

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
STUDY NETWORK			
CS9, CS18, E1, E10	Suggestions for alternate cycling routes: - Findlay from Bronson to Broadway with connection to the NCC pathway at Ralph Street. - Powell Avenue	4	Consideration was given to each of these suggested routes. Modifications to the routes being developed as part of <u>this</u> study were not considered necessary at this time.
CS14, E1	Suggestion to strengthen connections to network outside the Glebe.	2	
CS4	Suggestion to improve the cycling connection on Lyon St. at Fifth Ave.	1	
CS8	Suggestion to address Bronson Ave. as part of the study.	1	
E1	Suggestion to further strengthen east-west connections across the Glebe by the use of contra-flow bike lanes.	1	
GLEBE AVENUE			
Bronson to Percy			
CS14, E12	Extend contra-flow bike lane as close as possible to Bronson Ave. intersection or through the intersection.	2	Extending the bike lane to the intersection was reviewed and is not recommended at this time for a variety of reasons including the ensuing roadway and bike lane alignments and that it would require moving catch basins/curbs which is not considered desirable given the limited benefit of extending the bike lane only 40m. It will be recommended that when/if the city reconstructs Carling Ave., connections to the contra-flow bike lane be provided at that time. Modifications to the intersection of
E8, E12	Clarification requested regarding whether modifications will be made to the Carling/Bronson intersection.	2	

