



# Queen Elizabeth Driveway and Fifth Avenue Crossing Improvements

Public Consultation Report

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## *I - Project description*

### **Objective:**

This jointly led National Capital Commission (NCC) and City of Ottawa project's objective was to implement a new crossing point at Queen Elizabeth Driveway (QED) and Fifth Avenue, in order to improve the level of comfort and safety of pedestrians and cyclists.

### **Context:**

This project was identified as a result of the Rideau Canal Pedestrian Crossing Study (2011), which highlighted five priority crossing points for improvement. Several workshops were held in 2010 with community members and stakeholders in order to prioritize future crossings.

The foreseen increase in traffic flows during large scale events at Landsdowne Park required that this crossing point be completed prior to the first event in July 2014.

This successful joint initiative enabled the NCC and the City of Ottawa, through extensive consultation with stakeholders and the public, to implement the design and construction of this crossing ahead of schedule and on budget.

*NCC's role as steward of the capital includes ensuring that pedestrian and cyclist crossing points are safe and well-designed.*

## *II - Consultation process*

### **Overview:**

**Date and location:** Tuesday May 6 2014, Canal Ritz restaurant, 375 Queen Elizabeth Driveway

**Time:** 8 am to 9:30 am

**Format:** Open house

**Partners:** City of Ottawa, Morrison Hershfield

## Consultation objectives:

Present the proposed design of the crossing to community members in order to gather their feedback and adjust the design prior to project implementation.



Pursue engagement efforts with the community that were initiated during the study phase.

## Information materials:

Five panels were displayed and provided an overview of the project. The proposed crossing point renderings and an example of a completed crossing point for Colonel By Drive at Hartwell Locks were provided.

Copies of the 2011 Rideau Canal Pedestrian Crossing Study, as well as the City's transportation analysis, were on hand as reference materials.

## Invitations and promotion:

- An email invitation was sent to the NCC Public Affairs database (2 300 members).
- A targeted invitation was shared with organizations that participated in previous consultations (community associations, Business Improvement Areas (BIA), cycling and pedestrian groups, etc.)
- Facebook and Twitter were also used to communicate with regards to this consultation.

## Participants:

### *Community:*

An estimated 40 community members participated in the event. There were representatives from Walk Ottawa, the Glebe BIA, the Glebe Community Association, the Old Ottawa East Community Association, and the Old Ottawa South community.

### *Elected Officials:*

Councillor David Chernuchenko attended the event.

### *Media:*

Media participation was extensive with The Ottawa Citizen, Le Droit, EMC, Metroland News, CFRA, CTV News, Radio-Canada, The Sun, and CBC Radio and television covering the event.

## *III - Consultation highlights*

### **What we heard – Queen Elizabeth Driveway and Fifth Avenue:**

- This is a great initiative and the community is supportive of the design for QED and Fifth Avenue.
- It was suggested that advertisements for the public consultation should be placed in community papers.
- There is a need to ensure better signage and education for cyclists approaching this intersection (to reduce speeds and learn how to use the crossride).
- There were questions related to the signal: Will it be timed automatically or on-demand by the pedestrian or cyclist?
- Lansdowne Park: Residents were generally supportive of a crossride for cyclists to have direct access to the park. The change of use of the lane to a formal pathway on the other side of the street was viewed as positive.
- Design: It is currently chaotic and improvements will help, but more should be done to increase the safety of those using the pathway and the new intersection:
  - It was suggested that there should not be a solid yellow line. It could be left blank at the intersection to show that people are coming and going (Note: this is what is done at the pathway and the Somerset Bridge.)
  - There should be signage installed on the pathway when approaching the intersection that shows there will be oncoming traffic.

### *NCC and City of Ottawa Feedback:*

- With regards to the need to ensure better signage and design for cyclists and pedestrians, the intersection will include cyclist- and pedestrian-oriented signage to ensure proper use of the crossing.
- In addition, we carefully considered the options for the pathway at this location, including changes to pavement markings and the addition of extra signage. Improvements were made to ensure the markings and signage were clear.

- The crossing signal: pedestrians desiring to cross Queen Elizabeth Driveway can obtain a walk display by pushing the appropriate “push button”. Cyclists will activate bicycle detectors on the approaches to the crossride and at the bike accesses on Fifth Avenue. This approach will allow the traffic signal to respond to changing traffic demand in a more timely fashion, which will help to reduce traffic congestion, emissions and pollution.
- The suggestion for additional advertising in community papers is a good one and we will consider this for future consultations.

### What we heard - other crossing points:

- There was support for a better crossing point at Colonel By Drive and Clegg Street. Participants wanted to know when this crossing point would be implemented.
- A crossing was suggested at Colonel By Drive and Bank Street, as well as Colonel By Drive and Bronson Place.
- There is a need for a crossing point at the QED and Queen Elizabeth Place at the Bank Street Bridge, as sight lines are dangerous. It could be similar to the Hartwell Locks crossing point. It was suggested that the existing island could be converted by removing the cobbles already in place.

### *NCC and City of Ottawa Feedback:*

- The NCC completed the Rideau Canal Pedestrian Crossing Study, along with public consultations, in 2011. These have informed a prioritization for future crossing point improvements. We will proceed with design and implementation of future crossings as funds become available.
- For the Colonel By Drive and Clegg Street crossing, the preliminary design should be completed by November or December 2014. The crossing point construction is planned for the Fall of 2015.
- For the QED and Bank Street at Queen Elizabeth Place crossing point, the sight lines could be improved by altering the concrete curb. The project team will investigate this and monitor pedestrian traffic in the area. This will inform future improvements to the crossing point.

### Stakeholder input:

- The Glebe Community Association and the Glebe BIA are supportive of this crossing point.

- The Old Ottawa East Community Association is supportive of this crossing point and reiterates its support for the implementation of a safer crossing point at Colonel By Drive and Clegg Street.
- The Canal Ritz is very supportive of the project.

#### *IV - Next Steps*

The crossing point construction is now completed. The next priority crossing will be completed at Colonel By Drive and Clegg Street in 2014-15. A public open house and online consultation was held in December 2014. The design will be finalised in the winter of 2015.