

Transformation of Ottawa's Downtown Complete Streets

Talk and Walk – Map and Images

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PARSONS



Complete Streets Walking Tour with Ron and Nelson

- 1 **Mackenzie King Bridge** (major renewal; Transitway reallocation of street space to pedestrian & cycle)
- 2 **Elgin Street** (coordination with Major renewal – benefits and trade-offs to make more complete)
- 3 **Laurier / Metcalfe** (Pilot project – interim measures sparks change)
- 4 **Laurier Pedestrian** (Easement Policy for more street space)
- 5 **O'Connor / Slater** (O'Connor Bikeway – one mode; more complete; interim to secure space; Albert-Slater renewal post LRT interim space reallocation)
- 6 **Queen Street** (Renewal addresses high LRT ridership pedestrian generation; quality commuter experience)
- 7 **Sparks Street** (challenges and renewal of a pedestrian Street)
- 8 **Sussex / Rideau** (1980's highway solutions in the downtown – discuss options)
- 9 **Market @ George / William** (Public realm: cars, people, change, future)
- 10 **Rideau Street** (main shopping street renewed to meet diverse demands and modes and design)

1 - Mackenzie King Bridge

(major renewal; reallocation of Transitway space to ped & cycle)

Since the 1980s, the Ottawa bus Transitway system served citizens to its maximum potential



1 - Mackenzie King Bridge

(major renewal; reallocation of Transitway space to ped & cycle)



Crushed under our own success:

180 buses per hour per direction clogging the downtown core and capping transit capacity

1 - Mackenzie King Bridge

(major renewal; reallocation of Transitway space to ped & cycle)



The LRT and a reduction of buses creates the opportunity to repurpose street space to active modes and amenities

2 – Elgin Street

(coordination with major infrastructure renewal – benefits and trade-offs to make more “complete”)



Elgin Street:
infrastructure
renewal fosters a
“Complete Street”



3 – Laurier / Metcalfe: Laurier Segregated Bikeway (Pilot project – interim measures sparks change)



Laurier Avenue:
Pilot Project – simple change complex process

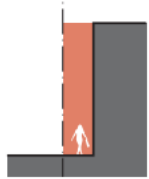
3 – Laurier / Metcalfe: Laurier Segregated Bikeway (Pilot project – interim measures sparks change)



Laurier Segregated Bikeway Pilot Project – 2011;
Simple change & complex process; significant results;
1.5km long; over 2 million riders by 2016; over 489,000 in 2017

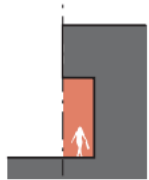
4 – Laurier Pedestrian

(Easement Policy for more street space)



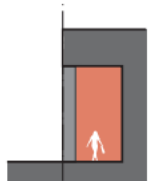
Type 1

Setback (Including Canopy)



