

**5. LANSLOWNE TRANSPORTATION MONITORING OPERATIONS
COMMITTEE (LTMOC) 2016 UPDATE – FINAL REPORT**

**MISE À JOUR DE 2016 DU COMITÉ DU SUIVI EN MATIÈRE DE TRANSPORT
AU PARC LANSLOWNE – RAPPORT FINAL**

COMMITTEE RECOMMENDATION

That Council receive the 2016 Update Final report and approve the discontinuation of the Lansdowne Transportation Monitoring Operations Committee (LTMOC).

RECOMMANDATION DU COMITÉ

Que le Conseil de prendre acte du rapport final sur la mise à jour de 2016 et de supprimer le Comité du suivi en matière de transport au parc Lansdowne.

DOCUMENTATION / DOCUMENTATION

1. Director, Traffic Services' report, dated 27 March 2017 (ACS2017-TSD-TRF-0004)

Rapport du Directeur, Services de la circulation, daté le 27 mars 2017 (ACS2017-TSD-TRF-0004)

Report to
Rapport au:

Transportation Committee
Comité des transports
5 April 2017 / 5 avril 2017

and Council
et au Conseil
12 April 2017 / 12 avril 2017

Submitted on March 27, 2017
Soumis le 27 mars 2017

Submitted by
Soumis par:

**Director/Directeur, Traffic Services/ Services de la circulation, Transportation
Services Department/Direction générale des transports**

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Ward: CAPITAL (17) / CAPITALE (17)

File Number: ACS2017-TSD-TRF-0004

**SUBJECT: Lansdowne Transportation Monitoring Operations Committee
(LTMOC) 2016 Update – Final Report**

**OBJET: Mise à jour de 2016 du Comité du suivi en matière de transport au
parc Lansdowne – rapport final**

REPORT RECOMMENDATION

That the Transportation Committee recommend that Council receive the 2016 Update Final report and approve the discontinuation of the Lansdowne Transportation Monitoring Operations Committee (LTMOc).

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil de prendre acte du rapport final sur la mise à jour de 2016 et de supprimer le Comité du suivi en matière de transport au parc Lansdowne.

BACKGROUND

The Lansdowne Transportation Monitoring Operations Committee (LTMOc) reports annually to the Transportation Committee on monitoring activities completed over the previous calendar year. The annual report is meant to highlight the effects of the Transportation Demand Management (TDM) program in encouraging the use of sustainable modes of transportation and also the success of remedial actions implemented to address issues identified through the Committee's monitoring activities. Furthermore, the annual report also includes the Ottawa Sports and Entertainment Group's (OSEG) corresponding annual TDM report along with report cards as submitted by community association representatives on Committee achievements throughout the year.

Reports to the Transportation Committee brought forward by the LTMOc since its inception include:

- The LTMOc – 2014 Update Report ([ACS2015-COS-PWS-0006](#)) which focused mainly on large-scale events; and,
- The LTMOc – 2015 Update Report ([ACS2016-COS-PWS-0013](#)) which focused on both large-scale events and day-to-day operations as the Lansdowne site was then deemed fully operational. The report also served to advise Committee and Council that throughout the year, the committee's role had transitioned from large scale monitoring and oversight of the TDM Plan's implementation to more of a day-to-day operational review. As a result of the transition, the Committee's role and membership was amended in 2016.

As per the 2015 report, the committee's 2016 Work plan has focused on continuing with the Traffic Data Collection Program, on monitoring day-to-day operations, and on reviewing and assessing neighboring traffic impacts. On-going consultation and collaboration has continued with key stakeholders. LTMOC's membership has included:

- Committee Chair (Director, Traffic Services);
- Ward 17 Councillor (Councillor Chernushenko);
- Community Association representatives from the Glebe, Old Ottawa South and Old Ottawa East;
- Representative from the Glebe Business Improvement Association (BIA);
- Representative(s) from OSEG;
- Representatives from the Transportation Services Department's Traffic Services Service Area (Traffic Services); and,
- A representative from the National Capital Commission (NCC).

The 2016 report is meant as the final LTMOC update to Transportation Committee and Council and it will highlight LTMOC's 2016 monitoring activities along with the overall results of the Data Collection Program which was completed in December 2016. LTMOC members are in agreement that LTMOC should be discontinued in 2017 for the following reasons:

- The Committee's role has transitioned to reviewing issues related to day-to-day operations;
- The three-year traffic data collection requirement as listed in the Council approved Transportation Monitoring Plan (TMP) developed by McCormick Rankin Corporation (MRC, November 2013) has been fulfilled;
- Day-to-day traffic related issues are addressed within Traffic Service's daily operations; and,
- Event related traffic and transportation needs are addressed through the City's Special Events Advisory Team (SEAT).

DISCUSSION

Monitoring Activities

In 2016, a total of three (3) LTMOC meetings were held. These meetings provided members an opportunity to discuss items impacting their community as a result of Lansdowne operations. The discussions were mostly related to measures meant to address on-going day-to-day operational issues originally brought forward in 2015 which included:

- Increased parking utilization along residential streets adjacent to TD Place and in the vicinity west of Bank Street, impacting the ability to find on-street parking;
- Cyclist and pedestrian safety along the Bank Street Bridge; and,
- Safe pedestrian crossing of the Queen Elizabeth Driveway (QED).

