

**ByWard Market to Lowertown neighbourhood bikeway
Public information session #1 (October 17 to 31, 2024)**

Comments/Responses

	Comment/Question	Response
	King Edward Avenue & York Street intersection	
1	The proposed cycle track in the west median at the King Edward Avenue and York Street intersection has two sharp 90-degree curves. Can the design be reviewed to provide a straighter crossing?	Multiple crossing alignments were reviewed during Functional Design. While straightening out the cycle track was one of the options reviewed, it was determined to maintain the S-bend for two main reasons. 1) The bend will act to slow cyclists down approaching the busy King Edward Avenue intersection 2) Signalization of the new cycling facility will be more intuitive while also maintaining accessibility standards for pedestrians.
2	There is concern that with the north median being shortened that northbound left turning vehicles will be able to turn at greater speed. Why is the median pulled back?	The median is being pulled back to accommodate the new eastbound crossride. The design has proposed a small median in the northwest quadrant separating the westbound general traffic lane from the new westbound bike lane to provide added protection to cyclists as well as control the speed of northbound left turning vehicles which presently can make use of the entire roadway width from curb to curb.
3	Can the curb radius in the northwest quadrant be decreased to lower southbound right turning speeds?	The turning radius has been set to accommodate larger vehicles required to make this turning movement.
4	Can the curb be extended around in the northwest quadrant so pedestrians would cross the bike lane to access north-south crosswalk?	The current design meets AODA requirements. The pedestrian crossing must start where the curb, TWSI, and pushbutton are located unless there is sufficient storage space for pedestrians between the cycle track and the roadway which in this case there is not.
5	Can an apron be provided in the northwest quadrant to help reduce speed of passenger cars?	This can be looked into further.
6	Can the crosswalks be shifted to provide greater offset from the travel lanes?	This project is only changing the geometry on the west side of the intersection and the north median. Shifting the crosswalks would require modifications to all of the curb depressions and signal poles. There are also challenges with existing intersections in built-up areas of balancing the offset of pedestrian crossings which have a benefit for sightlines of drivers and shorter crossings, with the desire from an accessibility lens of providing as straight a path as possible for the visually impaired.
7	On the east side of the intersection, can the bicycle pocket be shifted to the middle of the roadway to avoid	This has been considered. The concern is that westbound cyclists queued up in the middle of the road with no physical protection are potentially at risk of being hit by a northbound right turning vehicle, especially since turning speeds have been mentioned as a concern. The roadway also does not have the width to support

	right turning vehicles turning across the westbound bike lane?	adding a median on this side for protection. We are proposing instead to introduce a painted median and have automobiles and bikes continue single file to the intersection to avoid the conflict.
8	Will the bikes get an advanced green east/west?	The signal timing and operation will be determined by the City's Traffic Operations staff.
9	Will there be no right turn on red restrictions implemented?	The signal timing and operation will be determined by the City's Traffic Operations staff.
10	There have been safety concerns and possible criminal activities in the median on York Street west of the intersection. Will this project address any of this with the introduction of the cycling facility?	This project is not directly making modifications to improve safety beyond providing a safer method for cyclists to cross King Edward Avenue. However as part of the traffic signal modifications the street lighting levels will be reviewed for the intersection.
York Street west of King Edward Avenue		
11	Why is there a dedicated bike lane proposed in the westbound direction but eastbound proposes cyclists and motorists sharing the lane?	Traffic data shows that the volume of motorists in the eastbound direction is much lower than westbound, making the shared lane more appropriate. The roadway width on the south side does not allow for a bike lane, general traffic lane, and parking.
12	Why is parking not being removed all along the south side of York Street to make room for a bike lane?	Currently there is parking for tour buses (coaches) in this area. City Parking Services is concerned about the lack of available alternate locations within the ByWard Market area to move these spots to. Determining an alternate location is something that can be assessed but is considered outside the scope of this project.
13	The median on York Street is very wide. Can some of that space be taken to create a bike lane from Cumberland Street to King Edward Avenue?	The project's budget does not have funding to reconstruct the median on York Street. There are also challenges with providing an eastbound bike lane along this block. Since the bike lane at King Edward Avenue develops on the left-hand side, a bike lane would need to be introduced along the same side for the block. This could create difficulties tying into a future cycling facility on Cumberland Street or further west on York Street.
14	Can the westbound bike lane be extended to the Cumberland Street intersection instead of ended in advance of the intersection?	There is insufficient space between curbs to extend the bike lane. There is currently a westbound left turn lane and a through/right lane which need to be maintained due to the presence of a protected left turn signal.
15	The loss of parking along York Street could be concerning for businesses.	Businesses will be consulted. A parking study undertaken previously showed there is ample parking within a couple of blocks to make up for lost parking on-street.
16	Can a bike box be added on the eastbound approach to the York Street and Cumberland Street intersection?	This can be reviewed.

