



City Councillor/Conseiller Municipal

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Quartier Capitale/Capital Ward

BANK STREET TRANSPORTATION FORUM

As We Heard It

March 2020

*Prepared by the Office of Councillor Shawn Menard
City of Ottawa*

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Introduction

As part of his 2018 Election Platform, Capital Ward Councillor supported “improved connectivity and safety for cycling and walking in Capital Ward.” In various debates, Bank Street and the Bank Street Bridge were raised by all candidates in the election as issues that needed to be addressed. As part of his ongoing efforts to make Capital Ward the safest ward in Ottawa for active transportation, Councillor Menard convened a public forum on Bank Street transportation through the Glebe and Old Ottawa South.

Further south along Bank Street, next to Billings Bridge and Heron Park, the city is undertaking a separate project to re-design Bank Street, which will include wider sidewalks, separated bike lanes, and safer infrastructure. Those safe active transportation design improvements would abruptly end in Old Ottawa South and the Glebe, posing a potential serious safety issue for all road users.

All too frequently, Bank Street is not meeting the transportation needs of Ottawa residents. The transportation failures affect road users of all modal types—pedestrians, bicyclists, transit riders and motorists—severely hampering mobility along this Traditional Main Street and throughout our communities.

Concerns about Bank Street most often relate to the dangerous walking and bicycling environment (Bank Street has no protected facilities), traffic congestion, and the unreliability or infrequency of bus service.

The transportation issues on Bank Street have a deleterious effect for the communities living in these areas. Bank Street is the main street through these communities, and without a vibrant, livable, functional main street, these communities suffer. Further, the current transportation situation hurts neighbourhood businesses, as fewer customers will visit their stores than otherwise would, and employees suffer challenges attempting to make it to work on time.

It is past time for the city to address these longstanding issues, and any remedies implemented must be done so with proper input from communities and merchants.

As a first step in this process, the Bank Street Transportation Forum was held the evening of December 18, 2020, at the Old Ottawa South Community Centre. Representatives from Bike Ottawa, Ottawa Transit Riders, the Ottawa-Carleton District School Board, OC Transpo, the Glebe BIA and the City of Ottawa Transportation Services Department attended and participated in the forum. Approximately 50 residents attended the forum.

This report serves as a summary of the presentations, Q&A session and feedback from residents.

Presentations

The forum was opened by Capital Ward Councillor Shawn Menard, thanking everyone for attending the forum, and thanking the presenters for giving of their time and expertise.

The Councillor offered a summary of several issues that currently plague Bank Street through the Glebe and Old Ottawa South. The first concern mentioned by Councillor Menard was safety. Residents made clear in the 2018 election that they want safe streets, and Bank Street does not provide an acceptable level of safety for all road users. Vulnerable road users—pedestrians, bicyclists and transit riders—are often put in precarious situations.

The problem is acute on the Bank Street Canal Bridge, as many bicyclists do not feel safe riding over the bridge, and the sidewalks give little refuge to pedestrians from the speeding traffic beside them.

Congestion was the second issue mentioned. Bank Street is regularly clogged with drivers. This makes it difficult for bicyclists and buses to get to their destination in a timely manner. The issue of congestion is not confined to rush hour, as traffic can build up to an unmanageable level on weekends and during special events.

Finally, this combination of unsafe street conditions and traffic congestion is damaging to local businesses. Because the street is not meeting the needs of all road users, it is also failing for local small businesses.

Councillor Menard would like to see solutions implemented that would solve all three issues, noting that something like bicycle lanes can increase safety, reduce car use, and bring additional customers to shops and restaurants along the street.

Attendees

Closing up his remarks, Councillor Menard thanked various members of local community groups who were attending the forum:

- Richard Slowikowski, Ottawa South Community Association (OSCA)
- Sue Neill, OSCA Traffic and Safety Committee
- Christie Cole, Bike Ottawa
- Andrew Peck, Glebe BIA

Presenters

Aside from Councillor Menard, there were five presenters from the community and the City of Ottawa:

- Lyra Evans, Trustee, Zone 9 (Rideau Vanier-Capital), Ottawa-Carleton District School Board
- Jordon Moffatt, Bike Ottawa
- Stuart Mackay, Ottawa Transit Riders
- Pat Scrimgeour, Director, Transit Customer Systems and Planning, OC Transpo
- Phil Landry, Director, Traffic Services, Transportation Services Department, City of Ottawa

Each speaker had roughly seven to ten minutes to address the forum.

