

Document 3 – High-Volume Intersection Safety Review: Locations Categorized by Opportunity Available for Implementation

Locations for which Alta Planning + Design Inc. developed conceptual designs and Class D cost estimates are grouped further below based on types of opportunities to proceed with future implementation. Class D cost estimates do not include the cost of potential property acquisitions required as part of the conceptual designs.

A – Potential Inclusion in Future Projects through Existing City Programs

The locations identified below could be considered for further planning, design, consultation, and implementation as part of infrastructure renewal or growth projects, coordination with future developments, cycling network expansion or stand-alone projects, should funding become available.

Table 1 - Locations with Potential for Inclusion in Future Projects through Existing City Programs

Item No.	Intersection	Ward #	Proposed Design	Cost Estimate (\$000)
1	Alta Vista Dr./ Sandford Fleming Ave. @ Industrial Ave.	18	Protected intersection on some quadrants	1,341
2	Bayview Station Rd. @ Scott St.	14	Protected intersection on some quadrants with right turn channel northbound	1,257
3	Cummings Ave. @ Ogilvie Rd.	11	Protected intersection	1,404
4	Donald St. @ Vanier Parkway	13	Protected intersection	1,138
5	Hazeldean Rd. @ Eagleson Rd.	23	Protected intersection with or without smart channels	1,286 / 1,519*
6	Hazeldean Rd. @ Terry Fox Dr.	23	Protected intersection with or without smart channels	1,166 / 1,357*

Item No.	Intersection	Ward #	Proposed Design	Cost Estimate (\$000)
7	Industrial Ave. @ Riverside Dr.	18	Protected intersection maintain WB right turn channel	1,394 / 1,549*
8	King Edward Ave. @ Sussex Dr.	12	Protected intersection with smart channel on south quadrant	1,131
9	Moodie Dr. @ Robertson Rd.	8	Protected intersection with or without smart channels	1,146 / 1,326*
10	Prince of Wales Dr. @ Fisher Ave.	9/16	Protected intersection with EB right turn channel	1,003
11	Prince of Wales Dr. @ Meadowlands Dr. /Hog's Back Rd.	16	Protected intersection with WB right-turn channel	1,356
12	St. Laurent Blvd. @ Ogilvie Rd./ Coventry Rd.	11/13	Protected intersection with smart channel on NW and SE and SW (optional) corners	1,315 / 1,485*
13	Smyth Rd. @ Riverside Dr. Hospital entrance	18	Protected intersection at signal plus cycling facilities on ramps to/from Riverside Dr.	1,511
14	West Hunt Club Rd. @ Merivale Rd.	9	Protected intersection with or without smart channels	1,152 / 1,336*
15	West Hunt Club Rd. @ Prince of Wales Dr.	9	Protected intersection with smart channels	1,770

*Smart channel designs

B – Require Cycling Network Review for Further Design Work

The locations listed in the table below have geometric constraints. Implementing separated cycling facilities would result in significant impacts to transit operations, parking and/or general traffic operations. These locations do not generally have connecting cycling facilities and would require cycling network review prior to further consideration.

Table 2 - Locations Requiring Cycling Network Review

Item No.	Intersection	Major Impacts	Proposed Design	Cost Estimate (\$000)
1	Bank St. @ Fifth Ave.	Impacts to transit, parking & accessible parking, traffic. Further consultation with Ottawa Fire Services required. Tie-in to bike facilities required.	Cycle tracks on Bank, Partial closure and cycling enhancements on Fifth	466
2	Bayview Station Rd./ Bayswater Ave. @ Somerset St. W	Potential impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Somerset and on Bayswater.	Protected intersection	920
3	Cumberland St. @ Laurier Ave. E	Impacts to transit, parking & accessible parking, traffic. Further consultation with Ottawa Fire Services required.	Protected intersection	840
4	Gladstone Ave. @ Bank St.	Impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Gladstone and on Bank.	Cycle tracks leading to and from intersection, 2-stage left turn bike boxes and truck aprons in intersection	787

Item No.	Intersection	Major Impacts	Proposed Design	Cost Estimate (\$000)
5	Gladstone Ave. @ Booth St.	Impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Gladstone and on Booth.	Cycle tracks leading to and from intersection, 2-stage left turn bike boxes in intersection	792
6	Gladstone Ave. @ Preston St.	Impacts to transit, parking & accessible parking, traffic. Further consultation with Ottawa Fire Services required. Tie-in to bike facilities on Gladstone and on Preston.	Cycle tracks leading to and from intersection (other than on west leg), 2-stage left turn bike boxes and truck aprons in intersection	680
7	Island Park Dr. @ Richmond Rd.	Potential impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Richmond Rd. NCC approval.	Protected intersection	1,014
8	King Edward Ave. @ St Patrick St.	Tie-in to bike facilities on King Edward Ave.	Smart channel with existing westbound right turn channel maintained	1,123
9	Laurier Ave. E @ King Edward Ave.	Impacts to transit, parking & accessible parking, traffic. Further consultation with Ottawa Fire Services required. Tie-in to bike facilities on King Edward Avenue.	Cycle tracks leading to and from intersection, 2-stage left turn bike boxes and truck aprons in intersection	671
10	Nelson St. @ Rideau St.	Impacts to transit, parking & accessible parking, traffic.	Cycle tracks on Rideau	649
11	Preston St. @ Prince of Wales Dr. /Queen Elizabeth Driveway	Potential coordination with future hospital development.	Reconfigured intersection with mixing zones on each quadrant	1,226

Item No.	Intersection	Major Impacts	Proposed Design	Cost Estimate (\$000)
12	Preston St. @ Somerset St. W	Impacts to transit, parking & accessible parking, traffic. Further consultation with Ottawa Fire Services required. Tie-in to bike facilities on Somerset and on Preston.	Protected corners on SW, SE and NE corners, 2-stage left turn bike box and truck apron on NW corner	902
13	Somerset St. W @ Bronson Ave.	Impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Somerset and on Bronson.	Cycle tracks leading to and from intersection, 2-stage left turn bike boxes in intersection	843
14	Somerset St. W @ Kent St.	Impacts to transit, parking & accessible parking, traffic. Tie-in to bike facilities on Somerset and on Kent St.	Cycle tracks leading to and from intersection, 2-stage left turn bike boxes on SE corner, protected corner on NW and NE corners	740
15	Bank St. @ Riverside Dr. N*	Bridge widening would be required or the re-allocation of existing street-space on the bridge to accommodate separate cycling facilities.	Design not complete due to bridge constraint	N/A

* A conceptual design and the Class D cost estimate were not completed for this location. Bridge design and structural review were outside of the project scope.