

# 4th Avenue West Reconstruction – 15th Street West to 20th Street West

City of Owen Sound

Public Information Centre #1

*February 03, 2026*

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# 4th Ave. West Reconstruction – 15th Street to 20th Street

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## Introduction

The City of Owen Sound (City) has engaged the services of WSP Canada Inc. (WSP) to complete detailed design for the reconstruction of the following streets and avenues within the City:

- 4th Ave. West, from 15th St. West to 20th St. West (Approx. 775 m)
- 16th St. West, from 4th Ave. West to 5th Ave. West (Approx. 145 m)
- 17th St. West, from 3rd Ave. West to 5th Ave. West (Approx. 250 m)

The City wishes to reconstruct these road sections that are in poor condition while considering improvements for road user, bicycle and pedestrian safety. Existing underground infrastructure (sanitary sewer, watermain, and storm sewer) in these corridors will also be replaced, as they have reached the end of service of their lives. The proposed design will also aim to improve above-ground infrastructure (pavement, sidewalks, curb and gutter, signage, etc.), address localized flooding concerns, improve transportation facilities, ensure accessibility and enhance the boulevard streetscapes.

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## Project Status

### Tasks Completed:

1. Topographic Survey and Site Reconnaissance including Tree Inventory
2. Geotechnical Investigation and Soil Analysis
3. Private Utility Locates Requested and Received
4. Existing Conditions Plans
5. Alternative Cross-Section Drawings

### Next Steps / Timelines:

1. Public Information Center #1 - **TODAY**
2. Preparation of 60% Design – February to March 2026
3. Contractors Prequalification and Award – March to April 2026
4. Public Information Center #2 – 60% Design – March 19, 2026
5. Complete 100% Design and Tender Award – April to June 2026
6. Construction Phase 1 – July/August to November 2026

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## Existing Conditions

Existing site conditions throughout the project limits were determined through review of background information and pre-engineering investigations including topographic surveys, and site reconnaissance. Key information/data gathered for 4<sup>th</sup> Ave. West is listed below:

- Road Classification = Collector
- Posted/Assumed Speed Limits:
  - School Zone (16<sup>th</sup> St. West to 19<sup>th</sup> St. West):
    - School Days from 8am to 5pm = 30km/h
    - Non-School Hours = 50km/h
  - Outside School Zone = 50km/h
- Average Lane Widths:
  - Northbound = 3.5 m
  - Southbound = 5.0 m (on-road parking)
- No designated bicycle lanes / active transportation routes
- 1.5m wide sidewalks (majority) on both sides of the road

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## Desired Conditions

- Design of new pavement structures suitable for existing traffic, and through reviewing existing subsurface soil conditions.
- Implement revised road cross-sections to support improvement of transportation facilities and accessibility, while taking into consideration existing site constraints, City standards, and minimizing impact to adjacent properties.
- Improvement of above ground and below ground infrastructure to address localized flooding concerns and replacement of aging watermain, sanitary and storm sewers.
- Consideration for the introduction of enhanced pedestrian facilities (sidewalks, crosswalks, multi-use paths, etc.) to improve user safety.
- Review and recommendation for improvements to the existing streetlighting system (as required).

## Challenges and Concerns

- The presence of utility and lighting poles, hydrants, cable pedestals, mature trees and private structures in proximity to both sides of the road complicates the introduction of a multi-use path, relocation of sidewalks, etc.
- Coordination and consultation with utilities to ensure that required utility relocations are completed with minimal impacts, with preferred implantation occurring prior to any conflicting municipal infrastructure work.
- Traffic staging, construction methods and staging to ensure access for local residents is maintained, and impacts to the travelling public are minimized.

# 4th Ave. West Reconstruction – 15th Street to 20th Street

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## Road Cross Section Options – 4<sup>th</sup> Avenue West

- Option 1: Reconstruction to Existing Road Cross Section and Right-of-Way Layout
- Option 2: Reconstruction using City of Owen Sound Typical Cross Section - 3.5m Lane Width - No Parking with Bicycle Lanes
- Option 3: Reconstruction using 3.5m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path
- Option 4: Reconstruction using 4.25m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path