Lyra Evans, Ottawa-Carleton District School Board (OCDSB)

Trustee Evans spoke of her ongoing work with Councillor Menard to provide access to buses to all school children in Ottawa. Together, they are investigating how the OCDSB and the City of Ottawa could provide free transit to all students in the city.

The school board is concerned about more than just busing. Students must have the ability to get to their schools safely without the need to drive or be driven. The OCDSB considers it a priority to get students invested in sustainable transportation—busing, bicycling and walking.

Councillor Menard agreed with the objectives outlined by Trustee Evans and confirmed that their offices are working on a proposal for free transit service for all students.

Jordon Moffatt, Bike Ottawa

Established in 1984, Bike Ottawa is a not-for-profit, membership-based community advocacy group working for safer bicycling in the City of Ottawa. Mr. Moffatt, a member of Bike Ottawa, represented the organization, outlining the issues and needs pertaining to bicycle safety along Bank Street and over the Bank Street Canal Bridge.

In September 2019, Mr. Moffatt published an article titled, *It's time for Ottawa's own Bloor-style bike lane project*¹. In the article, Mr. Moffatt gave a review of the recent Bloor Street Bicycle Pilot Project in Toronto and outlined how the project would be suitable for Bank Street.

During his presentation, Mr. Moffatt noted that Bike Ottawa wants to make bicycling available to all ages and communities. Currently, the bridge over the canal is terrible, posing a great risk to residents hoping to ride their bicycle between the Glebe and Old

¹ <https://medium.com/@jordobicycles/its-time-for-ottawa-s-own-bloor-style-bike-lane-pilot-project-7237698a14be>

Ottawa South. Having seen the option of adding bus-bike lanes to the bridge, Bike Ottawa is supportive.

Mr. Moffatt argued that the city needs to look to other places where bicycling infrastructure has been successful, pointing to the Bloor Street Pilot Project. At first, businesses along Bloor Street were opposed to the pilot, as there is a long-running idea that bicycle lanes replacing some parking is bad for business. The pilot was developed to study this.

Over two years, debit card and credit card transactions were monitored, and it was determined that the bicycle lanes had a positive effect on Bloor Street businesses.

Parked cars don't shop. With bicycle lanes, we can fit more people travelling more frequently. This was demonstrated on Bloor Street, which saw an increase of 49% in bicycle traffic. The pilot was so successful that not only is Toronto fully implementing it, they are also considering expanding it.

Mr. Moffatt argues we could do this in Ottawa. We can work with businesses, study the effects of bicycle lanes, and if they didn't work, we could remove them, and this could be done at a minimal cost to the city (the Bloor Street pilot only cost \$500,000).

Bike Ottawa wants to make Bank Street livelier and more vibrant, and bicycles do that.

Stuart Mackay, Ottawa Transit Riders

Ottawa Transit Riders is a non-partisan, membership-based community advocacy group. Formed in the spring of 2019, they are working to make the city's transit system more affordable, reliable, accessible and safe for all transit users.

Mr. Mackay explained that Ottawa Transit Riders want an extensive transit system. In the past few years, Ottawa has been very focused on LRT...to the detriment of transit, overall. Bank Street is the main street in Ottawa. It needs to be the most livable street in Ottawa. In order to achieve this, it must have reliable, accessible transit.

Pat Scrimgeour, OC Transpo

During the construction of LRT, bus service suffered in Ottawa, this was unavoidable with the nature of the project. With the launch of LRT in September, Mr. Scrimgeour explained that OC Transpo has been able to make a number of improvements to the routes along Bank Street.

With the launch of LRT, routes 6 and 7 were moved off Wellington Avenue and onto Queen Street. Getting the buses off Wellington allows the buses to move better and more easily through the downtown core, reducing the chances of buses being caught in traffic.

Mr. Scrimgeour noted that his team was challenged by Councillor Menard to find new ways to improve service and reliability along Bank Street. In response, OC Transpo has increased service along both routes:

Route 6

- Three new northbound trips from Billings Bridge in the morning at 06:59, 07:15, and 07:32 to provide for increased capacity for customers along the Bank Street corridor.
- Midday service improved between 14:00 and 15:00 in both directions from every 15 minutes to every 12 minutes to increase capacity and reduce waiting times for customers.

