

Washington St./Plewman Way Design Charrette

The City of Rossland is pleased to welcome all citizens to the September 30, 2015 Washington St./Plewman Way Design Charrette, a precursor to the re-construction scheduled for 2016. The Washington St./Plewman Way corridor has long been identified for an extensive upgrade to all underground infrastructure and surface features, with conceptual engineering design initially completed in 2012. In June 2016, the city received a generous \$2.18 million dollar grant to assist in the replacement of the deteriorated 100-year old water main (underneath Washington St./Plewman Way), on which the whole city depends for its drinking water. During the replacement of the water main, the city's sanitary sewer main and storm waters systems will also be replaced. As underground construction is completed by the summer of 2016, the surface treatments will follow.

Tonight's Charrette is an opportunity for the public to provide comment on all aspects of the project, with particular focus on the surface design. Citizens will note that the slide show focuses on specific design elements for the lower side of Washington from First Ave to Jubilee St/Fourth Ave as well as the upper side of Washington St/Plewman Way to Kirkup:

- The lower end of Washington, from First Ave north to Jubilee/Fourth Ave has been re-profiled, with a separate (raised) 3-m wide bicycle lane on the east side, while retaining ~2-m wide concrete sidewalks on each side; the alignment of the utility poles on both sides will become a landscape buffer; to remove and re-locate the utility poles would have cost tens of thousands of dollars. The proposed profile and re-design has been based in part on the retention of the existing utility poles in their current locations to minimize costs.
- From Jubilee/Fourth Ave north to Kirkup, the re-profiled Washington and Plewman Way feature a 3 – 4-m wide sidewalk on the east side, and on the west side a 2-m wide rough surface walking path; each separated from traffic by a raised curb.
- Both Washington St and Plewman Way have a consistent 7-m wide traffic surface
- A new bus stop has been highlighted just south of the Third Ave, on the east side.
- Intersections at Fourth Ave, Turner and Sixth Ave have been de-activated and closed.
- The school crossing is moved north to Fourth Ave, with a drop-off area on Third Ave, west of Washington St, adjacent to the Uptown station.
- Re-designed intersections at Second Ave, Third Ave, Kirkup, McLeod and at Washington/Plewman will allow better sight lines, safer bicycling/pedestrian flow and in

the case of Washington/Plewman reduce a fairly expansive asphalt surface, replacing it with a combination of landscape and multi-use hard-surface path.

- Parallel parking will appear generally where it currently exists.

A contiguous pedestrian/bicycling connection between the downtown core and the Centennial Trailhead flanks a standard 7-m wide road. The corridor's redesign provides a complementary soft edge to the adjacent residential neighbourhoods, replacing what has been strictly treated as a vehicle-only transportation corridor. The re-design specifically should also discourage heavy use of Washington and Plewman Way as the bypass to the highway as per the OCP, Schedule A, Transportation, Section 22.2.20:

“Establish the primary preferred transportation route for traffic travelling between Warfield, downtown and Red Mountain as via the museum on the main Highway 3B. Sign and map this route on all visitor and City maps.”

The proposed closures of three intersections also relieve the city of additional design costs, provide a higher level of safety for travel along Washington St between Jubilee and Sixth Ave, and maintain sufficient traffic circulation:

- **Fourth Ave Intersection:** The closure of the Fourth Ave intersection (just west from RSS main entrance) removes a blind corner and allows a calmer intersection that facilitates a much safer walking/bicycling crossing route to the school. A re-design of the Fourth Ave intersection would require blasting of the rock outcropping to create appropriate sight-lines and would likely increase rather than decrease vehicular traffic at this intersection, which is proposed as main school crossing.
- **Turner Ave Intersection:** The closure of Turner Ave with Washington removes a poorly located intersection at a blind corner, again relieving the city of design costs. The vehicular movement through the adjacent neighbourhood is still well facilitated by access on its eastern edge from Fifth Ave, on its western edge via Spokane St and its southern edge via Third Ave; additionally, all laneways in this neighbourhood are paved and serviced.
- **Sixth Ave Intersection:** The closure of the Sixth Ave intersection facilitates the re-profiling of Washington St. and Plewman Way while removing a very steep access point onto Sixth Ave. Plowing on Sixth Ave will be facilitated by a hammer-head turn around area just below Washington St.

The main influence in the re-design has been the Rossland OCP which contains policy objectives promoting pedestrian access, safety, traffic calming and improvement of neighbourhoods. The Design Charrette provides an opportunity for the public to ask questions and provide comments on the proposed re-design of Washington St and Plewman Way. Please fill out the questionnaire and feel welcome to ask questions or provide comment.