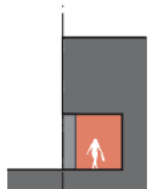
Type 2

Cantilever/Overhang



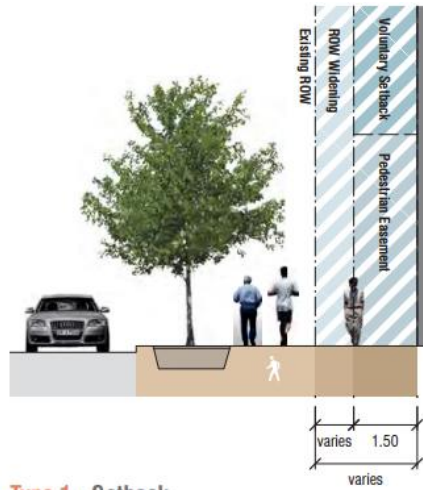
Type 3

2+ Storey Colonnade/Arcade

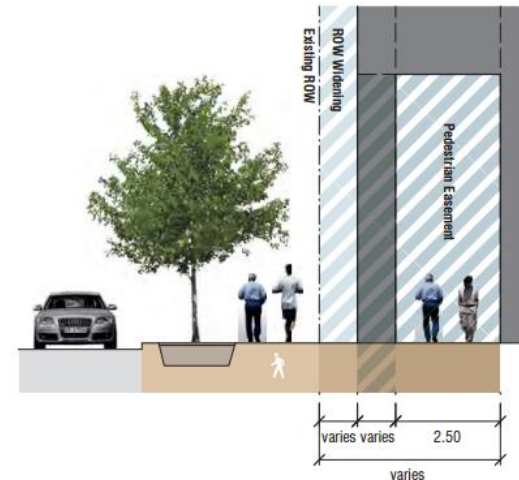


Type 4

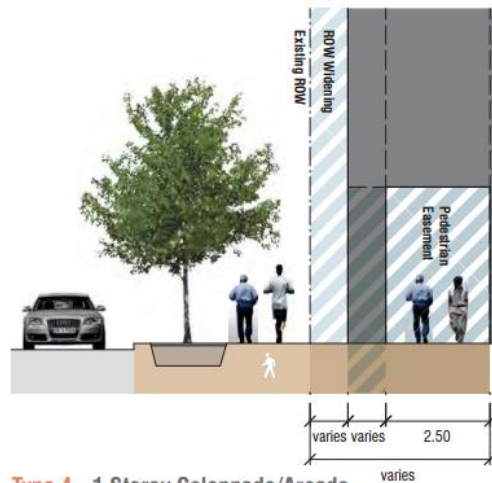
1 Storey Colonnade/Arcade



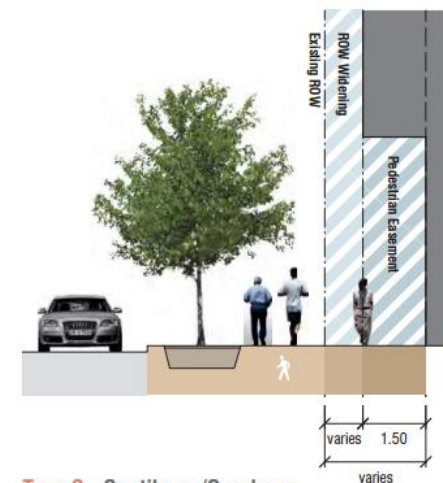
Type 1 - Setback



Type 3 - 2+ Storey Colonnade/Arcade



Type 4 - 1 Storey Colonnade/Arcade



Type 2 - Cantilever/Overhang

