

Document 4: Community Associations 2014 Report Card

Table of Contents Page 1 of 17

Document 4: Community Associations 2014 Report Card ..... 1

    Glebe Community Association..... 2

        The Impact Thus Far of Lansdowne Traffic on the Glebe Community ..... 2

    Old Ottawa East Community Association ..... 14

        Old Ottawa East report for the LTMOC Annual Report ..... 14

    Old Ottawa South Community Association ..... 15

        Report to Lansdowne Transportation Management and Operations Committee  
        (LTMOC) ..... 15

## GLEBE COMMUNITY ASSOCIATION

*The following report was provided by Brian Mitchell, member of the Glebe Community Association and Community representative to LTMOC.*

### **The Impact Thus Far of Lansdowne Traffic on the Glebe Community**

Presented to Transportation Committee, City of Ottawa,  
April 2015 (issued March 13, 2015)

With only one season of RedBlacks football, and just a few months of retail activity (and about half of the retailers yet to open, including the 10-screen Cineplex), it is premature to fully assess the impact of Lansdowne-related traffic on the Glebe community. Nevertheless some initial observations are possible and these are provided in the following report prepared by the Traffic Committee of the Glebe Community Association (GCA). This report was prepared based on data collected by the City of Ottawa and by the GCA over the course of 2014 and the first two months of 2015, as well as observations reported by residents and discussions and presentations with City, National Capital Commission (NCC) and Ottawa Sports and Entertainment Group (OSEG) representatives during and outside of the regular Lansdowne Transportation Monitoring Operations Committee (LTMOC) meetings, all 15 of which GCA representatives have attended.

In summary, the feedback we have received from the community is that for the most part the traffic issues associated with the return of football to Lansdowne have been better than expected, while the parking and congestion issues associated with day-to-day activities at the site (including Ottawa 67s games) have been as expected and are likely to worsen as the volume of activity on the site increases with the opening of the 10-screen movie theatre, additional retailers and residents, and with the Parks and Recreation events planned for this summer. Thankfully, and in spite of the City's initial reluctance to adopt most of the community's priority traffic and transportation recommendations for making Lansdowne a success, the majority have now been accepted and have been put in place or will be shortly. It would, of course, have been preferable had these recommendations been implemented from the beginning (e.g., keeping shuttle buses off of residential streets such as Lakeside), but we are nevertheless pleased that local knowledge of our streets has at last been recognized to be correct and this has led to many of the recommendations that were initially rejected or placed into a "wait-and-see" category to be implemented. Nevertheless there remain several key recommendations that have not yet been adopted but which need to be to help ensure Lansdowne's success for all parties: Lansdowne's operators, retailers and visitors; the residents who live around the Lansdowne venue; and the City and its citizens who want to ensure Lansdowne is a financial success for the taxpayers:

1. Undertake proactive measures to ensure a greater proportion of visitors use transit when heading to Lansdowne
2. Allow residents on the streets closest to Lansdowne on the west side of Bank Street to adjust parking policies, if they wish, in order to address a near-complete loss of residential parking due to the Lansdowne redevelopment

3. Install a safe crossing of the Queen Elizabeth Driveway by the south entrance to Lansdowne (Bank Street)
4. Accelerate the construction of the pedestrian bridge from Clegg to Fifth
5. Ensure all shuttle buses used for Lansdowne use arterial roads and avoid residential streets such as Lakeside

The remainder of the report discusses these issues and highlights some of the GCA's other recommendations. Annexed to the report, is a table summarizing the status of the GCA's priority traffic and transportation recommendations on how to make Lansdowne a success, first tabled with the City in March 2013 following extensive community consultations.

