

Main Street Reconstruction: Willoughby Drive to Sodom Road



July 8-15, 2022



Goals for the PIC:

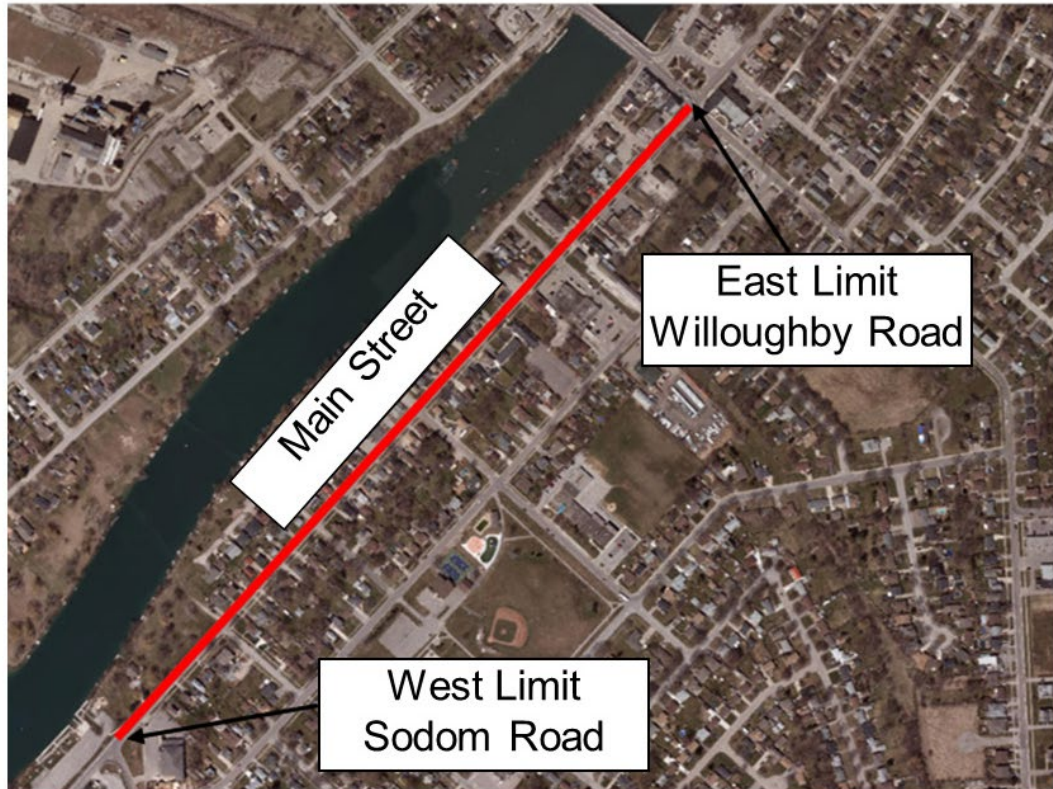
- Provide an update on project details and limits.
- Provide a preliminary project timeline.
- Provide an overview of the evaluation of alternatives.
- Engage residents who live and work in the area to provide feedback on the preferred solution.



➤ 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

Project Details and Limits



- 1.0km of reconstruction on Main Street from Sodom Road to Willoughby Drive
- Replacement of ageing storm and sanitary sewers
- New granular base, base and top asphalt, curbs, sidewalks
- Bike lanes added to each side of the roadway
- Regrading of boulevards and driveway aprons as required

Project Timeline

Preliminary Design (Current)

- Topographic survey - Completed
- Geotechnical investigation – Completed
- Preliminary design of sanitary and storm sewers - Completed
- Evaluate cross section alternatives - Completed
- Virtual PIC

Finalize Design

- Winter of 2022

Construction

- Tender in early 2023 subject to budget approval

Existing Conditions 20m Right of Way



- 9.0m pavement width (two travel lanes, one in each direction and south side parking lane). North side consists of 3.1m grass boulevard with light poles, 1.2m sidewalk and 0.5m frontage zone, south side consists of 3.8m grass boulevard with hydro poles, 1.2m sidewalk and 1.2m frontage.
- Mature trees in grass boulevard, primarily on the south side.
- Primarily a residential corridor with driveway access and some commercial.
- Transit route.
- Auxiliary left turn lane at Willoughby Drive

Option 1 Buffered Bike Lanes



Advantages

- Buffer area provides protection for cyclists.

