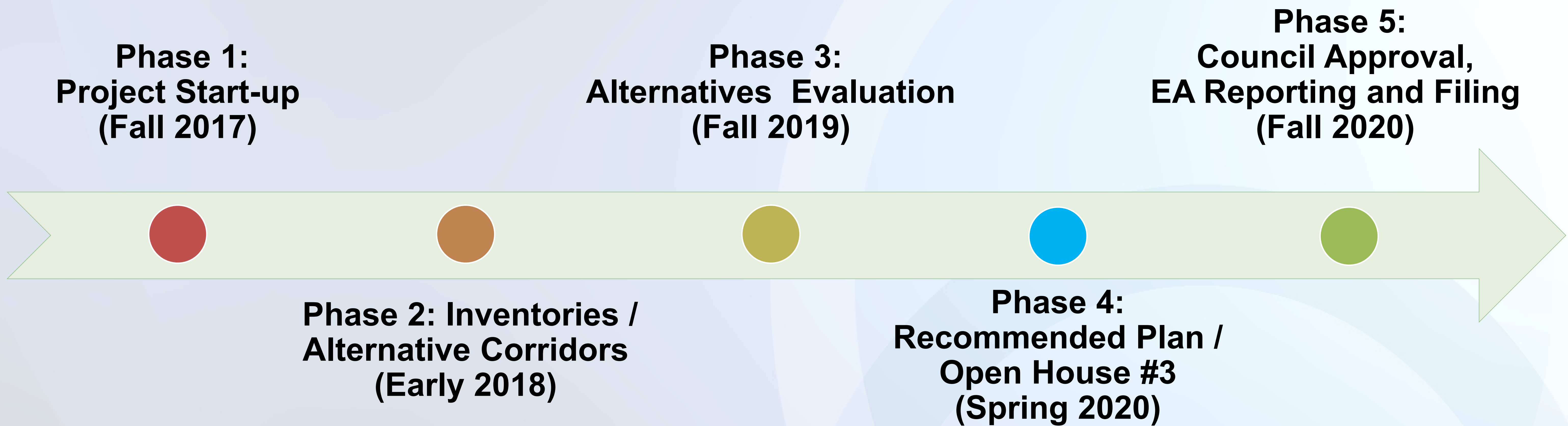
Presentation Overview

- Project Update
- Alternatives Assessment (Blair to Navan)
- Blair Road Corridor (Innes to Blair LRT Station)
 - Needs Assessment
 - Alternative Solutions
 - Design Alternatives
- Issues / Next Steps



PROJECT UPDATE

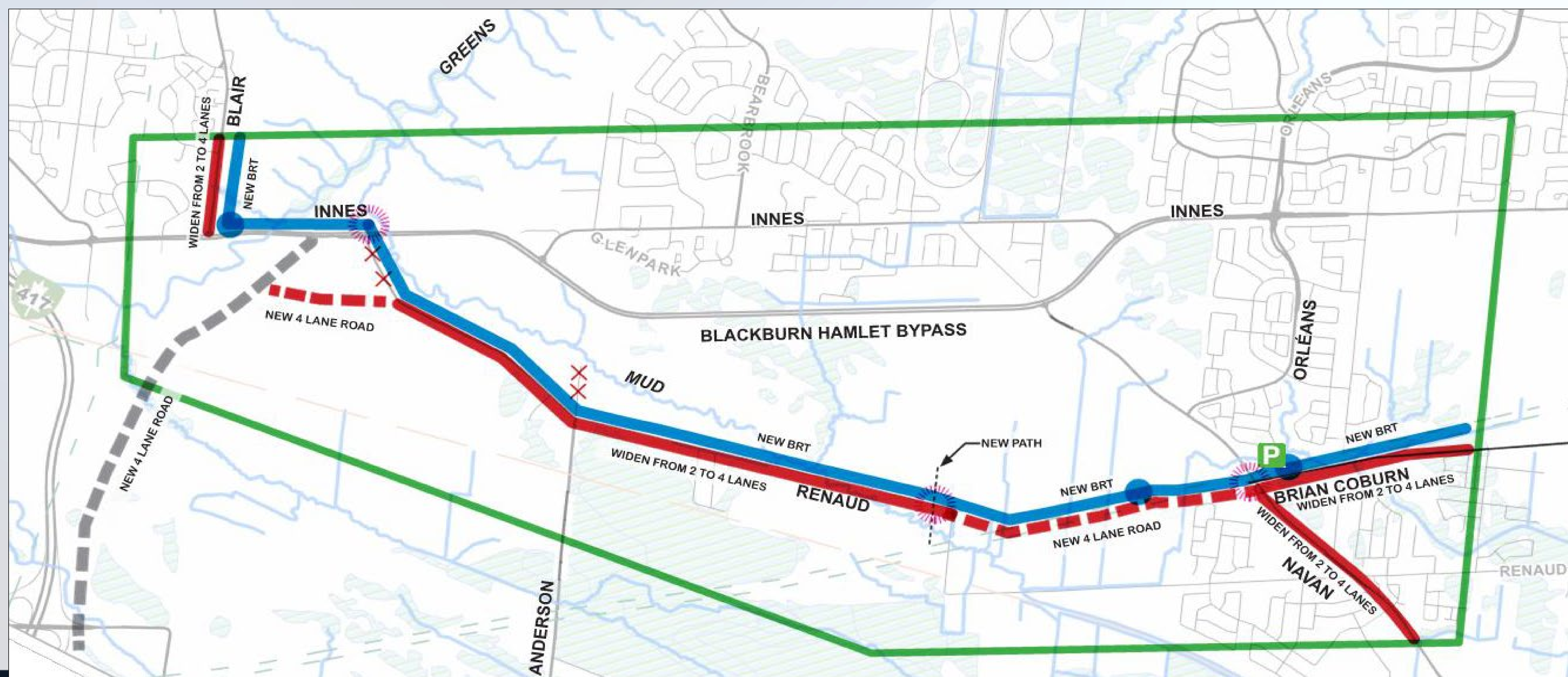
Project Schedule



May 2018 Open House #1

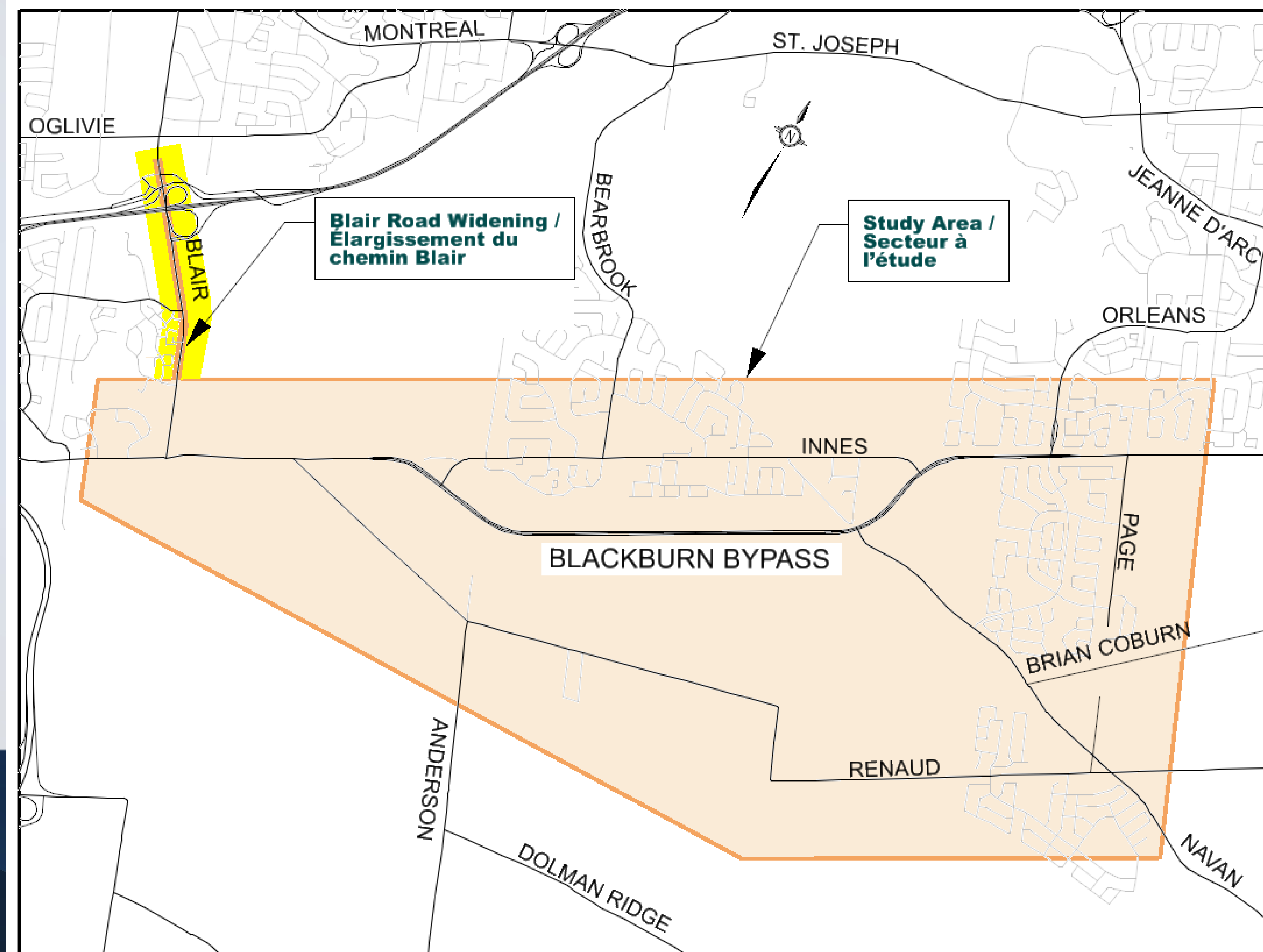
- Over 100 in attendance
- 70 written comments & 20 comments during open forum
- 45 comments supporting adding New Option #7
- Other issues included:
 - Congestion on Innes Road
 - Avoid cul-de-sacs
 - Traffic impacts
 - Greenbelt impacts

New Corridor Option #7



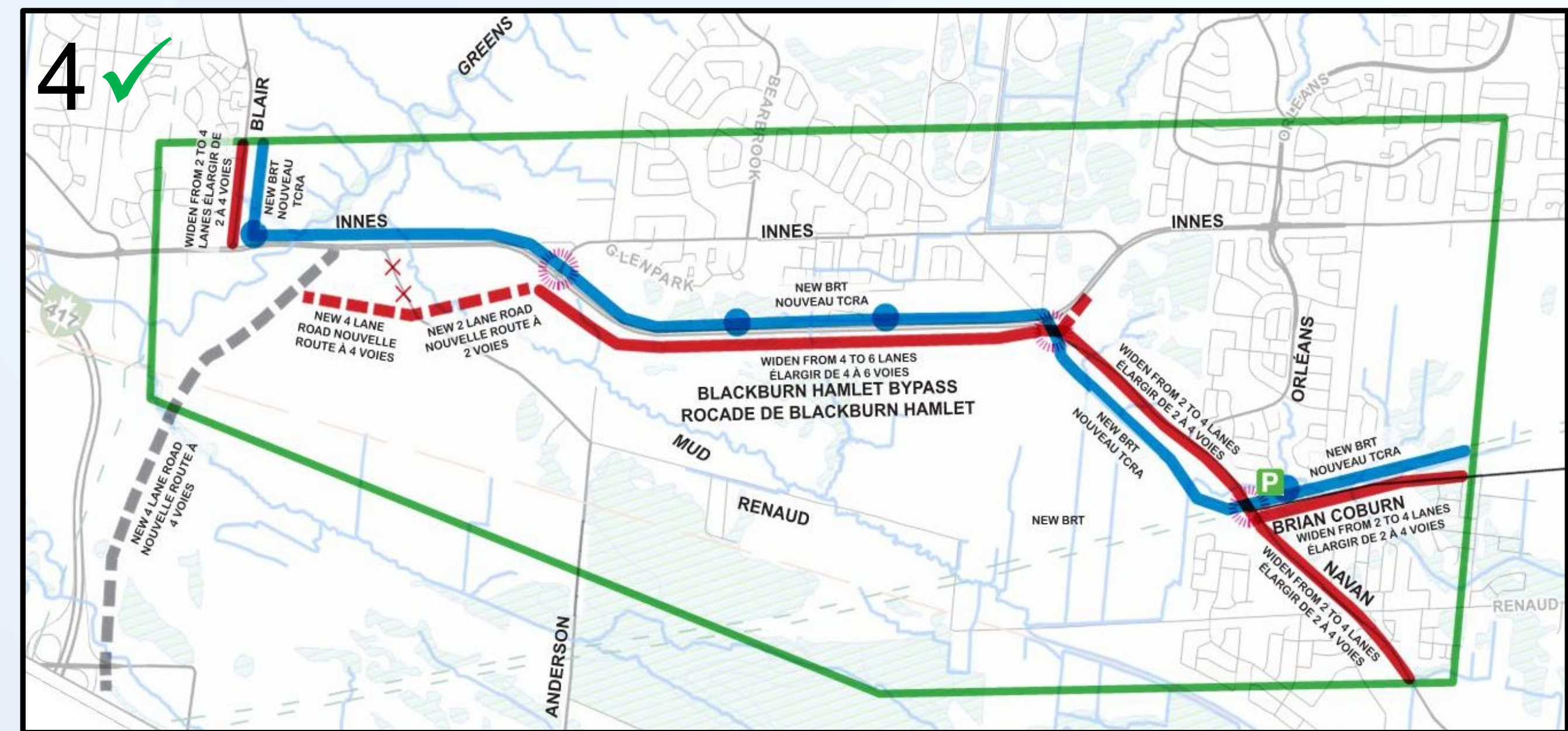
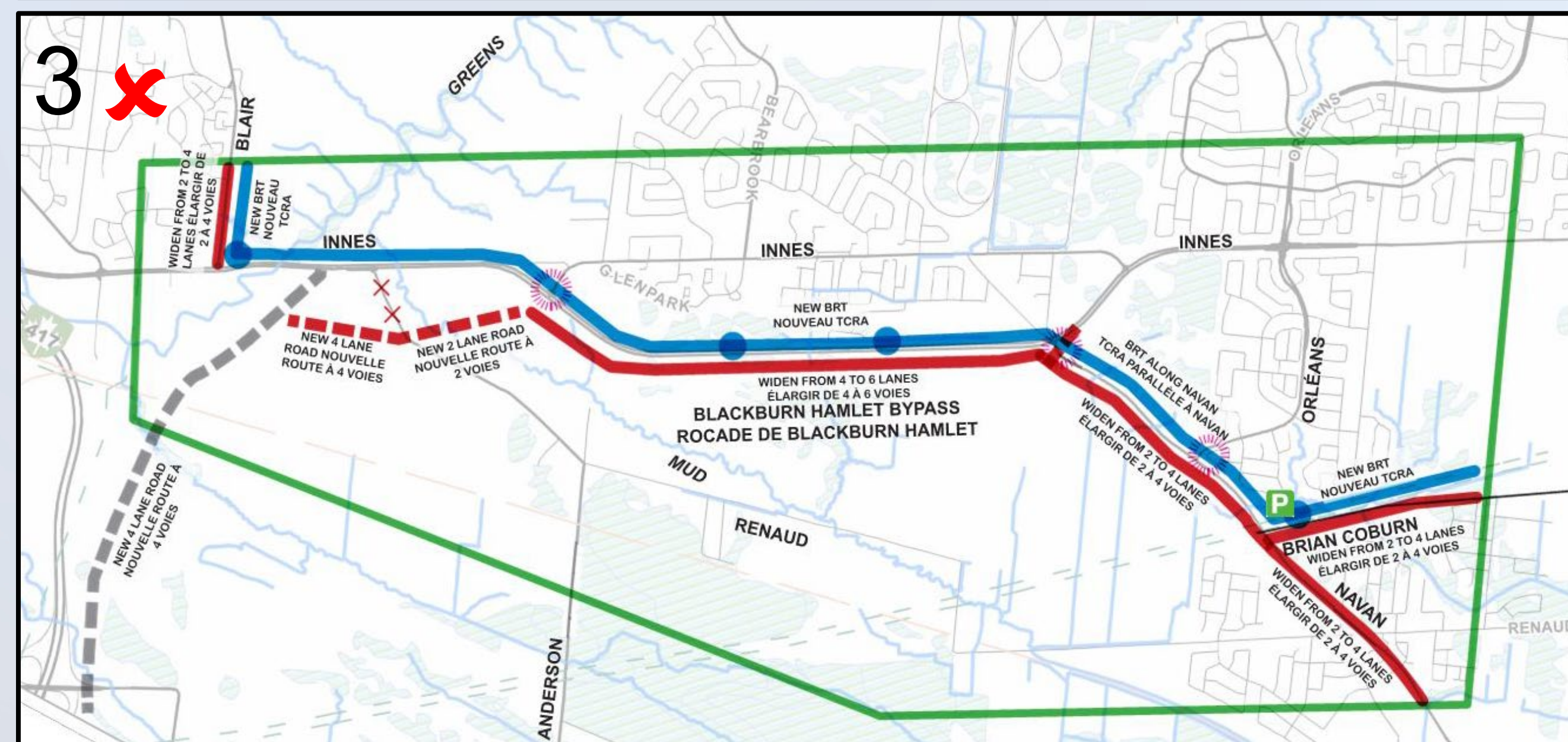
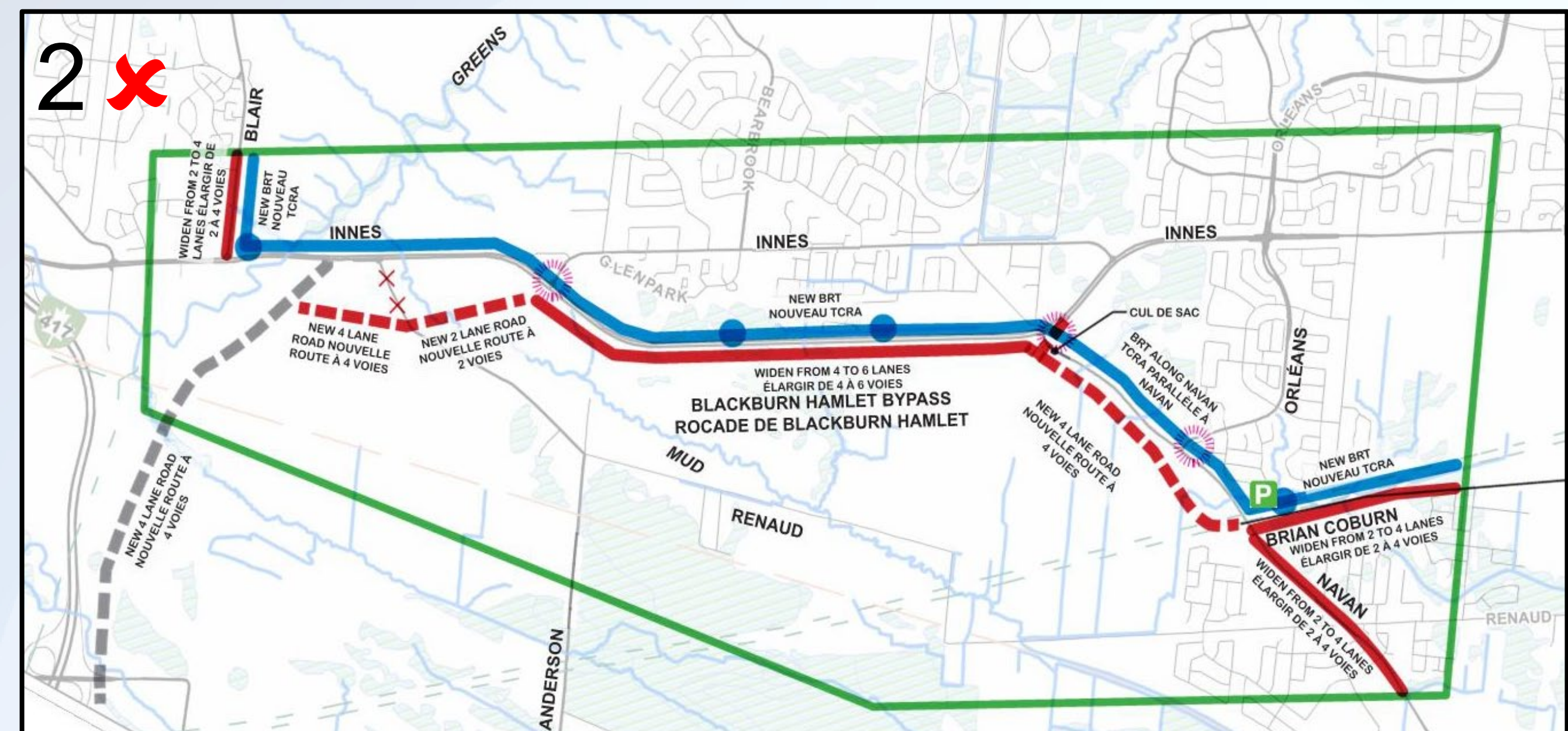
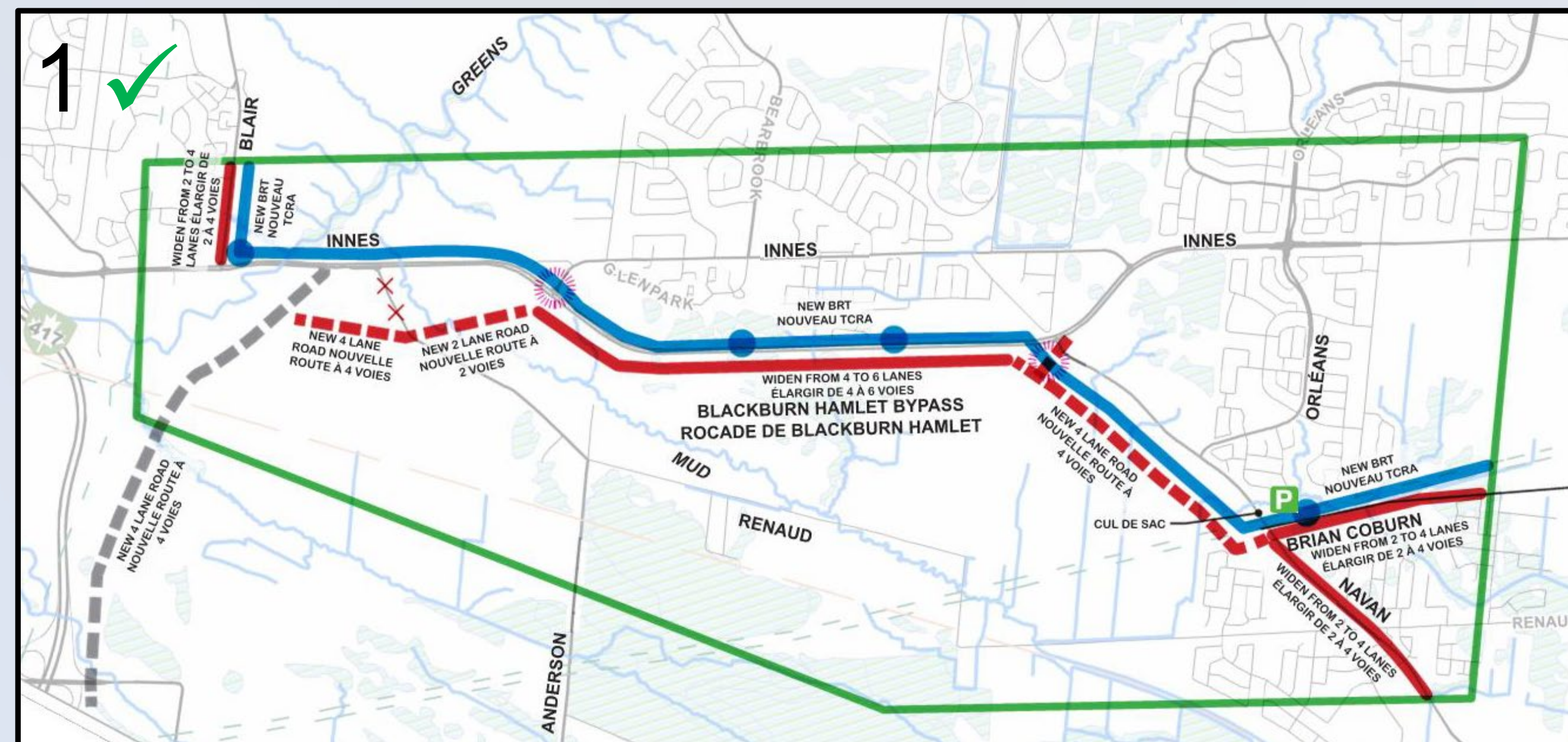
Expanded Study Area - Blair Road

