

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
20 April 2015 / 20 avril 2015**

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**Submitted by
Soumis par:**

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Ward: CAPITAL (17) / CAPITALE (17)

File Number: ACS2015-COS-PWS-0006

**SUBJECT: Lansdowne Transportation Monitoring Operations Committee
(LTMOC) – 2014 Update**

**OBJET: Comité du suivi en matière de transport au parc Lansdowne – Mise à
jour 2014**

REPORT RECOMMENDATIONS

That Transportation Committee receive this report for information.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports prenne connaissance du présent rapport.

BACKGROUND

The City of Ottawa embarked on a \$450 million renewal project to restore Lansdowne Park, a centrally located 40 acre site, and transformed it into a modern, urban destination. This included construction of 380,000 square feet of new retail and office

space, two new condominium towers and a series of executive townhomes, a renovated 10,000 seat hockey arena and 24,000 seat football stadium and an 18-acre urban park. The opening of the site has been in stages, starting in the summer of 2014 with the return of CFL football to Ottawa at TD Place and is planned to be fully operational by the summer/fall of 2015.

The site, now considered home for many, attracts a number of visitors and Ottawa residents alike. To help manage transportation needs, during the approval process for the site, Council approved a comprehensive transportation strategy in January 2012, as recommended in the Transportation Monitoring Program Report ([ACS2012-ICS-PGM-0036](#)) brought to FEDCO. The strategy included an aggressive Transportation Demand Management (TDM) plan for both day-to-day and event needs to ensure that enhanced transit, pedestrian and cycling facilities, as well as traffic and parking management strategies were in place to minimize impacts on the community.

In addition to the TDM Plan, Council, as recommended in the Lansdowne Transportation Monitoring Program Report ([ACS2014-PAI-PGM-0067](#)) brought to TRC in February 2014, supported the establishment of a comprehensive transportation monitoring program, also known as the Lansdowne Transportation Monitoring Operations Committee (LTMOC). LTMOC was established to oversee the implementation of the overall Transportation Monitoring Plan developed by McCormick Rankin Corporation (MRC, November 2013) and to ensure that the City of Ottawa and the Ottawa Sports and Entertainment Group (OSEG) continue to work collaboratively with the local communities on Lansdowne transportation issues. The terms of reference approved by the Committee are provided in Document 1: Lansdowne Transportation Monitoring Operations Committee Terms of Reference.

The LTMOC Annual Update information report serves to update the Transportation Committee on LTMOC monitoring activities undertaken throughout the previous year in addition to reporting on how the transportation system operated for special events and day-to-day operations held at TD Place. The report will highlight the effects of the Transportation Demand Management (TDM) program in encouraging the use of sustainable modes of transportation and also the success of remedial actions implemented to address issues identified through the committee's monitoring activities.

DISCUSSION

MONITORING ACTIVITIES

Regularly held LTMOOC meetings, 14 in total in 2014, gave an opportunity for members to receive information and discuss items such as upcoming events, event traffic management plans, traffic/parking data and collection, event debriefs, communication methods, surveys and feedback forms, enforcement, cycling initiatives and shuttle routes. Members were given an opportunity to provide overall feedback and initiate Committee discussions on items impacting their community and/or their relevant areas of expertise at all meetings. These types of discussions allowed a very effective and well rounded approach to the Committee's defined monitoring activities. As a result, the Committee provided innovative recommendations to transportation management plans and also succeeded in managing community concerns related to impacts on traffic, parking and quality of life in the surrounding communities. LTMOOC has been instrumental in continuing the dialogue with the community and gaining public support for the Lansdowne renewal project.

To ensure the success of the monitoring program and successful adjustments to the transportation management plan, accurate and up-to-date transportation data had to be available. The largest data collection effort in the City's history provided the Committee with this necessary information. Data Collection efforts were extensive and included the following:

- Collected 275 intersection counts, capturing vehicles, pedestrians and bicycles at 27 locations
- 180 mid-block data collection deployments, capturing speed and vehicular volumes
- 1,260 samples of parking utilization
- Automated Multi-use pathway data collection at the entrance to Lansdowne Park
- Monitoring ridership of OC Transpo, STO and OSEG shuttle buses before and after events
- On-site traveller information surveys by OSEG and the City
- Monitoring travel patterns pre and post game on site and from Traffic Operations Centre

Details on counts performed by City Staff, including count types, dates, methodology and boundaries are available in Document 2: Traffic Services 2014 Lansdowne Data Collection Summary. Similar data collection efforts will take place in 2015 and details on the planned approach are available in Document 3: Traffic Services 2015 Lansdowne Data Collection Work Plan.

As part of the approvals for the redevelopment of Lansdowne Park, the Ottawa Sports and Entertainment Group are required to provide an annual report on the TDM program activities and the results of the program in encouraging the use of alternative travel modes. The report provides an overview of the Transportation Demand Management (TDM) program for the Revitalized Lansdowne. Specifically, it provides a summary of the various TDM programs designed to accommodate transportation demands for both day-to-day activity and special events. It also provides an assessment of the TDM experience for special events held during 2014, namely the inaugural season for the Ottawa REDBLACKS. The report can be found on OSEG's [website](#).