In 2016, smaller working groups were developed to continue addressing issues brought forward in 2015 in addition to other emerging issues. These working groups were comprised of appropriate community association representatives in addition to the required subject matter expert from the City and/or OSEG. Members worked together to meet resident needs through collaboration, innovation and on-going communication. Items reviewed included:

- Installation of a sign by the QED entrance to notify drivers of the QED access to Lansdowne (to be completed by OSEG in Q2 2017);
- Installation of parking signage near Lansdowne entrances along Bank Street to promote onsite parking (on-going via a service request);
- Installation of speed boards along the Bank Street Bridge to help address resident safety concerns while cycling/walking on the bridge (complete);
- Implementation of an agreement between OSEG and the Glebe Center for parking passes to allow both volunteers and employees to have available parking in the Lansdowne parking garage (complete);
- Implementation of parking passes for Glebe BIA staff and Lansdowne site staff in the Lansdowne parking garage (on-going initiative lead by OSEG);

- Implementation of 2-hour maximum visitor parking permit zone 7 am to 11 pm behind the Glebe Centre (complete); and,
- Installation of new pedestrian crossovers (PXO) at the intersection of the QED and Queen Elizabeth Place and on the QED at Commissioner's Park (complete).

Given that the Committee's focus in 2016 was on monitoring impacts of day-to-day operations to the surrounding area in terms of traffic, no major adjustments were made to the TDM Plan at the committee level. The 2016 Event TDM Plan focused on the Park & Shuttle Program to increase uptake, the promotion of Transit and of the Lansdowne on-site Bike & Park Facility to continue to meet Transportation Modal Shares. Ongoing work between the City and OSEG continued throughout the year to help address the issue of illegal drop-off and pick up by taxis and third party vehicles, including buses, in the vicinity of the Lansdowne area.

As part of the approvals for the redevelopment of Lansdowne Park, OSEG is required to provide an annual report on the TDM program activities which includes the results of their efforts towards encouraging the use of alternative travel modes to and from the revitalized Lansdowne. The [OSEG Lansdowne Transportation Demand Management Report 2016](#) (2016 OSEG TDM Report) is currently available on OSEG's website. The 2016 OSEG TDM Report provides a summary of the various TDM programs designed to accommodate transportation demands for day-to-day activity and during special events. It also provides an assessment of the TDM experience for 2016 special events and day-to-day operations while providing recommendations to improve the 2017 TDM Program.

As per the 2016 OSEG TDM Report, a variety of events were held at Lansdowne during the year. According to the report, TDM Modal share targets were met for all event types and OC Transpo continues to achieve and sustain high transit ridership levels established in previous years. Event goers continue to embrace the convenience of the transportation model, including first time visitors.

2016 TDM modal share targets and actuals for Major Events, Minor Events and Arena Events are summarized in the tables below. The modal share data reflects that provided in page ii of the 2016 OSEG TDM Report's Executive Summary.

Table 1 – 2016 TDM Modal Shares for Major Events (REDBLACKS)

Travel Mode	2016 REDBLACKS Modal Share Averages	Major Events Modal Share Targets
Transit & Shuttle	54%	55%
On-Site Parking	3%	6%
Cycling	1 - 2%	3%
Walking	8 - 9%	10%
On-Street Parking	24%	26 %
Other Modes*	9%	N/A
TOTAL:	100%	100%

* Other represents modes that were not considered in original 2011 plan such as drop-offs, taxis, ridesharing and group buses.

Table 2 – 2016 TDM Modal Shares for Minor Events

Travel Mode	2016 Ottawa Fury Modal Share Averages	2016 Ottawa 67's Modal Share Averages	2016 Arena Events Modal Share Averages	TDM Modal Share Targets
Transit	17%	17%	17%	10% - 20%
Active Modes (Walking / Cycling)	12%	7%	9%	10%
On-Site / Street Parking	65%	66%	58%	70% - 80%

Travel Mode	2016 Ottawa Fury Modal Share Averages	2016 Ottawa 67's Modal Share Averages	2016 Arena Events Modal Share Averages	TDM Modal Share Targets
Other Modes *	6%	5%	16%	N/A
Ottawa 67's Shuttle (Carleton University)**	N/A	5%	N/A	N/A
TOTAL:	100%	100%	100%	100%

** Other represents modes that were not considered in original 2011 plan such as drop-offs, taxis, and ridesharing services.*

*** Free parking and shuttle service introduced for Ottawa 67's games in 2016-2017 season.*

As the three-year comprehensive monitoring program through LTMOC has been achieved, OSEG will continue, as a part of the various responsibilities of the site's TDM co-ordinator, to provide a yearly monitoring report to the General Manager of the Planning, Infrastructure & Economic Development Department as set out in the Site Plan Agreement between OSEG and the City. A yearly TDM update to the Transportation Committee will no longer take place.