### **Large Events at Lansdowne (TD Place)**

Ironically the issue that received the most media attention regarding the traffic impact of Lansdowne on the community — the return of football — was the issue that concerned most Glebe residents the least. For one, these games occur less than a dozen times per year. As well, most Glebe residents had experienced the impact of football at Lansdowne before and knew what to expect (in contrast to the introduction of a large day-to-day retail complex and cinema). And finally, there was a fairly high degree of confidence that the planning by the City and OSEG in managing the traffic issues associated with large stadium events at Lansdowne would pay off. Indeed of the GCA's 21 priority traffic and transportation recommendations regarding Lansdowne, only one related directly to large events — and that was to avoid using residential roads for the large volume of shuttle buses used to bring fans to the venue.

There nevertheless was much anticipation by all as to how the first game would go. But by nearly all accounts the outcome on July 18 and all subsequent RedBlacks games showed that our confidence in the City and OSEG's plans for large events at Lansdowne was well-placed. Indeed many residents have commented that the traffic and parking impact of RedBlacks games in 2014 was much less than with football games at Lansdowne in the past. The key to this positive result, as is well documented in the City and OSEG's reports to LTMOC, was the success in getting fans to use transit (or park-and-ride lots) to get to the game. The combination of including transit in the price of a RedBlacks ticket, the enhanced services provided by OC Transpo and STO, and the effective messaging campaign delivered to fans by OSEG, the City and the media were key to this outcome and offer some valuable insight into how this remarkable paradigm shift by Ottawans from "use-the-car" to "use-the-bus" can be applied to other activities at Lansdowne (and elsewhere).

The one exception to this good news story was the one anticipated by the community back in March 2013 - the use of high volume shuttle buses on residential roads such as Lakeside. Thankfully, although it required help from the media, the City and OSEG came to realize this was not a sustainable solution after the first two games and found arterial routes for most (approximately 80%) of the shuttle buses for the rest of the season. The community was also very pleased that the NCC and the City were able to

work out an arrangement to use the QED for the shuttle buses throughout the football season to avoid having to use additional residential streets (Fifth Avenue in the Glebe and Sunnyside in Old Ottawa South) and the bus congestion that would have resulted on Bank Street. The GCA trusts that this arrangement will now become permanent and is very appreciative of the NCC's cooperation and compromise in that regard.

The last RedBlacks game of 2014 took place on Halloween and the community was relieved when OSEG agreed to keep all of the shuttle buses off of residential streets to ensure pedestrian safety. This also provided an opportunity for OSEG to test the alternative arterial route (to using Lakeside) of Carling and Preston which the GCA had requested back in March 2013. That test demonstrated that, except for the rush-hour period (before 6pm), the route was a viable alternative, taking only slightly longer than the Lakeside route. Most weekday evening games for the 2015 season will have a later start time to minimize conflict with rush hour and thus it should be possible to **relocate all of the shuttle buses to use only arterial roads** and avoid residential streets such as Lakeside altogether. We trust that will be the case. No residential street in our city should be subjected again to a parade of shuttle buses as Lakeside was last summer.

One other concern for the 2015 RedBlacks season is how the Lansdowne parking lot will be managed to ensure that football goers who switched to transit in 2014 don't return to the car this year now that they can park at Lansdowne. In 2014, the parking lot was closed to all but the club-ticket holders (about 500 cars), but in 2015 anyone will be able to park at Lansdowne. OSEG is planning on using higher parking rates during football games but there is concern that the pricing proposed is not high enough to discourage fans from driving to the game and that this will lead to increased road congestion and a loss of parking for day-to-day activities at Lansdowne which carry on game or not (e.g., cinema and Whole Foods). The community's experience with football in previous incarnations at Lansdowne, and well documented in media reports, is that fans are more than willing to pay a premium to be able to drive to the game. It would be a shame if last year's success in getting Ottawans to use transit to travel to Lansdowne was undone by parking rates at the Lansdowne garage which are not sufficiently prohibitive for those attending the game.