17	Would like to see green space preserved in the York Street median.	This project is not impacting the median except to introduce the new cycle track at the King Edward Avenue intersection, which is to be done without removing trees or shrubs.
	East of King Edward Avenue	
18	For the proposed bike lane on Beausoleil Drive, will there be measures to prevent parking?	There will not be physical measures, however no stopping signage would be installed for the length of the bike lane and would be enforceable by By-Law.
19	There is a proposed Ottawa Community Housing building at Beausoleil Drive and Chapel Street. Is there a concern that construction of the site will damage infrastructure that this project installs?	Our project team is working with the OCH team to coordinate projects. Given project timing, it is likely that we will provide our design of Chapel Street south of Beausoleil Drive to the OCH project to make those modifications.
20	The pathway between the schools connecting York Street and Beausoleil Drive/ Chapel Street is used by children. There are concerns with cyclists being encouraged to ride through this space.	The multi-use pathway facility is in parallel to the cycling facilities being introduced on Beausoleil Drive between Chapel and York streets. Confident cyclists will likely use Beausoleil Drive, and the multi-use pathway will be an option for those who want to minimize time riding on the roadway.
21	There are bulb-outs proposed on the south side of the Murray Street and Beausoleil Drive intersection. Why are there none proposed on the north?	The bulb-outs on the south side correspond to the existing Type D Pedestrian Crossover (PXO) and will shorten the crossing distance as well as act as a form of traffic calming along Beausoleil Drive. Since there is no pedestrian crossing on the north side of the intersection, no bulb-outs are proposed.
22	Why is the bike lane on Beausoleil Drive only on the school side, and why is parking only removed from one side of the road?	The project aims to balance introduction of new cycling facilities with maintaining adequate parking. The west side of Beausoleil Drive is closer to residential units and is being maintained except for locations where bulb-outs are proposed.
23	It appears as though parking is being removed on the east side of Beausoleil Drive even where bulb-outs are not proposed.	The project team will review and look to minimize parking removal on this side of Beausoleil Drive.
24	The existing parking proposed for removal to accommodate the bike lane is heavily used. Where will people park instead?	Drivers will need to find alternate locations to park. Note that this parking is for 3 hours max and tends to be used more during the day on weekdays.
25	Call an all-way stop control be considered at Murray Street and Beausoleil Drive?	There are warrants that need to be met for all-way stop control. The Type D PXO was installed to provide pedestrian priority across Beausoleil Drive.
	General	

26	Are there statistics on the number of cyclists today and projected because of this project? There is a concern with the amount of money being spent on this project when the City is struggling to pay for all of its projects and operations.	There are not specific statistics relating to existing and proposed cycling volumes. However, it is important to note a few points. First, the absence of a formal cycling link along York Street across King Edward Avenue means that existing cycling statistics would be difficult to obtain. This link will create better mobility opportunities for cyclists travelling through the area. Secondly, less than half of residents in the ward have automobiles which means they are travelling by other means. This project improves travel by non-auto modes (mostly cycling) to support this. Third, the City's transportation master plan sets out priorities for the City and neighbourhoods related to travel. The goal in the downtown area is to minimize reliance on automobile travel and improve walking, cycling and transit opportunities for residents and visitors.
27	There are concerns about using pavement markings (sharrows) which can fade over time or be hidden with snow.	There will be signage in addition to pavement markings denoting shared lanes.
28	There is a concern that the shared lanes will put cyclists in danger of "dooring" by parked cars. Can this be looked at?	Location of sharrow pavement markings will be considered to position cyclists away from parked vehicles while maintaining them within the proper lane.
29	Will this project be impacted by the recent provincial legislation concerning bike lanes?	The recent provincial legislation impacts projects where vehicle lanes are being removed to make space for bike lanes. This project is not removing lanes of traffic.
30	What is the construction duration and impacts?	Construction will likely be over a few months, anticipated to be through the summer and fall of 2025. Impacts will be lane reductions as necessary, and temporary sidewalk closures with signed pedestrian detours. Access to residences and businesses will be maintained at all times. A pre-construction notice will be mailed to impacted residents and businesses as well as posted to the project website.
31	Can ride over cycle tracks be considered at bulb-outs?	While these are used on some projects they aren't being considered on this project.