Route 7

- Midday service improved between 14:00 and 15:00 in both directions from every 15 minutes to every 12 minutes to increase capacity and reduce waiting times for customers.

In addition, OC Transpo has developed a proposal to implement a bus-only lane along Bank Street (northbound) from Riverdale Avenue to Echo Drive during the afternoon peak period, 2:00 pm to 6:30 pm, Monday to Friday. The city would also implement a transit priority signal at Aylmer Avenue.

This stretch of Bank Street sees a high customer volume of 30 to 35 passengers per trip. Implementing the bus-only lane would improve travel times by 3 to 5 minutes per bus trip (1800 to 3000 customer-minutes saved during the afternoon peak period).

There would be minimal impact to drivers as the curb lane is currently used for parking. This proposal would offer great benefits with no inconvenience to transit riders and no negative impact to car traffic.

OC Transpo has also developed a proposal to re-route the route 7 bus. This proposal, aimed at reducing travel time and increasing reliability of route 7, would see eastbound buses re-routed via Sunnyside Avenue between Seneca Street and Bank Street, as demonstrated in Figure A.

The benefits of this would be shorter walk for some riders and improved travel times (2 to 4 minutes per trip, saving over 5000 customer-minutes). It would also increase reliability.

However, it would inconvenience 200 customers who live south of Sunnyside Avenue and would have a longer walk to a bus stop.

Figure A: Proposed Re-routing of Route 7



Phil Landry, City of Ottawa

Mr. Landry spoke to one of the first meetings he had with Councillor Menard after he took office, and a big question was, *what can we do with the Bank Street Canal Bridge?* The councillor was looking for solutions that could be implemented in the near-term to improve safety for vulnerable road users on the bridge.

Mr. Landry’s team looked at multiple options, including doing nothing and sticking with the status quo, adding on-street protected bicycle lanes, and creating shared bus-bike lanes in each direction. It was difficult working through various options, as there are minimum requirements for lane widths (for bicycle lanes and for driving lanes) and there is a very limited amount of space on the bridge. As a heritage structure, the bridge could not be expanded. Three Lanes with an alternating lane in the middle wouldn’t work because of the pitch of the bridge.

In the end, Mr. Landry’s team presented adding the bus-bike lanes to the exterior lanes of the bridge as a means of improving safety on the bridge.

As shown in Figure B, initial designs have the southbound bus-bike lane beginning opposite Marché Way at Lansdowne Park and ending just south of Aylmer Avenue. Northbound, the bus-bike lane would begin just south of Aylmer Avenue, ending shortly

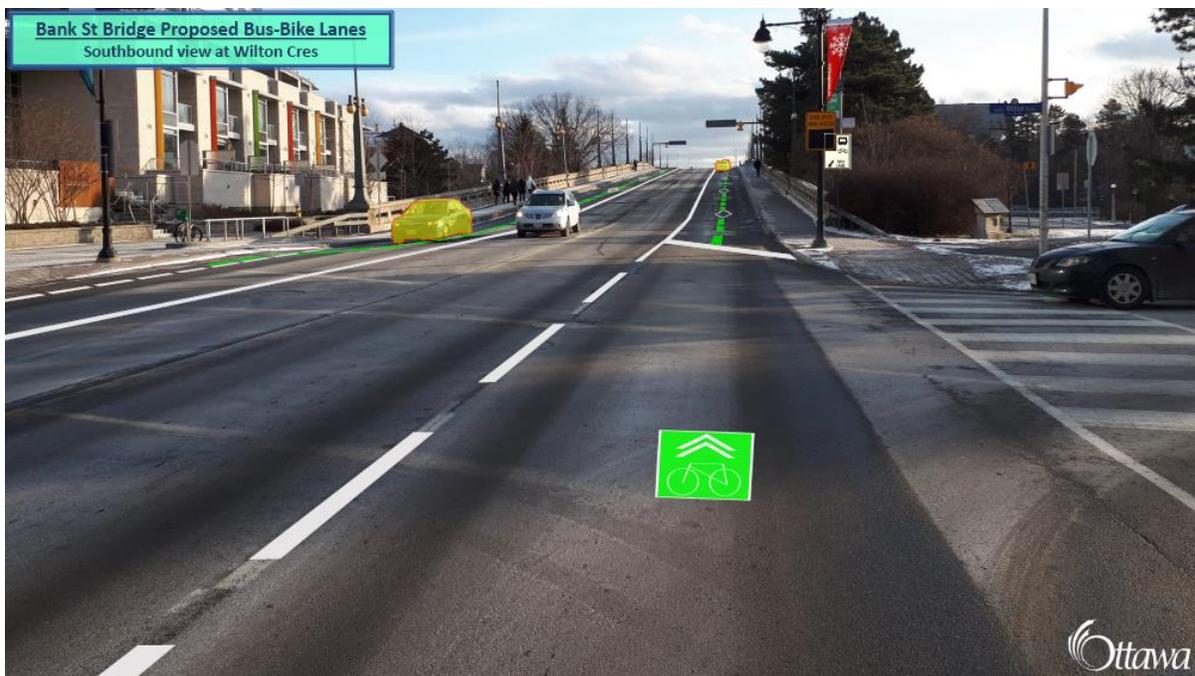
after the bridge where it would meet the current bicycle lane in front of Lansdowne Park.