Making More Space on the Street for Pedestrians:
The Pedestrian Easement Policy shapes built form

4 – Laurier Pedestrian (Easement Policy for more street space)



The EDC Building, Ottawa

5 – O'Connor / Slater:

O'Connor Bikeway interim to secure space;

Albert-Slater renewal post LRT interim space reallocation



5B – O'Connor / Albert

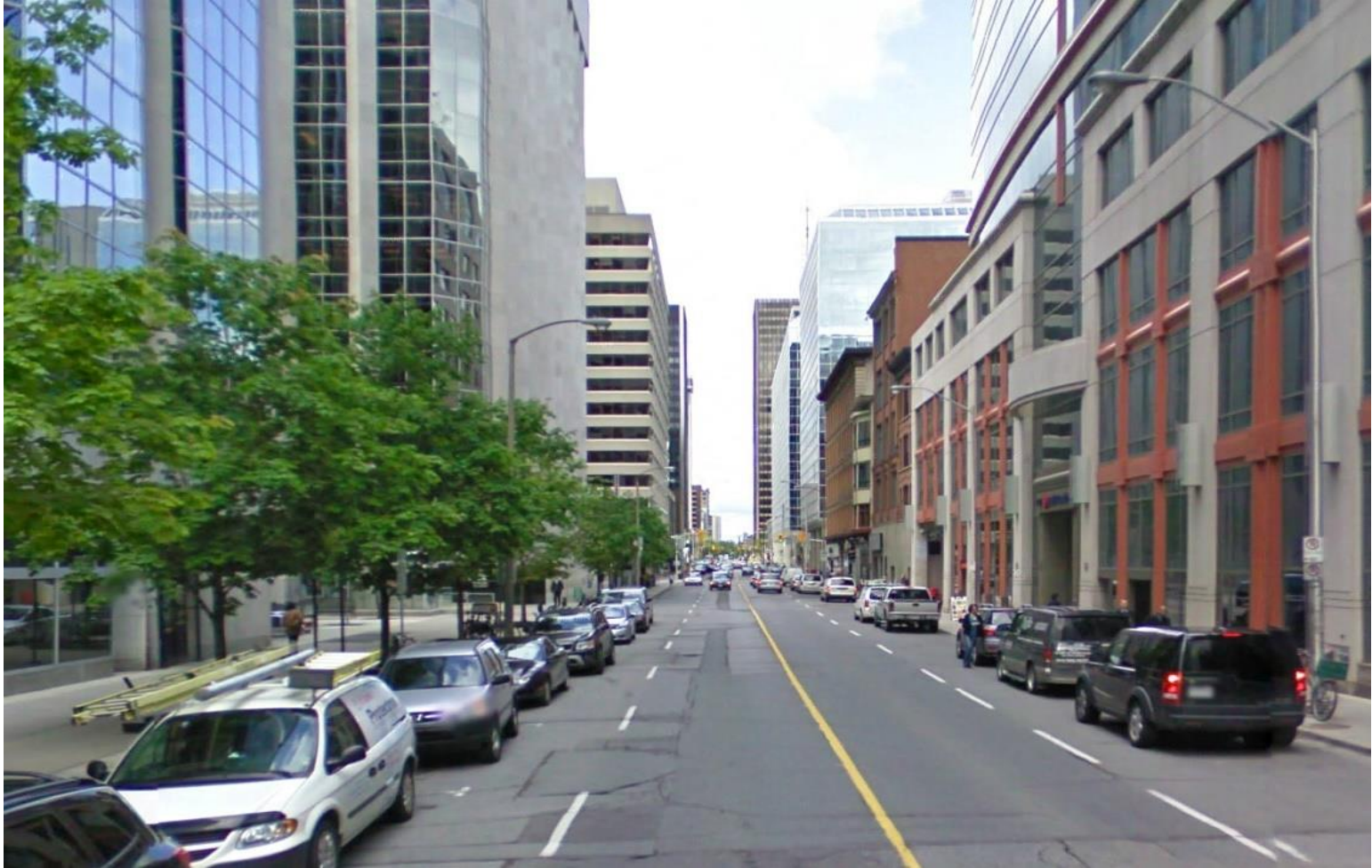
Albert-Slater renewal post LRT interim space reallocation