In 2017, ongoing and new issues pertaining to day-to-day operations related to traffic disruptions and roadway safety will be incorporated and addressed within Traffic Services daily operations. All event related needs, including those related to transportation, will be reviewed/addressed through the City's Special Events Advisory Team (SEAT). Moving forward, community members can also bring to attention any Lansdowne issues including those impacting traffic and parking to the Lansdowne Community Liaison Group. The group which includes representatives from OSEG meets quarterly.

2016 Lansdowne Data Collection Summary

As of the end of 2016, Traffic Services completed the three (3) year traffic and parking data collection requirement as listed in the Council-approved Transportation Monitoring

Plan (TMP) developed by McCormick Rankin Corporation (MRC, November 2013). In 2016, data collection efforts resulted in the following accomplishments:

- Collected 1,312 hours of turning movement data;
- Completed ~ 164 traffic counts over 10 different intervals;
- Completed a total of 10 parking studies including six (6) event based parking studies and four (4) non-event studies; and,
- 32 hours dedicated to the completion of parking studies including 12 hours during events (Canadian Football League (CFL)/ Ontario Hockey League (OHL) / North American Soccer League (NASL) and 20 hours for non-event parking.

Details on counts performed by Traffic Services staff, including count types, dates, methodology and boundaries are available in Document 1 - Traffic Services 2016 Lansdowne Data Collection Summary.

Three Year Traffic and Parking Data Analysis Summary

Overall, the LTMOC data collection undertaking was highly successful in capturing the travel characteristics of people travelling to Lansdowne Park over the past three years. Specifics surrounding modal share for events are available in the online [2016 OSEG TDM Report](#). The main goal of LTMOC data collection was to have data in-hand to address any potential issues that may arise relative to all travel modes. To this end and with this data in hand, the LTMOC group was highly successful in addressing and implementing changes to traffic plans in concert with the community and OSEG since its initiation in 2014.

For detailed information on the summary of findings from the three-year data collection undertaking, please refer to Document 2 – Lansdowne Transportation Monitoring Committee (LTMOC) Data Collection Analysis Summary.

Conclusion

Since the inception of the LTMOC, the committee's role has transitioned to reviewing issues, mostly re-occurring, related to Lansdowne day-to-day operations. The transportation management plan itself, as prepared by OSEG, has proven successful in minimizing transportation impacts to the surrounding community resulting from events

held onsite. The data collected through the three-year data collection plan overseen by LTMOC was and continues to be instrumental in helping address any new or re-occurring traffic or parking impacts to the neighboring community.

LTMOC members have participated individually in smaller working groups with respective subject matter experts to continue addressing reoccurring and new issues through collaboration, innovation and on-going communication. On-site Lansdowne operational issues can be addressed in consultation with OSEG representatives directly, day-to-day traffic issues through Traffic Services' daily operations and Lansdowne event transportation needs/requirements through SEAT. The Lansdowne Community Liaison Group will also serve as a means for community members to bring forward any Lansdowne related traffic or parking concerns moving forward. The LTMOC meetings have allowed its members to develop connections and relationships which will support the resolution of any concerns or issues moving forward that are related to operations of the Lansdowne site. For all of these reasons, LTMOC members agreed that the LTMOC should be discontinued.

RURAL IMPLICATIONS

There are no rural implications associated to this report.

CONSULTATION

Lansdowne Transportation Monitoring Operations Committee (LTMOC):

The LTMOC met three times in 2016 and members were kept apprised of measures being considered or implemented to help address those ongoing issues as a result of the Lansdowne site day-to-day operations. LTMOC members individually participated in smaller working groups to continue addressing reoccurring and new issues impacting their communities.

Community Associations 2016 Reports:

The Old Ottawa South Community Association (OOSCA) and the Holmwood Group have both provided a 2016 Report on LTMOC. Their reports are found in Document 3: Community Associations 2016 Report.

COMMENTS BY THE WARD COUNCILLOR(S)

I am pleased to support the recommendation to discontinue the LTMOC as an ongoing

working body. This group has played an essential role in guiding planning for, monitoring of and responding to the traffic and parking related impacts of Lansdowne. Thanks to the engaged and constructive participation of all parties, many improvements have been made to the proposed systems for daily and event-time activity in and around Lansdowne. As a result, we have an approach that generally functions well, and a set of plans and responses to deal with regular, new and unusual situations. Most importantly, we have developed relationships and trust that allow for issues to be flagged in advance, concerns to be addressed and information shared.

We have come a long way. But nothing is perfect, and nothing stays the same. In particular, work will be required to ensure that high transit/shuttle ridership continues, that active transportation is encouraged and facilitated, and that the ongoing needs of the residents of affected areas are given the serious attention they deserve, notably traffic safety and on-street parking supply. Looking forward, issues can continue to be addressed through a number of approaches: direct contact with the City of Ottawa or OSEG; working with and through the councillor's office, and using the permanent Lansdowne Community Liaison Group, which meets quarterly and addresses all manner of Lansdowne related issues — Transportation and Parking will be added to its mandate. Urgent situations can always be addressed by any party requesting a meeting of an ad-hoc group with similar representation to that of the LTMOC.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation in this report.

RISK MANAGEMENT IMPLICATIONS

There are no associated risks with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report.