### **Day-to-Day Traffic Related Aspects of Lansdowne**

The remainder of this report addresses day-to-day traffic issues associated with Lansdowne, observed in the latter part of 2014, and the first two months of 2015, after retail, Parks and Recreation and full parking lot operations began at the site. This includes the impact of Ottawa 67s games since they occur very frequently (often twice a week) and are, in effect, part of the day-to-day reality of this new mixed-use venue.

### ***Getting to Lansdowne***

In stark contrast to the football games last summer, where Bank Street had relatively little traffic (apart from the OC Transpo and STO buses, due to the success of getting fans onto transit), congestion on Bank Street was an issue for the community on most weekends in late November and in December after Whole Foods and Sporting Life opened their doors. On Saturdays and Sundays it is not uncommon to see cars lined

up on Bank Street all the way back to the Queensway, particularly when there is a 67s game taking place. At those times it can take at least two light cycles for cars to get through some of the intersections (an indication that intersections are failing due to congestion). This congestion is not new and is something Glebe residents have been used to in the past, particularly when 67s games or other events were taking place at Lansdowne; however its return underscores the need for more aggressive measures to (1) encourage more Lansdowne visitors to use transit to get to the site; and (2) to encourage those who do choose to drive to Lansdowne to use the Queen Elizabeth Driveway (QED) as the primary/preferred route.

Although the community is pleased that frequency of transit will increase during weekends on routes 1 and 7 later this year, we believe much more should be done to encourage a shift by Ottawans towards using transit to get to Lansdowne. **For one, bus frequency should also be increased in the evenings when most of Lansdowne's activities take place.** The City and Lansdowne's operators should also draw from the positive transit experience with the RedBlacks games and implement similar measures to encourage day-to-day use of transit to access Lansdowne. One priority recommendation that the GCA tabled in March 2013 which we still believe should be pursued **is to implement a no-fare zone on Bank Street (from Wellington to Billings Bridge) during weekends and evenings as a way to encourage greater use of transit to access Lansdowne while at the same time supporting local businesses all along Bank Street.** This approach is used by many cities across North America as a way of encouraging transit in the core and in touristed areas, particularly for locations that cannot be directly served by rapid transit. Using data provided by OC Transpo we estimate the cost of such an initiative as relatively modest (possibly as little as \$100,000 per year) and the investment could be shared between the City, Business Improvement Areas and the Destination Marketing Fund. Ultimately such an investment could pay for itself by encouraging greater use of the transit system overall.

**The City also needs to begin planning now on how to link the new rapid transit system to Lansdowne.** One way to do so would be to work with the NCC to implement a regular express shuttle service connecting O-Train passengers from the Trillium line station at Carling with Lansdowne, via Preston and the QED. We also continue to strongly encourage the City to **accelerate plans for building the pedestrian bridge over the Canal from Fifth Avenue to Clegg in Old Ottawa East** as this will also promote greater use of active transportation means of getting to Lansdowne as well as additional transit connections via Main Street. Deferring the construction of that bridge until 2020-24 simply does not make sense given the investment the City has made in Lansdowne. It needs the venue to work effectively now — not ten years from now.

Finally, we hope the City and OSEG will do much more to **incent retailers and commercial operators at Lansdowne to encourage use of transit such as providing reduced-cost transit passes for their employees working at the site and provision of low-cost delivery services for customers** (e.g., Sporting Life currently provides no delivery services at all).

As for encouraging drivers to use the QED to access Lansdowne, the GCA is pleased with the City's signage plans for directing most cars to use the Driveway as the primary route to Lansdowne and trust it will be successful in working with the Ontario government to have such signs placed on the Queensway, and in working with the NCC in having signage, that is sorely missing at present, placed on the Driveway at the entrance to Lansdowne. Since activities began at Lansdowne last July, we have not received any significant complaints about the use of the QED as an access route to Lansdowne and our observations thus far are that the Driveway is able to accommodate the additional traffic without any negative impacts, particularly since most of the activities at Lansdowne occur outside of peak commuter times. The GCA is very grateful for the NCC's cooperation to date in the use of the Driveway as a primary access route to Lansdowne.

