

***Document 2: Bank Street Canal Bridge Improvements—Survey Results &
Community Feedback, August 2020
Transportation Committee, September 2, 2020
Prepared by the Office of Councillor Shawn Menard***



City Councillor/Conseiller Municipal

Shawn Menard

Quartier Capitale/Capital Ward

BANK STREET CANAL BRIDGE RE-DESIGN

Survey Results & Community Feedback

August 2020

*Prepared by the Office of Councillor Shawn Menard
City of Ottawa*

Survey Results

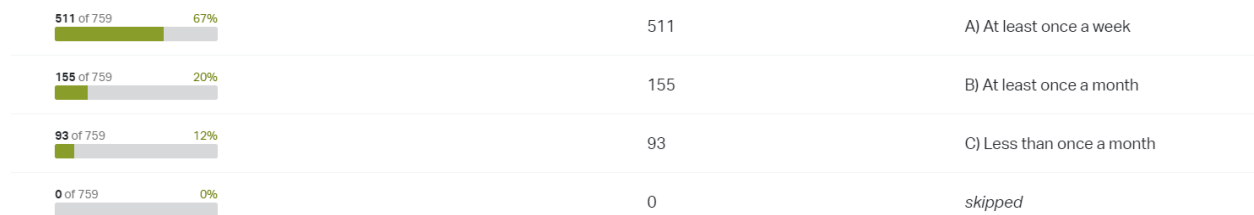
Councillor Shawn Menard’s office released a survey via the councillor’s website. It was announced via the councillor’s mailing list and social media. The local community associations and the Glebe BIA were informed.

The survey ran from July 30, 2020, to August 9, 2020. 759 residents responded.

Eighty-seven percent of respondents preferred the proposed design to the existing design.

Question 1

How often do you walk or use a mobility device on the Bank Street Canal Bridge?



Question 2

How often do you ride a bicycle across the Bank Street Canal Bridge?



Question 3

Would you walk, roll or bike across the Bank Street Canal Bridge more often if safety improvements were made?



Question 4

Please select the response that best demonstrates your opinion: "I believe safety should be prioritized over traffic flow."

396 of 638 62%	396	A) Strongly Agree
155 of 638 24%	155	B) Agree
41 of 638 6%	41	C) Neutral
21 of 638 3%	21	D) Disagree
23 of 638 4%	23	E) Strongly Disagree
2 of 638 0%	2	<i>skipped</i>

Question 5

Please select the response that best demonstrates your opinion: "I believe moving traffic as quickly as possible is an important consideration for our streets."

31 of 635 5%	31	A) Strongly Agree
114 of 635 18%	114	B) Agree
144 of 635 23%	144	C) Neutral
200 of 635 31%	200	D) Disagree
145 of 635 23%	145	E) Strongly Disagree
1 of 635 0%	1	<i>skipped</i>

Question 6

Please select the response that best demonstrates your opinion: "I think it is important to separate bicyclists from motor vehicle traffic."

397 of 632 63%	397	A) Strongly Agree
165 of 632 26%	165	B) Agree
38 of 632 6%	38	C) Neutral
22 of 632 3%	22	D) Disagree
8 of 632 1%	8	E) Strongly Disagree
2 of 632 0%	2	<i>skipped</i>

Question 7

Please select the response that best demonstrates your opinion: “I think it is important to give all road users (pedestrians, bicyclists, motorists) separated space.”

344 of 633 54%	344	A) Strongly Agree
201 of 633 32%	201	B) Agree
47 of 633 7%	47	C) Neutral
30 of 633 5%	30	D) Disagree
11 of 633 2%	11	E) Strongly Disagree
0 of 633 0%	0	skipped

Question 8

If given the choice between the proposed design of three motor-vehicle lanes with multi-use paths, or four motor-vehicle lanes with no bike lanes, which would you prefer?

548 of 624 88%	548	A) Three lanes with multi-use paths
73 of 624 12%	73	B) Four lanes with no bike lanes
3 of 624 0%	3	skipped

Question 9

If given the choice between the proposed design of three motor-vehicle lanes with multi-use paths, or two motor-vehicle lanes with two segregated bike lanes and separate sidewalks, which would you prefer?

197 of 622 32%	197	A) Three lanes with multi-use paths
413 of 622 66%	413	B) Two lanes with two bike lanes and separate sidewalks
12 of 622 2%	12	skipped

Question 10

Do you have any further comments or suggestions?

411 of the participants submitted comments. The comments aligned with the survey results and with the feedback we had received separately. The majority were in support of lane reductions and added safety measures on Bank Street. Common suggestions that were raised were further reducing the bridge to two motor vehicle lanes, adding separated bicycling facilities and introducing an alternating middle lane for traffic, allowing the direction of the middle lane to be switched depending on traffic flow.

Community Feedback

Due to COBID-19, it was not feasible to conduct in-person consultations. To gather community feedback, Councillor Shawn Menard released the proposal via his website and his email distribution list. In addition, the local community associations and the Glebe BIA were contacted so that they could inform their networks.

The proposal was released to the public on June 30, 2020. Responses were received more than 150 individuals and community organizations between June 30 and August 21.

The majority of the responses were supportive of the proposed changes, with a significant minority seeking further safety enhancements, such as fewer motor vehicle lanes and separated bicycling facilities. Only 14 respondents via email were opposed to changing the current four-lane configuration.

Many residents offered suggestions for additional improvements to the designs, including:

- Protected on-street bicycle lanes.
- Raised cycle tracks beside the sidewalks.
- Narrowing the motor vehicle lanes.
- Cantilevered bicycle lanes on the outside of the bridge.
- An alternating middle lane for traffic.
- Alternative locations for bus queuing during football games and other large events.
- Guardrails between the proposed MUP and vehicle traffic.
- Widening the proposed MUP.

All suggestions were considered and discussed by traffic staff and the councillor's office. All suggestions had to be balanced against all needed uses for the bridge, while still maintaining the heritage status of the bridge. Further, budget and project scope constraints were considered.

The revised proposed design allowed for the widening of the MUPs by narrowing the centre motor vehicle lane.