2014 Large Scale Events

In 2014, 9 REDBLACKS football games were hosted at TD Place. The highest expected attendance for each game was 24,000 people.

The transportation plan for large scale events has been working and has exceeded modal shares identified during the planning process. In 2014, over 60% of large scale event attendees have taken alternate modes of transportation to and from the site including walking, cycling, transit bus services and shuttle services. Collected data indicated that OC Transpo and STO ridership was between 33% and 40% of attendants while OSEG shuttle bus usage ranged between 18% and 22%. As a result of the successful REDBLACKS game transportation management plans, all future plans for various types of large-scale events will be similar.

As with any plan, adjustments were made to the Transportation Plan as the football season progressed. These included:

- Reducing game day on-street parking regulations
- Reducing number of OSEG shuttle trips
- Reducing number of shuttles on Lakeside
- Piloting alternate shuttle routes
- Providing earlier service on OC Transpo 450 series
- Placing additional bus stops at TD Place and along Bank Street
- Adding OC Transpo bus trips to meet demand (35% to 40% ridership vs. 20% planned)
- Increasing wayfinding signage for active transportation modes within a 2.5 km radius
- Increasing on-site wayfinding signage for shuttle users to get to shuttles after the game

- Increasing satellite parking wayfinding signage surrounding designated shuttle bus parking lots

These adjustments mitigated community impacts while improving transportation within the surrounding neighborhood and also to and from the Lansdowne site. Benefits experienced included:

- Over 60% of attendees used alternate modes of transportation to attend an event
- An efficient and effective bus/shuttle service resulting in high ridership
- Utilization of the entire transportation network to get people to and from TD Place
- Reduced traffic impact on adjacent neighbourhoods in comparison to previous years
- Positive feedback from community on Transportation Plan

The City of Ottawa and OSEG also worked collaboratively with the NCC to confirm the use of the Queen Elizabeth Driveway for the Shuttle Bus Route for all of 2014. In advance of the opening of Lansdowne, all parties agreed to criteria to measure the impact of the Transportation Plan on the surrounding transportation network. These criteria were monitored as part of an initial five-game trial period, with an LTMOC recommendation made subsequent to these games as to what would be optimal for the remainder of the season. Based on the results of the monitoring program, LTMOC recommended the continued use of the Driveway to ensure success of the Transportation Plan for large scale events. The LTMOC Chair made a presentation on September 16th, 2014 to the NCC Board of Directors requesting the use of Queen Elizabeth Driveway for the remainder of the 2014 season, which was unanimously approved. The City and OSEG are currently working with the NCC to confirm the shuttle bus routing for 2015.

2014 Smaller-scale events and day to day operations

In 2014, a number of small scale events such as Ottawa Fury soccer games and Ottawa 67's hockey games took place. Average attendance for these events ranged from 3,000 to 5,000 people. Impacts to the transportation network were minimal.

The opening of retail, in addition to residents taking possession of their new homes on the Lansdowne site, began in October 2014. The sites day to day operations minimally impacted on-street parking availability and turnaround in the vicinity of the site.

Construction of the townhomes on Holmwood remains an ongoing concern to Holmwood residents. The loss of free parking at Lansdowne Park (in place prior to the redevelopment of Lansdowne) for employees and volunteers of the Glebe Center has

had an impact on parking in the surrounding streets of the Glebe Center with around 90% parking utilization in this area. OSEG is currently working to find a parking solution with the Glebe Center that will allow volunteers and staff to park at Lansdowne. On site circulation and signage both on the surface and in the underground parking garage is being reviewed by OSEG to deal with some of the challenges that people have brought forward as they visit Lansdowne.

CONCLUSION

In 2014, LTMOC contributed to the successful implementation of the Transportation Management Plan. Work completed by the LTMOC in the planning, execution and monitoring plan for large events led to modal share targets exceeding planned thresholds and the positive endorsement from surrounding communities. This was accomplished by adjusting to the Transportation Plan through feedback and in consultation with all LTMOC stakeholders; working collaboratively with NCC for continued use of the shuttle buses on the Queen Elizabeth Driveway and by completing the largest data collection in the City's history.

In 2015, LTMOC will continue to work collaboratively with all stakeholders to achieve the TDM plan's goals and to meet resident needs through compromise, innovation and on-going communication. LTMOC will aim to ensure that transportation experiences are successful during both day-to-day operations and events by surrounding residents and event attendees. This will include continuing with the traffic data collection program; confirming a strategy for shuttle bus routing to large events at TD Place; monitoring and making adjustments for the day to day operations as the retail and restaurant component of Lansdowne opens; and continued monitoring of larger events at TD Place.

RURAL IMPLICATIONS

There are no rural implications associated to this report.

CONSULTATION

LANDSDOWNE TRANSPORTATION MONITORING OPERATIONS COMMITTEE (LTMOC):

The Lansdowne Transportation Monitoring Committee met 14 times in 2014. Working collaboratively with the local communities on Lansdowne transportation issues, LTMOC was able to examine the effectiveness of the transportation strategy and ensure adjustments were made when required.

