



Frequently Asked Questions from the Public Information Session: Hunt Club Road and Riverside Drive (September 13, 2023)

Questions	Responses
Can the presentation slides and design drawings from the Public Information Session be shared?	Yes, they are available on the City's project webpage .
Define "cycle track" and "bike box".	Cycle Track – City's recommended biking standard, where the facility is behind the curb, next to the sidewalk. Bike Box – Green painted boxes at intersection, allowing for cyclists to proceed straight through the intersection, then turn and wait until the traffic signals change to proceed. Eliminate the need for left turn movements across multiple lanes of traffic.
Define cycling "MUP".	MUP stands for "Multi-Use Pathway". This designates pathways where cyclists and pedestrians both use the facility.
When the northbound cycle track is added, will the road be widened, or the car lanes narrowed?	The cyclist facilities will be added in the existing boulevard. The existing bike lane will be removed to extend the length of the fourth northbound lane of traffic through the Marketplace Intersection.
Will you be reviewing cycling and pedestrian safety on Riverside Drive, north of Hunt Club Road as well?	There is a proposed development at the northwest quadrant of the intersection that has plans to review southbound traffic impacts. Our project has been coordinating with this design and taking into account the future roadway modifications that may be required as part of a future approval of the development. That development is undergoing the development review process, and the two processes are harmonized as much as is possible.
Does the plan include speed-control cameras?	Automated speed enforcement cameras are not planned as part of this project.
Why smart channel?	"Smart Channel" right turn movements have become the accepted standard for channelized right turns, providing a better angle for sightlines of merging vehicles.
What is being proposed to alleviate the volume issue at this intersection?	A functional design study was conducted to identify a relatively cost-effective strategy to reduce intersection congestion and delay, while improving safety, at this intersection for all users. For example, extending the northbound left-turn lane is expected to

	provide operational benefits to northbound vehicles with decreased delays and queues. Traffic Signal timing is also being reviewed to help improve traffic flow through both intersections.
How will this new northbound cycle track connect with the Northbound Limebank MUP on the west side on the road?	The proposed modifications are converting an existing bike lane to a cycle track. Connections outside of the project limits would be maintained the same as existing conditions.
Why is there only a cycle track going northbound? Why is there no cycle track southbound, and why was the cycle track northbound not continued north of Hunt Club Road to connect to the shared cyclist/pedestrian sidewalk on Riverside?	Roadway widening is required along Riverside Drive due to the new northbound right turn median. As such, the east side of the road requires the reconstruction of the curbs and modifying the traffic plant, and this provided an opportunity to bring the cycling facilities along this section up to current City policy and standards. Our current budget does not allow for the addition of cycle tracks further north or south of the intersection; however, it is noted for future consideration as part of other projects and when additional funding becomes available.
Was the southbound right turn lane on Riverside Drive considered to be extended? What are the implications of the new development on the northwest corner when added to this configuration?	Modifications to Riverside Drive to the north of Hunt Club Road are planned to be reviewed as part of the development process for the development at the northwest corner of the intersection.
Was a right turn merge lane heading south from Riverside Drive to merge into the traffic and heading west onto Hunt Club Road considered?	We are arranging the Riverside Drive southbound right turn lane onto Hunt Club Road westbound into more of a “smart channel”. The new right turn will be close to a 70-degree angle, which will improve the sightlines and angles of visibility.
Why aren’t we adding eastbound and westbound cycle tracks on Hunt Club Road?	This segment of Hunt Club Road is not included as part of the Cross-Town Bikeway identified in the 2023 Transportation Master Plan updates.
Will the signal lights be adjusted for smooth traffic flow? Is traffic light synchronization going to be modified to improve traffic flow? Will there be pedestrian/cyclist priority on green lights?	Traffic Signal timing of both Marketplace & Riverside and Hunt Club & Riverside intersections are being reviewed as part of this project. We are reviewing this as part of the detailed design phase.

<p>Will the cycle track be maintained throughout the winter?</p>	<p>Yes.</p>									
<p>Do you have numbers as to the number of cars and bikes use at the Hunt Club and Riverside intersection?</p>	<p>Two 8-hour traffic counts are available.</p> <table border="1" data-bbox="672 426 1529 648"> <thead> <tr> <th data-bbox="672 426 932 506">Count Date</th> <th data-bbox="932 426 1235 506">Number of Cyclists / 8-hours</th> <th data-bbox="1235 426 1529 506">Number of Vehicles / 8-hours</th> </tr> </thead> <tbody> <tr> <td data-bbox="672 506 932 575">June 12, 2019</td> <td data-bbox="932 506 1235 575">231</td> <td data-bbox="1235 506 1529 575">44,040</td> </tr> <tr> <td data-bbox="672 575 932 648">February 8, 2020</td> <td data-bbox="932 575 1235 648">2</td> <td data-bbox="1235 575 1529 648">24,234</td> </tr> </tbody> </table>	Count Date	Number of Cyclists / 8-hours	Number of Vehicles / 8-hours	June 12, 2019	231	44,040	February 8, 2020	2	24,234
Count Date	Number of Cyclists / 8-hours	Number of Vehicles / 8-hours								
June 12, 2019	231	44,040								
February 8, 2020	2	24,234								
<p>It appears, that two of the bike boxes on Hunt Club Road are not protected. Could bollards be added around all bike boxes and at pedestrian islands? Flowerpots or trees can also create a barrier in case a car drifts into cycling/pedestrian space.</p>	<p>Creating notches (similar to the southeast and northwest corners) would require replacement of traffic signal poles at these corners, which is not within this project’s scope. Bollards, flowerpots or trees create roadside hazards for potential vehicle collisions and are avoided outside of low-speed urban environments.</p>									
<p>Does this proposal relieve the volume issues in any material way? Or is the focus cycling safety?</p>	<p>The purpose of the project is to improve overall safety and operation of the intersection for all users. The broader issue of congestion and traffic volume in the area is beyond the scope of this intersection improvement project.</p> <p>This project includes upgrades for all road users:</p> <ul style="list-style-type: none"> • Extend the length of the northbound left-turn lane, through the Market Place intersection, to add capacity and decrease delays/queueing. • Introduce a new median to channelize the northbound right-turn lane, to reduce undesirable merging movements and reduce vehicle speeds around the intersection. • New traffic signals and streetlighting upgrades. Traffic Signal timing will also be reviewed to help improve traffic flow through the intersection. • Reconstructing the existing guiderail at the northwest corner of the intersection to current standards. • Reconstruct the northbound right-turn and southbound right-turn channels with active transportation crossings using protected smart channel principles. • Addition of northbound cycle track. 									

