

## Albert and Slater streets improvement project (CP000317)

### Frequently Asked Questions

Theme	Questions	Responses
<b>Design 1</b>	<p>The design for Albert and Slater streets is lacking urban planning.</p> <p>Please consider adding trees or vegetation and make the corridors look improved.</p> <p>It would be nice to see landscaping and streetscaping similar to the Albert/Queen/Slater/Bronson project recently completed to the west.</p>	<p>The proposed plan for this project is to repurpose the existing transit lanes for cycling facilities, with little budget for additional reconstruction. However, in light of the comments received, the City is looking at the possibility of including additional greenery to improve the look and feel of these corridors. We are looking at street trees that would be able to withstand a harsh urban environment, as well as any other vegetation that could be maintained. Since we are not doing a full reconstruction of these roadways, we will be limited to locations where there are especially wide sidewalks, not impact visibility at intersections or private approaches, and not impact underground utilities.</p> <p>We will also explore locations to add bulb-outs with decorative surface features to add some character to the corridors as they are designated as arterial main streets in the City's Official Plan. While the budget doesn't afford a complete reconstruction to match landscaping done to the west, we will look for opportunities to improve the streetscape.</p>
<b>2</b>	<p>It is noted that the street is remaining much the same including several blocks with narrow sidewalks. Can the project look into widening sidewalks?</p>	<p>Given the project's budget to repurpose the transit lanes for bicycle facilities and not a full road reconstruction, widening of the existing sidewalks has not been part of the project's scope, except for locations where bus stops are being reconfigured. However, we are considering certain blocks where the sidewalk width is particularly narrow to assess feasibility of widening.</p>
<b>3</b>	<p>The bike lanes seem narrow in many locations despite having lots of unused space. Can the bike lanes be wider?</p>	<p>The project team is looking to provide wider bike lanes where possible than what was presented at the open house. These locations will mostly be mid-block where we can reduce painted out areas and give the space to cyclists.</p>
<b>4</b>	<p>How will pedestrians be separated from cyclists, particularly to avoid pedestrians standing or walking in the cycling facilities?</p>	<p>The new cycling facilities will be vertically separated from the sidewalks by a standard barrier curb throughout most of the project length. Since we are primarily reallocating space from the bus lanes to cycling lanes, we are trying to limit reconstruction of the existing curbs where possible. At locations where the cycle tracks will be raised, which will primarily be around reconstructed bus stops, there will be delineation provided to help guide pedestrians.</p>

Theme	Questions	Responses
<b>Design 5</b>	There are concerns with a lack of access points for people with mobility issues shown in the design.	The project team will provide gaps between curbs separating the parking from cycling facilities for accessible access. We are also looking at locations to construct curb ramps to access the sidewalk from parking areas.
<b>6</b>	With the removal of bus lanes, does this mean buses will be removed from Albert and Slater streets?	Albert and Slater streets will continue to serve transit. OC Transpo will run local routes, and STO will use sections of these corridors for their routes. While the bus lanes are being removed, transit stops are being reconstructed to ensure transit is still well served in the area by bus.
<b>7</b>	There are concerns with an overall reduction in parking along the Albert and Slater streets corridors and how this will impact businesses who still rely on customers who choose to drive.	The number of evening and weekend parking spots will decrease (spots where parking is not permitted during the day), but there is an increase in parking spots without time of day restrictions. There is however an overall reduction in parking. Previous parking studies showed that despite a reduction in on-street parking, there was sufficient capacity with off-street parking lots within one block to provide adequate parking. The overall goal of mobility projects in the downtown core is to improve transportation alternatives for non-auto modes which includes walking, cycling and transit.
<b>8</b>	Can parking be eliminated to provide wider sidewalks, wider cycle tracks and more greenery?	While we are reducing the overall number of parking spots, we still want to maintain some street parking for access to businesses and for accessibility. Many of these spots are also intended for deliveries, taxis, and diplomatic parking.
<b>9</b>	Can the speed limit on Albert and Slater streets be reduced to 40km/h or even 30 km/h?	The current speed limit on these streets is 50km/h (unposted speed limit). The scope of this project does not include a speed limit reduction.
<b>10</b>	Why are the intersections not being reconstructed as protected intersections?	The project's scope and budget is limited to reallocating space from the existing bus lanes to cycling facilities, with reconstruction generally being limited to bus stops to prevent buses from stopping in the bike lanes when servicing stops. Protected intersections would require additional funding and reconfiguration of the north-south streets which is not part of this project's scope. The westbound cycling facility on Albert Street and the eastbound cycling facility on Slater Street will provide continuity along these corridors for cyclists.
<b>11</b>	Can raised crosswalks be constructed at intersections?	Raised crosswalks would require reconstruction of the intersections and changes to drainage including additional catch basins. The work is not within the project budget.
<b>12</b>	Will the traffic signals provide advanced indications for pedestrians and cyclists?	The City's Traffic Operations Branch manages traffic signal operations. They are engaged in the project and will determine the operation of the signals. This will be discussed.

Theme	Questions	Responses
Construction 1	Will construction take place on weekends or during evenings/overnight?	We still have to consider staging and timing restrictions for the construction contract. It is possible weekend and/or night work may be planned where traffic impacts would be greatest, for example if an intersection needs to be closed to install watermain.
2	Will notices be provided for construction start?	Yes. The City will host a public information session prior to construction start to provide information on the scope of work and what to expect during construction. Notices will also be mailed out to each address in the vicinity of the project.
3	Will access to Albert and Slater streets be available during construction?	Access to entrances for pedestrians will be maintained at all times. Pedestrian access along these streets will be maintained on one side of the road at a minimum. For vehicles, there will be lane reductions to provide a work zone to install the new watermain and construct the streetscaping elements. There may be short term road closures to facilitate complicated work such as the installation of the new watermain in the middle of an intersection. Such closures will be communicated in advance.
4	As a business owner, I'm concerned about impacts during construction.	The Albert and Slater streets corridors will still be accessible and open, except for the possibility of short-term closures that will be announced in advance. The City can provide signs and use media to inform that businesses are open as usual.