TERM OF COUNCIL PRIORITIES

The Lansdowne Transportation Monitoring Operations Committee (LTMOC) 2016 Update - Final Report impacts the Transportation and Mobility Priority in the City of Ottawa 2015-2018 Strategic Plan. More specifically, the report supports the plan's following Strategic Objectives:

- TM2 – Provide and promote infrastructure to support safe mobility choices;
- TM4 – Improve safety for all road users; and,
- TM5 – Ensure reliable, safe, accessible and affordable transit.

SUPPORTING DOCUMENTATION

Document 1 - Traffic Services 2016 Lansdowne Data Collection Summary

Document 2 – Lansdowne Transportation Monitoring Committee (LTMOC) Data Collection Analysis Summary

Document 3 - Community Associations 2016 Report

DISPOSITION

The Lansdowne Transportation Monitoring Operations Committee (LTMOC) members are in agreement that LTMOC is no longer required to meet and this committee will be discontinued should the 2016 LTMOC Update – Final Report be approved by Council.

Document 1 – Traffic Services 2016 Lansdowne Data Collection Summary

2016 Data collection Summary Methodology:

Data collection counts were conducted based on transportation monitoring activities as identified in the Council approved Transportation Monitoring Plan (TMP) developed by McCormick Rankin Corporation (MRC, November 2013).

REQUIREMENTS ACCORDING TO THE TMP

The frequency for both Intersection Turning Movement Counts and Parking Utilization Counts as identified in the TMP are identified below:

- **Ontario Hockey League (OHL):** Two (2) counts are required per year during Ottawa 67's hockey games. One count must take place on a Friday while the other must take place on a Sunday; one count must be performed during an evening game and the other during an afternoon game;
- **Canadian Football League (CFL):** Three (3) counts are required during REDBLACKS season one, and two (2) counts per year are required thereafter. At least one count must occur during a weekday evening game;
- **North American Soccer League (NASL):** Three (3) counts are required during the Ottawa Fury season one, and two (2) counts per year are required thereafter; and,
- **Day-to-Day:** Four counts are required per year.

2016 Data Collection Intervals and Purpose

Identified in the table below are the 2016 data collection dates and their associated purpose.

Date	Purpose
Feb 27	OHL
Mar 16	OHL
Apr 15	Day-to-Day
May 27	NASL

Jul 18	Day-to-Day
Aug 6	CFL
Sept 23, Sept 24	CFL, NASL
Oct 27	Day-to-Day
Dec 17	Day-to-Day

Table 2 - 2016 Data Collection Dates and Purpose

2016 Yearly Total - Data Collection by Purpose

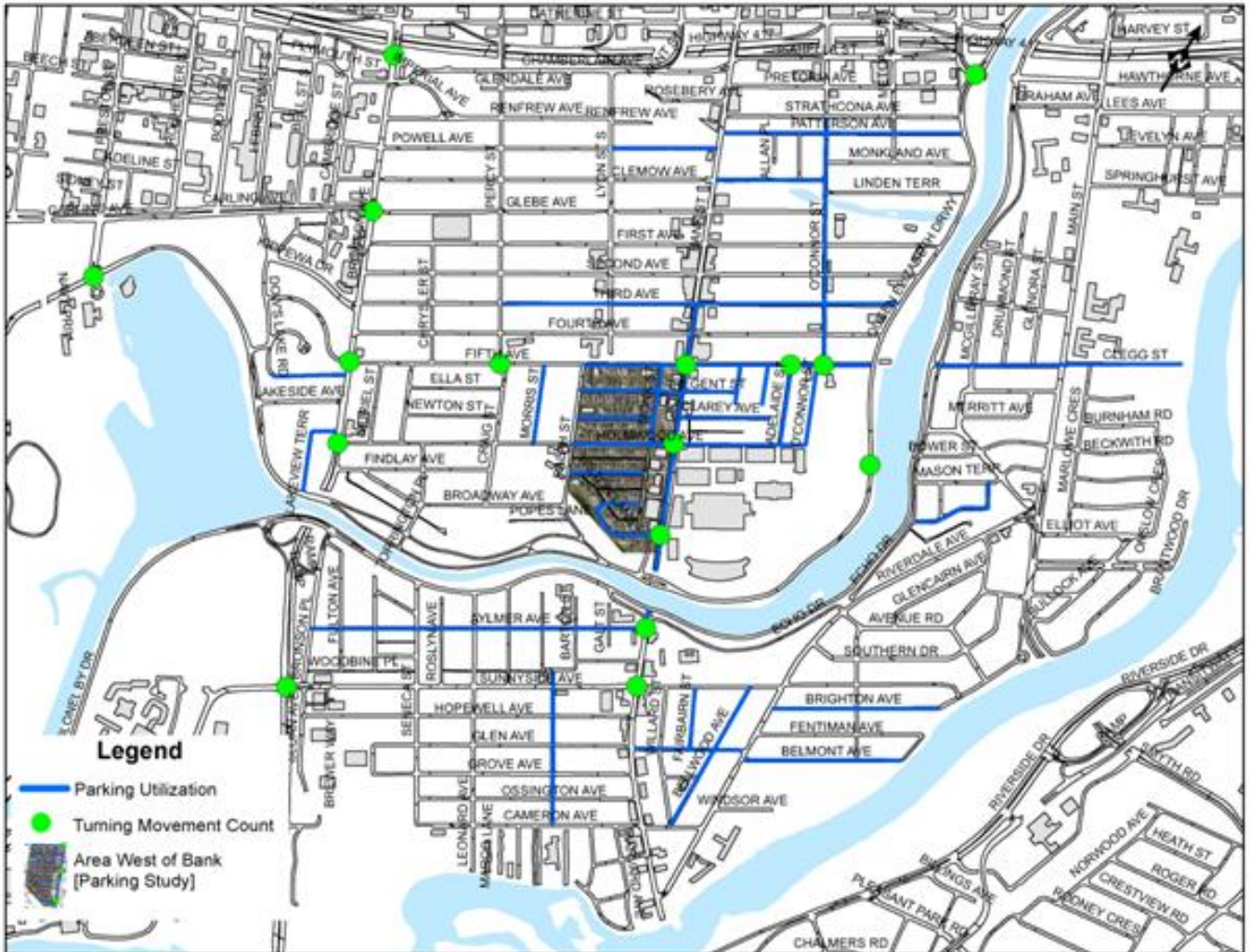
- CFL – Collection performed for 2 events;
- OHL – Collection performed for 2 events;
- NASL - Collection performed for 2 events; and,
- Day-to-Day: Collection performed on 4 dates.