Figure B: Location of Proposed Bus-Bike Lanes on Bank Street Canal Bridge



The lanes would be delineated with both Super Sharrows and diamonds painted on the road surface. In addition, there would be other pavement markings further demonstrating it was for the exclusive use of bicyclists and buses. In Figure C, a green stripe down the centre of the lane is shown as a possible lane marking. Staff would also consider hatched lines.

Figure C: Design of Proposed Bike Lanes on Bank Street Canal Bridge



The city is also looking into automated enforcement of bicycle lanes to increase safety, but this will have to be done in collaboration with the public.

If the councillor's office decides to move ahead with the option to introduce bus-bike lanes—or any other changes to the make-up of Bank Street—the proposal would have to pass through the Transportation Committee and City Council in order to be implemented.

Audience Comments, Question and Answers

Following the presentations, attendees were asked for their input, either providing comments on what they had heard or what they have experienced on Bank Street, or asking questions of the councillor and the presenters.

The following is a summary of the comments and questions from attendees (answers in italics):

- Issue about re-routing route 7: there are kids playing at the schoolyard along Sunnyside. Buses could pose a safety risk. Was any consideration given to disallowing left turns off Bank Street?
 - *There are two problems with disallowing left turns: (1) people have to get into the community, so they will turn anyway; or (2) people will have to take longer more circuitous routes with more turns to get into the community. This poses added safety risks.*
 - *OC Transpo understands that at let-out for the school, there would be a delay to buses because of the extra school pick-up traffic, but there would be greater benefits the rest of the time.*
- Another resident doesn't think there's a huge risk on Sunnyside.
- Bank and Sunnyside is a problematic intersection. The new road layout has improved safety, but if you stand there during the day, rush hour or not, it's a very conflicted intersection. There are many people turning in each way, and a lot of frustration and aggressive driving. It is concerning to add another bus turning there for that reason. Could there be a signal sync-ed with the bus. Should seriously consider anything that adds more traffic to that intersection.
- The city stated the buses come at six minute intervals, but in fact, they don't do that. Buses come in bunches with longer intervals in between. The effect is getting two buses every twelve minutes. Is that a scheduling problem that can be addressed or is it congestion?
 - *It is an affect of the variability of travelling along the full length of Bank Street. Traffic, congestion, collisions can all cause bus bunching.*
- If one thing that clears up congestion is slowing down the number of cars going in and out of lanes, it's probably good to have a specialized lane for buses and bikes.
- What kind of training do OC Transpo drivers have driving around bicyclists. Bicyclists sometimes experience great driving, but sometimes they have not-so-fun experience. Considering the big hill on bridge, can drivers give a lot of space?