### ***Encouraging Safe Cycling (and Walking) to Lansdowne***

The GCA is, on the whole, very pleased with the plans the City has developed for the Glebe Neighbourhood Bikeway which will be implemented in 2015/16. Apart from a few proposed measures that require further community consultation before finalizing (e.g., proposed partial closure of Craig at Fifth to cars, and the removal of parking on O'Connor), the GCA is supportive of the City's recommendations and looks forward to their implementation. In addition to improving safe cycling for local residents, these measures will encourage residents from across the City to cycle in or through the Glebe whether for commuting, recreation or for accessing Lansdowne. In addition to implementing the Glebe Neighbourhood Bikeway, there are three additional measures that we believe should be implemented to encourage active transportation (cycling and walking) to access Lansdowne, the first two of which we raised in our recommendations to the City and NCC in March 2013 (in addition to accelerating the construction of the Fifth-Clegg footbridge discussed above):

1. **Implement a safer crossing for pedestrians and cyclists of the QED at Bank Street Place** (by the Bank Street Bridge). This is a heavily used crossing by skaters in the winter and cyclists in the summer and is the primary crossing point for anyone coming from the south or west parts of the city that is using the NCC's mixed-use path alongside the QED. It's a very dangerous crossing at present because of the high speed of motorists on the QED and because it is unmarked and a blind spot is created by the Bank Street bridge. The GCA is not necessarily advocating for a signalled crossing or all-way stop, however some improvements are needed including (at a minimum) road markings, signage and some sort of two-stage crossing such as the one recently implemented by the NCC near Hartwell Locks. As the volume of activity at Lansdowne will only increase, including that of residents moving into the new condominium tower near that location, the need for a safer crossing has become urgent. The community is very pleased with the investment made by the City and the NCC last year in the safer crossing at Fifth Avenue and the QED for those travelling to Lansdowne from the north and east parts of the city — now it's time to do the same for those coming from the south and the west.

2. **Install a mixed-use (pedestrian/cyclist) pathway alongside the Lansdowne fence-line between Holmwood Avenue and the pathway on the west side of the QED.** This pathway is needed both to connect cyclists to the new Glebe Neighbourhood Bikeway which will use Holmwood as the primary/preferred east-west route across the Glebe, but also as an access route into Lansdowne. The current entrance, located south of the vehicle entrance off of the QED is useful (except that it needs to be signed) for cyclists accessing the bike parking during RedBlacks games or for those visiting the park facilities (e.g., skateboard park), but we have observed that many cyclists and pedestrians accessing the main Lansdowne site (TD Place and Shops) are using the roadway itself to enter Lansdowne (especially in the winter as the pathways are not plowed). This roadway does not have a sidewalk and so entering Lansdowne from the QED pathways has become a safety concern, particularly for pedestrians.
3. **Improve signage for cyclists and pedestrians at the entrances of Lansdowne.** This has been an issue at the QED entrance to Lansdowne (as described above) but also at the Bank Street entrances where it was observed throughout the 2014 RedBlacks season that cyclists would park their bikes (illegally in most cases) along Bank Street because they were not aware of the ample bike parking provided within the site itself. ***Some relocation of that bike parking may, however, be necessary so that it is more accessible and visible for cyclists coming from Bank St.***

While pleased that the City is experimenting with measures to improve cycling safety over the dangerous Bank Street Bridge (due to the blind spot created by its curvature), we hope that the City is prepared to undertake more aggressive measures should the new “super sharrow” treatment and signage continue to have limited impact, as it has to date. In order to accommodate the increased volume of pedestrians and cyclists travelling to Lansdowne, it may be necessary to reduce the bridge to three lanes (one northbound and two southbound) to allow for wider sidewalks in addition to cycling lanes. Keeping in mind that Bank Street in the core of the city is just a two lane road most of the time (due to parking) and only three lanes during rush hour, this idea is quite feasible.