2016 Data Collection Operational Summary

- Collected ~1,312 hours of turning movement data;
- Completed ~164 traffic counts over 10 different intervals;
- Completed a total of 10 Parking Studies – six (6) event based and four (4) non-event studies; and,
- Completed 32 total parking study hours – a total of twelve (12) hours for each event type (CFL/OHL/NASL) and twenty (20) hours for non-event studies.

2016 Data Collection Map

The map below identifies key locations as to the type and location of 2016 data collection counts.



Document 2 - Lansdowne Transportation Monitoring Committee (LTMOC) Data Collection Analysis Summary

The Lansdowne Transportation Monitoring Committee (LTMOC) Analysis Summary is the culmination of data collection and analysis resulting from the three year LTMOC monitoring program. The newly redeveloped Lansdowne Park became operational on July 18, 2014, which was the first CFL event.

Through the monitoring program, data collection efforts were focused on the traffic and parking impacts of the redevelopment of Lansdowne on the site's adjacent communities. Working directly with representatives of the Ottawa Sports and Entertainment Group (OSEG), Community Associations, the Glebe Business Improvement Area (BIA) and City staff, data collection activities went through various evolutions in response to the ever changing travel patterns as a result of events and day-to-day operations of the site.

The primary focus of the LTMOC Data Collection Analysis Summary was to compare the actual traffic and parking impacts to the projected impacts of the July 2010 McCormick Rankin Corporation (MRC) *Technical Report – Transportation Impact and Assessment Study and Transportation Demand Management Plan*.

The five areas of analysis were selected and include:

1. Intersection Volumes Analysis– peak hour;
2. Pedestrian and Cycling Volumes – travel and frequency;
3. Collision Analysis – frequency and characteristics;
4. Parking – LTMOC study area utilization rates; and,
5. Intersection Level of Service (LOS) – measure of corridor delay.

Analyses for each of the five areas are viewed in three different contexts; day-to-day operations, 10,000 person events and 25,000 person events. This approach is consistent with the structure of the MRC technical report

Throughout this report, high level findings for each area of analysis will be presented for the overall Lansdowne Study Area and will also be provided, where feasible, for Bank Street from Fifth Avenue to Sunnyside Avenue. This section of Bank Street is

considered the immediate area of influence for Lansdowne Park.

Lansdowne Study area

INTERSECTION VOLUME ANALYSIS

Data Collection Scenario	Context	Actual vs. Projected Average Peak Hour Findings*
Day-to-Day	Weekday AM Peak Hour	2% lower
	Weekday PM Peak Hour	6% lower
	Saturday Peak Hour	17% lower
10,000 Person Events	Weekday Games	17% higher
	Weekend Games	5% lower
25,000 Person Events	Weekday Games	5% higher
	Weekend Games	22% lower

Table 1 – Lansdowne Study Area Intersection Volume Analysis

**Actual vs. Projected: Comparison of data collected in 2016 vs. MRC report projections*

PEDESTRIAN AND CYCLING VOLUMES

Data Collection Scenario	Context	Average Bicycle Peak Hour Volume* (% of total intersection volume)	Average Pedestrian Peak Hour Volume* (# pedestrians)
Day-to-Day	Weekday	4.1%	329
	Weekday	5.8%	313
North American	Weekday Games	4.5%	370

Data Collection Scenario	Context	Average Bicycle Peak Hour Volume* (% of total intersection volume)	Average Pedestrian Peak Hour Volume* (# pedestrians)
Soccer League (NASL)	Weekend Games	2.4%	345
Ontario Hockey League (OHL)	Weekday Games	0.9%	335
Canadian Football League (CFL)	Weekday Games	2.3%	1,102
	Weekend Games	3.9%	1,130

Table 2 - Lansdowne Study Area 2016 Pedestrian and Cyclist Volumes

**Based on 2016 data collection.*

COLLISION ANALYSIS

Within the MRC study area, there was a three-year average (2006-2008) of 689 collisions per year. In 2015 within the same study area, there were 729 collisions which represents a 6 % increase in collisions (40). The 2015 collision data indicated a 3% decrease in “injury” collisions.

