

Old Ottawa South Community Association (OSCA)  
Traffic and Safety Committee  
Report to Lansdowne Transportation Monitoring and Operations Committee (LTMOC)  
February 2016

The Traffic & Safety Committee represents the Old Ottawa South Community Association (OSCA) at the Lansdowne Transportation Monitoring and Operations Committee (LTMOC). OSCA is one of several community associations/groups to review the implementation and monitoring plan associated with Lansdowne, to engage, share information, to collect and review feedback from our respective local communities and to recommend potential remedial actions where appropriate.

As the LTMOC committee winds down there exists a sense of urgency to this year's community report card, a sense that we need to put our best foot forward, to articulate as best we can what we have learned and shared as community representatives at LTMOC. We believe that the recommendations presented to the Transportation Committee in this report will benefit all pedestrians and cyclists (new & existing) and that they will support and encourage the use of rapid transit to and from Lansdowne on a daily basis.

To help realize these recommendations, we would like to see LTMOC continue to meet on a quarterly basis for at least another year. Lansdowne continues to evolve with the opening of the second Condominium building and several new retail outlets. As a result, traffic patterns continue to change on a day-to-day basis. As well, initiatives to overcome current issues (such as parking and safety) raised by residents require monitoring.

### **Community Traffic Surveys**

In early 2014 when LTMOC was initiated, OSCA's Traffic & Safety Committee presented recommendations derived from a 2013 traffic survey to which 626 residents responded, 283 of which provided written comments. The recommendations were broad and covered a variety of neighbourhood traffic concerns in response to the anticipated development of Lansdowne.

More recently, in October 2015 Old Ottawa South and the Glebe initiated a survey that focused on the impact of Lansdowne on residents in the Glebe, Old Ottawa South and Old Ottawa East. Recommendations distilled from over 1000 respondents and summaries of over 6000 narratives were presented to LTMOC under three broad themes: on-going safety concerns on the Bank Street Bridge and intersections between Holmwood and Aylmer, the promotion of transit on a day-to-day basis, and proposed improvements to the pedestrian and cyclist experience within Lansdowne itself.

### **Stretched Resources**

As stated in last year's report card, managing traffic is a slow methodical process. It involves provincial and municipal standards, regulatory by-laws and sophisticated data

collection. It also requires resources. In March 2014 community representatives learned from the City Transportation Committee that no budget had been earmarked or allocated to address community traffic concerns in response to the re-development of Lansdowne. As we understand it, this remains the status quo.

As a result only those recommendations that can be easily tucked into the annual traffic budget are considered. This is not a traffic management strategy that takes into serious consideration the impact on local communities of a \$400M-plus investment designed to attract thousands of new visitors daily and up to 24,000 fans at regular intervals.

It is clear that increased traffic continues to have an impact in OOS and residents are calling for action that might reduce speed, address hotspots, and improve safety features for pedestrians, cyclists and drivers. At the very minimum resources need to be identified for measures within our purview, for example funds for proactive and consistent bylaw enforcement targeting hotspots where regulations already exist.

LTMOC's priority is Lansdowne and in particular the management of traffic to and from TD Place during large-scale events. Promoting the use of public transportation has been very successful and LTMOC's attention to evaluating its performance as well as responding to lessons learned with each event is commendable.

The challenge facing community representatives remains to be the day-to-day impact of Lansdowne's retail, commercial and residential components. In the case of OOS, LTMOC's focus is modest, primarily the Bank Street intersections at Aylmer and Sunnyside. Lansdowne's impact, however, is much broader.

### **On-going Traffic Concerns**

Some of the same problem areas highlighted in last year's annual report continue to beg on-going interventions. Of particular concern is the Bank Street Bridge. We support the latest safety measures for cyclists and will continue to press for future improvements. Pedestrian safety at Aylmer & Bank is a serious concern as are the walking routes, especially for children and the elderly and after-school programs at peak traffic periods along Sunnyside Avenue, east and west of Bank. The automatic east-west pedestrian signal agreed to by City officials in early March 2015 from Glebe Avenue to Riverdale at Billings Bridge has run into technical problems and no longer applies to Aylmer where the necessary east-west "count" that would warrant such an automatic activation has not been observed.

Nevertheless, the intersection at Aylmer remains dangerous by its very configuration. It is the first intersection after a blind rise (the Bank Street Bridge) and occurs almost immediately for descending southbound traffic. To the right there is a one-way ramp from Colonel By that merges into Bank about 18 meters before the Aylmer intersection. Illegal left turns from this ramp are an increasing problem as are left turns from the library parking lot across from the ramp on the east side of Bank. It is an intersection that needs more detailed study with perhaps more dramatic adjustments.

## **Recommendations**

It is our hope that by endorsing the three broader recommendations resulting from the recent 2015 Lansdowne Impact Survey, the outstanding recommendations from last year's report card will also be addressed. Of the following three recommendations, the first is an immediate priority:

1. In response to on-going safety concerns on the Bank Street Bridge and intersections along Bank between Holmwood and Aylmer, we urge the City to take action in a comprehensive manner to explore and implement measures that will reduce vehicle speeds and improve safety for pedestrians, cyclists and drivers.
2. In order to encourage the reduction of vehicle traffic, the City strive to pursue practical options with OC Transpo and local business to improve the use of public transit as a preferred choice to travel to Lansdowne on a day-to-day basis (not only major events), including pilots such as a no-fare zone for transit between Wellington and Billings Bridge.
3. In response to survey results and accompanying narratives (over 1000 in all) OSEG and the City continue to work on improving the pedestrian and cyclist experience within Lansdowne itself.