The three surrounding community associations who are part of LTMOC: Glebe Community Association, Old Ottawa South Community Association, and the Old Ottawa East Community Association have provided their summary on the transportation impact the redevelopment of Lansdowne has had on their communities. Their reports are found in Document 4: Community Associations 2014 Report Card.

LANSDOWNE RESIDENTIAL SURVEY:

The City developed the Lansdowne Residential Survey which was conducted online from August 11 to August 20, 2014. It followed a series of events including football and soccer games and was meant to collect feedback on the effects and effectiveness of the traffic management plans in mitigating traffic impacts to the surrounding community. Links to the online survey were shared with residents through various communication mechanisms, including a Media Advisory, Councillor Chernushenko's and Community Association e-mail distribution lists, various community newsletters and a link on ottawa.ca's homepage during the survey dates. Of the approximate 100 responses received, the survey demonstrated that:

- There is a high level of awareness of the Lansdowne Transportation Plan and that it is considered effective at minimizing traffic in surrounding neighbourhoods.
- Respondents are generally satisfied with parking measures in place.
- On average, respondents felt that shuttles had a moderate effect on the "Capital Experience" criteria, while riding down the Queen Elizabeth Driveway.

LANSDOWNE FEEDBACK FORM:

Residents and stakeholders continue to be invited to provide comments on their experiences via the [Lansdowne Feedback Form](#). Similarly to the Lansdowne Residential Survey, links to the online survey continue to be shared with residents through various communication mechanisms, including Councillor Chernushenko's and Community Association e-mail distribution lists and various newsletters. Feedback is compiled monthly and shared with LTMOC members on a regular basis.

COMMENTS BY THE WARD COUNCILLOR(S)

Capital Ward 17 - Councillor Chernushenko: In the first eight months of activity at Lansdowne Park, transportation-related issues have been reasonably well managed and their impacts on surrounding communities modest. This is due in large part to the exceptionally hard work of all parties involved, not least the community members and businesses and institutions who are affected by the new Lansdowne on a daily basis.

The strong emphasis on public transit and shuttle movement for events proved that a transit emphasis can work for residents, existing business, event organizers and spectators when planned and promoted well. As long as this approach continues to be applied and refined, I see event-day traffic and parking issues as being challenging but manageable.

On the other hand, day-to-day challenges are only just beginning to take their full shape, as we have not yet experienced the full extent of movements and parking needs of on-site residents and commercial/institutional tenants (and their delivery vehicles, customers and staff). Already, parking impacts have been quite severe in the immediate blocks adjacent to Lansdowne, providing a particular challenge to the needs of staff and volunteers at the Glebe Centre and to city park and field users in the Holmwood/Fifth/O'Connor vicinity.

Community associations (GCA and OSCA) and the Glebe BIA have provided suggestions and requests for dealing with ongoing issues such as parking constraints, illegal vehicle movements, congestion, unsafe intersections, etc. I strongly encourage city staff and OSEG/TD Place partners to work to address these issues and to seriously consider the measures suggested.

Notably, there is work still to be done in the following areas:

- Reviewing and modifying parking zones/times with an eye to ensuring local residents and visitors have sufficient parking supply for their historic needs;
- Promoting transit use and expanding the level of service on evenings and weekends so as to make transit the most attractive and efficient option;
- Implementing recommendations that make walking and cycling as safe (and therefore appealing) as possible, notably through improved signals, street crossings, route demarcation and segregation/protection where needed;
- Strict enforcement of parking rules/zones, notably on busy weekends and weekday evenings (despite the risk to residents and clients that they may also be “caught” in this net);
- Creating more safe crossings (in collaboration with the NCC) of the Queen Elizabeth Driveway;
- Accelerate construction of the Midtown Pedestrian Bridge (Fifth Ave – Clegg Ave) in order to create a true east-west corridor for walking and cycling trips.

LEGAL IMPLICATIONS

There are no legal impediments to receiving this report for information.

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications at this time. This report is for information purposes only and there are no budget impacts or additional funding required.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this information report.

TERM OF COUNCIL PRIORITIES

The Lansdowne Transportation Monitoring Operations Committee (LTMOC) – 2014 Update impacts the following 2011-2014 Term of Council Priorities:

- Transportation and Mobility
 - TM1 – Ensure sustainable transit services
 - TM3 – Provide infrastructure to support mobility choices
 - TM4 – Promote alternative mobility choices

SUPPORTING DOCUMENTATION

Document 1: Lansdowne Transportation Monitoring Operations Committee Terms of Reference

Document 2: Traffic Services 2014 Lansdowne Data Collection Summary

Document 3: Traffic Services 2015 Lansdowne Data Collection Work Plan

Document 4: Community Associations 2014 Report Card

DISPOSITION

In 2015, LTMOC will continue its monitoring role, continue to actively collaborate with all affected stakeholders and aim to resolve and remediate impacts of the sites events and day-to-day operations to the surrounding community.