

NATIONAL CAPITAL COMMISSION COMMISSION DE LA CAPITALE NATIONALE

LeBreton Flats Multi-use Pathway Meeting Minutes

Dec. 10, 2020,
15:00 – 16:30 PM Ottawa EST
Via Microsoft Teams Teleconference

Participants:

NCC & Others:

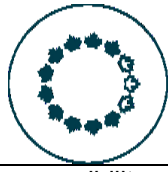
- Émilie Ruel: ER
- Greg Kerr: GK
- Laura Mueller: LM
- Hieu Nguyen: HN
- Valérie Rouette: VR (Landscape Architect)
- Cedric Pelletier: CP
- Camille Renaud (Minutes)

PAG Members :

- Diane Kampen, Healthy Transportation Coalition: DK
- Caroline Guimond, Building LeBreton Public Advisory Group: CG
- Adam Melnick Building LeBreton Public Advisory Group: AM
- Dave Robertson, Bike Ottawa: DR
- Jamaal Jackson Rogers, Building LeBreton Public Advisory Group: JJR
- Heather Moore, Building LeBreton Public Advisory Group: HM

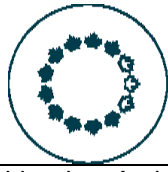
PAG Comments/Questions

#	Member	Item	Response/Action
1	ER	Introduction and thank you for your participation.	
2	DR	cycling pathway - is the pathway going to be segregated between bike and walking for entire length or just segment 1?	HN: Segment 1 will have segregated bikeway and pedway.
4	DR	what is the planned width per direction?	HN: The multi-use pathway in Segment 2 will be standard width, 4 metres.
5	DR	cycling pathway - is it being planned for year-round use (snow storage, drainage)?	HN: Will wait to see the outcome of the pilot project with the extension of the winter trail SJAM before discussing operation for future years.
6	DK	Accessibility issues are important. Wider and separated walking / cycling are better for accessibility for all users. We have really seen with COVID many paths are too narrow for the widespread usage right now.	
7	HN	1. Who will the main users be and what are their needs?	
8	DK	I think LF will attract lots of people who live nearby and given the proximity to transit, people might travel via transit for walks, etc. Maybe useful to make paths wider than the standard, especially if we think people with	VR: Typically, NCC paths are 3 meters. Recently approved the Capital Pathway Strategic Plan which speaks to wider paths. The multi-use pathway will be 4



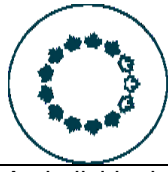
NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

		accessibility needs will make use of them. I think it will be heavily used and when cyclists come in the mix, it becomes difficult. A lot of people who use these paths don't know how to use them (ex: tourists).	meters, segregated path 2m pedway and 3m cycleway. Try to make the pathway as wide as possible.
9	DR	We need to be planning for the future and looking at our closest neighbours to see what they are doing. For example, in Montreal they've moved up to 3m for cycling only. This allows side-by-side riding which makes cycling more social. These two modes of transportation travel at different speeds and both need their fair share of space. Important to make sure they are segregated as much as possible.	
10	CG	In this plan, where do we put the scooters? We are talking about bicycles and pedestrians, but in a context where it becomes a place of tourist attraction, we can imagine other modes of transport such as the scooter, mono-wheel, etc. Do these other modes all fit in bike lanes? This is a problem that is emerging in most cities.	VR: We are in the process of reviewing the policy on this subject. We are studying the different types of Mopeds. The NCC will issue very clear directives that will apply to the section of trail presented today.
11	HN	2. What type of activities or programming should be considered, particularly in the slow zone near Pimisi plaza?	
12	JJR	Given that Ottawa experiences an extended winter season, how do we have these outdoor spaces provide opportunities for us to enjoy the winter? Thinking of countries where the winter season does not stop them from enjoying the outdoors.	ER: Saw some suggestions at our Urbanism Lab from Quebec City on animation with fire pits, hot chocolate kiosks, etc. LM: With the pilot project the SJAM trail, it will give us a sense of whether there is a desire or demand to have a skiing link here. Will be looking at the experience at Remic Rapids there is a fire pit, a great little wind break made of people's Christmas trees after the fact, refreshments will be available this year, etc. Will give us a sense of how things could operate and whether there will be support to continue of the grooming of the winter trail.
13	CG	Fully support activities for winter. It is already pleasant with the sculptures there. We should think of keeping the art visible in the winter. Also thinking about summer weather. The space reminds me of Lebanon where rivers are used and restaurants are put on both sides with a canopy to refresh the air. Thinking there might be a way of having a canopy for shade with access to the water to refresh, and maybe regional foods and picnic tables.	
14	DR	Where will bike parking be? Could be interesting playing with the designs that accommodate different types of	LM: There is a large number of bike racks underneath the Booth Street bridge. Protected from the weather.