- Expanded study area includes Blair Road widening for transit priority between Innes and Blair LRT Station.



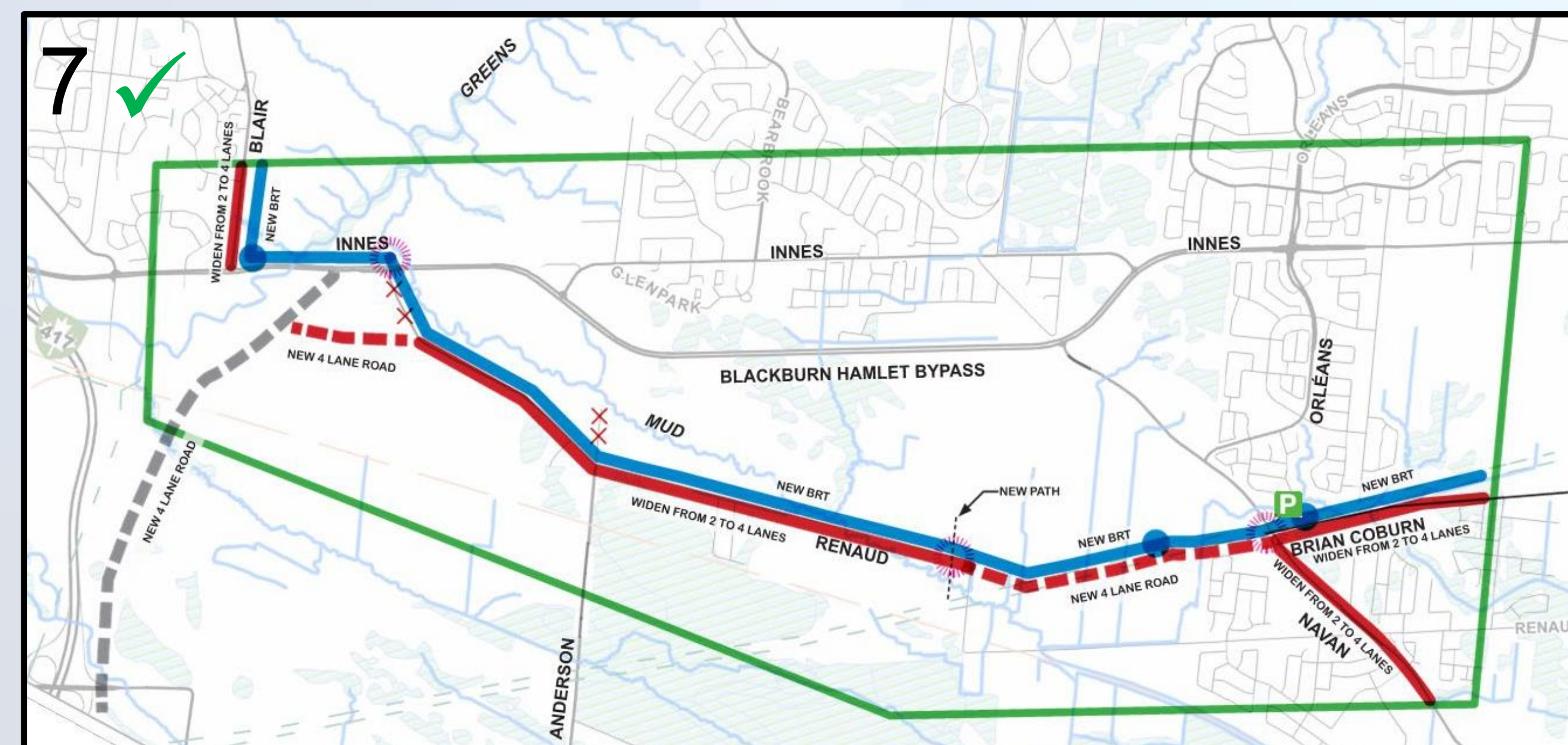
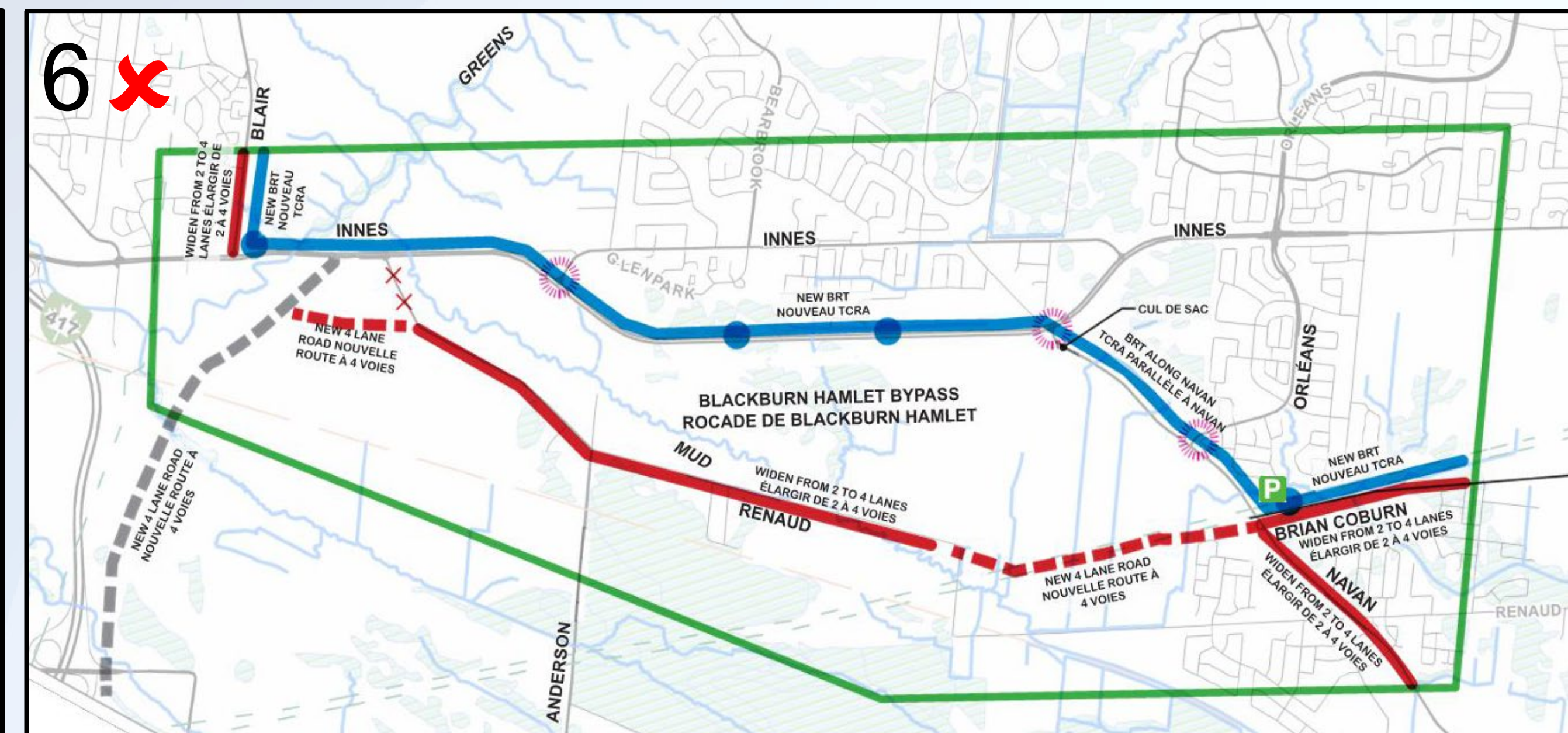
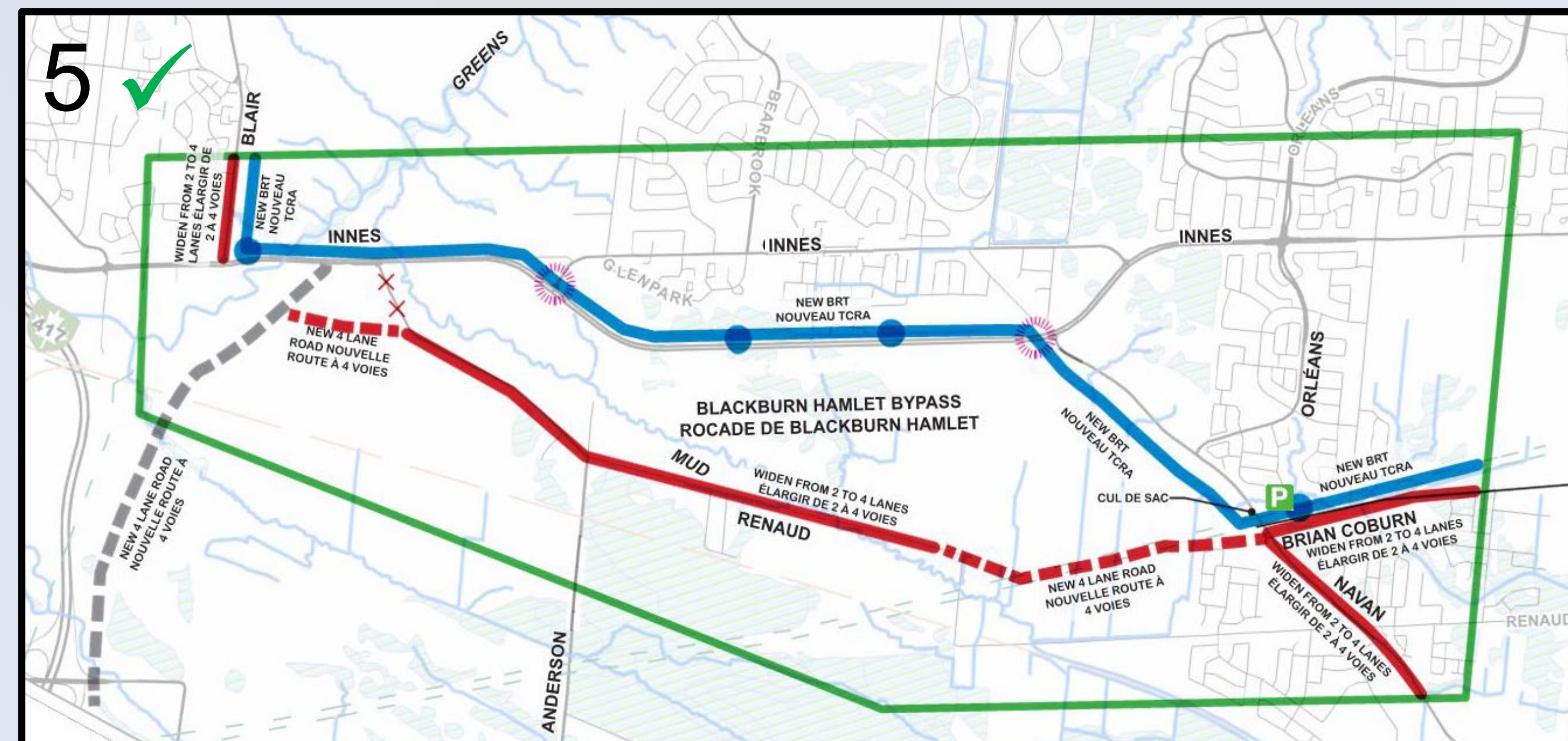
CORRIDOR ALTERNATIVES ASSESSMENT