Disadvantages

- Requires the removal of the south side parking lane.
- Reduces boulevard width and some trees will be impacted.
- Cyclists may be less comfortable overall compared to in boulevard facilities.

Option 2 Cycle Tracks



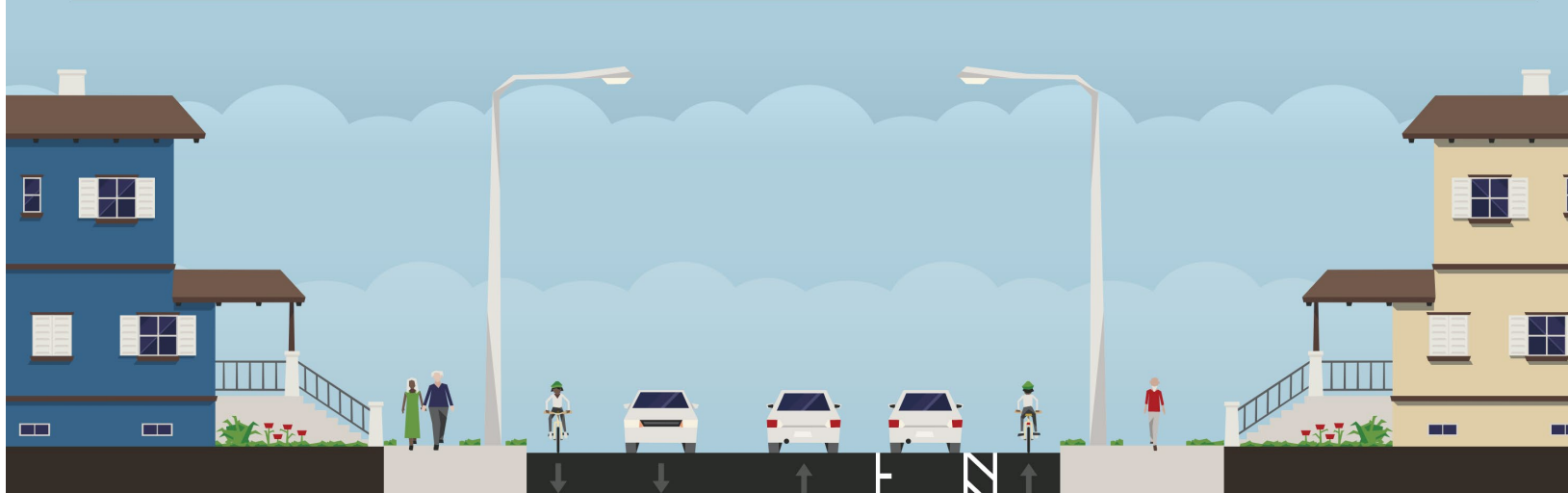
Advantages

- Sidewalk height cycle tracks provides a more comfortable option for cyclists.
- Width of track allows cyclists to pass.

Disadvantages

- Loss of south side parking lane.
- Further reduction in boulevard width and some tree impacts are anticipated to accommodate additional hard surface.

Option 3 Protected Bike Lanes



Advantages

- On street parking is maintained.
- Bike lane on the south side is protected from traffic. Parked vehicles can open doors.

Disadvantages

- Lack of buffer on the north side bike lane, reduces cyclists comfort level.
- Parking lane reduces the visibility of the 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.

Option 4 – On-Road Bike Lanes Preferred Alternative



- On street parking will be eliminated to facilitate bike lanes. Lay-by parking can be introduced to mitigate parking loss.
- One driving lane in each direction, 1.5m wide sidewalks on each side.
- Regrading of boulevards and driveway aprons as required.
- Preservation of trees wherever possible.

Questions and Feedback

Thank you for watching this virtual PIC. We value your feedback and input and encourage you to complete the Feedback Forum on the Lets Talk page. If you have any questions or concerns you would like to bring to our attention, please do not hesitate to contact us.

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