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
			Bronson/Glebe/Carling are not being undertaken at this time as it would require property acquisition, adjustments to roadway alignments, and increase the delay to all road users at the intersection. These modifications will be valuable when Carling Avenue is reconstructed and the intersection can be appropriately designed to tie-into Carling Avenue.
CS4	Suggestion for improved signage for westbound cyclists destined to Carling Ave.	1	Wayfinding signage will be recommended as part of this study. A detailed signage plan will be developed as part of the detailed design.
E2	Recommendation for signage warning pedestrians to look both ways where contra-flow bike lanes are provided.	1	Signage plans will be developed in accordance with City, Provincial and industry standards for contra-flow bike lanes.
E12	Suggestion for mid-block controlled crossing for Glebe High School.	1	Controlled crossings are available at both Bronson Ave. and Percy St. A mid-block controlled crossing would not be warranted due to the relatively low vehicle/cycling volumes.
Percy to O'Connor			
CS9	Widen bike lane proposed for Glebe Avenue to 2m.	1	A preliminary review shows that this would be possible in the current road configuration. The option will be examined in more detail during the completion of the functional design.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
CS15	Provide cycling lane on north side of the street to facilitate winter cycling as the sun would melt snow/ice.	1	West of Percy, the westbound bike lane is recommended on the north side of the street because Glebe Avenue is a one-way eastbound street. This requires that the eastbound cycling lane remain on the south side of the street for continuity.
E12	Support for roadway narrowing.	1	-
FIFTH AVENUE			
Fifth Avenue – General			
E12, E15	Concern about rumour that speed limits will be increased.	2	There is no proposal to change the speed limits on any streets in the neighbourhood.
CS11	Support for maintaining on-street parking on Fifth Avenue.	1	The desire to maintain on-street parking has been noted.
E4	Question on whether Fifth Avenue remains part of the overall cycling network and whether it is a fire route.	1	Fifth Avenue will remain part of the city-wide cycling network but the entire length is not being developed as part of the “preferred neighbourhood cycling route”. This roadway does act as a collector route and is used by fire services.
E12	Suggestion for raised intersections or narrowings along Fifth Avenue.	1	This study is focused upon developing a preferred cycling route and not on improving traffic calming measures in the area. That said, in areas where Fifth Avenue is part of the preferred neighbourhood cycling route, some traffic calming measures may be considered during the completion of the functional and detailed design stages.
E22	Recommendation for eastbound bike lane.	1	An eastbound bike lane is proposed on Fifth Ave. between Bank St. and O'Connor St. where sufficient space exists.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
E12	Recommendation for larger stop signs or 'stop ahead' signs for east-west routes.	1	This measure is not considered necessary for the current conditions. Concerns with enforcement will be sent to the Ottawa Police Services for consideration.
Fifth Avenue - O'Connor to QED			
E2, E7	Opposition to a MUP replacing the south side sidewalk due to concerns with pedestrian-cycling conflicts.	2	The design being implemented on this segment is on-street bike lanes. A multi-use pathway was considered as a long-term possibility but will not be carried forward at this time.
CS12	Opposition to bike box at O'Connor/Fifth as it was considered to not be useful or safe.	1	The bike box will be re-considered in combination with the design pursued on O'Connor Street south of Fifth Ave.
CS14	Recommendation for improvements to the southbound left turn from O'Connor to Fifth.	1	A depressed curb is provided which allows cyclists to make a left turn at this location. Additional measures will be considered during detailed design of O'Connor Street.
Fifth Avenue - Bronson to Gordon			
CS4, E4, E6, E9, E12, E13, E14, E16, E21, E23, E24, E25	Opposition for widening the roadway at Bronson/Muriel for advisory bike lanes.	12	The design will be further refined to avoid the removal of the existing traffic calming features and planter boxes.
E4, E9, E12, E13, E24, E25	Opposition to removing on-street parking.	6	All on-street parking will be maintained on Fifth Avenue.
E4, E11, E12, E13, E14, E24	Concern with the possibility of reducing the chicane effect created by on-street parking switching from the north side to the south side.	6	There is no proposal to relocate parking on Fifth Avenue from one side to another. The existing condition will be maintained.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
CS9, E4	Support for a cycle track at Bronson/Muriel rather than a roadway widening.	2	There is insufficient space to provide cycle tracks at this location without relocating the sidewalk.
HOLMWOOD			
CS9	Suggestion to prevent vehicles from passing cyclists on hill approaching Bronson Avenue.	1	This is not considered a necessary restriction at this time. Sharrows and 'share the road' signage will be provided along Holmwood Avenue.
CS9	Support for bike boxes at Holmwood/Bank.	1	The support for the proposed bike boxes at this location has been noted.
E2	Recommendation for signage warning pedestrians to look both ways where contra-flow bike lanes are provided.	1	Signage plans will be developed in accordance with City, Provincial and industry standards for contra-flow bike lanes.
E10	Opposition to Holmwood being a designated cycling route due to the high traffic volumes.	1	Holmwood currently has a level of traffic that is considered acceptable for cycling in mixed traffic conditions. The City will continue to monitor traffic volumes and make adjustments if required to maintain a comfortable cycling environment.
E12	Support for sharrows on Holmwood.	1	The support for sharrows on Holmwood has been noted.
E12	Support for contra-flow bike lane on Holmwood.	1	The support of a contra-flow bike lane on Holmwood has been noted.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
O'CONNOR			
O'Connor - north of Glebe Ave.			
CS1, CS3, CS18	Request for information regarding the north end of O'Connor and suggest integration with bikeway.	3	<p>The City of Ottawa is currently undertaking the O'Connor Street Bikeway Functional Planning Study Project, with the intent of providing a North-South bikeway connecting Wellington to the Glebe.</p> <p>http://ottawa.ca/en/city-hall/public-consultations/transportation/notice-study-commencement-and-planning-workshop</p> <p>Recommendations from both studies will be assessed together to ensure continuity.</p>
O'Connor - Glebe Ave. to Fifth Ave.			
CS3, CS15, CS18, E12	Concern with or opposition to possible stop sign removal on O'Connor.	4	If this proposal is pursued, traffic calming measures will be further developed and additional public consultation will be undertaken.
E1	Support for removal of stop signs with the use of alternate traffic diversion or traffic calming measures.	1	
CS14	Support for implementing bike lanes on O'Connor as soon as possible.	1	Changes to O'Connor must be coordinated with the O'Connor Street Bikeway Functional Planning Study and must consider Lansdowne monitoring study. The proposed bike lanes on O'Connor will be coordinated with these studies to ensure complementary designs; as a result the implementation of the bike lanes will be deferred.
O'Connor - Fifth Ave. to Holmwood Ave.			
CS2, CS9, CS20, E2,	Opposition for a MUP through Sylvia Holden Park.	6	The city will further develop the option to provide a contra-flow bike