### ***Traffic flow and calming***

It is for the most part too early to determine the day-to-day impact of Lansdowne activities on neighbourhood streets in the Glebe in terms of cut-through traffic behaviours. Without question the street most impacted by Lansdowne thus far is Holmwood east of Bank Street, although much of the impact has been due to the construction of the town homes located there, which thankfully will be completed later this year. Nevertheless initial observations of driver behaviours associated with Lansdowne activities do suggest that this narrow street is already and ever-increasingly used by drivers trying to access Lansdowne for short-term parking, for drop-offs and pick-ups, and as a cut-through route. **The GCA continues to recommend some sort of closure or restriction of traffic using Holmwood at or near Bank Street** and trusts that the City will respond accordingly should traffic monitoring data confirm the

community's concerns, particularly after the movie theatre opens and with the increase in activity that will take place at Lansdowne this summer.

The GCA is pleased that some of its other March 2013 recommendations for traffic calming on other cut-through routes to access Lansdowne (Holmwood, west of Bank Street and Fifth Avenue) will now be implemented in connection with the Glebe Neighbourhood Bikeway, particularly speed bumps planned near Muriel on both streets. The signage and markings associated with the Bikeway should also have a calming impact on traffic which will benefit residents, pedestrians and cyclists.

### ***Preserving Parking for Local Residents***

One of the most widely voiced concerns associated with Lansdowne by local residents was the impact it would have on the supply of parking on their streets. Unlike most residential streets in the city adjacent to commercial areas, where parking is typically restricted to 1 hour (7 days a week), the regulations on residential streets close to Lansdowne have allowed 3-hour parking, because prior to the Lansdowne redevelopment there was very little day-to-day commercial activity along that part of Bank Street. While the City did agree last year to allow residents immediately adjacent to Lansdowne (Adelaide, O'Connor south of Fifth and Holmwood east of Bank) to change their parking regulations, it has up until now denied a similar request by residents living near Lansdowne on the west side of Bank Street. This needs to change.

During December 2014 and January 2015 the GCA, with local residents, undertook an extensive study of parking supply and was able to demonstrate that there has been, in effect, a complete loss of parking availability for local residents on those streets as a result of Lansdowne (particularly Wilton, Oakland, Woodlawn, Holmwood [east of Ralph], Melgund and Monk). A primary reason for this, as first explained to the City in March 2013, is that employees and volunteers (up to 100 in total on a typical day) from the Glebe Centre (a non-profit nursing home) lost the free parking they used to have at Lansdowne. Discussions which began last fall are still underway between OSEG and the Glebe Centre to see if a solution can be found for the employee parking requirements using the Lansdowne parking lot, but up until now the situation has not improved. Indeed since Lansdowne opened local residents have noted that the few remaining spaces, when available, are increasingly taken up by shoppers or employees working at Lansdowne. Three-hour free parking located adjacent to a large generator of parking needs is simply not a compatible situation. **The residents on those streets should be allowed to petition for changes to the parking duration similar to those on the east side of Bank Street (1 hour parking until 11pm, seven days per week, with guest permits allowing 3-hour parking available for purchase by residents [in addition to the overnight visitor and residential parking permits currently available])**

In parallel with this request, **the GCA is continuing to ask the City to work with the Glebe Centre to help find a solution for their needs for visitor and volunteer parking**. We have proposed a couple of measures that should be considered including allowing the Glebe Centre to have block of guest parking permits for use by volunteers



and visitors and the creation of an angled parking lot on Monk Street adjacent to the Glebe Centre, similar to the one installed by the City on Lyon beside the Community Centre. The Glebe Centre is willing to give up its land frontage to accommodate such a facility. Since the Lansdowne redevelopment began, the Glebe Centre has lost over half of its volunteers, most of whom cited lack of free parking as their reason for withdrawing. These volunteers are an essential part of the service provided by this important institution which serves elderly and infirm seniors from across our city.