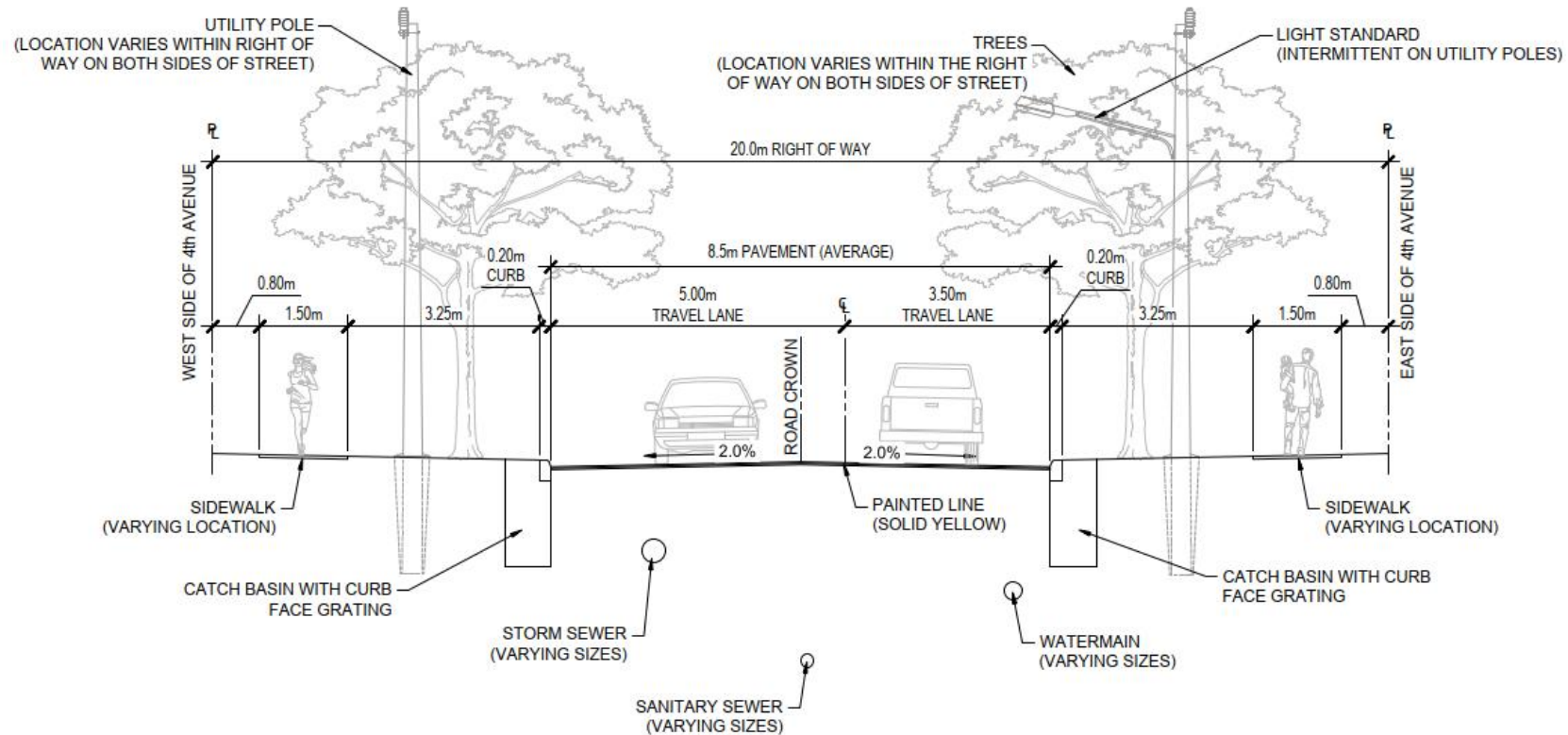
**Query:** What is a multi-use path?

A multi-use path or shared path is a paved, off-road facility designed for various non-motorized users, including pedestrians, bicyclists, etc. The path is physically separated from roads and vehicle traffic within open spaces to ensure safety.

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## Option 1 – Reconstruction to Existing Road Cross Section and Right-of-Way Layout



### Advantages:

- ✓ Sidewalks and curb ramps reconstructed to City / AODA standards.
- ✓ Less disturbance to existing trees, poles, etc. compared to other options.
- ✓ Lower reconstruction cost and shorter reconstruction schedule compared to other options.