Long List - Alternatives Screening



Option	Natural Environment /	Social Environment /	Cultural Environment /	Transportation /	Cost /	RECOMMENDATION /
1	—	✓	—	✓	—	CARRY FORWARD
2	—	✗	✗	✓	✗	DO NOT CARRY FORWARD
3	—	✗	✗	✓	✗	DO NOT CARRY FORWARD
4	—	—	—	✓	—	CARRY FORWARD

Long List - Alternatives Screening

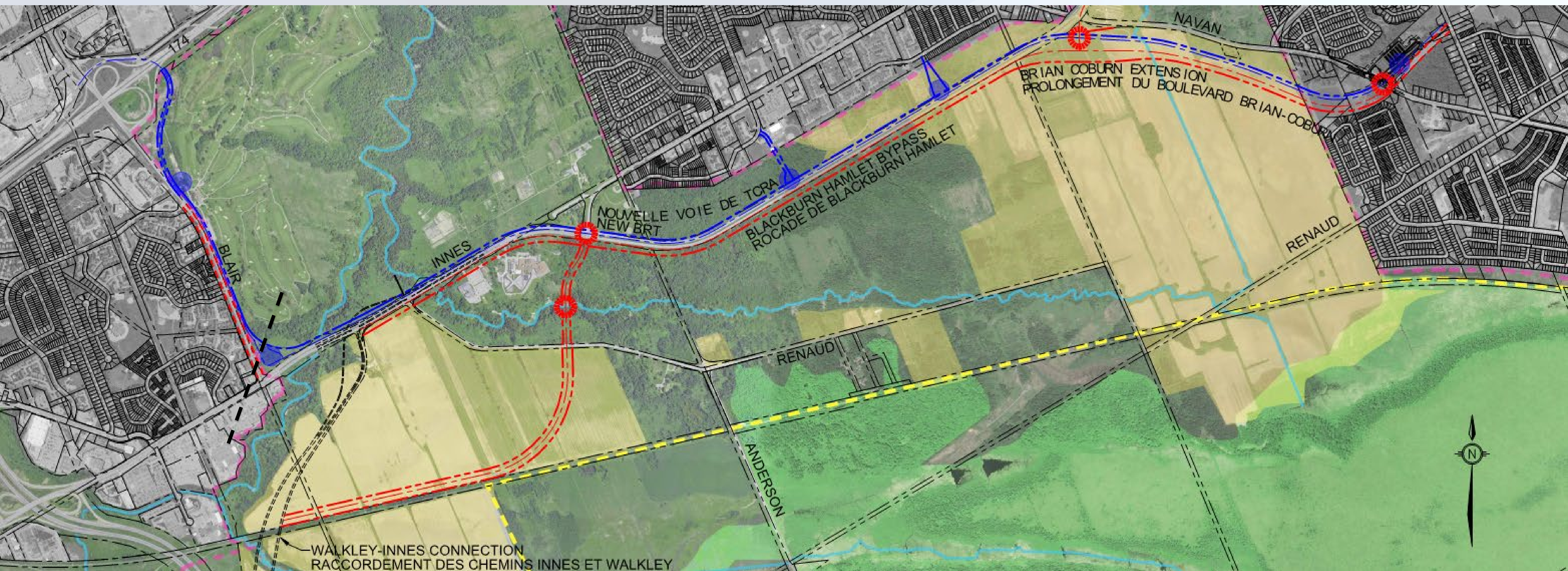


Option	Natural Environment /	Social Environment /	Cultural Environment /	Transportation /	Cost /	RECOMMENDATION /
5	✗	✓	—	✓	—	CARRY FORWARD
6	✗	✗	✗	✓	✗	DO NOT CARRY FORWARD
7	✗	✓	—	✓	✓	CARRY FORWARD

Short List Evaluation Criteria

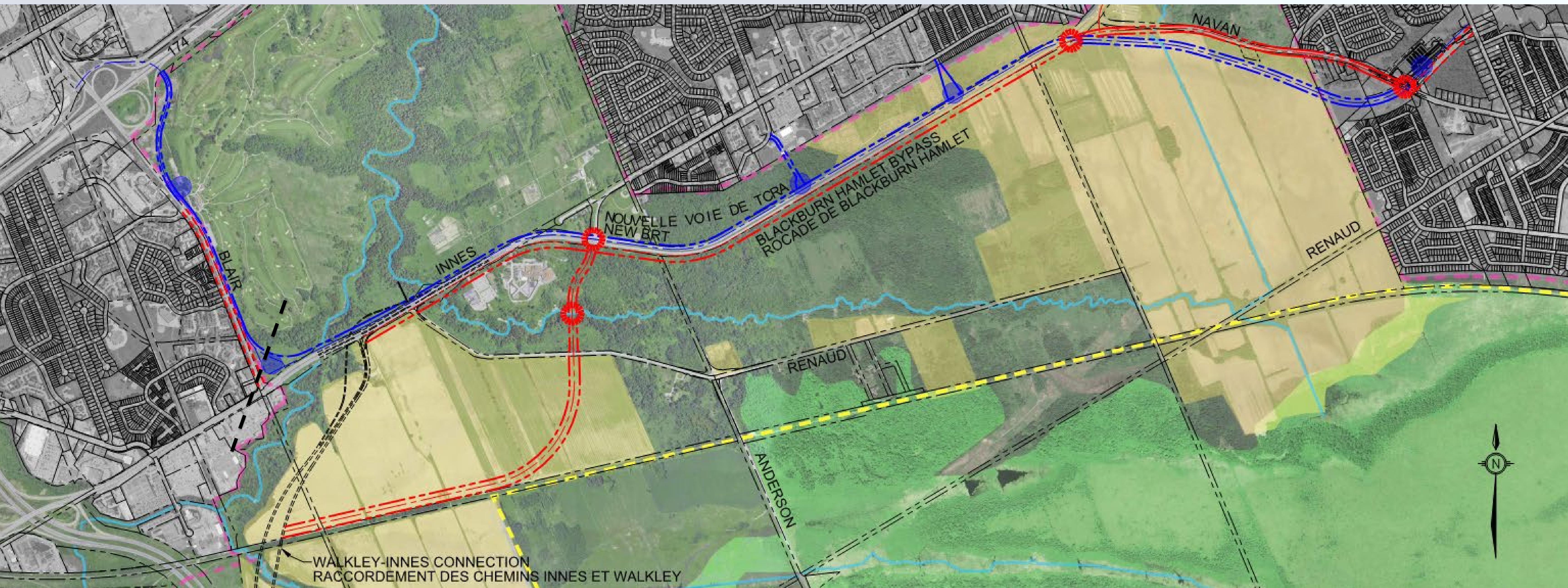
- **Transportation (8)**
 - Active Transportation
 - Transit Ridership
 - Neighbourhood Traffic
- **Natural Environment (11)**
 - Greenbelt impacts
 - Wildlife impacts
 - Wetland impacts
 - Climate change impacts
- **Social / Cultural (11)**
 - Property impacts
 - Impact on Vistas / Visual Aesthetics
 - Impact on Sensitive Land Uses
- **Cost (1)**
 - Relative Construction Cost

Option 1 - New Road and BRT off Navan



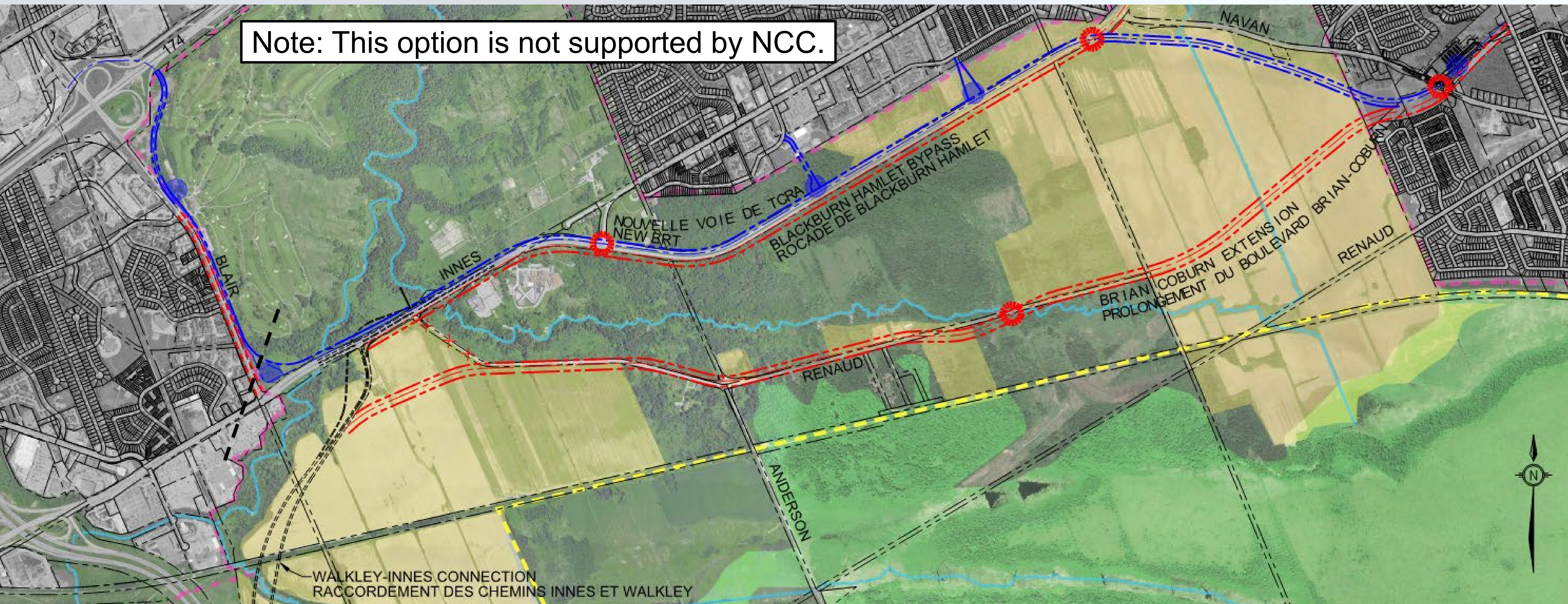
Transportation and Transit	Natural Environment	Social/Cultural Environment	Cost
<ul style="list-style-type: none"> • BRT adjacent to Blackburn Hamlet • Partially reduces cut-through traffic 	<ul style="list-style-type: none"> • Core Natural Area impacts • Higher habitat fragmentation • Further from Mer Bleue and associated wetlands (PSW) 	<ul style="list-style-type: none"> • Highest farm impacts • Highest Greenbelt experience impact • Medium impact to sensitive land uses • Medium impacts to areas of archaeological potential 	<ul style="list-style-type: none"> • Higher cost for roadway and BRT due to # of structures

Option 4 – Widen Navan / BRT off Navan



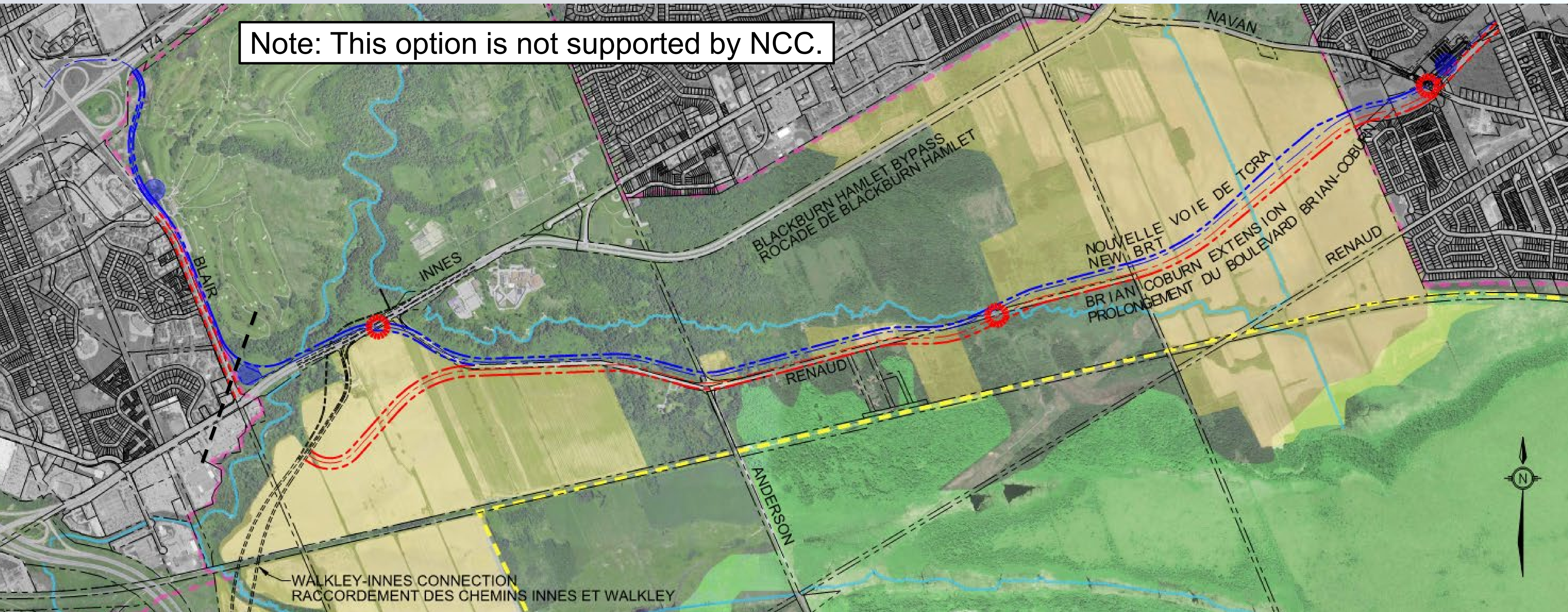
Transportation and Transit	Natural Environment	Social/Cultural Environment	Cost
<ul style="list-style-type: none"> • BRT adjacent to Blackburn Hamlet • Does not minimize cut-through traffic 	<ul style="list-style-type: none"> • Core Natural Area impacts • Higher habitat fragmentation • Further from Mer Bleue and associated wetlands (PSW) 	<ul style="list-style-type: none"> • Least impact on farms • Highest impact on private property • Highest impact to sensitive land uses • Highest potential heritage impacts • Lowest impacts to areas of archaeological potential 	<ul style="list-style-type: none"> • Higher cost for BRT due to structures • Moderate cost for roadway

Option 5 – Renaud Extension / BRT off Navan



Transportation and Transit	Natural Environment	Social/Cultural Environment	Cost
<ul style="list-style-type: none"> • BRT adjacent to Blackburn Hamlet • Partially reduces cut-through traffic 	<ul style="list-style-type: none"> • Core Natural Area impacts • Higher habitat fragmentation • Closer to Mer Bleue and associated wetlands (PSW) • Higher impact on SAR habitat 	<ul style="list-style-type: none"> • Severs more farm parcels • Highest impact on views/vistas • Medium Greenbelt experience impacts • Medium impacts to areas of archaeological potential 	<ul style="list-style-type: none"> • Higher cost for roadway and BRT due to # of structures