- *New drivers go through intensive training course, staying safe around bicyclists is a part of that. They are trained to respect bicyclists.*
- *OC Transpo also provides refresher training.*
- *Nonetheless, there are many messages that have to get to drivers. Much is done by corrective action, with supervisors riding with drivers to see if they need to come in for additional coaching. One problem that will be inevitable will be the overall speed is the same between buses and bicyclists, but the speed variances are different (bicyclists travel at a more consistent speed, whereas buses make lots of stops and starts).*
- *We have seen videos of bus drivers cutting off bicyclists. There will be a need to do more training. The city will have to push hard.*
- Bank and Main have many similarities. Really like Main Street. It's faster to drive through. Bicycling is so much safer. There are plenty of bus routes and a uOttawa shuttle that all seem to work efficiently. Would really like to see something similar enacted on Bank Street. Maybe starting at Billings Bridge, have two driving lanes and have bicycle lanes.
 - *Councillor Menard: I'm partial to that too, but have to consider what can be passed at council/committee. (Want to be open with everyone here) Transportation Committee is a diverse make up of councillors, some who may push back—even on a bus lane proposal. There is opportunity in the future for that type of model. We want to move the needle. In the past, the community hasn't been able to move the needle at all. We have to be open and honest about the politics of the issue and what can and cannot be achieved, politically. We want to see what we can get through council that would make a significant difference. If we propose a Complete Street model, staff will not support us and we won't make progress advancing this at this time.*
- We've seen more businesses opening on Main
 - *Yes, the Complete Street model works and is better for business*
 - *We're still working on cut-through traffic, so that's always the concern. Want to keep traffic on arterials.*
- Pushing back a bit: staff have said they need city councillors to push harder to get things done, so we need bold councillors
 - *Councillor Menard: We can't be timid, and we need to get some improvements to Bank Street. We're pushing, but we don't want to bring something to the Transportation Committee that will fail this term. We want to make progress on the street right away. Other*

improvements could come in the future. This is the start of a push. The status quo can't be maintained. It won't work. We're seeing massive congestion, and we need a modal shift. We need to get a start on infrastructure, and this is a start.

- *Senior Watch Old Ottawa South:* The number 7 is travelling along Sunnyside and bus stops have changed. It's hard for seniors, especially using buggies. We would suggest moving the second stop to the west side of Rosedale as close to Leonard as possible. It needs to be moved. It's too much. Right now, seniors ask the bus drivers to stop in a more accessible location, but not all drivers do.
 - *OC Transpo will work with councillor's office on it.*
- Regarding pushing issues: Jordon Moffatt said bicycling should be available for everyone. I'm a confident bicyclist, but I can't imagine children biking on Bank Street even with this proposal. There are so few streets that go across major barriers (such as the canal, the river or the 417). Those need to be made available for children to be able to bike along. We're hearing, "we can't do it now, we having to take baby steps now, because in five or ten years we'll be able to do the right thing."
 - *Councillor Menard: I don't think this is baby steps. This is a big improvement, but we're dealing with political realities. This won't be good for kids, agreed, but right now it's not safe for anyone. This adds more safety.*
- *Andrew Peck, Executive Director, Glebe BIA:* How many people run a business on Bank Street? It's very busy time of year. I hear about this stuff about pushback. I think there's a balance to be struck. I agree with you. I have kids. Businesses get nervous when weather changes. We can see how traffic is impacted by weather and events on the Glebe BIA website. Businesses are still paying off debts from the Bank Street construction period. We want more bicyclists and more people. Want to see more of that, and more people taking transit. Climate change is an issue, and we need to have less of a footprint, but it takes time to get people there. Changing something over night can have unintended consequences; it could hurt the small business community. We are working on a bicycling strategy, but when you take out an entire lane of cars, that does have an effect. Putting a dedicated lane does put in a bottle neck effect. What's fair...what's important is to hear one another. When businesses say they're worried...they're risk-takers, none of us are *status quo* people. We just really want to think things through and do the research carefully and make things that work for all people.

