**Slide 1: Welcome – 00:0:00,00**

Welcome to the virtual presentation for the reconstruction of Main Street in Chippawa.

The limits for the reconstruction will be on Main Street from Willoughby Drive to Sodom Road.

This presentation will be posted online from July 8 to July 15, 2022.

**Slide 2: Goals for the PIC -** **00:0:18,00**

The goals for this presentation will be to provide an update on project details and limits, provide a preliminary project timeline, provide an overview of the evaluation of alternatives, and to engage residents who live and work in the area to provide feedback on the preferred solution.

**Slide 3: Why Reconstruct Main Street? -** **00:0:36,00**

Why reconstruct Main Street?

Reconstruction allows for the opportunity to upgrade the existing road structure,

replace aging infrastructure, and improve pedestrian and vehicular safety by

adding cycling facilities.

The primary objective is to improve the road cross section to allow for adequate

cycling facilities while upgrading aging infrastructure and road.

This section of Main Street is identified in the Regional Bikeways Plan as part of

the 2003 Regional Cycling Network as an infill link.

This review is intended to identify appropriate cycling facility types for the corridor,

develop and evaluate alternative implementation strategies.

Main Street is a two-lane roadway with a posted speed limit of 50 km/hr and is

classified as an arterial road.

The Region’s Transportation Master Plan Update indicated that the removal of

parking was required along this section of Main Street to make room for

appropriate cycling facilities.

**Slide 4: Project Details and Limits -** **00:1:35,00**

Project details include approximately 1km of reconstruction of Main Street from Sodom Road to Willoughby Drive.

The reconstruction will include the replacement of ageing storm and sanitary sewers.

New granular base, topcoat asphalt, as well las new curbs and sidewalks.

As part of the road reconstruction designated bike lanes will be added to each side of the roadway.

Regrading of the boulevards and the addition or replacement of driveway aprons will be completed as required.

**Slide 5: Project Timeline -** **00:2:06,00**

Project timeline. Currently we are looking at finalizing the preliminary design before moving into detailed design.

The topographic survey has been completed. The geotechnical investigation has been completed. The preliminary design of sanitary and storm sewers has been completed. We have completed an evaluation of cross section alternatives and are presenting them at this point in the project to solicitate feedback as part of this PIC.

Based on the feedback of this PIC, we will move forward to finalize the design to be completed by the winter of 2022.

Once the design is completed, we will look to tender in early 2023 and select the contractor to begin construction subject to budget approval.

**Slide 6: Existing Conditions 20m Right of Way -** **00:2:50,00**

Main Street within the project limits consists of a 20m right of way. Within that right of way, there is a current 9m pavement width consisting of two travel lanes, one in each direction and a parking lane on the south side. The north side consists of a 3.1m grass boulevard, a 1.2m sidewalk, and a 0.5m frontage zone. The south side consists of a 3.8m grass boulevard, a 1.2m sidewalk, and 1.2m frontage zone. Hydro poles and other utilities are contained within the boulevard on each side.

Existing mature trees are in the grass boulevard, primarily on the south side.

The project area consists primarily of a residential corridor with driveway access and some commercial buildings.

Main Street currently functions as a transit route for buses.

There is one noted auxiliary turning lane at Willoughby Drive.

**Slide 7: Option 1 Buffered Bike Lanes -** **00:3:45,00**

Proposed changes to the cross section were evaluated as a part of the design process.

The first option evaluated included buffered bike lanes.

The main benefit of buffered bike lanes are they provide a marked separation from the travel lanes for cars as added protection for active transportation users. As a of the added space required for the buffer, this option would require the removal of the south side parking lane and would also reduce the boulevard width and some trees would be impacted. Although buffered bike lanes provide added protection, some cyclists may be less comfortable riding on the road compared to boulevard facilities.

**Slide 8: Option 2 Cycle Tracks -** **00:4:22,00**

The second option evaluated was a raised cycle track. The raised cycle track provides both a buffer and creates separation from the travel lane.

The advantages of the cycle track are being at sidewalk height provides a more comfortable option for cyclists.

And the width of cycle track allows cyclists to pass each other.

The disadvantages of this option are again due the loss of space for the south side parking lane.

There is a further reduction compared to Option 1 of the boulevard with potentially more trees being impacted to accommodate the hard surface.

**Slide 9: Option 3 Protected Bike Lanes -** **00:4:55,00**

The third option evaluated was a protected bike lane behind the parking lane.

In this option the on-street parking is maintained. And the bike lane on the south side is protected from traffic by the parking lane. There is a buffer between the parking lane and the cycle lane to allow cars to open doors without impacting cyclists.

The disadvantages to this option are the lack of a buffer on the north side. The parking lane reduces visibility of cyclists and setbacks are required for parking at intersections.

This option requires the widest pavement width, which results in the greatest impact on trees and results in narrow boulevards, limiting replanting opportunities.

**Slide 10: On-Road Bike Lanes Preferred Alternative -** **00:5:34,00**

The fourth option is the preferred alternative consisting of on road bike lanes.

In this option the on-street parking will be also need to be eliminated to facilitate bike lanes. Lay-by parking may be explored in strategic areas to mitigate the parking loss.

The cross section will consist of one driving lane in each direction with 1.5m wide sidewalks on each side. Regarding of the boulevards and driveway apron replacement will be conducted as required. The detailed design will look to preserve trees wherever possible.

**Slide 11: Questions and Feedback -** **00:6:05,00**

Thank you for watching this virtual PIC. We value your feedback and input and encourage you to complete the feedback form on the Let’s Talk page. If you have any questions or concerns you would like to bring to our attention, please do not hesitate to contact us. Contact information can be found below for both the City and the consultant project manager.