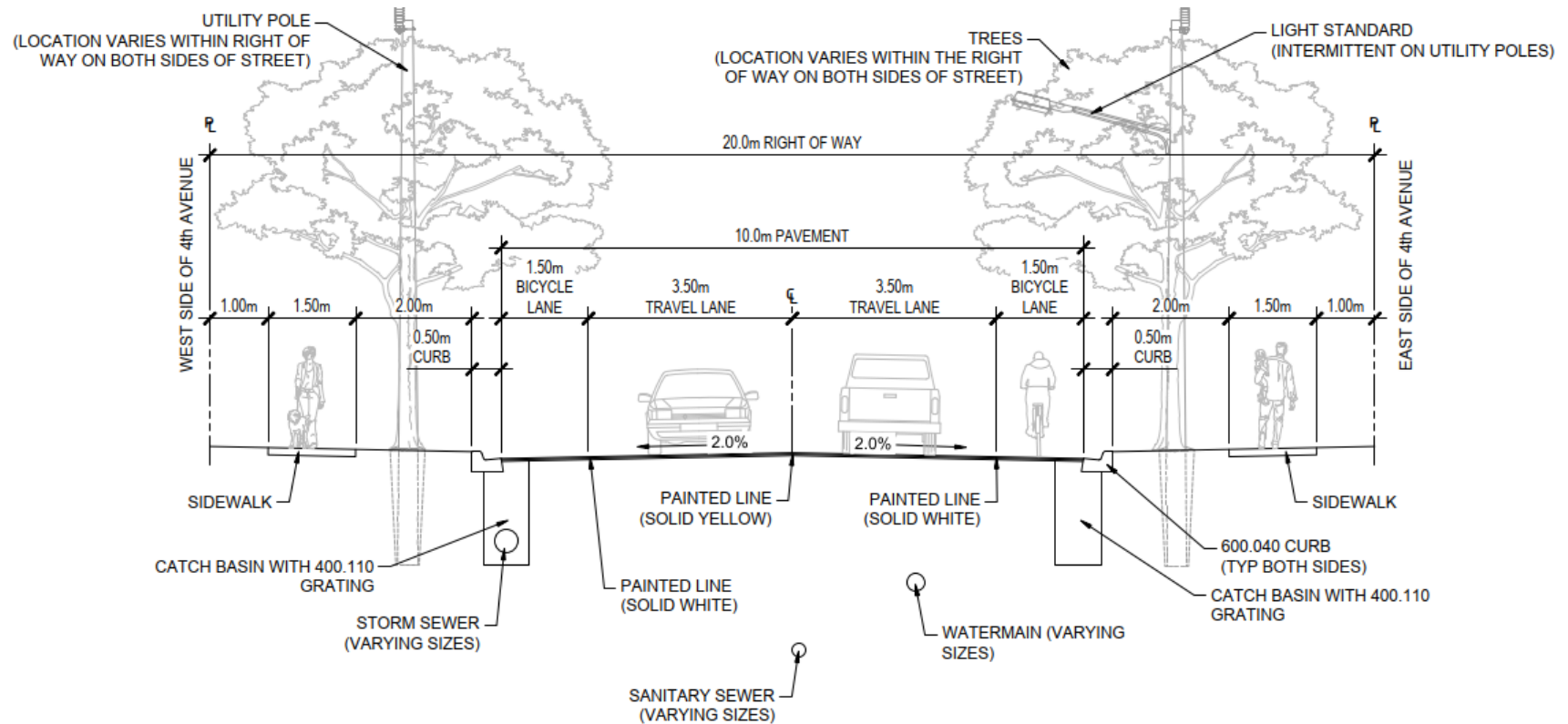
### Disadvantages:

- Does not address safety and efficiency concerns for bicycle use.
- Does not address road parking concerns.
- Does not fully address sidewalk relocation to remove curb face sidewalk.

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**Option 2** – Reconstruction to City of Owen Sound Typical Cross Section: 3.5m Lanes - No Parking w/ Bicycle Lanes



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## Advantages:

- ✓ Reduction in travel lane width and adjusted centre line of road supports traffic calming, pedestrian safety, and reduction in on-road parking.
- ✓ Delineated bicycle lanes provide added safety and efficiency.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks.
- ✓ Potentially lower reconstruction cost and shorter reconstruction schedule compared to Option 3 and 4.

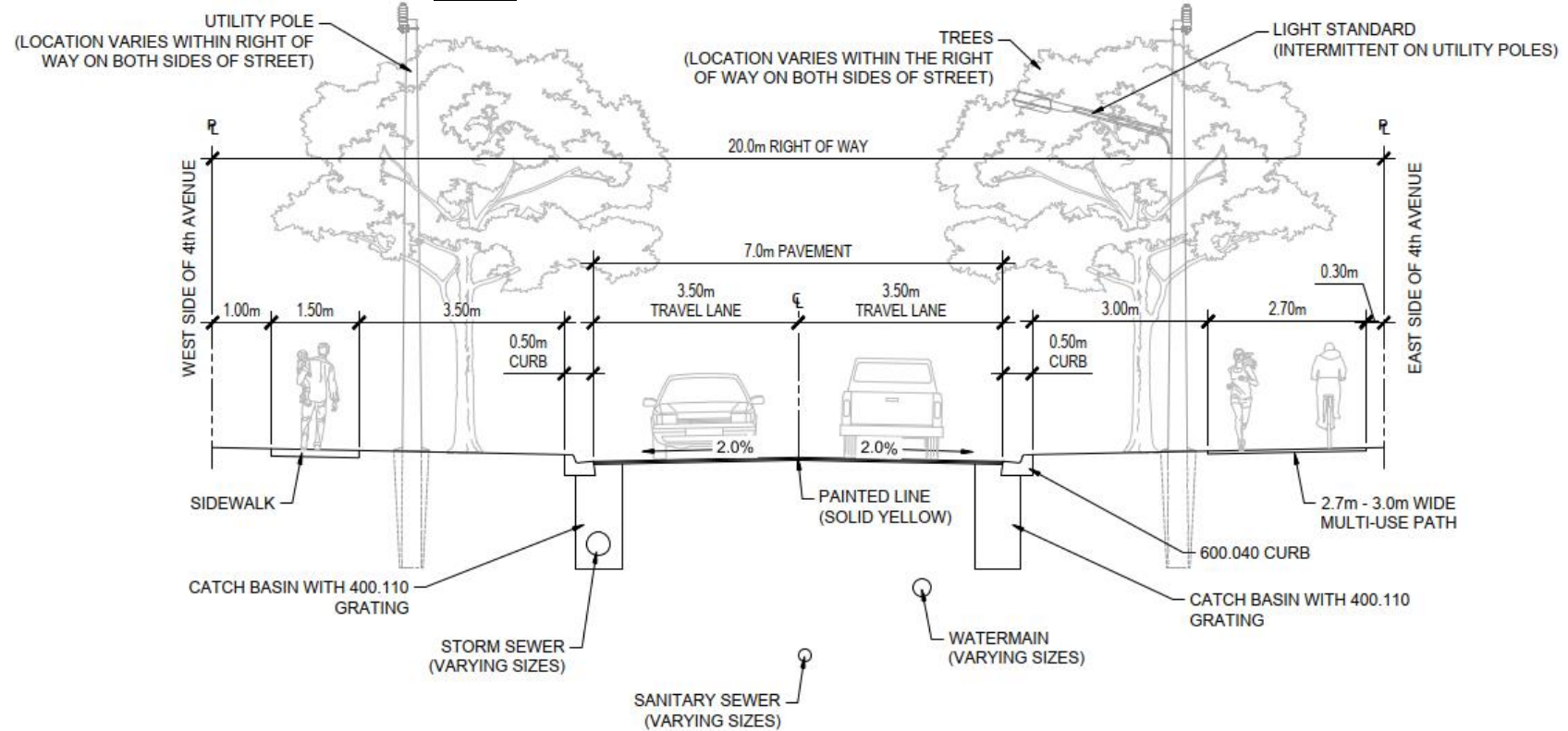
## Disadvantages:

- Lack of physical barrier between bicycle lanes and potential for on-road parking still.
- Transition of bicycle lanes to adjacent streets may be challenging.
- Higher disturbance to existing trees, poles, etc. compared to other Option 1.
- Increased impervious area (road width) resulting in additional storm water runoff and potential management upgrades required.
- Higher reconstruction cost and longer reconstruction schedule compared to Option 1.

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## Option 3 – Reconstruction using 3.5m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path



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### Advantages:

- ✓ Reduction in travel lane width and adjusted centre line of road supports traffic calming, pedestrian safety, and reductions in on-road parking.
- ✓ Addition of multi-use path provides for separation of bicycle lanes from road, providing a combined travel surface for use with pedestrians, to address safety and efficiency concerns.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks
- ✓ Lower reconstruction cost and shorter reconstruction schedule compared to Option 4.

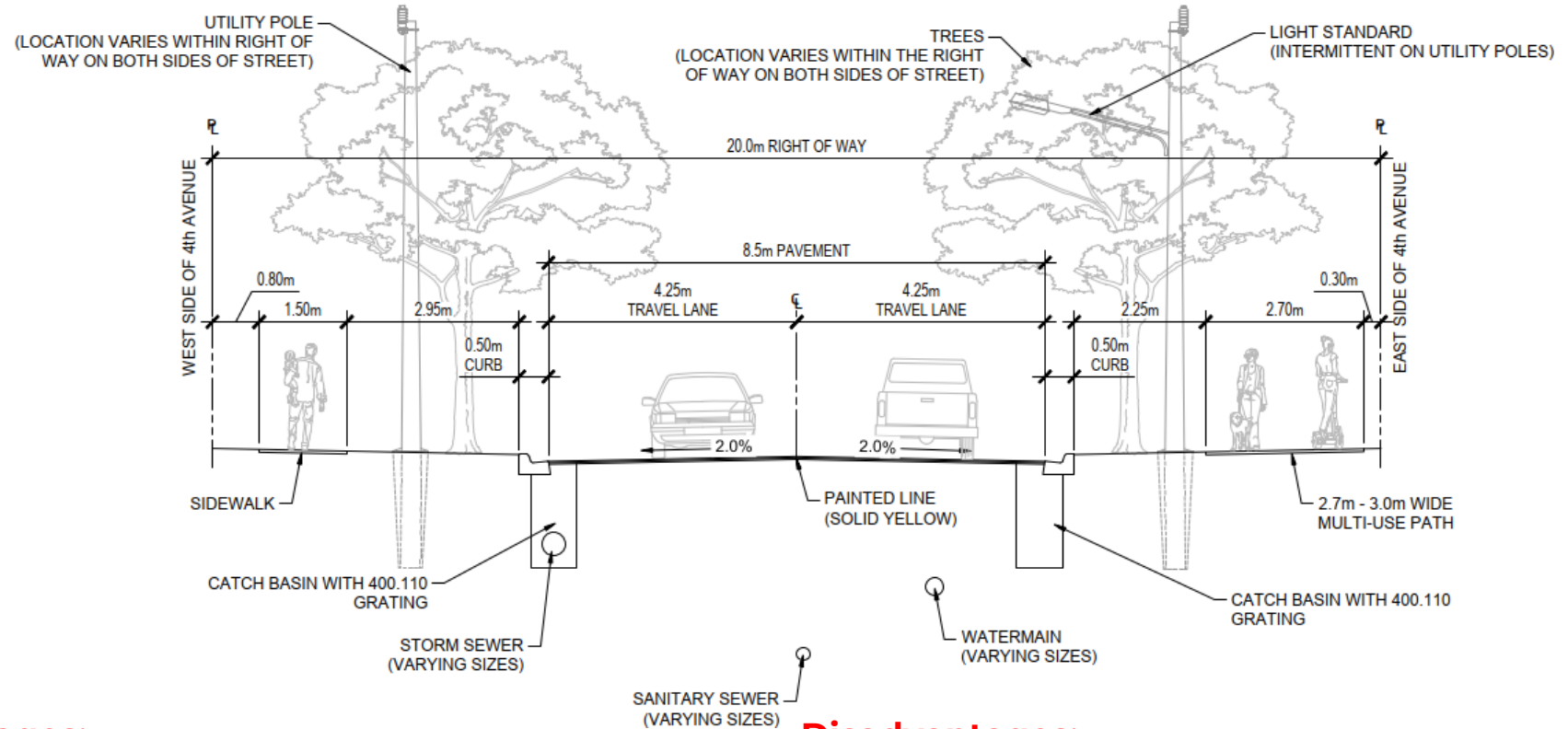
### Disadvantages:

- Higher disturbance to existing trees, poles, etc., compared to Option 1 and 2.
- Increased potential conflicts with existing private property infrastructure located within the City's right-of-way.
- More challenging grading and tie-in to properties, specifically on the West side.
- Increased impervious area (multi-use path) resulting in additional storm water runoff and potential management upgrades.
- Addition of multi-use path on East side could promote use by motorized vehicles, etc.
- Higher reconstruction cost compared to Option 1, and potentially higher construction cost compared to Option 2.
- Longer reconstruction schedule compared to Option 1 and 2.

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## Option 4 – Reconstruction using 4.25m Lane Width - No Parking or Bicycle Lanes with New Multi-Use Path



### Advantages:

- ✓ Adjusted centre line of road supports traffic calming, pedestrian safety, and reductions in on-road parking.
- ✓ Addition of multi-use path provides for separation of bicycle lanes from road, providing a combined travel surface for use with pedestrians, to address safety and efficiency concerns.
- ✓ No parking on road promotes improved traffic flow (reduced congestion), enhances safety through less obstructions (including road snow plowing), provides better visibility, aesthetics (cleaner appearance), and increases safety at intersections and crosswalks

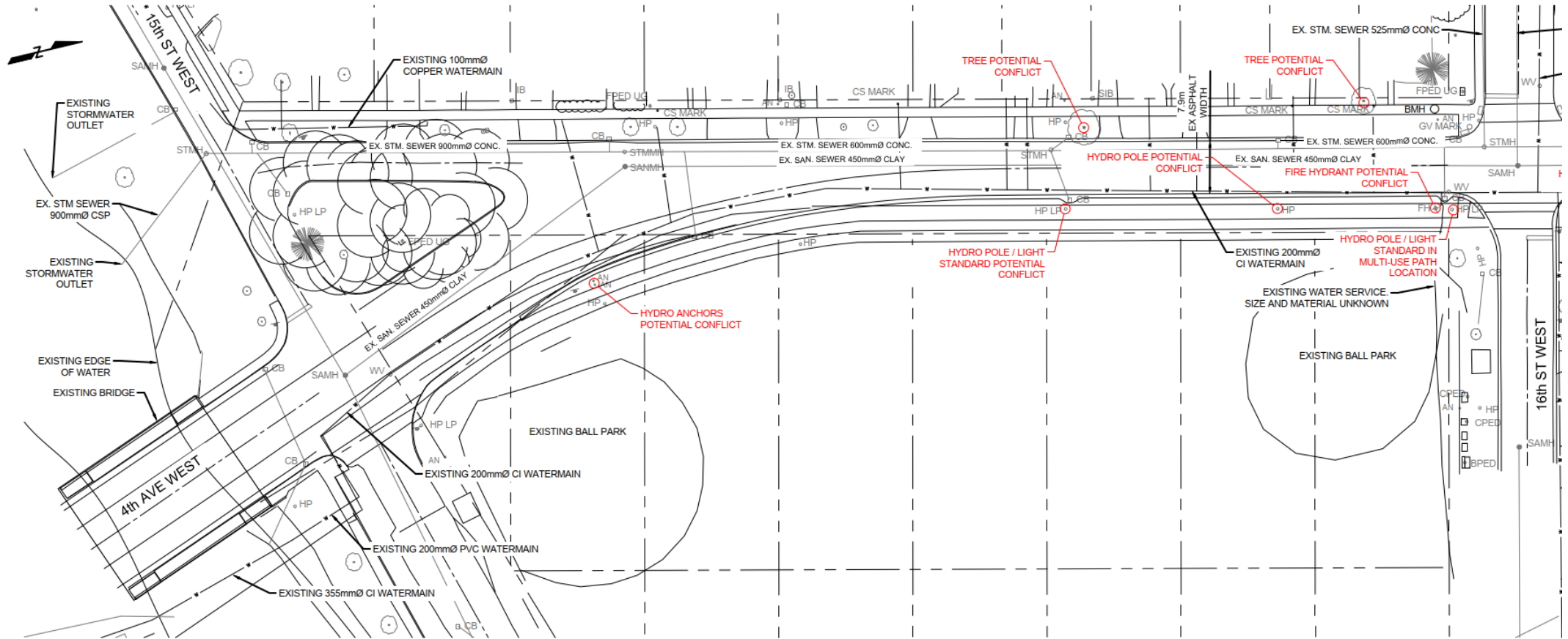
### Disadvantages:

- Travel lanes are wider compared to Option 3, not fully addressing traffic calming and enhanced pedestrian safety.
- Higher disturbance to existing trees, poles, etc., compared to Option 1, 2 and 3.
- Increased potential conflicts with existing private property infrastructure located within the City's right-of-way.
- More challengingly grading and tie-in to properties, specifically on the West side, compared to Option 3.
- Increased impervious area (multi-use path) resulting in additional storm water runoff and potential management upgrades.
- Addition of multi-use path on East side could promote use by motorized vehicles, etc.
- Higher reconstruction cost compared to Option 1 and 3.
- Longer reconstruction schedule compared to Option 1, 2 and 3.

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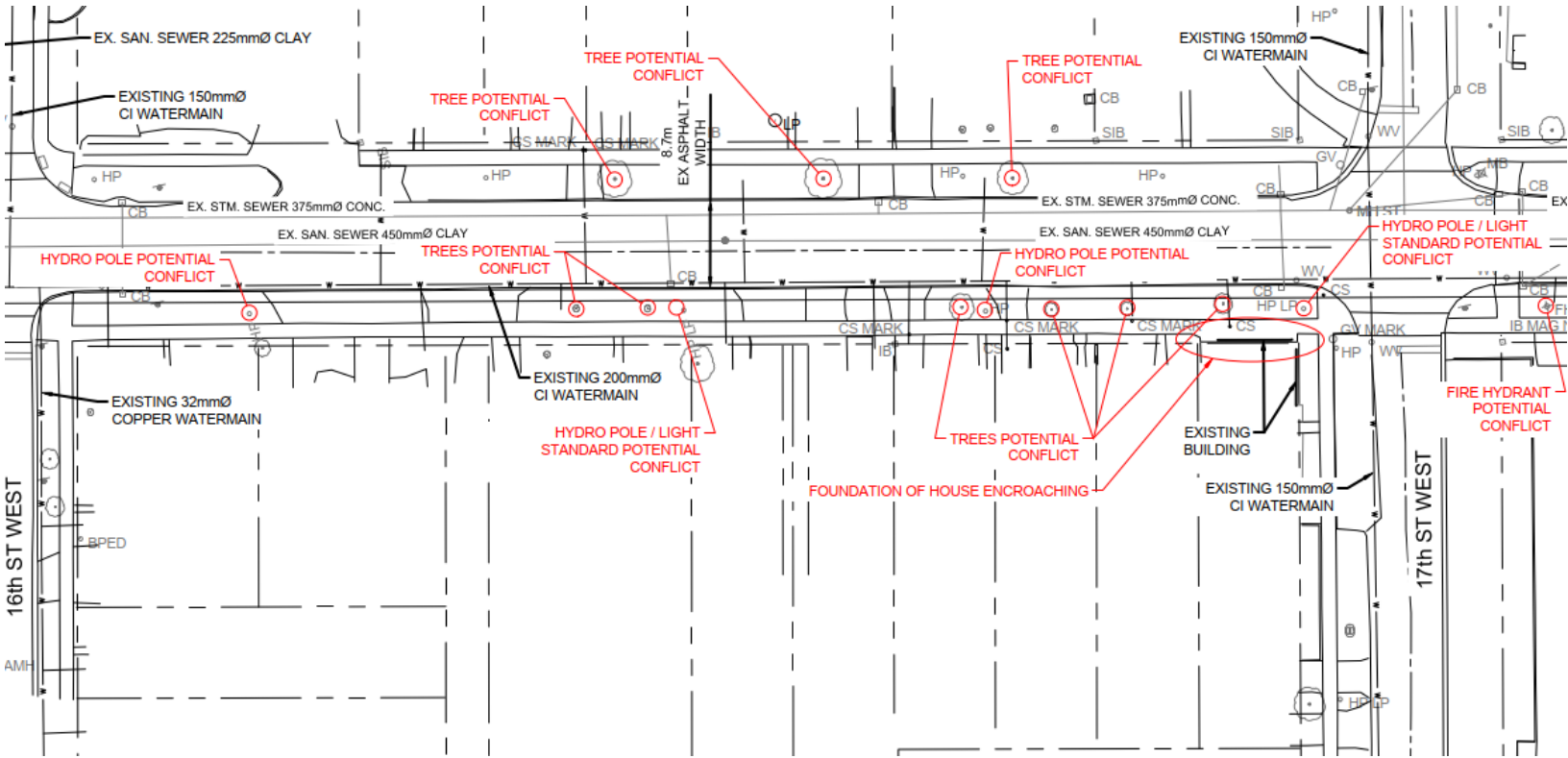
## Potential Conflicts – 15<sup>th</sup> Street West to 16<sup>th</sup> Street West