- *Bloor project shows bicycle lanes are good for business*
- *Jordan Moffatt: Bloor showed that store owners underestimate the amount of business by bicyclists by half.*
- Regarding the proposal for faster travel time for route 7: what I see is a shorter route, not a faster travel time. It'll be faster because it's shorter. A little turn signal would be good.
- Is staff looking at the impact of an extra million people going to Lansdowne that OSEG is looking for? How are we going to deal with that? It's not going to be good for corridor.
 - *Not specifically, in terms of impacts. If it's a little more people everyday, it's not as much of an issue than if it's major events.*
- Lived on Harvard Avenue for seven years: at first drove, and didn't worry about local business, then biked. Got rid of car, now ride the bus. When you bus to Carleton, you just get dropped in one spot and have to walk up a hill to where most of the classes are. The NCC wouldn't let Carleton have another exit onto Colonel By Drive. Understand it's not the city's purview, but are there any discussions to open this?
 - *The NCC has their vision for Colonel By and will not be letting another entrance onto campus.*
- What would it take from a resident's perspective to make this change?
 - *You would need to talk to your Member of Parliament.*
- Can the route be changed on campus?
 - *The campus route has already been changed.*
- But the buses don't go up to where everyone goes
 - *Carleton has control over this. It's not up to OC Transpo.*
- The issue of route 7 turning left from Sunnyside to Bank: There is a signal, but it's still difficult to get through the intersection. But there are also busy times at Grove and Bank. The only reason it goes down Grove is a random historical anomaly. If it was designed now, it wouldn't be put there. Other unintended consequence is some two-way stops that buses and cars can blast through. We've accepted that just because it's the way now, it must remain this way. The current route doesn't allow for putting in 4-way stops to make those streets safer and slow down traffic on Grove.
- What about Bank in the Glebe. Is it getting a bus-bike lane, too?
 - *We will be looking at it, maybe bus-bike lane in rush hour.*
 - *It is dangerous right now. There's a safety aspect that's more important than convenience.*

- There needs to be discussion about a third light rail between Lansdowne, the General, the Civic, etc.
- Taking parking for a few hours a day might hurt business. Doesn't like sharrows. You're losing a lot of car capacity for six months of bicycling, and it will create a bottle neck.
- Maybe have cheap or free buses on Bank Street? It's cheaper to drive right now.
 - *We have proposed free transit on Bank Street. It would help businesses, help downtown, help people. We're working on free transit for other age groups, but as part of this process many people get left out.*

Straw Polls

At the end of the Q&A session, Councillor Menard posed a series of questions, asking attendees to raise their hands if they agree:

- Do you like the Bank Street Bridge re-design?
 - Approximately 2/3rd supported it.
- Do you support bus and bike lanes in Old Ottawa South from 2:00 pm to 6:00 pm?
 - Slightly more than half supported it.
- Do you support re-routing route 7 to create a faster travel time on Sunnyside?
 - Very little support, but very few opposed, as it is a much more specific issue.
 - A plurality of attendees did not have an opinion as it would not affect them.

Community Feedback

Residents were given multiple methods to provide feedback on Bank Street transportation. Large maps of Bank Street were provided, and those in attendance had the opportunity to leave notes either relating to Bank Street generally, or on specific trouble spots along the corridor.

In addition, those who attended, as well as the public at large, had the opportunity to provide feedback via email, telephone or social media.

All feedback has been compiled in this document.

As We Heard It

Residents spoke to general issues with transportation along Bank Street, as well as to issues specifically pertaining to the re-design of the Bank Street Canal Bridge, bicycling, busing and the proposed re-routing of route 7.

General

- Climate change: why is there not a climate change lens applied to these road designs? We have to become less reliant on cars, otherwise the planet burns up.
- Moral Considerations. New condos being built downtown near LRT. Bank St. businesses will suffer as a choice for consumers given that they can hop on the train and get to Rideau in four minutes and St. Laurent in 15. Why suffer on the unreliable?
- Young people increasingly using transit or cycling to get places. Bank currently a disaster for transit users.
- Parking: What are the stats on the new parking garage at Second Avenue? Sits mostly empty most of the time. No shortage of parking. People stay away because of traffic jams, not lack of parking.
- Does the Glebe BIA have stats for gamedays when parking is banned to allow for dedicated bus lanes? Does business suffer?
- Support a pilot for eliminating parking.
- There was a graph on social media showing how woefully under-utilized the parking garage behind the Metro has been. That should be public.
- This stuff about Bank being an arterial route into the core, we need to just quash that. Put the cars on Bronson, on Colonel By, on QED. Bank is not suitable as an arterial. It's too crowded with people spending money and living their lives. We can't let people who only ever drive through (and never

stop!) nix a project that will make the street better for people who live here and spend money.