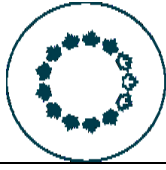
NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

		bicycles. An idea would be to have a bike pump next to the bike parking.	We're hoping to encourage people to take a pause, have a picnic, get a good view of the aqueduct, experience the art in that area, etc. Interested in knowing where additional bike parking should be and how it should be positioned.
15	DR	In Quebec City, there is a wonderful new pathway along the river with stop-off points with amazing artist-inspired seating areas. Very comfortable with a space nearby to park bikes.	
16	HN	Question: In terms of the connection point with Pimisi plaza, we had internal discussion about behavior of cyclists as they are going through the pathway and entering the plaza space (pedestrian and nature). Any comments or suggestions would be great.	
17	HM	When looking at intersections like the Somerset street bridge and the down ramp at the NAC, it's a total mess. People are not going to do what the signage says.	
18	DK	I would like to echo what Heather said. Maybe a way to encourage them to get off their bikes and park their bikes by having a lot of cool bike parking. Agree that people do not read signs, but maybe seeing a lot of bike parking would be a nudge for cyclists.	VR: Looping back to Champlain in Quebec City, there are other treatments in the landscape that we can use to slow down users. For example, changing pavement patterns, pavement painting. Signage is not optimum, but it is a way to start changing behaviour. Commuter cyclists will be encouraged to use Albert Street or the SJAM corridor.
19	DR	Is the initial intention to use this pathway for winter rec and then keep Albert St Pathway open year-round for commuting?	LM: That is our thinking at this time re: winter use as part of the groomed ski trail, but no decision has been made yet. We will see how it works this winter with the test run of a section of this future path alignment groomed as a ski trail, which will give us a sense if this is a desired use.
20	DR	Never a big fan of signage. I am a fan of design for the type of behaviours that you want to see. Need to try and get inside of people's heads. Narrowing the pathway, turning the pathway, textured pathways, etc. That said, need to keep in mind accessibility, textured pathways are more difficult for people on motorized devices. Bicycles are also accessibility devices which means you should not be forcing people to get off their bikes. Through design, letting people know they are entering a slow zone. A friendly sign is okay, but usually instructions are not received well through signage.	EG: Giving users the opportunity to learn that it is a slow zone.
21	HN	3. What should be priority design considerations?	
22	DR	I was just in a webinar where we discussed the topic of doing more with less when building cycling infrastructure.	VR: User experience is always a top priority.



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

		An individual mentioned that in every design you need to say that you care about the visitor experience. Not providing specific details you are looking for but it is important to be in the mind frame. My suggestion is to go into the arts community, there is so much that can be done with different materials and lights.	
23	CG	Lighting - the security aspect is very important especially if we want families to use the space. What is amazing is that currently, when walking in the area, you have the impression of walking in nature at night. There is enough light to feel safe and know where you are going, but not enough to feel as though you are in the city. Need to find the right balance in lighting, if you light up the whole area, you lose the feeling of being in nature.	LM: Very good comment on the need for balance in lighting, Merci Caroline!
24	DR	The Sentier des Voyageurs speaks to Caroline's comment. Not just overhead lighting, but different types of lights (lit bollards) that lit up the whole area. Lighting under bench seating.	
25	CG	Due to soil contamination, I understand there are going to be barricades on both sides. What will be done to ensure users do not feel as though they are in a cage? What is the plan to make this look good but also be tall enough, so people don't jump over it?	VR: Fenced on both sides of the pathways. Will not be tall, chained link Want to provide a nice user experience. Coming up with an alternative detail that allows a certain permeability into the landscape, but still prevents users from entering the contaminated grounds. The contaminated soils will be unmaintained, and we want to have the green corridor as wide as possible.
26	ER	What type of treatment would that green corridor have? Would there be landscaping elements or just grass?	VR: Whatever is within the 8m corridor will be capped to the minimum with clean soil and will have a sort of planting scheme; will look natural, don't want to manicure lawn. Plant a few trees around the landscape.
27	CG	The comments we are making are from adults using the space. What are the considerations for children using the pathways? What would they want to see? How will you get their feedback/input?	ER: Great point. We have had conversations with youth groups in the past. Not something we had integrated for this project. DR: Kids always have the best ideas. Great idea. LM: Want to try and encourage kids to participate in the public consultation world.
28	DK	How are accessibility groups and senior groups being consulted on this? If we are looking for diversity in users, maybe the NCC should consult with these groups.	ER: We follow the government's direction from the GBA+. Also have the Advisory Committee on Universal



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

			<p>Accessibility (ACUA) that reviews design and gives comments. Could also engage residents nearby.</p> <p>VR: Will not be presented at ACUA. Easy to provide a barrier-free design.</p> <p>LM: Looking at opportunities to discuss the overall Building LeBreton project and the Master Concept Plan with ACUA to seek advice and reaction on overall plans. It is an important principle in the Master Concept Plan that all public spaces be universally accessible. So many detailed design considerations. Maybe speaking with ACUA about the overall project.</p>
29	DK	Something to keep in mind once developed. For example, it was nice when patios could extend onto the sidewalks this summer but also raised huge accessibility issues.	
30	CG	The trail will be located near the library. The whole concept of integrating reading places is a little forgotten	<p>LM: Absolutely, already a little pathway built-up towards the library. Intent is to have that continue, maybe be augmented by another link, and go through the library and back to Albert Street. This is in the mobility strategy of the Master Concept Plan. Would shorten the trip to have a cut through LeBreton to the river.</p>