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## Potential Conflicts – 16<sup>th</sup> Street West to 17<sup>th</sup> Street West

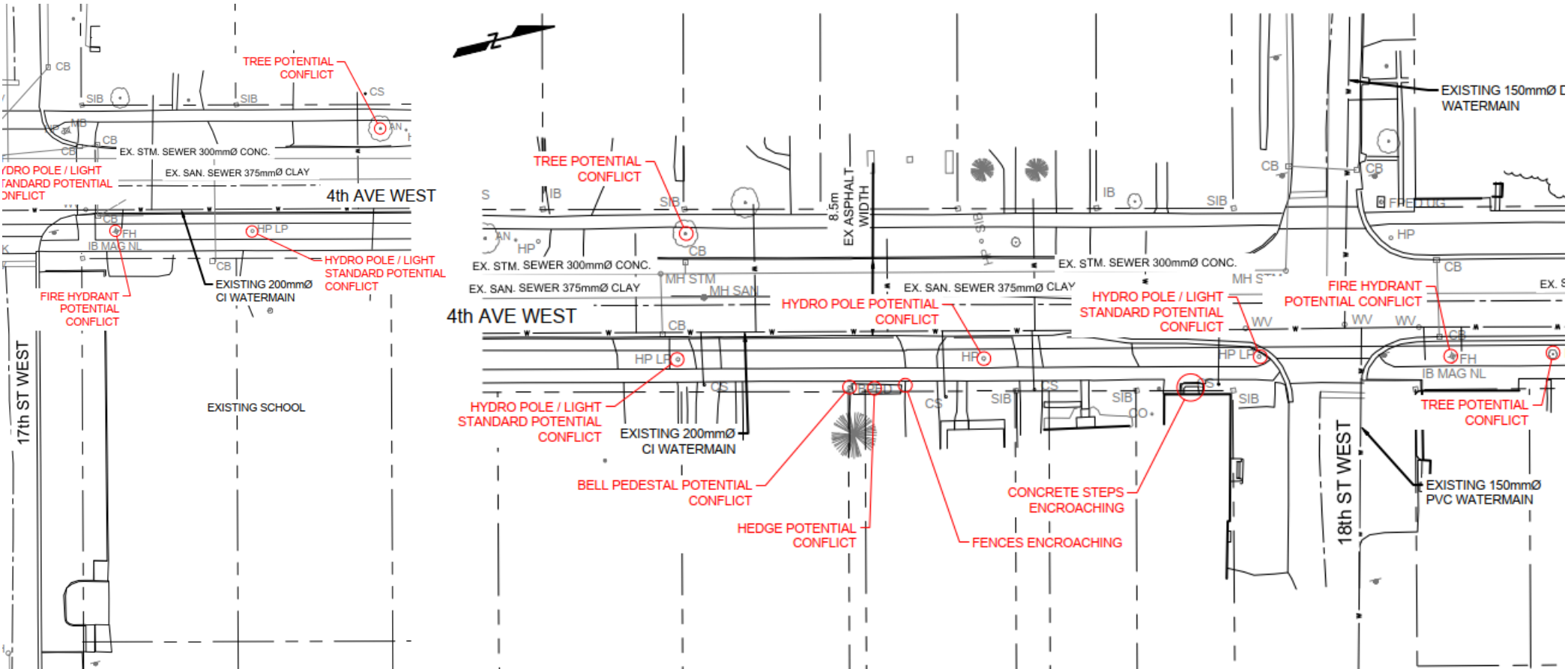


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## Potential Conflicts – 17<sup>th</sup> Street West to 18<sup>th</sup> Street West