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
E19, E25			lane on O'Connor between Fifth and Holmwood.
CS2, CS20, E25	Recommendation for a contra-flow bike lane on O'Connor between Holmwood and Fifth.	3	The city will also consider whether there remains value in providing a MUP between Sylvia Holden Park and the Fifth/O'Connor intersection. If a MUP is pursued, the design will be developed to encourage low speeds on the MUP with higher speed cyclists using the on-road facility.
CS15, E12	Support for a MUP between Fifth and Holmwood.	2	
CS9	Recommendation to change alignment of proposed MUP between O'Connor and Fifth to follow the curb.	1	
E2	Recommendation for signage warning pedestrians to look both ways where contra-flow bike lanes are provided.	1	Signage plans will be developed in accordance with City, Provincial and industry standards for contra-flow bike lanes.
PERCY/CRAIG			
CS9, CS15, CS18, E5	Concern with possible stop sign removal on Percy.	4	If this proposal is pursued, the traffic calming measures will be further developed and additional public consultation will be undertaken.
E1, E3, E8	Support for removal of stop signs with the use of alternate traffic diversion or traffic calming measures.	3	
CS9, E22	Suggestion to add a bike lane on the west side of Percy.	2	There is insufficient space to provide a bike lane on Percy St. while maintaining two-way traffic flow and on-street parking.
E12	Support for sharrows on Percy and Craig.	1	Support for sharrows on Percy and Craig has been noted.
GORDON			
E12	Support for sharrows on Gordon.	1	Support for sharrows on Gordon has been noted

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
FIFTH/PERCY/CRAIG INTERSECTION			
CS4, CS5, E4, E5, E6, E9, E10, E11, E12, E13, E14, E15, E16, E17, E19, E20, E21, E23, E24, E25	Opposition to option number 2 (two-way stop control).	20	This study will further evaluate Option 1 (existing condition with minor improvements) or Option 3 (closing Craig St. at Fifth Ave. to motor vehicle traffic). Option 2 will not be considered further. If Option 3 (or a variation thereof) is pursued, the design will be developed to meet the needs of emergency services and further public consultation with local residents will be undertaken.
CS5, CS6, CS7, CS9, CS11, CS17, E14, E18	Support for option number 3 (closing Craig St. at Fifth Ave. to motor vehicle traffic).	8	
CS15, E4, E10, E12	Concern with or opposition to Option 3 (closing Craig St. at Fifth Ave. to motor vehicle traffic). Primary concerns include access for emergency services and motor vehicles.	4	
E12	Support for Option 1 (existing condition).	1	
E14 E19	Suggestion for raised cross-walks or zebra markings.	2	These measures are implemented according to a city-wide warrant system and prioritization. These warrants are not met for this location.
E4	Suggestion for traffic diverter at this intersection to divert traffic on Fifth as well as Craig.	1	Options to divert traffic off of Fifth Avenue onto adjacent local roads are not being considered a part of this Study.
E4	Suggestion to maintain existing all-way stop but relocate existing cross-walks to better meet pedestrian needs.	1	The Highway Traffic Act will not permit a pedestrian cross-walk in the centre of a stop-controlled intersection.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
E4	Suggestion for a flashing red light to remind drivers and cyclists to stop.	1	This is not considered necessary at this time. Concerns with enforcement will be sent to the Ottawa Police Services for consideration.
CS9	Suggestion to remove a single parking space on Craig on approach to the Fifth Ave. intersection to reduce conflict between cyclists and motor vehicles.	1	This will be considered during the detailed design.
DESIGN			
CS12, CS20, E12, E20, E22	Opposition for shared space or sharrows. Opposition typically by cyclists who would like designated space but occasionally by motorists not supporting a shared environment.	5	<p>The City of Ottawa recognises that dedicated biking facilities such as bike lanes or a multiuse pathway provide a higher level of comfort and separation than sharrows.</p> <p>The facility types selected were based on a review of traffic patterns and speeds. Sharrows have only been proposed along routes with relatively low traffic volumes and speeds where a comfortable mixed traffic condition could be achieved. Additional traffic calming measures may be proposed to further improve the comfort of the mixed traffic facilities.</p>
CS13, CS16, E12	Suggestion to reduce speed limits to improve safety.	3	The City of Ottawa has adopted a policy to maintain 50km/h on all local roads with the exception of those already signed at 40km/h. Any change to speed limits would require a change to the city-wide policy and this is outside the scope of this study.