Cycling collisions remained consistent at 26 when comparing pre and post redevelopment data.

Pedestrian collisions showed a marked decrease with only 10 pedestrian collisions in 2015 compared to an average of 22 per year in the MRC report; a reduction of 54%.

PARKING ANALYSIS

The data collection for all Parking Utilization Studies for LTMOCC took place in a specific study area with a supply of 1,178 legal, on-street parking spaces. All data analysis in this section is based on the available total legal on-street parking space supply.

Day-to-Day

Data Collection Scenario	Context	2016 vs. 2009 Legal Parking Space Usage % Change
Day-to-Day	Weekday at 4:00pm	1 % lower
	Weekday at 8:00pm	12% higher
	Weekend at 2:00pm	9% lower

Table 3 - Lansdowne Study Area Day-to-Day Parking Utilization Analysis Summary

10,000 Person Events (OHL/NASL)

Study Year	Number of Parking Studies Conducted	Average Study Area Utilization (total parked vehicles)	Average Available Parking Supply	% Change From Previous Year
2014	3	700 or 59%	478 or 41%	N/A
2015	5	775 or 66%	403 or 34%	+11%
2016	4	874 or 74%	304 or 26%	+13%

Table 4 - Lansdowne Study Area 10,000 Person Events (OHL/NASL) Parking Utilization Analysis Summary

25, 000 Person Events (CFL)

Study Year	Number of Parking Studies Conducted	Average Study Area Utilization (total parked vehicles)	Average Available Parking Supply	% Change From Previous Year
2014	5	821 or 70%	357 or 30%	N/A
2015	2	1,093 or 93%	85 or 7%	+33%
2016	2	1,119 or 95%	59 or 5%	+2%

Table 5 – Lansdowne Study Area 25,000 Person Events (CFL) Parking Utilization Analysis Summary

Intersection Level of Service

The MRC Transportation Impact analysis included information on the Level of Service (LOS) for signalized intersections within the study area. LOS is a measure of traffic flow quality based on vehicle movement observed at intersections. Calculations are completed to measure traffic flow quality and intersections are rated on a letter-type grading system where the letter “A” represents optimal traffic flow while the letter “F” means that it is failing.

LOS can be simplified as a measure of delay at an intersection. The MRC Transportation report identified post redevelopment LOS projections based on various event scenarios which were categorized by attendance as well as day to day or non-event projections. The LTMOC analysis focused on the Bronson Avenue and Bank Street corridors within the MRC study area. Traffic Services staff conducted LOS analysis to compare the MRC projected LOS to actual LOS using volumes recorded during Non-Event, 10,000 Person Events and 25,000 Person Events. The analysis found that the LOS predicted in the MRC report are a fair representation of the field conditions observed for each scenario. It is important to note that for the purpose of the analysis, non-event day LOS are based on weekday PM peak volumes while event day LOS are based on evening or weekend event volumes when there is less background traffic.

Projected LOS for each scenario are provided in the table below:

Intersection	MRC Projected LOS		
	Non-Event/Day-to-Day	10,000 Person Events (OHL/NASL)	25,000 Person Events (CFL)
Bank @ Fifth	C	D	F
Bank @ Holmwood	A	C	D
Bank @ Aylmer	A	A	A
Bank @ Sunnyside	D	D	F
Bronson @ 417 EB Off Ramp	D	E	E
Bronson @ Fifth	E	D	D
Bronson @ Holmwood	D	A	C
Bronson @ Sunnyside	E	C	E

Table 6 – MRC Projected Level-of-Service

BANK STREET STUDY AREA – IMMEDIATE VICINITY OF LANSDOWNE PARK

Specific analysis of the Bank Street corridor from Fifth Avenue to Sunnyside Avenue was completed as this section of Bank Street is the immediate area of influence for Lansdowne Park. Findings are presented for each key area consistent with the methodology used for the areas of analysis.

Intersection Volume Analysis

The intersection volume analysis focused on the aggregated turning movement count data which was collected over four intervals in 2016 at the following intersections:

- Bank Street at Fifth Avenue;
- Bank Street at Holmwood Avenue;

- Bank Street at Exhibition Way;
- Bank Street at Wilton Crescent;
- Bank Street at Aylmer Avenue; and,
- Bank Street at Sunnyside Avenue.

Day-to-Day - MRC Projected Peak Hour Volume vs. Actual 2016 Data

Peak hour data extracted from a total of 16 consecutive data collection hours for each interval. Results were the following:

- AM peak hour – average of 9% lower than projected;
- PM peak hour – average of 10% lower than projected; and,
- Saturday peak hour – average of 28% lower than projected.