Reallocation of decommissioned Transitway

6 – Queen Street Renewal

Addresses high LRT ridership pedestrian generation; quality commuter experience



Google

Queen Street as it was

6 – Queen Street Renewal

Addresses high LRT ridership pedestrian generation; quality commuter experience



Queen Street as it will be

6 – Queen Street Renewal

Addresses high LRT ridership pedestrian generation; quality commuter experience



**Flex Space –
different uses at
different times of day
& season**



7 – Sparks Street

Challenges and renewal of a pedestrian street



Sparks Street, 1960
Source: <http://urbalife.blogspot.com/2018/03/the-mauling-of-sparks-streets-permanent.html>



Sparks Street, 1967
Source: <http://urbalife.blogspot.com/2018/03/the-mauling-of-sparks-streets-permanent.html>

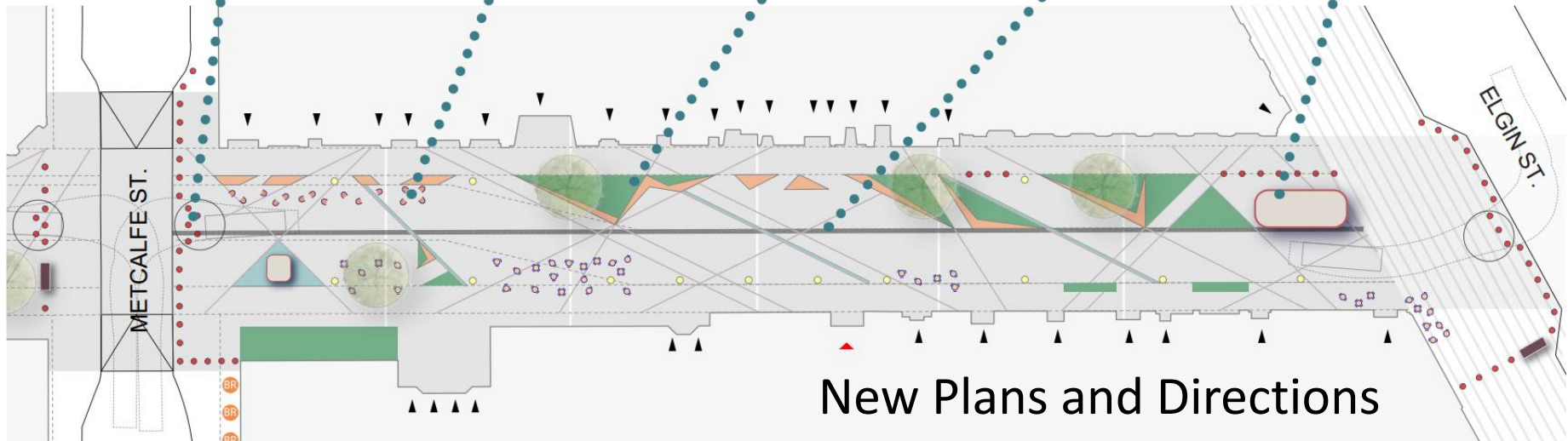


Sparks Street, 2017
Source: Sparks Street Mail Authority



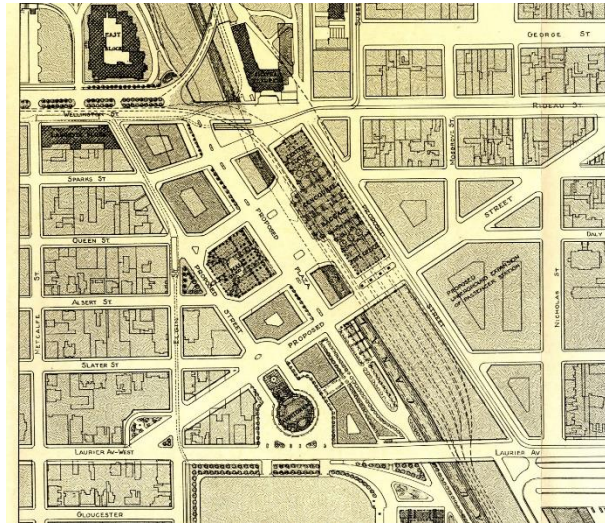
Sparks Street, 2018
Source: Sparks Street Mail Authority

Over 50
years
and
evolving



8 – Sussex / Rideau

(1980's highway solutions in the downtown – discuss options)



Holt Plan 1915



NCC Studies 2000s



Rideau Station – Landscape Design Future East Entry

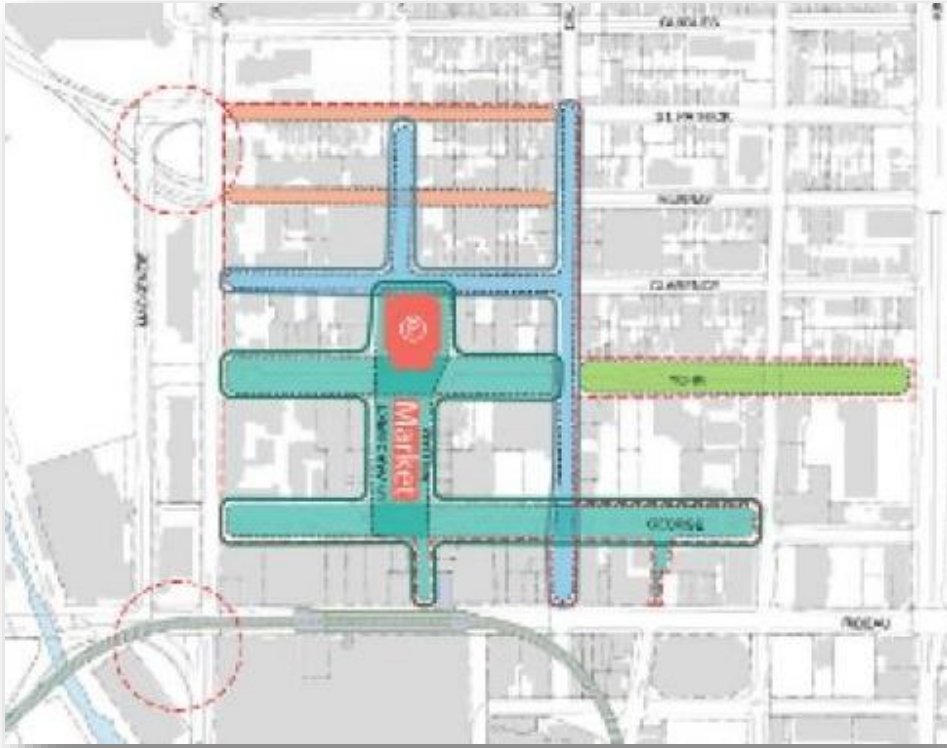
Further explorations 2010s

8 – Sussex / Rideau

(1980's highway solutions in the downtown – discuss options)



9 – ByWard Market – George @ William



Wide sidewalk, with cluster of trees



Drawing of wide sidewalk, with market tents

10 – Rideau Street

Main shopping street renewed to meet diverse demands, modes and design



10 – Rideau Street

Main shopping street renewed to meet diverse demands, modes and design