The community is pleased that most of the retailers at Lansdowne are providing **validated parking** to their customers, as the GCA recommended in March 2013 to discourage shoppers from using nearby residential streets instead of the Lansdowne parking lot. However **several retailers (e.g., Winners) have not signed onto this service and we hope they can be encouraged/incited to do so during 2015.**

Finally, the GCA hopes that in the coming year there will be much **stricter and proactive enforcement of the parking restrictions on residential streets adjacent to Lansdowne.** During the RedBlacks games, where additional enforcement was provided, the new one-hour restrictions on these streets proved very effective and there was minimal parking by fans and little parking-seeking traffic. However residents found the opposite was true once other activities began at the new Lansdowne including the resumption of Ottawa 67s games. The problem is that most parking enforcement activities take place during weekdays while the parking infractions and challenges associated with Lansdowne activities arise during weekends and evenings. In early March the GCA was advised that changes were being implemented in staffing and approach to increase the enforcement of the one-hour restrictions adjacent to Lansdowne. We trust this will resolve the concerns observed over the past few months and help deliver the message that the residential streets beside Lansdowne are not available for those who need longer-term parking to dine or shop at Lansdowne or attend a game at TD Place, and are primarily intended for the local residents, including the many new residents moving into the area.

**GCA's Priority Recommendations on How to Make Lansdowne a Success**

**Table 1 - Minimizing Cars Using Residential Streets in the Glebe**

<b>GCA Priority Recommendations</b>	<b>To</b>	<b>Status</b>	<b>Response from City or NCC</b>
1. Free OC Transpo/shuttle bus service on Bank Street [Wellington to Billings Bridge] during peak retail times (Thursday and Friday evenings, Saturday/Sunday)	City	No	Rejected as too costly (n.b. the GCA believes if implemented as it is in other N.A. cities, the cost would be modest); however frequency of service on routes 1 and 7 will be increased on weekends
2. Proceed with construction of pedestrian/cyclist canal bridge at Fifth Avenue	City	Deferred	The City has included the bridge in the 2014-31 Master Plan but it won't be built until 2020 or later
3. Signage to maximize use of QED and arterial routes (e.g., Bronson and Carling) to access Lansdowne	City	Pending (2015)	Agreed and to be implemented this Spring. <b><i>City and GCA have also asked the NCC for signage at the entrance to Lansdowne</i></b>
4. Improve intersections to maximize use of QED/Arterials (e.g., to improve traffic flow at Isabella and Elgin)	City	No	Rejected as infeasible; although City has agreed to monitor the situation.
5. Free/validated parking at Lansdowne during day-to-day activities	City	Partial	OSEG has provided a validated parking program which is being used by some retailers (e.g., Whole Foods, Cineplex), but several are not (e.g. Winners)

**Table 2 - Encouraging Safe Cycling to Lansdowne**

<b>GCA Priority Recommendations</b>	<b>To</b>	<b>Status</b>	<b>Response from City or NCC</b>
6. NCC to provide a safe crossing at Fifth at QED (signal light)	NCC	Done	Installed in July, 2014
7. NCC to provide a safe crossing at Bank Street Bridge & QED	NCC	Under review	Rejected initially, but City and the NCC are now reconsidering
8. Contra-flow bike lane (westbound) on Glebe (Percy to Bronson) to connect with Carling	City	Pending (2015/16)	Is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
9. City to work with GCA to determine how best to upgrade cycling routes to Lansdowne and implement prior to opening	City	Done	Planning and community consultations for the Glebe Neighbourhood Bikeway are underway and will be implemented in 2015/16