10,000 Person Event - MRC Projected Peak Hour Volume vs. Actual 2016 Data

Peak hour data extracted from data collected 2 hours prior to the event start, during the event and 2 hours after the event completed. Results were the following:

- Weekend event peak hour – average of 21% lower than projected; and,
- Weekday event peak hour – average of 2% lower than projected.

25,000 Person Event - MRC Projected Peak Hour Volume vs. Actual 2016 Data

Peak hour data extracted from data collected 2 hours prior to event start, during the event and 2 hours after the event completed. Results were the following:

- Weekend event peak hour – average of 5% lower than projected; and,
- Weekday event peak hour – average of 4% higher than projected.

Pedestrian and Cycling Volumes

Bank Street at Holmwood Avenue - 1 Hour Pre-Event

Event	Southbound # Pedestrians*	Southbound # Cyclists*
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OHL	580	0
OHL	207	0
NASL	612	34
NASL	789	6
CFL	3116	16
CFL	2619	6

Table 7- Pedestrian and Cycling Volumes Bank Street at Holmwood Avenue - 1 Hour Pre-Event

*Numbers represents counted trips on both sides of Bank Street heading south towards Lansdowne.

Bank Street at Aylmer Avenue - 1 Hour Pre-Event

Event	Northbound # Pedestrians*	Northbound # Cyclists*
OHL	243	1
OHL	311	11
NASL	326	28
NASL	303	19
CFL	1699	44
CFL	1865	4

Table 8 - Pedestrian and Cycling Volumes Bank Street at Aylmer Avenue - 1 Hour Pre-Event

*Number represents counted trips on both sides of Bank Street heading north towards Lansdowne.

Collision Analysis

From Fifth Avenue to Aylmer Avenue:

- Total of 28 collisions in 2015 – MRC report average of 23 per year;
- In 2015, 25% of collisions resulted in an injury – MRC report average was 29%;
- Zero (0) pedestrian collisions in 2015 – MRC report average of two (2) per year; and,
- Three (3) bicycle collisions in 2015 – MRC report average of one (1) per year.

In 2015 there was one collision during an event. It occurred at the intersection of Bank Street at Wilton Crescent ~10:40pm (OHL egress) and was classified as a property damage only collision (no injuries).

Parking Analysis

During events, Bank Street parking regulations in the direct vicinity of Lansdowne are either permanently “No Stopping Anytime” or made Temporary “Special Event No Stopping Anytime – Tow Away”. As such, a specific parking analysis for this portion of Bank Street is not feasible during events.

Conclusion

Overall the LTMOC data collection undertaking was highly successful in capturing the travel characteristics of Lansdowne Park over the past three years. Specifics surrounding modal share for events and day-to-day activities is available via the [OSEG Lansdowne Transportation Demand Management Report 2016](#) (2016 TDM Report). The main goal of LTMOC data collection was to have data in-hand to address any potential issues as they arose relative to all travel modes. To this end, the LTMOC group was highly successful in addressing and implementing required changes in concert with the community and OSEG.

Document 3 - Community Associations 2016 Report

TRAFFIC AND SAFETY COMMITTEE, OLD OTTAWA SOUTH COMMUNITY ASSOCIATION

2016 REPORT TO LTMOC

Since its inception in 2014, the LTMOC has provided a vehicle for airing community traffic concerns relating to Lansdowne and the neighbouring streets. The Old Ottawa South Community Association has appreciated being a part of LTMOC and would like to thank both OSEG and the City for the positive and collaborative approach to resolving some of the major Lansdowne-related traffic issues.

With most major traffic issues relating directly to Lansdowne now under control, partners in LTMOC have agreed that there is no longer a need for this body to exist. We agree. However, this does not mean that solutions have been found for all traffic and safety issues. Members of LTMOC have all acknowledged this and have agreed to continue working together, but on an as needed basis, perhaps through bilateral mechanisms.

For Old Ottawa South, I would like to highlight three priorities that we continue to work on with relevant parties.

1. Safety on the Bank Street Bridge and the intersections at each end.

We have appreciated efforts to reduce the hazards on the Bank Street Bridge including the Super Sharrows and the Speed Boards at either end but we do not have evidence that there has been any change in the behaviour of motorists as a result.

In the 2015 Report Card, both Old Ottawa South and the Glebe advocated for an integrated study to be done to try and address unsafe practices on this bridge. We know that there are no easy solutions to these dangers and for that reason; we again highlight the need for a study of the Bank Street Bridge and its intersections which would:

- Stop speeding on the bridge;
- Stop illegal left turns north at Wilton Crescent;

- Stop illegal left turns north onto Bank at the Echo Ramp; and,
- Create a situation where cyclists on the bridge can feel safe.

We would be pleased to help out in such a study.

2. A Safe Crossing of Colonel By between Bank and Bronson for Pedestrians and Cyclists

Anyone who has tried to cross Colonel By to get to the canal between Bank and Bronson knows that this is a dangerous proposition. Residents of Old Ottawa South, unless they are willing to sprint between speeding cars, are denied access to the Canal.

The OOS Traffic and Safety Committee has had preliminary discussions with the Councillor and his staff, City staff and the NCC and we are encouraged by the positive response and the goodwill shown. There is still much work to be done but we are committed to moving this project ahead as quickly as possible.