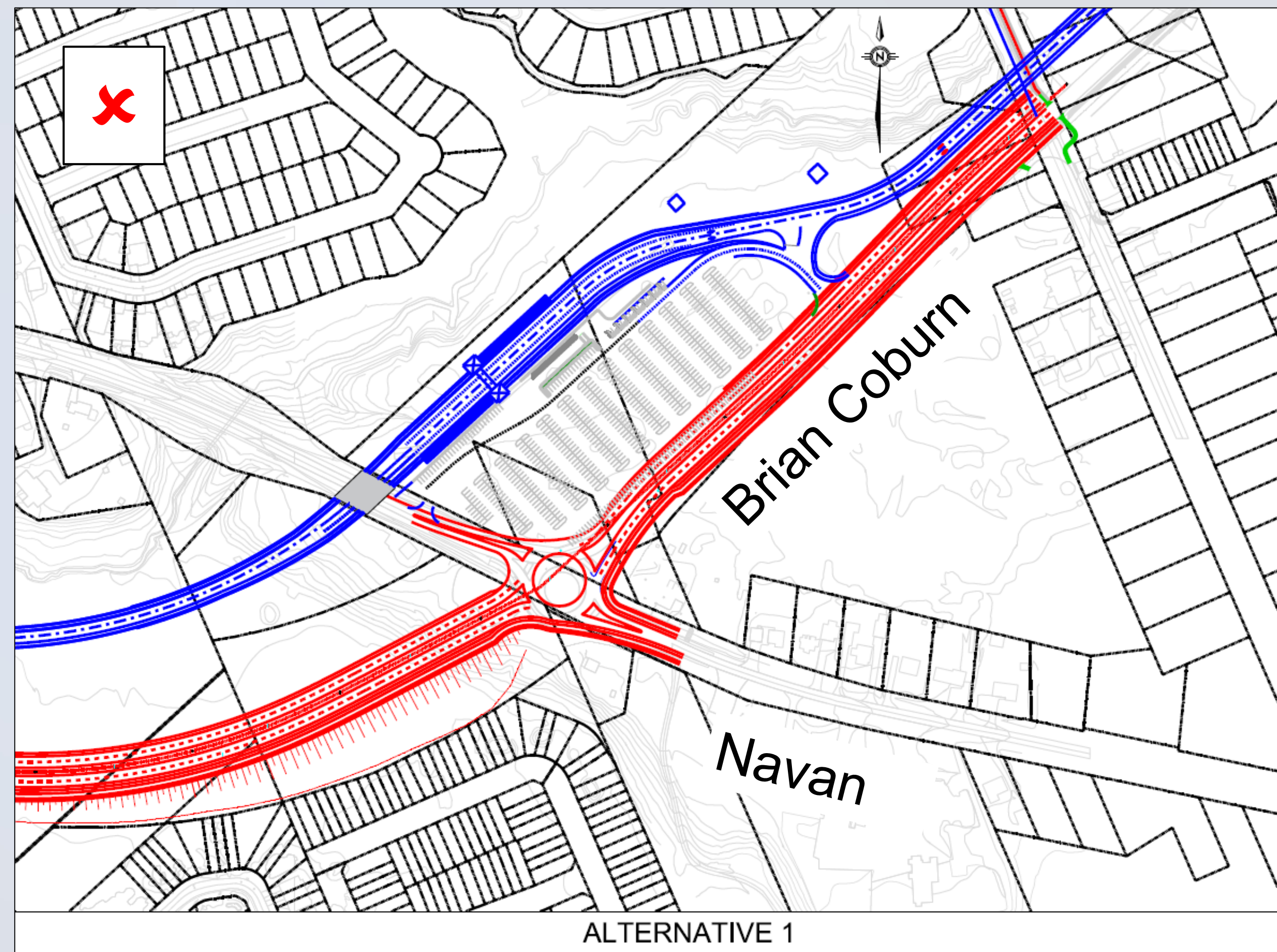
Option 7 – New Road and BRT off Navan



Transportation and Transit	Natural Environment	Social/Cultural Environment	Cost
<ul style="list-style-type: none"> • BRT away from Blackburn Hamlet • Minimizes cut-through traffic 	<ul style="list-style-type: none"> • Closer to Mer Bleue and associated wetlands (PSW) • Least Core Natural Area impacts • Less habitat fragmentation • Higher impact on SAR habitat 	<ul style="list-style-type: none"> • Medium overall farm impact but severs more farm parcels • Lower Greenbelt experience impact • Less impact to sensitive land uses • Highest impact to areas of archaeological potential 	<ul style="list-style-type: none"> • Lowest cost due to fewer structures

DESIGN ALTERNATIVES

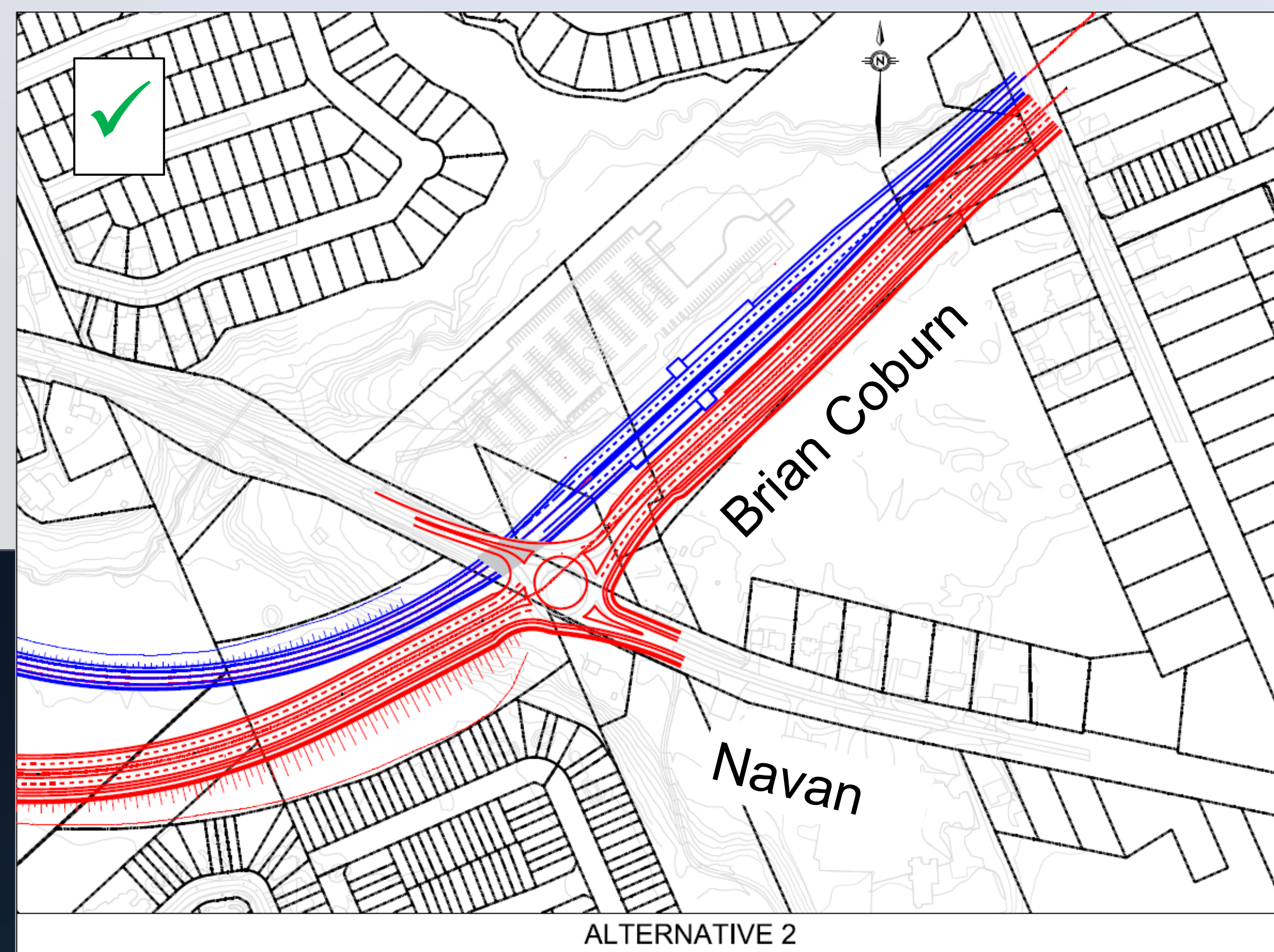
Brian Coburn / Navan Intersection Options



Alternative 1

- Significant slope stability issues along Mud Creek
- Significant embankment adjacent to Bradley Estates

DO NOT CARRY FORWARD

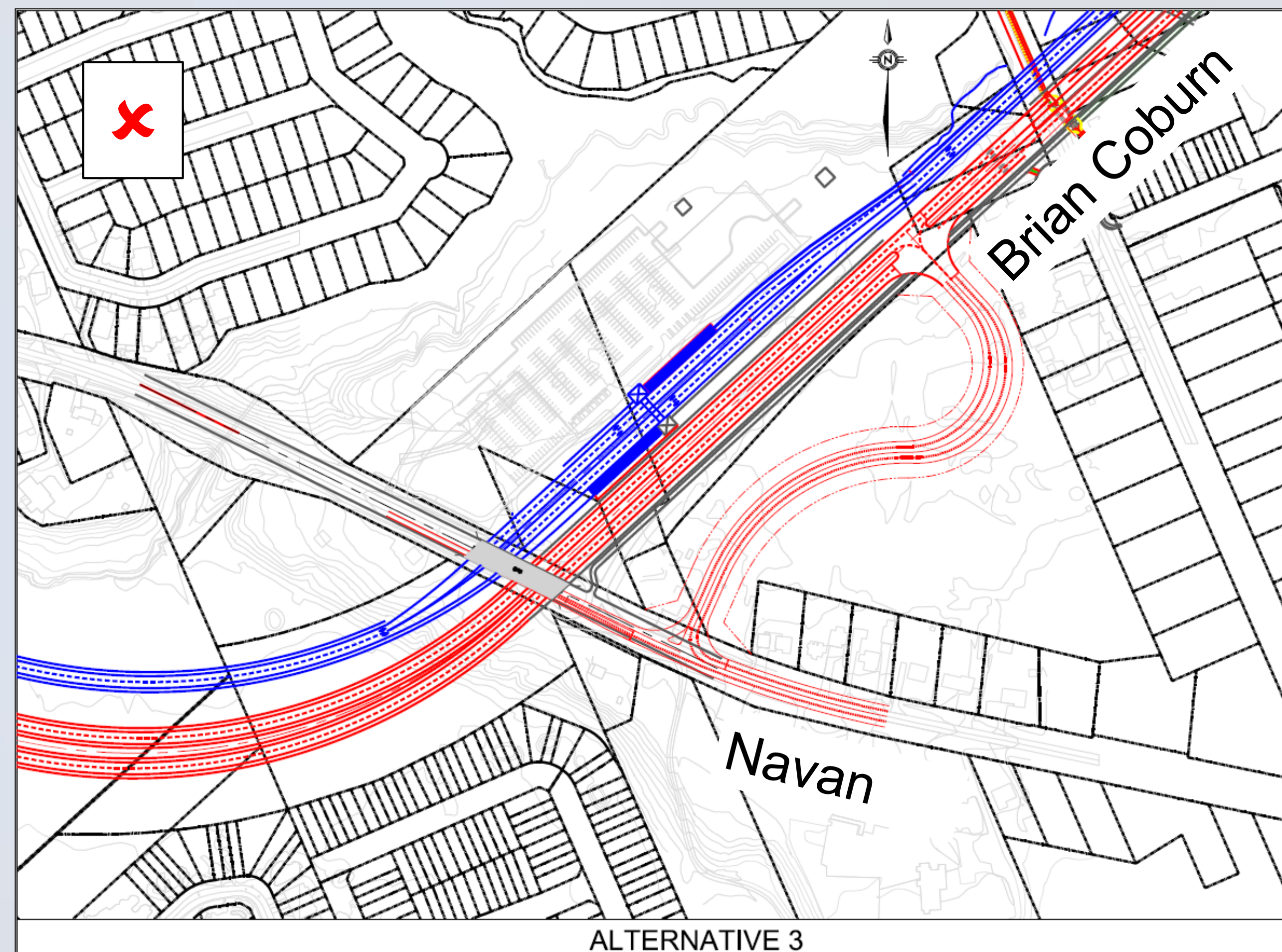


Alternative 2

- Maintains Brian Coburn / Navan connectivity.
- Significant embankment adjacent to Bradley Estates

CARRY FORWARD

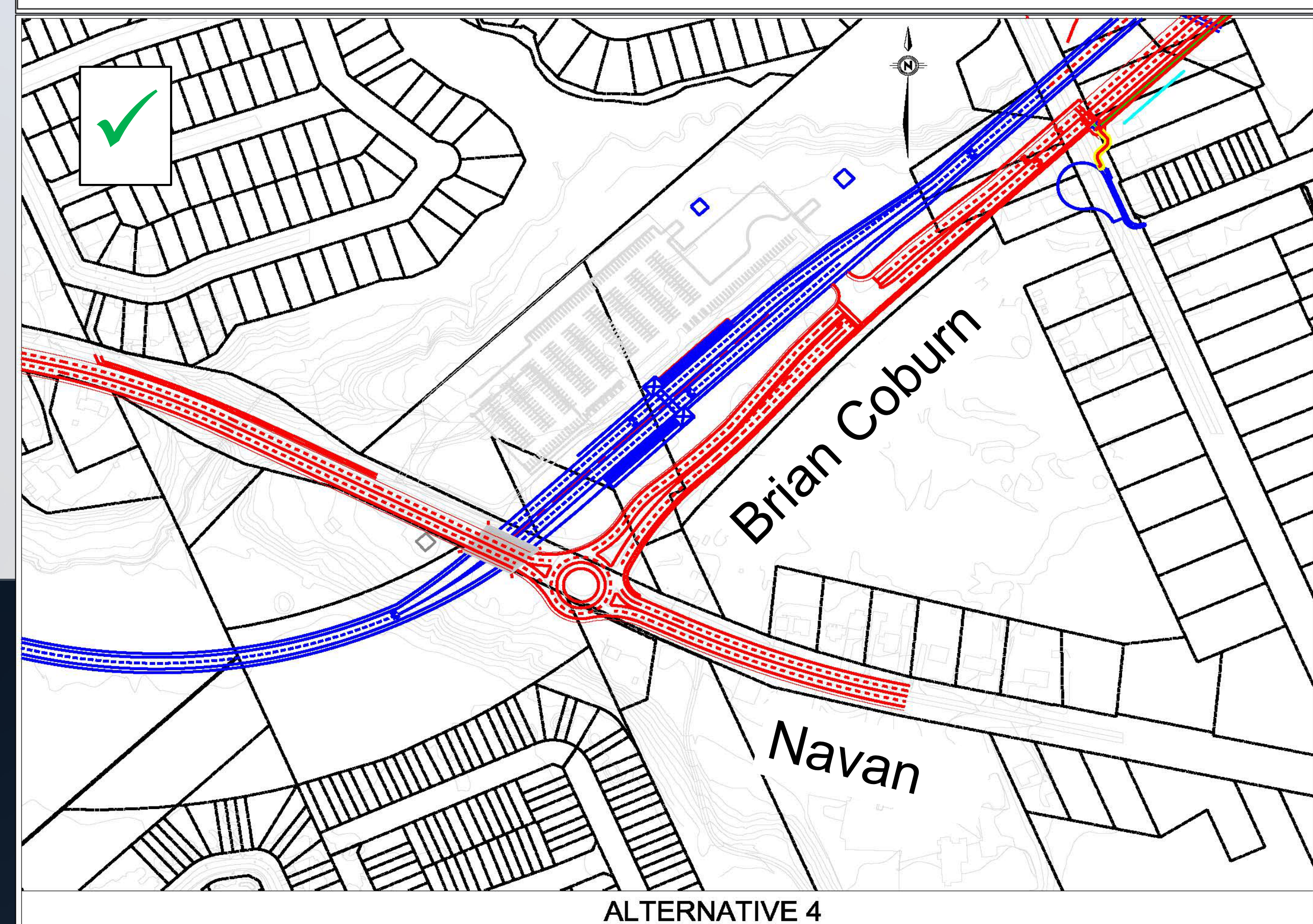
Brian Coburn / Navan Intersection Options



Alternative 3

- Significant impact to development lands for Navan Road access.

DO NOT CARRY FORWARD



Alternative 4

- Maintains Brian Coburn / Navan connectivity.