- I wish we could collect some data on who actually parks on Bank. I have this sneaking suspicion that many if not most of the vehicles parked on Bank are actually just those of the business owners themselves.
- Further to the parking garage behind the Metro, can we give these employers free, assigned parking in there? Would that appease them?
- Eventually we're going to tear down the old video store in OOS. So that businesses along that stretch will have no reason to complain that we are removing street parking, let's be sure to include a parking garage in whatever replaces the video store; give the business owners free assigned parking.
- Believe me, I am not happy that I'm advocating for building more parking. But if we remove the street parking (as we definitely should!), they will have no choice but to use the parking garage, especially if there's assigned parking in there.
- It sounds like the Glebe BIA has some information about people who park. It would be good to know what percentage of people drive to the Glebe: are they workers, customers...? Who are the people who park directly on Bank Street or in the free 1- to 3-hour spots on side streets? Do we have data for the parkade (between Second and Third Ave) as well?
- Regarding the parkade: people who drive downtown are expected to pay for parking in parkades. Wouldn't it similarly be expected of employees in the Glebe to pay for parking? Has this been discussed with the BIA in the past?
- Do we have origin data for people who come to the Glebe (i.e. from city's Origin-Destination survey)? What do we know about transit service for people from those locations- do people tend to come from a few of the same areas? Do new transit routes need be considered that would provide better service to people who choose to drive? Maybe the "need" for parking is partially the result of poor transit service from some other neighbourhoods?
- *OSCA Traffic and Safety Committee:* We are aware of the controversy over the size of bilingual signage relating to automatic enforcement, but we were pleased to hear that the Mayor and the Premier were trying to find a solution. It has become almost a normal thing for cars to run red lights going both north and south on Bank Street—this will only be stopped through the use of red light cameras and other forms of automated enforcement, in particular at Bank and Aylmer and Bank and Sunnyside.

- *OSCA Traffic and Safety Committee:* We are also concerned about the number of very large trucks travelling north and south on Bank Street. These trucks often seem to be oblivious to cyclists and pedestrians and drive dangerously. We recognize that there is need for trucks to make deliveries on Bank Street but very large trucks really have no place on a street so heavily populated by school children and seniors.
- *OSCA Traffic and Safety Committee:* we are hearing more and more from residents about scheduling, location of stops, timelines, back-to-back buses and so on...we are supportive of the work that your office is doing, in collaboration with SWOOS, with respect to resolving the difficulties facing seniors on Sunnyside by the moving of the bus stops, and we repeat our offer to contact OC Transpo if that would be helpful.
- I was just reading the recent transportation forum update in your newsletter. Like many in Ottawa, I've been on Bank Street in OOS and the Glebe when traffic's all snarled up. I can't say I have any easy fixes to suggest, but I hope the city's thinking big on this issue. I fully appreciate that this idea would probably cost over a billion dollars (maybe double that), but a Bank Street subway line sometimes feels not only justifiable but necessary. With the overall success of the Confederation Line (sure, it hasn't been all we hoped, but the line's regularity seems to be improving), it's not hard to imagine an underground train line running from Parliament to Billings Bridge--if not all the way to Greenboro, where commuters from outside the city could leave their cars. Stops between Parliament and Billings could be at Somerset, Powell, Lansdowne, and Glen.
- We have choices to make on the sort of community in which people, and the planet, can best thrive. Giving priority to automobiles merely attracts more cars, but clear signs that pedestrians, cyclists and public transit are the primary concerns helps transform a city. If we want the public to understand the concept of a climate emergency, we need clear evidence that our city takes it seriously. Arguments about an 'arterial road' are no more determinative of planning priorities for Bank Street in the Glebe than they are with respect to Yonge Street in downtown Toronto.

Bank Street Bridge Re-Design

- Bike lane should start at Bank and Holmwood
- Bus lanes all the way along Bank St.
- Improve bike connection southbound onto Echo Dr.
- This proposal is better than the current situation