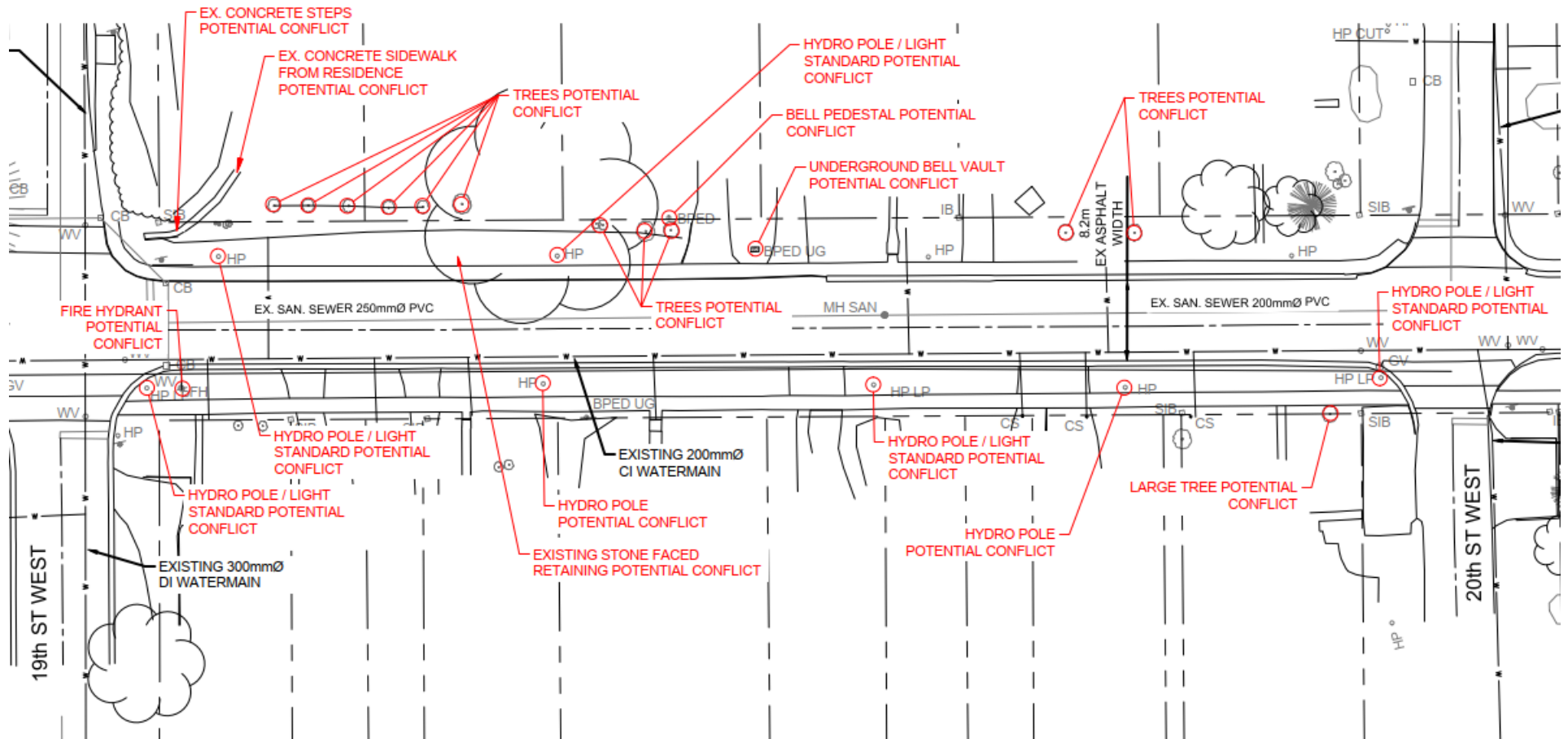




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## Potential Conflicts – 19<sup>th</sup> Street West to 20<sup>th</sup> Street West



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## Additional Considerations

For all Cross Section options presented, additional considerations for Traffic Calming are discussed below.

Calming Measure	Additional Considerations
<b>Removable Speed Humps</b>	<ul style="list-style-type: none"><li>• Manufactured from durable recycled rubber.</li><li>• Bolted into the pavement in the spring and unbolted and stored during the late fall.</li><li>• Can be a safety concern for bicycles and motorcycles.</li><li>• Can be a concern for larger trucks, transit drivers, emergency response, etc.</li><li>• Yearly installation, removal and maintenance will increase manhours and costs</li></ul>
<b>Speed Tables</b>	<ul style="list-style-type: none"><li>• Flat-topped speed hump, several meters wide.</li><li>• Less physical effects to traffic driving over compared to short speed humps (more tolerable for drivers, larger vehicles and emergency response).</li><li>• Greater capital cost to implement than short speed humps.</li></ul>
<b>Signage</b>	<ul style="list-style-type: none"><li>• Reduce posted speed to 40 km/h (from 50 km/h)</li><li>• Install other signs with specific wording to focus on changing driver behaviors.</li><li>• Implement additional pedestrian warning signage - increase motorist awareness of the potential for pedestrian conflict.</li><li>• Enhancement of 30 km/h signs and notification of school zone in the vicinity of the Timothy Christian School.</li><li>• Potential for electrified speed display signs providing real time speed of approaching vehicles and warning of speed limit exceedance.</li></ul>
<b>Curb Extensions</b>	<ul style="list-style-type: none"><li>• Curb extensions are typically at intersections or mid-block (between intersections).</li><li>• Affect driver's perception of the road, compelling them to drive more carefully through the reduction of visible/physical width of the travel lane.</li></ul>

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## Immediate Next Steps

- **Mid February 2026** - Receive and review public comments.
- **End of February 2026** - Select the preferred Cross Section option for 4<sup>th</sup> Avenue West and proceed into 60% design.
- **March 19, 2026** - Public Information Center #2

## Stay Engaged!

If you have any questions or comments, please fill out a **comment sheet today** or submit your comments by **February 17, 2026**, to:

Chris Wilson, P.Eng., Consultant Project Manager, WSP

Email: [chris.Wilson@wsp.com](mailto:chris.Wilson@wsp.com)

Thank you!

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