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
CS10, CS12	Opposition to roadway narrowings (i.e. bulb outs) by cyclists or suggestions to re-design to better accommodate cyclists (including bicycles with attachments for children).	2	At locations along the preferred cycling route where the proposed cycling facility would conflict with existing or proposed roadway narrowings, recommendations will be made to pursue cycling friendly designs.
CS12, E21	Support for speed humps or raised intersections.	2	Careful consideration to the use of speed humps will be undertaken during detailed design.
E4	Opposition to speed humps.	1	
CS19, E12	Support for 'dooring' buffers.	2	Support of 'dooring' buffers has been noted.
CS14	Suggestion to make treatments more consistent to reduce cyclist confusion.	1	Treatments were typically chosen to provide a comfortable cycling environment while minimizing impacts on local residents and other road users. Signage will be recommended to clearly identify the cycling route, particularly where the treatments change.
CS19	Support for thermoplastic treatments.	1	Support for proposed thermoplastic treatments has been noted.
CITY NETWORK			
CS16, CS18, CS19, E1, E3	Suggestion for cycling bridges or improvements to the Bank St. Bridge to connect across the canal to the south	5	These recommendations are outside the scope of this study. The comments will be forwarded to the appropriate city staff for further consideration.
CS9, CS13, CS18, E1	Suggestion to improve areas outside of this study area including: -Smyth Rd. -Billings Bridge -cycling connection through the Glebe Annex -cycling connection through Commissioner's Park -additional signalized crossings of	4	

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
	QED -stair rails at Bronson bridge		
CS18, E1, E3	Support for and recommendation to accelerate the schedule to construct the Fifth-Clegg bridge over the canal.	3	
E1, E10	Suggestion for a signalized intersection at Queen Elizabeth Place & QED.	2	
E1	Suggestion for a signalized crossing of Bronson Ave. at Third Ave.	1	
CS19	Suggestion to provide bike lanes on Bank Street.	1	
GENERAL SUPPORT			
CS1, CS3, CS5, CS11, CS13, CS14, CS17, CS19	General support for the project	8	General support for the project has been noted
OTHER			
E4, E12, E13, E16, E17	Complaints of vehicles or bikes running all-way stops and recommendations for enforcement.	5	These concerns will be sent to the Ottawa Police Services for consideration.
CS6	Support for bike parking at Lansdowne.	1	Support for bicycle parking at Lansdowne has been noted and forwarded to the appropriate City staff.
CS18	Request for additional information regarding cycling to	1	Information on the Lansdowne Park site plan and transportation options

Glebe Neighbourhood Cycling Plan

Summary of Public Comments received after June 25th Public Information Session

Comment ID	Summary of Comments	Frequency of Occurrence	Response
	and through Lansdowne Park.		are available here: http://ottawa.ca/en/city-hall/planning-and-development/transforming-ottawa/lansdowne
CS1, E12	Suggestion to increase focus upon cycling education.	2	This not part of the scope of this study. These recommendations will be forwarded to the appropriate city staff for consideration.
CS18	Recommendation for improved maintenance for cycling facilities.	1	
E12	Recommendation for new pavement markings and trimming trees at Chrysler/Fifth.	1	
CS16	Suggestion to identify neighbourhood modal shares and targets.	1	The city-wide Cycling Plan developed modal share targets and undertook surveys of city residents in all neighbourhoods. This study was recommended in the OCP2013 and is focused upon developing functional designs for cycling facilities in the Glebe neighbourhood.
CS18	Suggestion to undertake survey of Glebe residents travel patterns.	1	
E20	Recommendation for licensing cyclists.	1	The city has previously considered licensing cyclists and decided to not pursue this approach.