<p>Will there be widening of the northbound left turn lanes at lights? Concerns that cars will speed up to turn left.</p>	<p>Northbound left turn lanes will be reduced in width from existing. No lane widenings are proposed.</p>
<p>How will a cyclist be able to turn left from the corner of Hunt Club Road and turning left and north onto Riverside Drive?</p>	<p>Cyclists will travel straight through the intersection, the stop and re-orient themselves to travel straight through the perpendicular direction within the bike box.</p>
<p>Do we expect significant further commercial (shopping) development in this area in the current short to midterm? My sense is that the traffic density at this intersection cannot scale further.</p>	<p>As part of the functional design study, Synchro and SimTraffic analysis was conducted using future projected traffic volumes from the nearby developments (3690/3630 Riverside Drive). The results of the traffic analysis indicate that the proposed extension of the northbound left-turn lane will decrease delays and queues.</p>
<p>Is there consideration, to support the smart channel protection changes, to move the concrete blocks on Hunt Club westbound (on the bridge) to the left side of the cycle track. It is a very dangerous lane to cycle in as it is.</p>	<p>Modifications across the Hunt Club Bridge (west of the intersection) were not considered as part of this project.</p>
<p>What is the estimated cost of these changes?</p>	<p>The current cost for design and construction is estimated at approximately \$3.5 million.</p>
<p>When is construction planned to begin?</p>	<p>Construction is planned to start in late spring 2024.</p>
<p>How will conflicts between cyclists travelling on Hunt Club Road and right turning drivers merging onto Hunt Club Road be mitigated?</p>	<p>Thermoplastic will be placed to highlight the interactions zones between cyclists and vehicles, per the City's guidelines.</p>
<p>When will we get the results of your traffic signaling review for this intersection?</p>	<p>Estimated completion of traffic signal design is late fall.</p>
<p>What do you expect the traffic disruption to be once the construction starts?</p>	<p>Construction activities will be further detailed through the design phase, however work will be prioritized to be done through off-peak periods and evening/weekends, to minimize impacts to traffic.</p>

<p>Overall, do you expect the collision rate to go down after modifications?</p> <p>What are the most common types of collisions that this redesign helps resolve, what are the collisions types that will be outstanding to resolve?</p>	<p>Refer to the Road Safety Action Plan regarding collision history and expected future outcomes.</p> <p>This document is available in English only. It may be translated in whole or in part upon request. For more information, please contact Kristyn Boehme at 613-580-2424, ext. 23508</p>
<p>Is a priority lane for transit buses and vehicles with 2+ passengers something that's been considered to help with traffic flow?</p>	<p>High Occupancy Vehicle Lanes will not be installed as part of this project. However, according to the Transportation Master Plan, transit priority measures are also proposed along Hunt Club Road in the future (beyond 2031).</p>
<p>The northbound right turn lane will have a median so vehicles cannot pass buses that stop to pick/up drop off pedestrians. Is there concern for queuing and delays for vehicles stuck behind these buses?</p>	<p>We have consulted with OC Transpo and northbound bus stop on Riverside Drive, approximately 80 metres south of Hunt Club Road will be removed. There is another bus stop in the southeast corner of the intersection on Hunt Club Road that provides the same routes and services that will remain in place.</p>
<p>Has police enforcement been considered for enforcement at this intersection?</p>	<p>If any residents experience traffic violation issues at a certain location, we strongly recommend them to contact the Ottawa Police Services at 613-236-1222, ext. 7300 or by filling out an online report. This will ensure that the report is logged and that an officer can review your concerns.</p>
<p>Why not a roundabout or grade separation?</p>	<p>The City has identified a relatively cost-effective strategy to reduce intersection congestion and delay, while improving safety, at this intersection while keeping the intersection in its current configuration as a Traffic Signal.</p> <p>This project will improve operational efficiency and user safety, primarily in the northbound direction, where there is an opportunity to do so without requiring notable property acquisition and cost. As such, implementing a roundabout is outside of our project scope and typical costs would much greater than available funding from the Network Program. However, we will note it for future consideration.</p>