- Improvement to current situation, however not even close to what is necessary to make our streets conducive to bicycling by all ages
- Proposal is a significant improvement but does not meet on “all ages/abilities” standard. This would clearly be desirable, ultimately, cycle tracks are required for strong safety and appeal
- If bicyclists are not protected, speed should be reduced to 30 km/h (a safe systems approach)
- Automobiles continue to have priority, bicyclists share unprotected space with buses. What would the Dutch and Danes think of this concept of urban design? How can this encourage those who are afraid of bicycling to feel assured? How does this jive with the idea of climate emergency?
- It is super sketchy bicycling across the bridge with kids. I currently bike on the sidewalk, but it’s illegal and not fair to pedestrians. Dedicated bike lanes on bridge. No sharrows.
- *OSCA Traffic and Safety Committee:* As you know, the Bank Street Bridge continues to be a concern to us and, because it is dangerous, discourages cyclists and pedestrians from using it to travel both north and south across the canal. We would like to work with you to explore options which would make the Bank Street Bridge safer—including dedicated, segregated bike lanes; lane reductions; sidewalk widening or railings, and so on. In the meantime, there are several smaller and more affordable improvements which could make the bridge safer, such as:
 - Install a permanent traffic light at Bank and Wilton Crescent. This would make illegal left turns from Wilton Cres. on to Bank more difficult; make crossing Wilton Crescent safer for school children and adults; and would slow down traffic on the bridge;
 - Complete the changeover in lighting on the bridge to LED lights which are brighter;
 - Construct a permanent bulb-out at Bank and the Echo ramp to discourage illegal left turns made by cars turning north over the bridge
 - Modernize the speed indicator at both the north and the south ends of the bridge by replacing the existing ones with ones having a red and green indicator for speed.
 - Move the "cyclists priority" sign from in front of the speed indicator at the south end of the bridge so that the indicator is visible to drivers.
- If cyclists are going to ride in a bike lane that is shared with buses, then we need to know our space will be respected, that drivers have adequate training,

and that drivers are watching out for us. Cyclists are startled by honking, and we can't ride as fast up hills such as Bank St bridge southbound. I'm not sure how drivers are scheduled, but I would appreciate it if all drivers who drive along the Bank St routes could receive extra training in relation to the features of the bridge and shared lane.

- Is there any possibility of doing a weekend pilot over the Bank St bridge... maybe during the summer on a long weekend day when there won't be a lot of traffic?
- If we can do the shared bus/bike lane as proposed, can we move the southbound lane all of the way to Holmwood, rather than starting half-way down the block close to Marché Way? The contra-flow bike lane on Holmwood should connect to this infrastructure as clearly as possible.

Bicycling

- Bicycling during rush hour is not pleasant from Riverdale into the Glebe and back. Dooring concerns.
- Bike lanes on O'Connor are an acceptable alternative, but we need full implementation of bicycle track in the Glebe.
- What can the right-of-way accommodate: two-lane traffic each way plus separated bike lanes and wider sidewalks? Other possibilities?
- Information that would help us determine the best option for bicycling facilities along Bank Street:
 - What percentage of current Bank St riders are male, female? (specifically pertaining to the section of Bank St from Holmwood to Sunnyside)
 - What is the age breakdown of riders on Bank St?
 - How many people ride their bike on the sidewalk over the Bank St Bridge? What is their age/gender breakdown?
 - Can we contrast the above data with similar ridership data over the Flora bridge, which is nearby and services largely the same population? This tells us what the "potential" is for cycling in a location along Bank Street

Busing

- Businesses should love dedicated bus lanes with more reliable, faster and frequent service.
- Transit should be the priority on Bank over cycling: it carries way more people.
- Make it dependable by giving buses priority by clearing a path for them. No cars in curb lane at peak times. This will also reduce overall trip times.

- Implement shorter routes to reduce delays.
- Make it more convenient by increasing frequency and timing connections.
- Keep costs low and educate people on the true costs of car travel. Ensure car drivers pay real costs on society of their choice.
- Make it efficient and clean by going electric.
- What I really think we should do is turn Bank Street into a transit corridor, restricting access by car, or at least something like they did on King Street in Toronto. Bank can be an arterial, but only for buses/streetcars and people on bikes and on foot. Not for cars. Cars don't fit on Bank.

Re-routing #7

- Although a shorter distance, suspect it would take longer because traffic backs up on Sunnyside eastbound at Bank and it is a short light so to wait to turn left (northbound) onto Bank would take longer than the current route as there is much less traffic eastbound on Grove. The bus drivers are very effective at making the left turn from Grove onto Bank.
- Consider special technology to allow buses to turn left off of Grove to Bank northbound.
- Route 7 stops have been moved and they are no longer accessible for many seniors and people with mobility issues. Could they be moved back or could bus drivers be instructed to let transit users off at more accessible locations?
- Re-routing route 7 would leave parts of the neighbourhood south of Sunnyside underserved.
- Possible "problem solving(?)" ideas regarding the re-routing of route 7: What about the possibility of a bus that takes the south (current) route only when requested (this would only help people being dropped off)? Alternately, have a 7A and 7B that alternate between Sunnyside and Grove Ave? This would allow pickups.