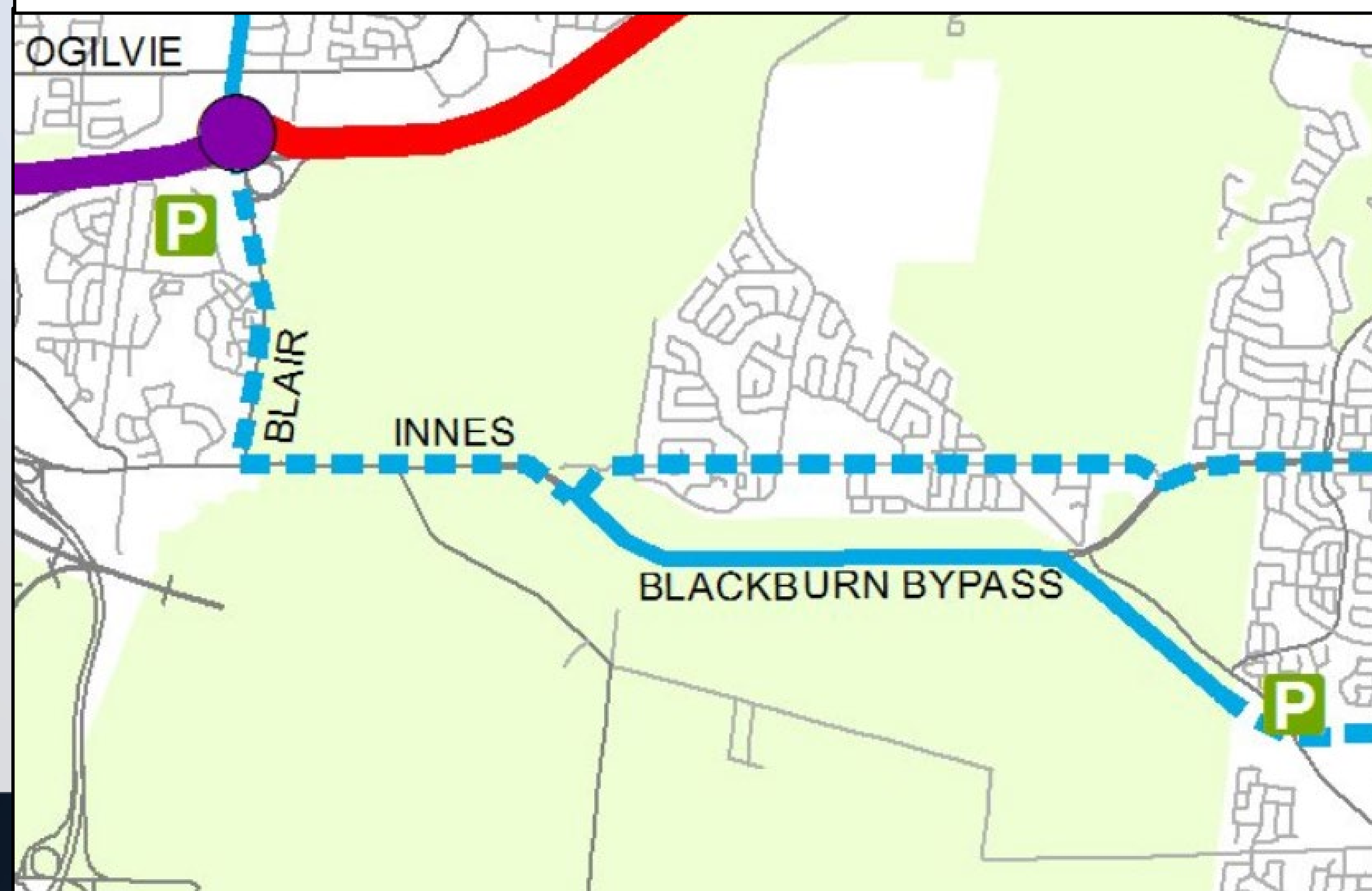
CARRY FORWARD

BLAIR ROAD CORRIDOR

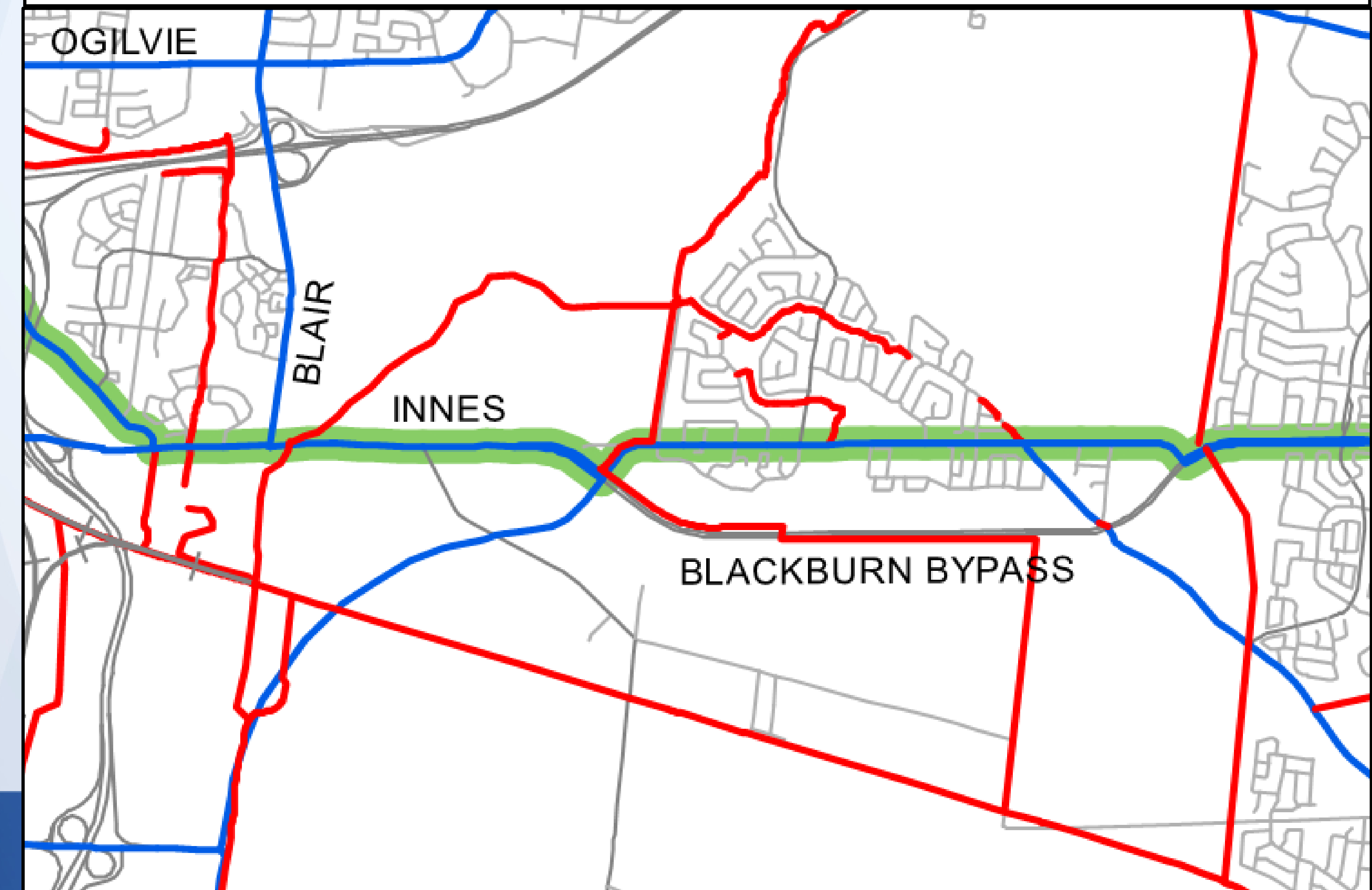
Blair Road - Needs Assessment

- TMP identifies:
 - Widening Blair Road by 2031
 - Blair Road as a Transit Priority Corridor and a Spine Cycling Route

Affordable Transit Plan



Cycling Network Plan



Blair Road – Alternative Solutions

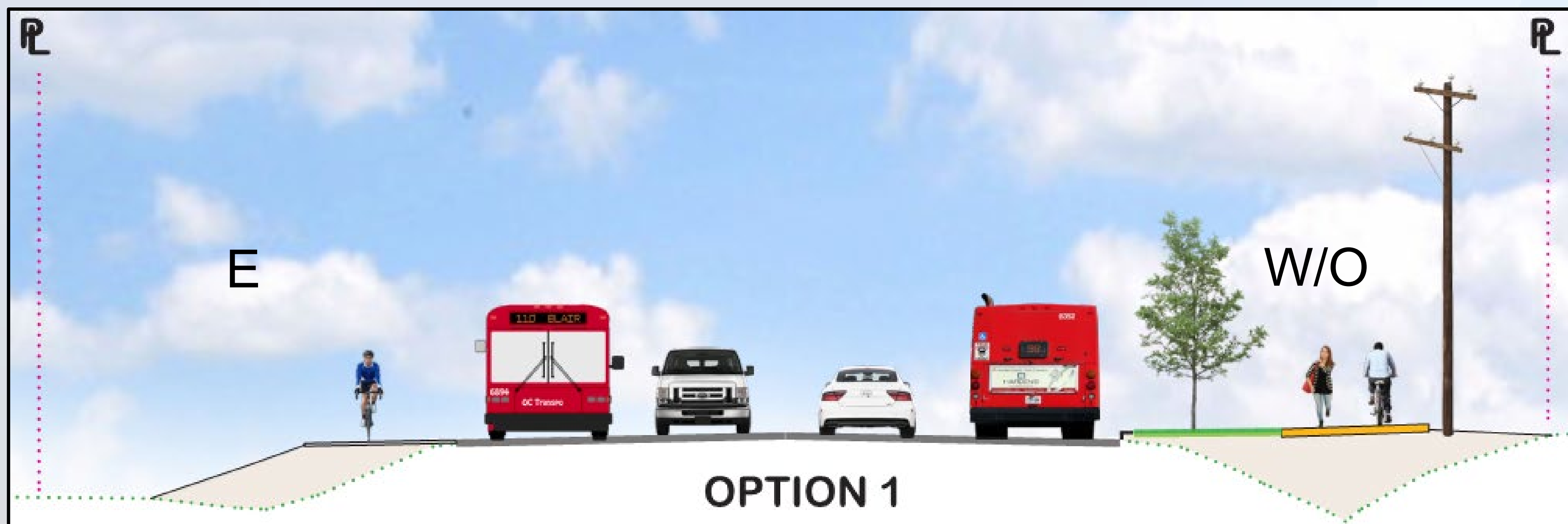
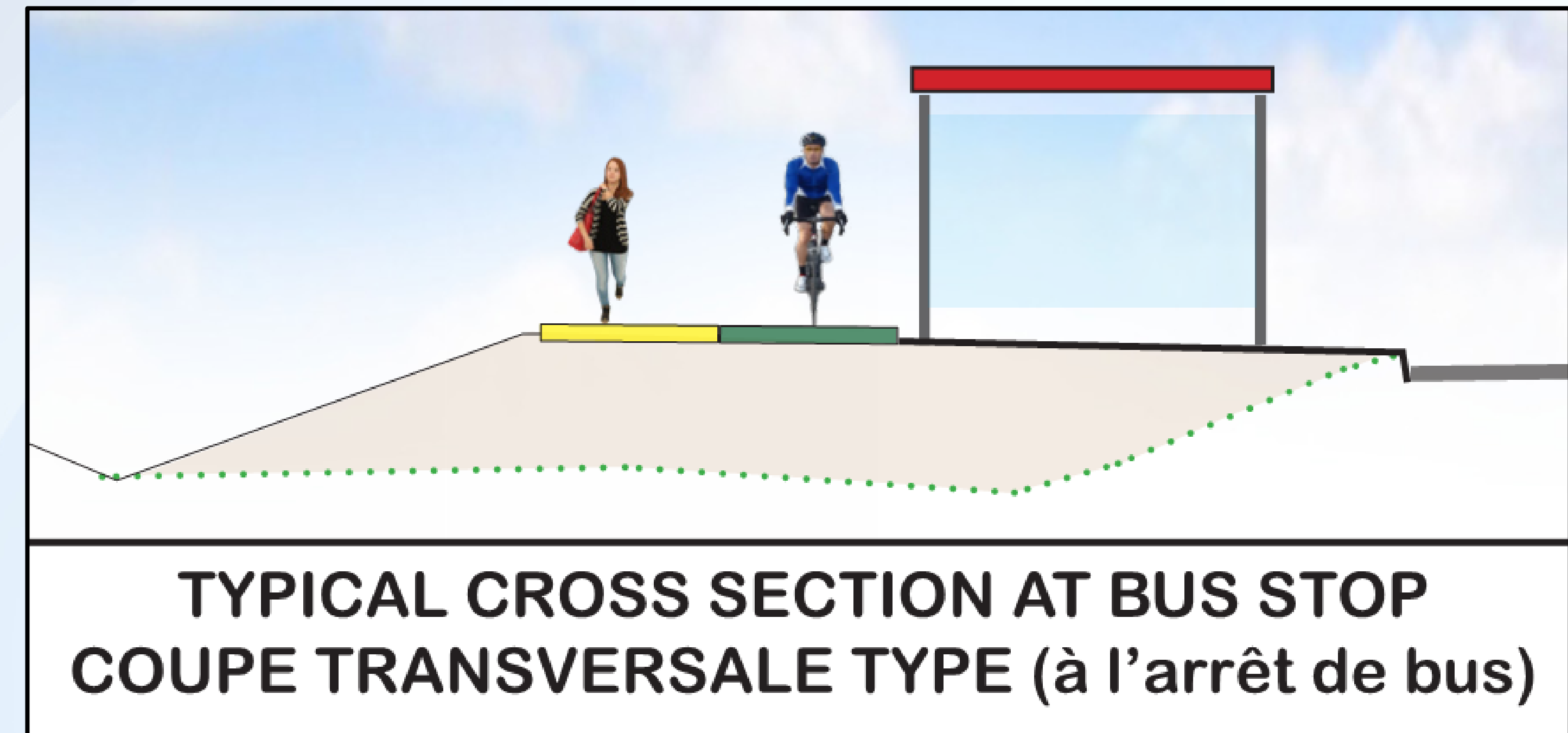
Near term (by 2031) Alternative Solutions include:

- Expand / Enhance Transit Service
- Expand / Enhance Accessibility / Pedestrian / Cycling Facilities
- Travel Demand Management
- Expand Roadway for General Purpose or HOV Lanes
- Do Nothing

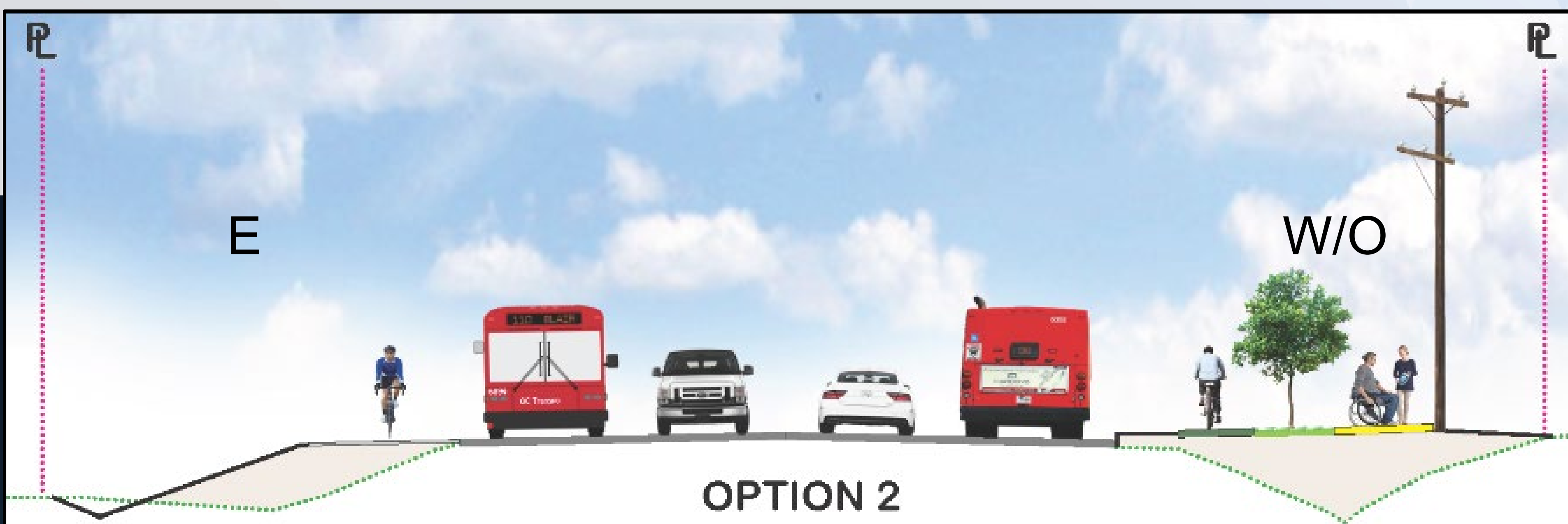
Recommended Solution:

- Widen Blair Road for Bus / HOV Lanes
- Accessibility, pedestrian and cycling infrastructure

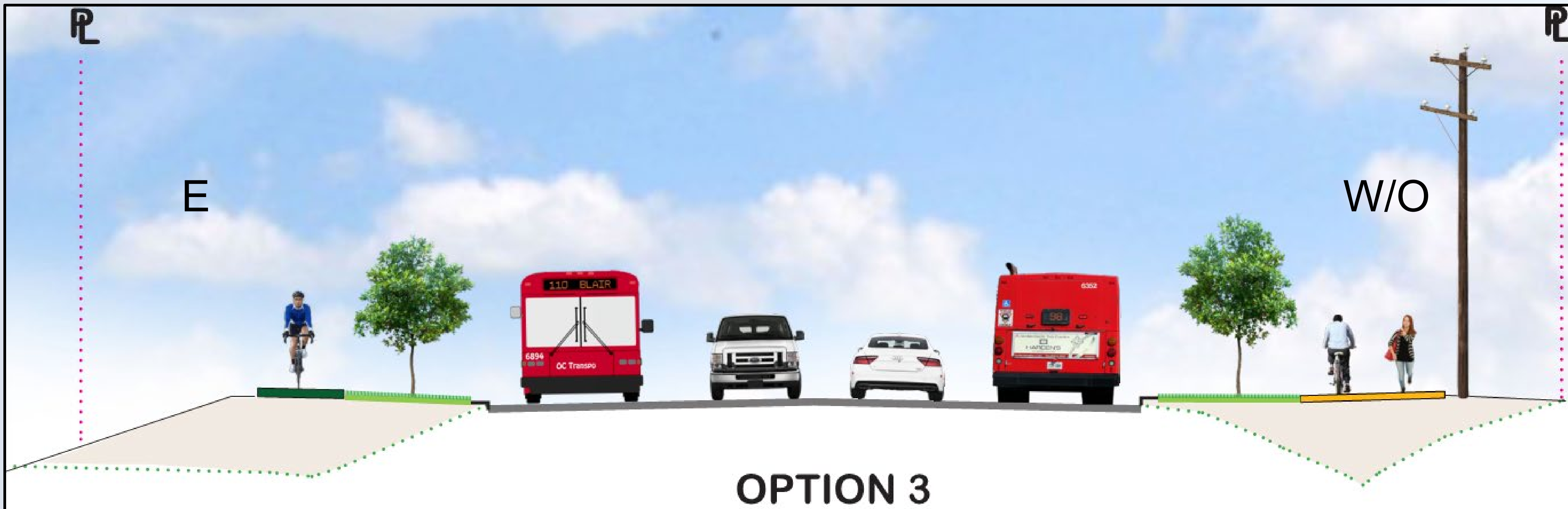
Blair Road Cross-Section Options



- Option 1:
- West MUP mixes pedestrians and cyclists
 - East shoulder not ideal for accessing bus stops
- Option 2:
- Sidewalks and cycle tracks on west side
 - East shoulder not ideal for accessing bus stops



Blair Road Cross-Section Options



Option 3:

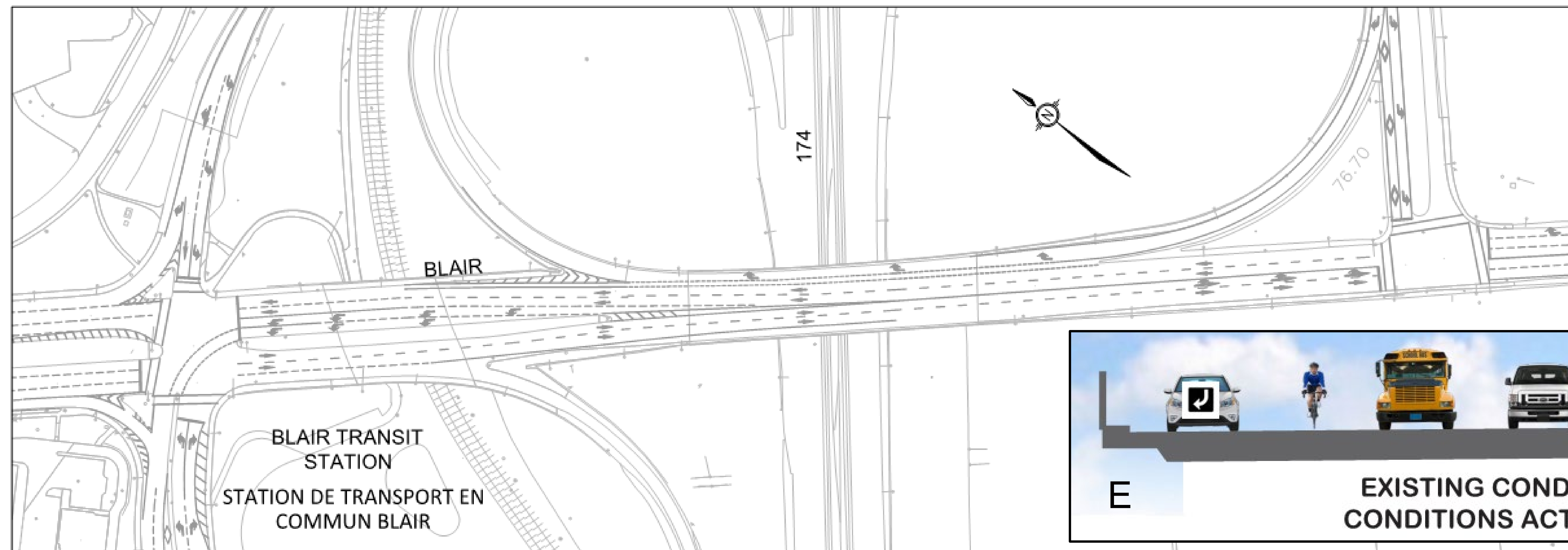
- West MUP mixes pedestrians and cyclists
- East side cycle track only



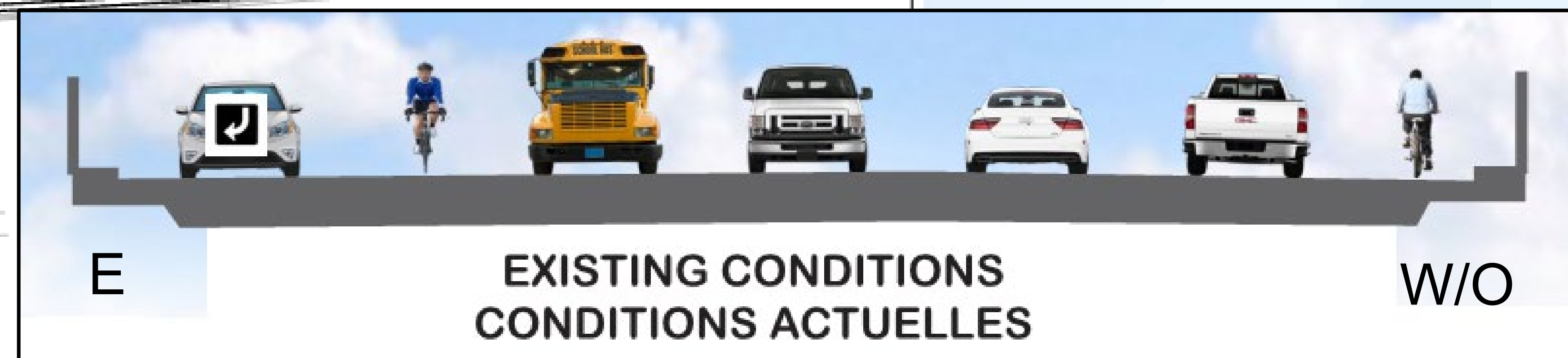
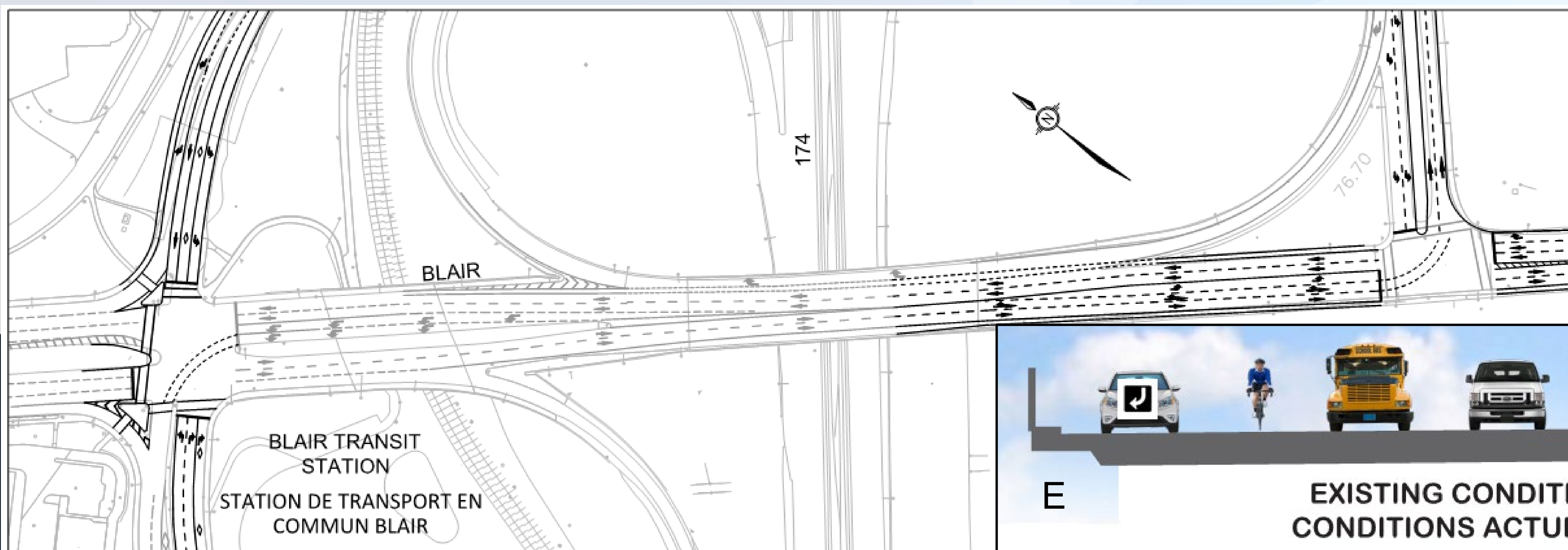
Option 4:

- Sidewalks and cycle tracks on both sides

Blair / Ottawa Road 174 Interchange

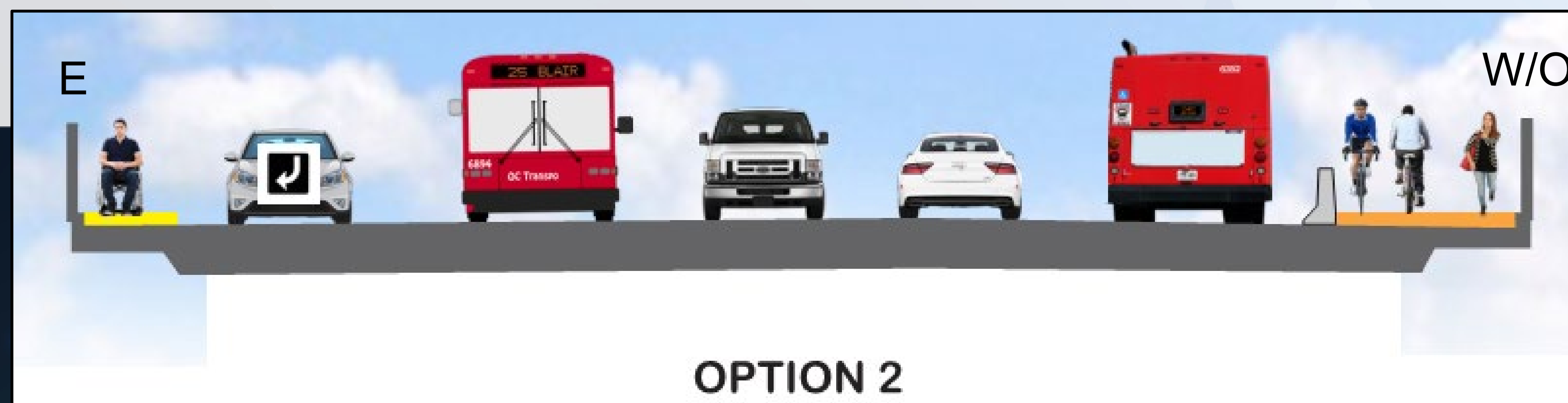
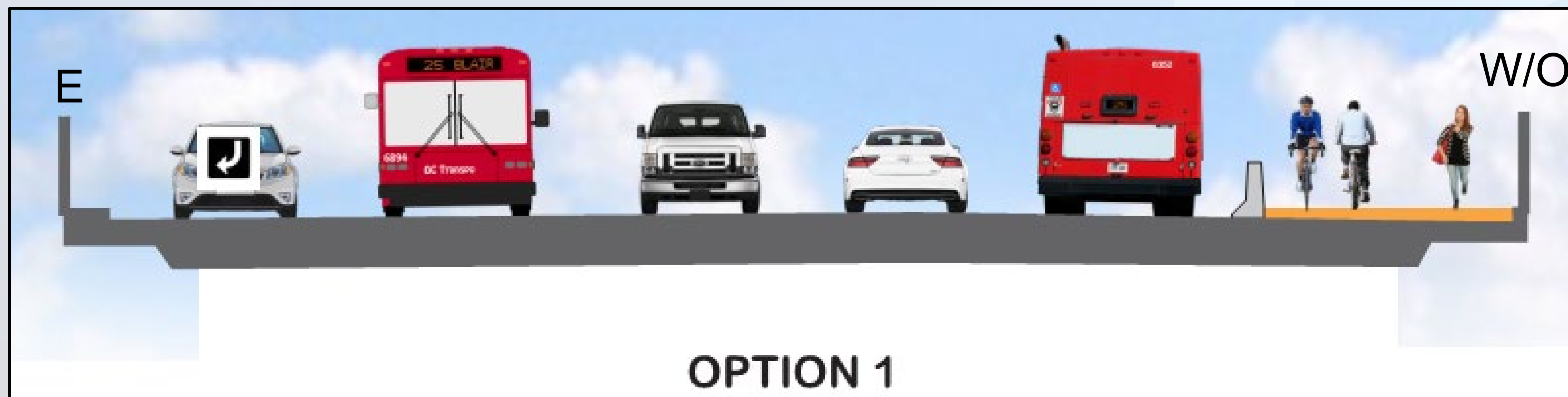


EXISTING CONDITIONS | CONDITIONS ACTUELLES



MODIFIED EXISTING CONDITIONS DURING STAGE 2 LRT | CONDITIONS ACTUELLES MODIFIÉES DURANT LA MISE EN ŒUVRE DE L'ÉTAPE 2 DU TLR

Blair / Ottawa Road 174 Bridge Cross-Section Options



Option 1:

- West MUP mixes pedestrians and cyclists

Option 2:

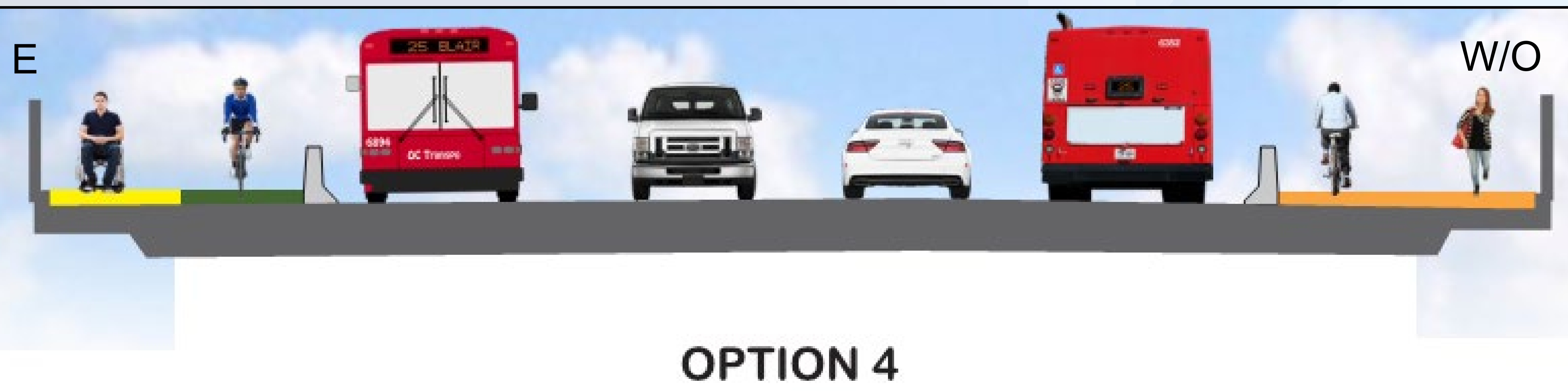
- West MUP mixes pedestrians and cyclists
- East sidewalk has more ramp / road crossings

Blair / Ottawa Road 174 Bridge Cross-Section Options



Option 3:

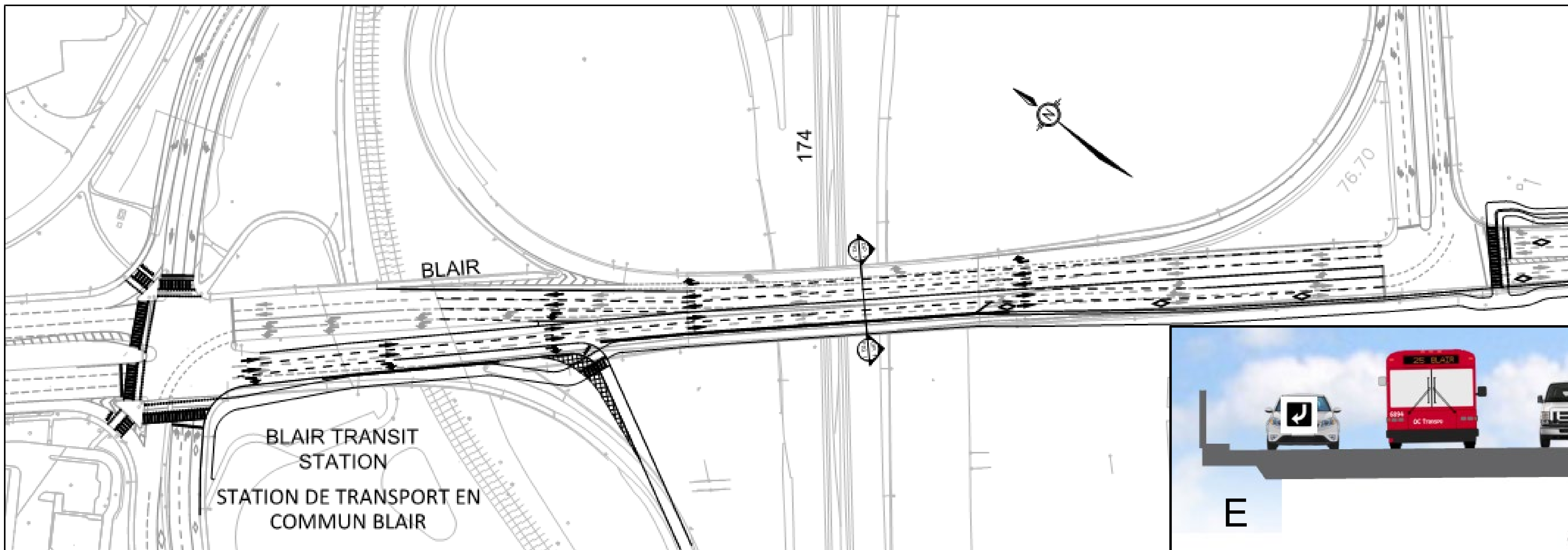
- Sidewalks and cycle tracks on both sides