**Table 3 - Traffic Flow and Pedestrian/Traffic Safety**

<b>GCA Priority Recommendations</b>	<b>To</b>	<b>Status</b>	<b>Response from City or NCC</b>
10. Change traffic signals on Bank Street so pedestrian lights don't require a button push	City	Partial (mostly)	Pedestrian signals have been changed so they are automatically activated during the day ( <b>but not in the evening after 7pm</b> )
11. Close Holmwood (east of Bank) at Bank Street or similar diversion to limit traffic to local residents only	City	No	Rejected, but will reconsider if warranted based on results of traffic monitoring program
12. No stopping on south/east sides of Holmwood/O'Connor between Bank & Fifth	City	Done	Implemented in December 2014
13. Raised intersections at Fifth & Percy/Ralph/Monk; mid-block speed bumps on Fifth	City	Pending (2015/16)	A speed bump on Fifth between Muriel and Chrysler is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
14. Speed bumps and raised intersections on Holmwood west of Bank	City	Pending (2015/16)	A speed bump on Holmwood between Muriel and Torrington is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
15. Install three-way stop at Holmwood and Torrington	City	No	Rejected as not warranted and infeasible
16. Determine and implement means to improve safety and reduce cut-through traffic on Holmwood west of Bank	City	Partial (mostly)	Elements of the Glebe Neighbourhood Bikeway should help improve safety and reduce cut-through traffic on Holmwood

**Table 4 - Reserving Parking for Local Residents**

<b>GCA Priority Recommendations</b>	<b>To</b>	<b>Status</b>	<b>Response from City or NCC</b>
17. Improved minimum service levels for snow clearing on narrow streets (particularly near Lansdowne)	City	No	Rejected
18. Improved minimum service levels for residential parking enforcement in the Glebe (particularly near Lansdowne)	City	Pending	Implemented for RedBlacks games and City has agreed to increase day-to-day enforcement (incl. weekends) on residential streets by Lansdowne, east of Bank
19. Guest parking zone and more restrictive parking policies within 3 blocks of Lansdowne	City	Partial	Has been implemented on streets beside Lansdowne (Holmwood/O'Connor/Adelaide) but has for now been rejected for west side of Bank where parking is now at 90%+ utilization due to Lansdowne
20. Improve guest permit parking program so less likely to be abused [a priority should #19 be implemented]	City	No	Rejected (but under review as part of an examination by the City of all its parking permit programs)

**Table 5 - Events at Lansdowne (e.g. Football Games)**

<b>GCA Priority Recommendations</b>	<b>To</b>	<b>Status</b>	<b>Response from City or NCC</b>
21. Except when the QED is closed, do not use residential streets (e.g., Lakeside, Fifth Avenue) for shuttle buses	City	Partial (mostly)	Initially rejected but mid-season in 2014 the City agreed to remove 80% of shuttle buses from Lakeside and NCC/City agreed to keep shuttle buses on the QED and off of Fifth Avenue

## **OLD OTTAWA EAST COMMUNITY ASSOCIATION**

*The following report was provided by Ron Rose, Director, Old Ottawa East Community Association, and Community representative to LTMOC.*

### **Old Ottawa East report for the LTMOC Annual Report**

The Community of Old Ottawa East thanks the City for recognizing that our Community could be negatively affected by events at Lansdowne and for continuing to consult with us. We appreciate the measures they have taken in our community such as extra parking patrols during Redblacks/67s games. We also thank City staff for accepting our recommendation that traffic be monitored at key intersections on Main St during major events at TD Place. We are happy to report that so far, effects on our community have been minimal.

We have stressed the need for improved cycling infrastructure linking communities to the south and east of Lansdowne to the stadium, with major improvements to the Bank Street Bridge a pressing priority. Residents within a 10 km radius of Lansdowne need to be able to safely cycle to events at the park.

Looking to the future, the eventual construction of the Clegg-Fifth canal crossing will bring Lansdowne much closer to our community, and that we will appreciate continued consultation to mitigate any negative impacts.