3. Photo Radar installed on Bank Street in the Hopewell Public School school zone

In 2016, City Council showed support of staff using photo radar technology to improve road safety in school zones. Once the Province of Ontario has passed the corresponding legislation to permit its use in Ontario, staff will pilot the technology in certain school zones.

The OOS Traffic and Safety Committee will be requesting that photo radar be considered for the school zone on Bank Street bordering Hopewell Public School. This will provide greater protection for the children of Hopewell School and will also serve to slow traffic on Bank in general.

None of these challenges will be easily met but the OOS Traffic and Safety Committee is committed to working with the City and other partners to achieve these objectives.

Thank you.

Sue Neill, Co-Chair

OSCA Traffic and Safety Committee

HOLMWOOD GROUP

2016 REPORT CARD TO THE LANSDOWNE TRANSPORTATION MANAGEMENT OPERATIONS COMMITTEE

The Impact of Traffic on the Residents of Holmwood Avenue East.

A group of concerned residents formed the Holmwood Group in 2010 in order to collaboratively bring to the City of Ottawa concerns regarding the development of the public park across the Street from their homes. Many of these issues foresaw the significant impact traffic could have on a local residential street next to a large commercial development.

The Holmwood Group has very much appreciated being given a seat at the table to participate in the monitoring of the transportation issues surrounding the Lansdowne development. This confers the recognition, as was highlighted during the OMB hearing, that the residents of Holmwood Avenue East are on the front line of the Lansdowne development and would be highly impacted.

Most of the residents seem to enjoy, and take advantage of, the activities and commercial options at Lansdowne Park. The proximity is certainly an advantage, especially since residents do not need to rely on driving and having to find parking.

Although much work has been accomplished by the Lansdowne Traffic Monitoring Operations Committee, there are still many unresolved traffic issues that The Holmwood Group will be requesting that the City of Ottawa contend with in the near future. This Report Card will deal solely with traffic issues pertaining to Holmwood Avenue East, which also includes Adelaide Street and O'Connor Street south of Fifth Avenue.

Lansdowne Traffic onto Holmwood Avenue

City of Ottawa L1 – Community Leisure Facility Zone (Sec.173-174), L2C Subzone (3) (p)(q)(r) describe Bylaws that were developed through the OMB mediation process to protect and mitigate any undue traffic stress placed on the Holmwood Avenue that would be created by the Lansdowne development. The issue of event-goer traffic being released from the residential parking garage onto Holmwood Avenue after an event continues to create loud, smelly, traffic jams on the street during the late evening hours. This contravention of the By-law has been brought to attention of the City of Ottawa By-law enforcement, the local councillor and this committee, and has yet to be enforced.

We would ask that the City of Ottawa make this a priority and would ask that this issue be resolved prior to the 2017 start of the football season.

It has been brought to the attention of the City, the Councillor and this committee, several times, that work vehicles from Lansdowne use Holmwood as a 'back alley' to travel from one end of the development to the other, typically going up the street the wrong way. Although it has been noted that this practice has reduced, it is still not uncommon to observe.

Holmwood Avenue and Bank Street intersection

It was noted in the Declan August 28, 2009 'Lansdowne Development Transportation Strategy' that the Bank and Holmwood intersection was evaluated at LOS A existing operating conditions. It has been observed that this intersection now presents elevated challenges for vehicles heading south making left turns onto Holmwood Avenue and, conversely, presents dangers to pedestrians during busy times of the day and events. We would ask that the City re-evaluate this intersection and present a solution for vehicular and pedestrian co-management, such as no left hand turns heading in the south direction or advanced turning signal for left hand turn.

Street Parking Management

Although the residents of Holmwood Avenue, Adelaide and O'Connor Street petitioned, and received, a change to the parking hours and time limits, this has done little to discourage the use of these street as 'free parking' for the commercial activities and events at Lansdowne Park. There appears to be minimal enforcement of the 1 hour limit and it has been observed that By-law appears to only ticket those parking in restricted areas on the Street.

Many people who use the street for event or longer-term parking seem to take the risk of being ticketed as the cost for getting a really great parking spot. It continues to be difficult during events, and even day-to-day, for guests of the residents of Holmwood Avenue to find parking on their streets. We continue to encourage the City to support alternative means of transportation to the site and greater diligence enforcing the parking restrictions.

Snow Removal

Winter parking, combined with lack of snow removal, is compounded by the fact that

Holmwood Avenue has a right of way width approximately 60% of the normal regulation one way street and is a very narrow street. Bike lanes have further narrowed the width. Snow removal is too infrequent. This has resulted in situations where vehicles have had to drive up along top of the sidewalk to get around cars parked almost in the middle of the street. There are ongoing concerns that have been discussed about access of emergency vehicles to the residences along the street during such conditions.

Future Lansdowne Traffic Monitoring Activities

The Holmwood Group continues to be active in monitoring the day-to-day and event impacts of transportation in order to maintain the residential quality of this street. We look forward to future communications and involvement with the City of Ottawa in the resolution of the outstanding traffic concerns.

Danica Robertson

83 Holmwood Avenue