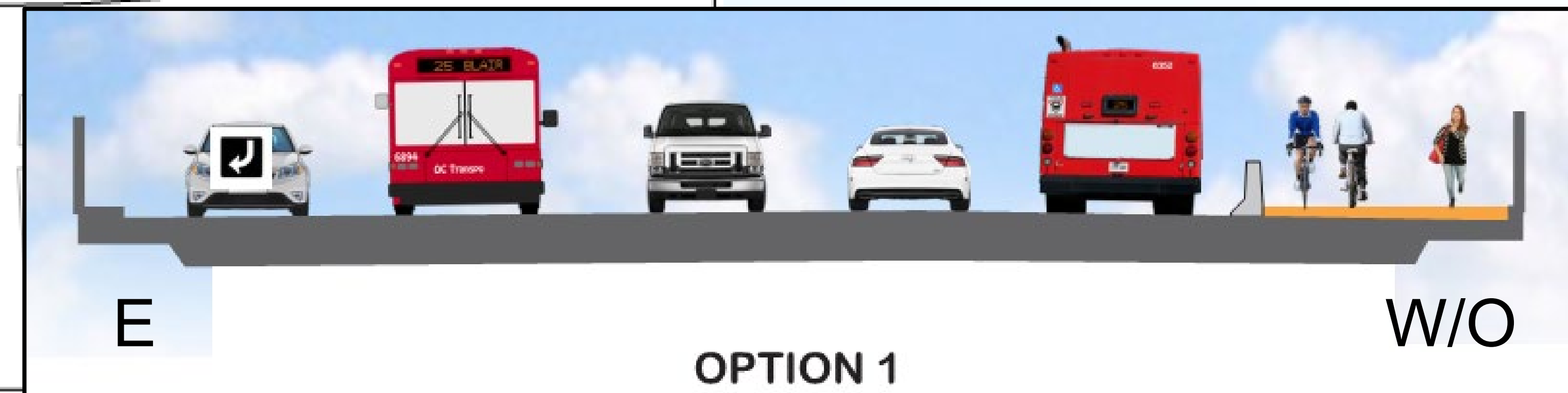
Option 4:

- West MUP mixes pedestrians and cyclists
- East sidewalk and cycle tracks have more ramp / road crossings

Blair / Ottawa Road 174 Interchange Options



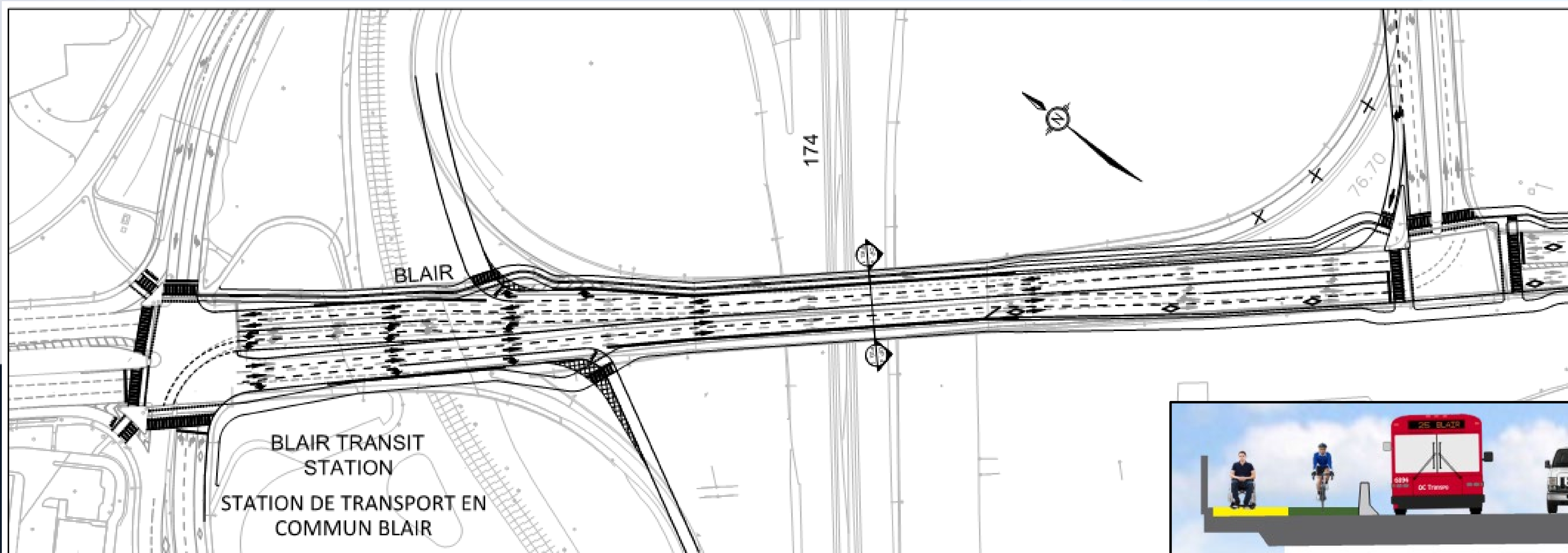
MINOR MODIFICATIONS | MODIFICATION MINEURE



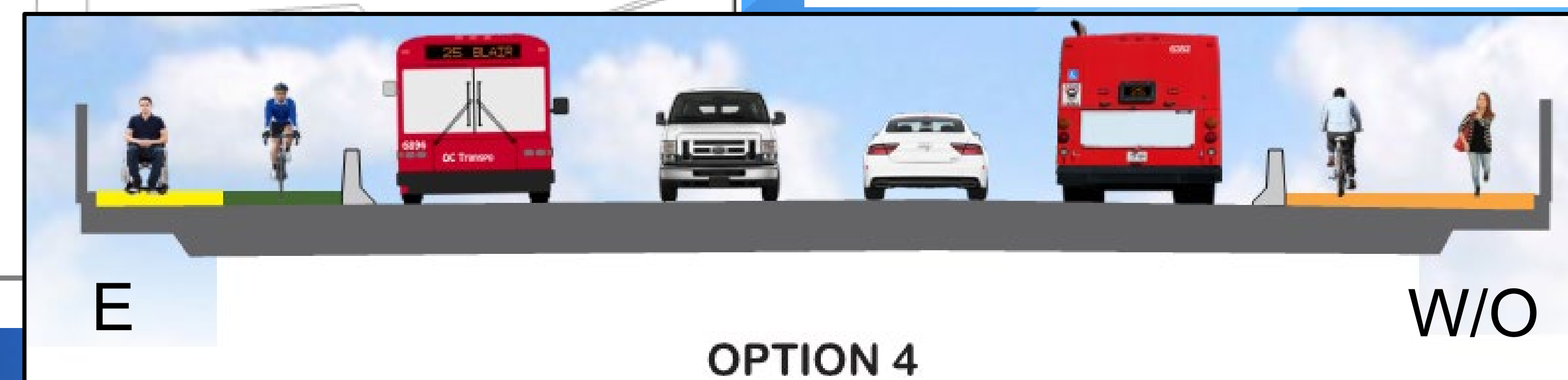
OPTION 1

Minor Changes:

- 1 Ramp Modification
- West MUP



MAJOR MODIFICATIONS | MODIFICATION MAJEURE



OPTION 4

Major Changes:

- 3 Ramp Modifications
- West MUP
- East Sidewalk + Cycle Track

ISSUES AND NEXT STEPS

Issues/Considerations

- Transit Travel Times and Reliability
- Roadway Capacity
- NCC Property / Greenbelt Impacts
- Mer Bleue Wetland Impacts
- Greenbelt Master Plan / Cumulative Effects
- Differing Public / Approving Agency Perspectives
- Funding / Affordability
- Timing of Innes-Walkley-Hunt Club Connection

Next Steps

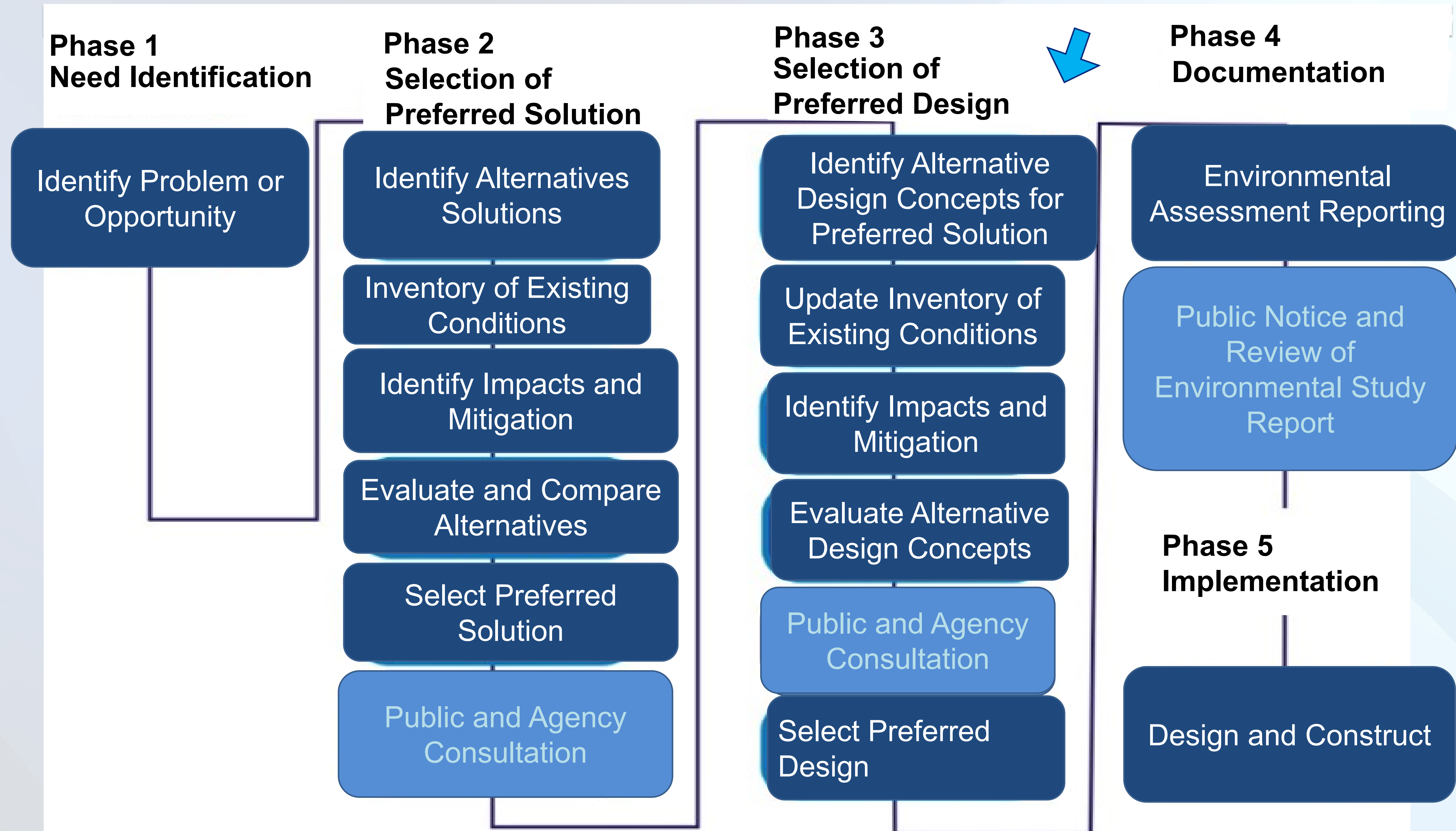
- Review comments received at the Public Open House
- Continue discussions with the NCC
- Confirm Preferred Ultimate Road and Transit Corridor
- Develop and Evaluate Design Alternatives
- Develop Functional Design of Recommended Plan
- Develop Implementation Staging
- Consult with Stakeholders
- Public Open House #3 (Spring 2020)

Questions / Comments

EXTRA SLIDES

EA Process

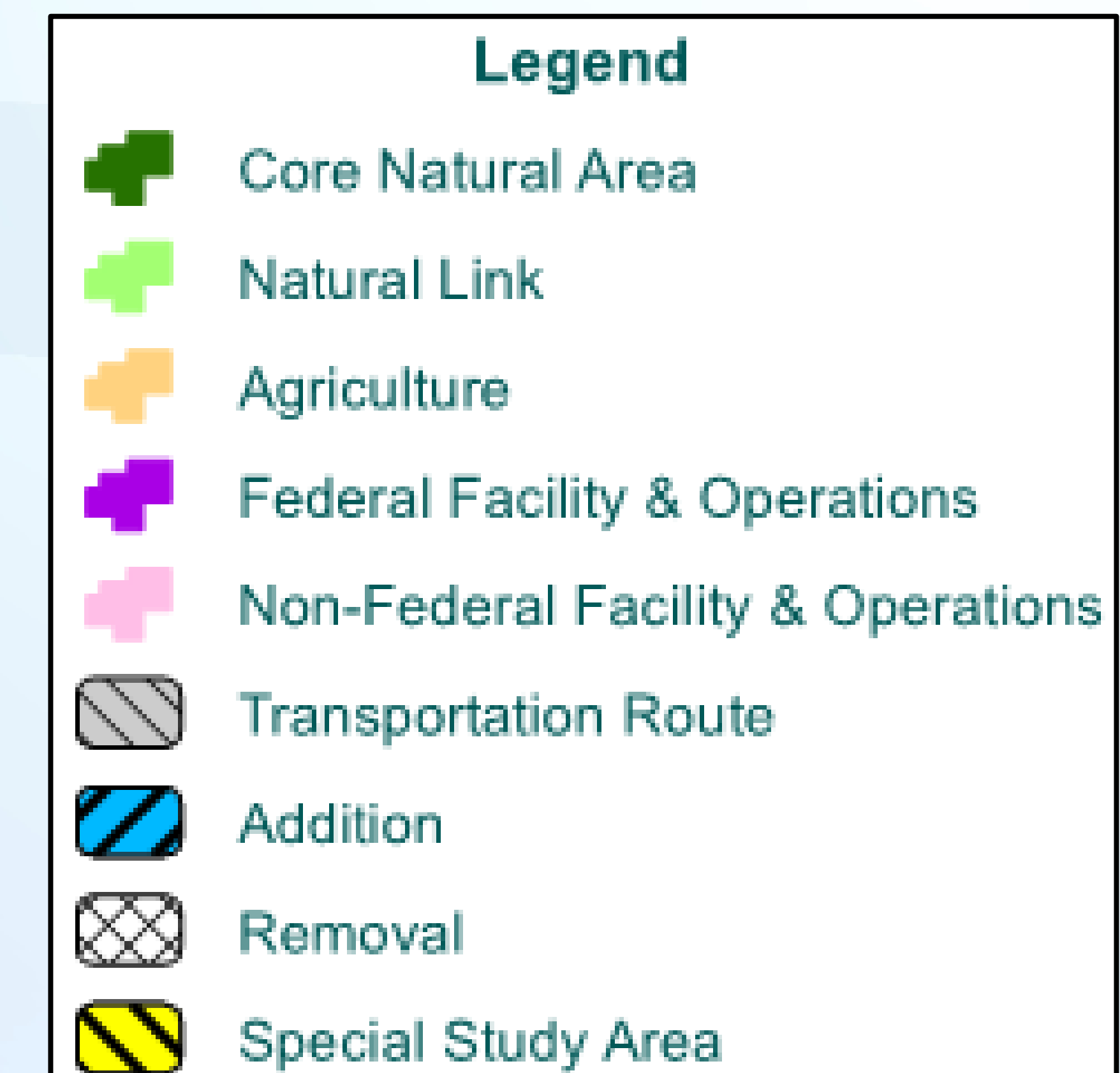
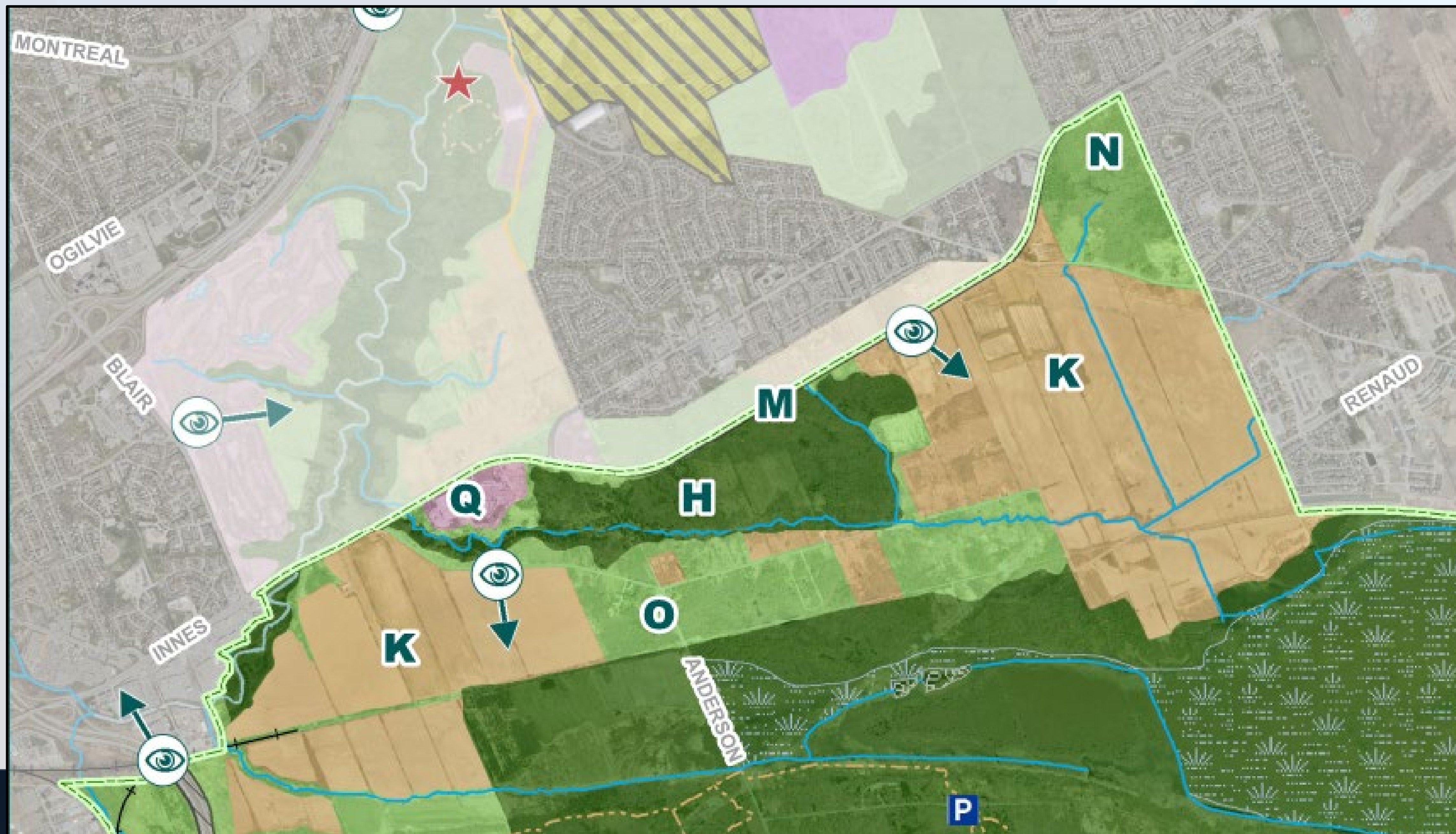
We are Here