## OLD OTTAWA SOUTH COMMUNITY ASSOCIATION

*The following report was provided by Winnie Pietrykowski and Sue Neill, members of the Old Ottawa South Community Association, and Community representatives to LTMOC.*

### **Report to Lansdowne Transportation Management and Operations Committee (LTMOC)**

The Rideau Canal separates Old Ottawa South (OOS) from Lansdowne but OOS is as close to Lansdowne as 5th Avenue in the Glebe. Sunnyside Avenue, the second intersection south of the canal, is one of the main arterial routes used to transport patrons from Carleton University to Bank and a direct link between Bronson and Bank. Large event parking requirements and restrictions together with extra bus shuttle services have a direct impact on our local businesses and residents. As the retail side of Lansdowne gains in momentum, however, OOS is primarily concerned with day-to-day pedestrian and cycling safety.

It has been beneficial and useful to sit at the Lansdowne Management Operations Committee (LTMOC) to learn more about large-scale event planning, to hear first-hand about the challenges of transporting thousands of fans to and from events at Lansdowne, to discover how traffic is monitored and controlled on a daily basis, to elaborate on the impact of additional traffic in OOS and to work directly with the City in a consistent and continuous manner.

In tandem with the activities of LTMOC, the Old Ottawa South Community Association's (OSCA) Traffic & Safety Committee has been working with City officials to specifically address traffic concerns in OOS. Some notable results of our work with LTMOC include: an advanced pedestrian signal at Bank & Sunnyside, a "dazzle" of zebra stripes at intersections from Aylmer to Riverdale on Bank, and a new system of sharrows for cyclists travelling on the Bank Street Bridge. Also, as a result of the specialized traffic monitoring efforts associated with Lansdowne, more data to better understand traffic flow at peak periods entering and exiting Old Ottawa South is being collected at more regular intervals.

Some problem areas, however, continue to beg on-going interventions. Of particular concern is the Bank Street Bridge. We support the latest proposed 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 for school children and after-four 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 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 SB 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. The committee is pleased with the addition of zebra road markings at this intersection but will continue to monitor this area and work with LTMOC to find options that improve pedestrian safety.

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 a result only those recommendations that could be easily tucked into the annual traffic budget would be considered. This is not a traffic management strategy that takes into serious consideration the impact 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 is having 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 at LTMOC is the limitation of LTMOC's scope when it comes to the day-to-day impact of Lansdowne's retail, commercial and residential components. In the case of OOS, Lansdowne's monitoring sweep includes only the fringes of OOS, primarily the intersections at Aylmer and Sunnyside. Its impact, however, is much broader. It is often a challenge to determine why some traffic issues are encompassed by the monitoring report and others are not.

With this broader view in mind, the OSCA Traffic and Safety Committee is committed to working with LTMOC in 2015 to monitor large-scale event transportation plans and the anticipated increase in day-to-day traffic as the remaining retail, commercial and residential venues open. The following are recommendations that we believe are of mutual value and benefit to all the players at LTMOC:

- Continue proactive measures to promote and monitor the use of public transit to and from Lansdowne (explore more incentives)
- Undertake a complete safety audit of the traffic issues at Bank Street Bridge including the intersections at Bank and Wilton, Echo and Aylmer
- Install a safe crossing at Queen Elizabeth Driveway & Wilton leading up to Bank



- Reduce illegal left turns at Bank by installing better signage on Colonel By Drive indicating right turn (south) only on Bank
- Accelerate the construction of the pedestrian/cyclist bridge at Clegg & Fifth
- Ensure that all shuttle buses for major events at Lansdowne use arterial roads and avoid residential streets such as Lakeside
- The City needs to be more transparent and proactive about its plans to link the new rapid transit system to Lansdowne (expansion of the Trillium line is one opportunity, future shuttle services to and fro is another, not the widening of arterial routes to allow for more vehicles to head for an already congested inner downtown core)
- Increased resources (human & financial) to implement targeted enforcement of key traffic regulations and to implement some of the oversight and studies required to make OOS and its neighbouring communities safe for pedestrians and cyclists