Greenbelt Master Plan

NCC Greenbelt Master Plan

Mer Bleue Sector



Greenbelt Master Plan

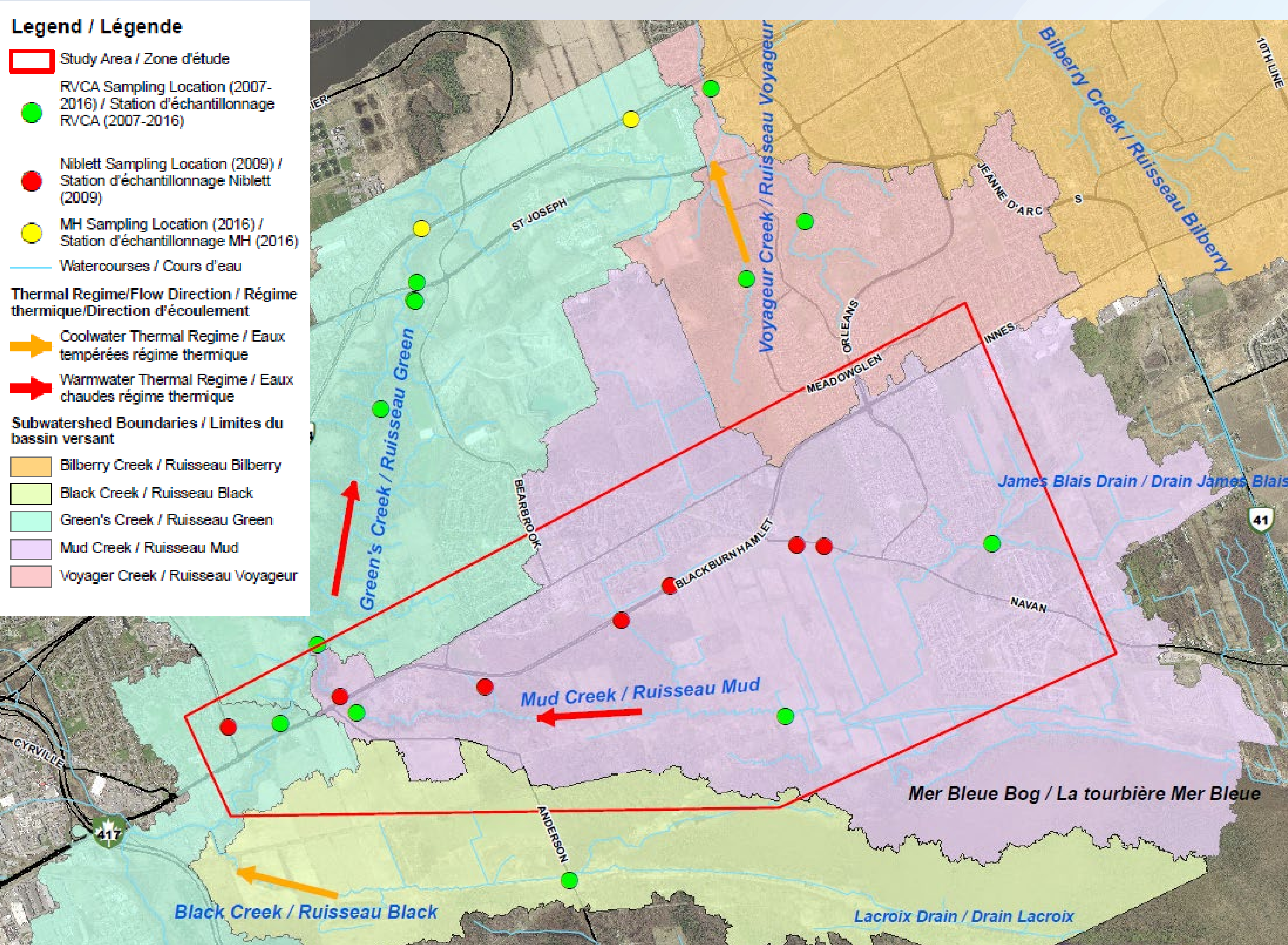
NCC Greenbelt Master Plan

Green's Creek Sector



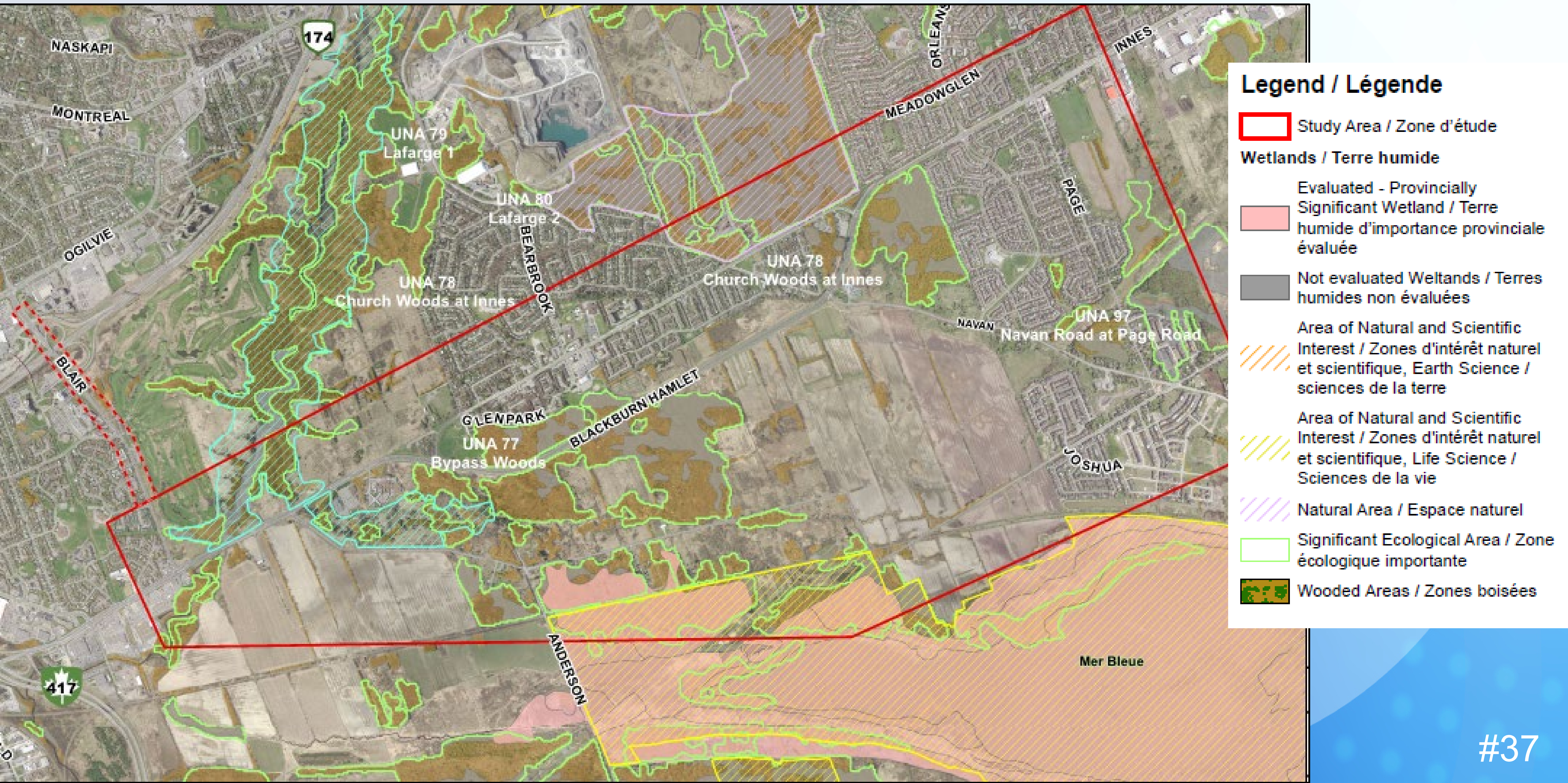
Natural Environment

Aquatic Habitat



Natural Environment


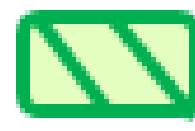

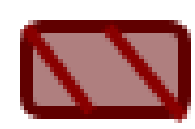
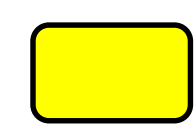
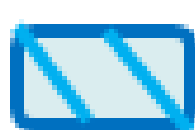

Natural Heritage Features

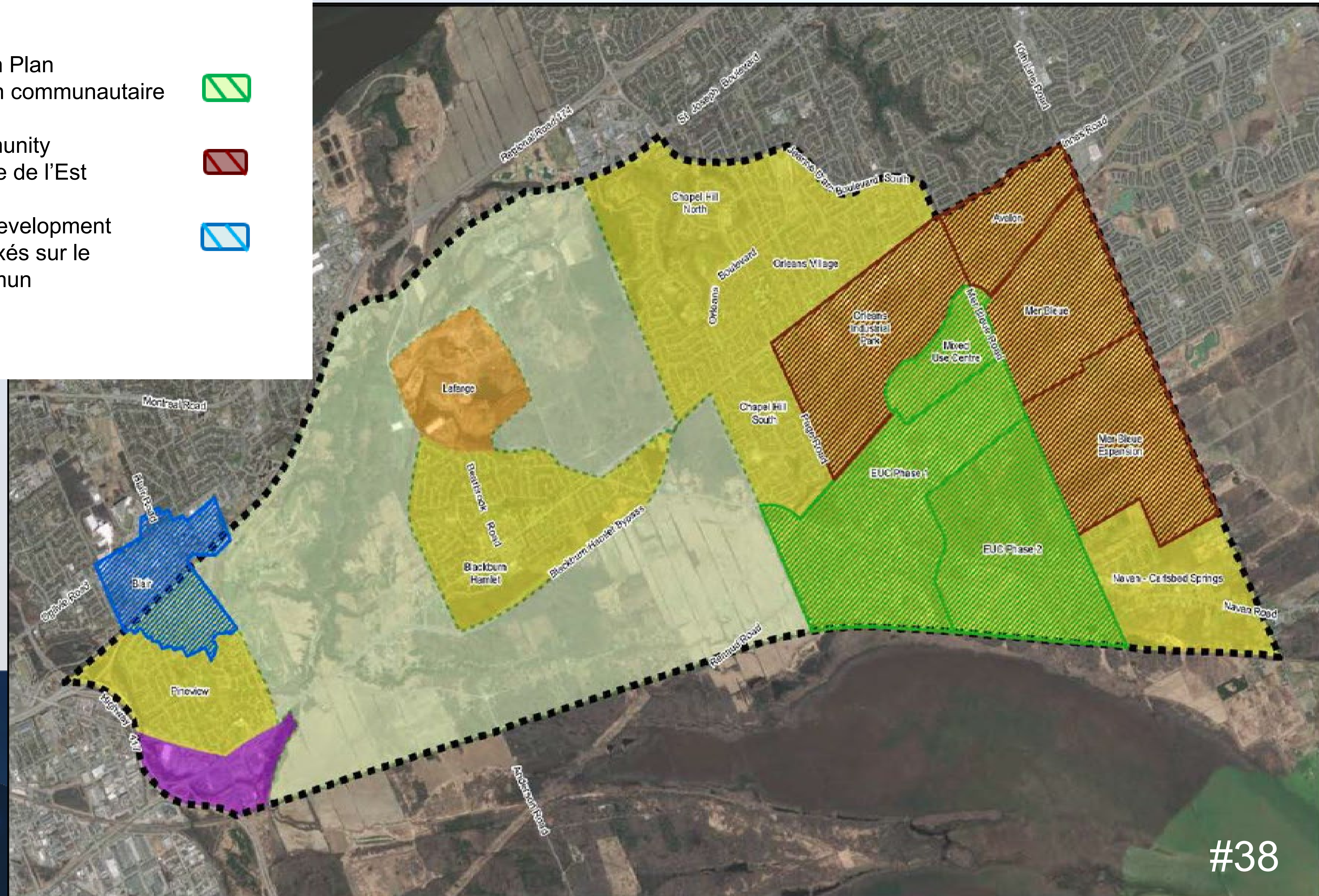


Social and Cultural Environment

Land Use

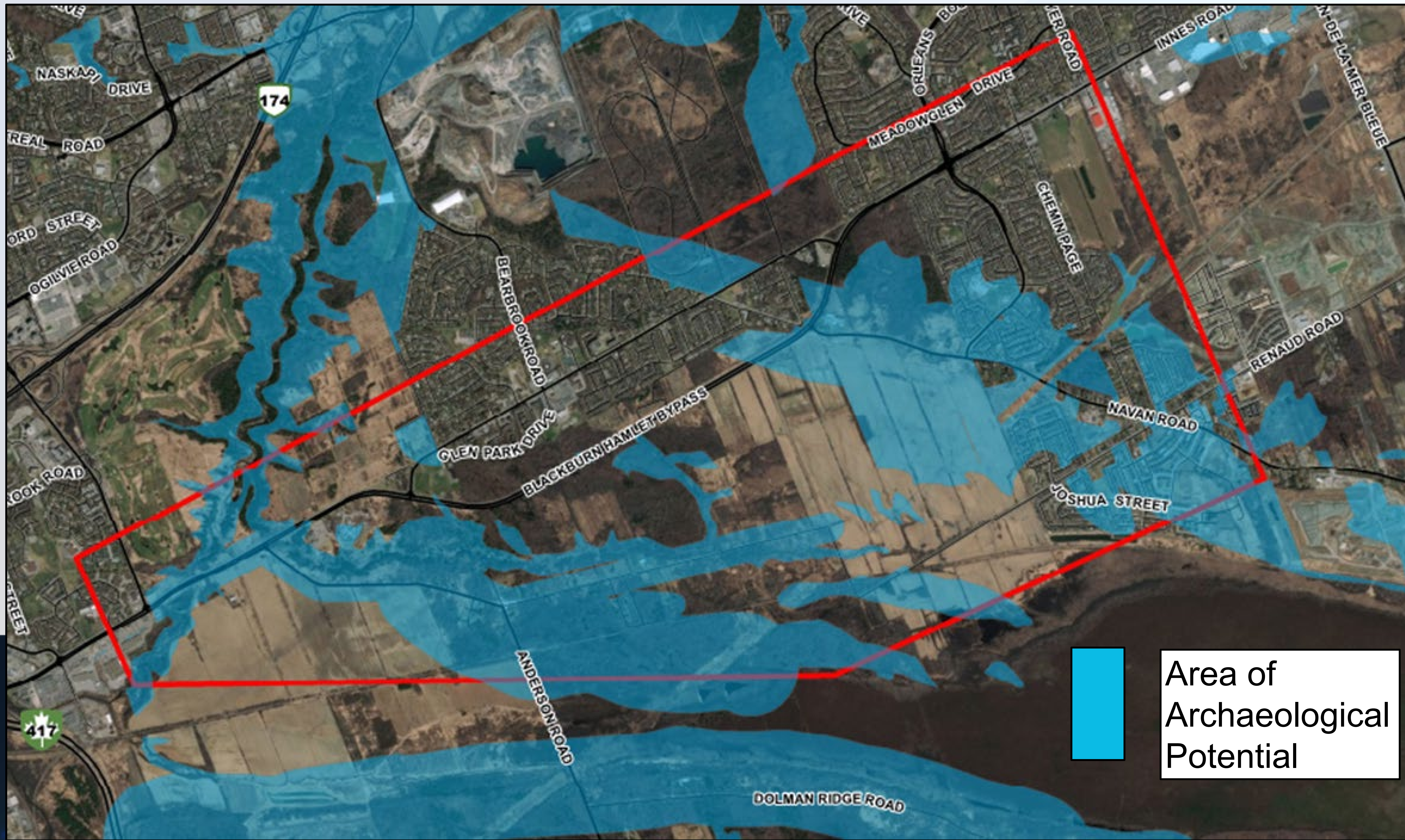
Land Use/ Zones d'utilisation du sol

Greenbelt Ceinture de verdure		Community Design Plan Plan de conception communautaire	
Industrial Industrielle		East Urban Community Collectivité urbaine de l'Est	
Residential Résidentielle		Transit Oriented Development Aménagements axés sur le transport en commun	
Commercial Commerciale			



Social and Cultural Environment

Archaeological Potential



Design Alternatives Evaluation Criteria

- **Transportation**
 - Accessibility
 - Active Transportation
 - Transit Ridership
- **Natural Environment**
 - SAR habitat impacts
 - Encroachment on Key Natural Areas
 - Infrastructure in Shared Corridor
 - Slope Stability Concerns
- **Social/Cultural**
 - Property impacts
 - Loss of Farmland
 - Proximity to Sensitive Land Uses
- **Cost**
 - Relative Construction Cost
 - Potential Throwaway Costs