

Table of Contents

1	Summary and Call to Action:	2
1.1	What we need to do !	3
1.2	What we can do !	3
1.2.1	Contact people you know who use the community centre	3
1.2.2	Contact People at City Hall	3
1.2.3	Attend the parking meeting	4
1.2.4	Attend the community party	4
2	Root Causes: Why do we have to take action ?	4
2.1	Nepean Bike Trail Planning Study URL	5
2.2	Overall / Key Map PDF URL	5
2.3	Woodfield PDF URL	5
2.4	Impact(s)	5
3	Possible Alternate Options Unexplored by the City: What else could be done ?	6
3.1	Option 1: Merely Remove The Current "Traffic Calming Measures"	6
3.2	Option 2: The Canadian Tire Parking lot.....	7
3.3	Option 3: A Bicycle and Pedestrian "Level Crossing"	7
4	Costs vs. Benefits	9
4.1	Option 1: merely use existing infrastructure	10
4.2	Option 2: merely existing infrastructure – commercial parking lot.....	10
4.3	Option 3: reduce existing infrastructure – remove “traffic calming” barriers	10
4.4	Option 4: new infrastructure – build a bike path extension.....	10
4.5	Option 5: new infrastructure – Community Centre parking lot.....	10
4.6	Option 6: new infrastructure – replace parking with bike lanes	11

1 Summary and Call to Action:

Ottawa is trying to remove all on-street parking on Woodfield Drive from Merivale Road to the Hydro Right-of-Way including that used for the Tanglewood Community Centre and the park next to it and, unless enough people explain to Councillor Keith Egli that it is a really bad idea the City is planning to go ahead with using the parking portion of the roadway with bike lanes.

If there is no on-street parking then the parking lot for the community center is and will be inadequate to meet the parking requirements for many of the events that occur at the community centre (like, I assume, the meeting that the City held with the community associations to raise the notification of this study) .

If you use the Tanglewood community centre or the open air hockey rink next to it on evenings or weekends in summer or winter you will no longer have access to on-street parking on Woodfield and the parking in the parking lot is all that will be available.

This change in usage of Woodfield Drive has been proposed by the City to occur 24 hours per day seven days per week 52 weeks per year.

Right now the weather is warm and summery so it seems like there is no big rush to work against this initiative but in the middle of January and February if nothing is done to alter the City's plans you will be left to face the consequences and, by then, it will be too late to act.

1.1 What we need to do !

In order to have any chance to prevent this from happening you and as many other people as possible need to contact Keith Egli and let him know the same thing that every local community group with a stake in the Woodfield Community Centre has officially told the City.

Namely, that permanently removal the on-street parking on Woodfield will severely impact the usage of the community centre, the rink, courts and the park next to it.

1.2 What we can do !

We do not have access to the lists of people participating in the various programs that go on at the community centre.

1.2.1 Contact people you know who use the community centre

Therefore, if you know anyone who does use those programs you should contact them today and let them know that, unless and maybe even if we all contact KKeith Eegli about this issue the removal of the parking may still go forward.

1.2.2 Contact People at City Hall

The people to contact regarding this issue are:

- Keith Egli

Phone: (613) 580 2424 x-12926 E-mail: sara.ryan@ottawa.ca

Robin Bennett - Program Manager, Cycling Program
Phone: (613) 580-2424 X21795

E-mail: robin.bennett@ottawa.ca

- Agnes Warda -chair, Knoxdale Merivale Council

E-mail: Agnes.Warda@gmail.com

1.2.3 Attend the parking meeting

Keith Egli is having a meeting about the parking issue on Woodfield Drive

The meeting will be held at the Tanglewood Hillsdale Community Centre on Woodfield Drive this Wednesday, June 15th at 6:45 PM

Everyone from the community who has a stake in the parking issue should plan to attend.

1.2.4 Attend the community party

Keith Egli is also having a community party this coming Saturday, June 11th from 11:30 to 3:00 at Manordale Park 68 Knoxdale Avenue.

If you can't make it to next Wednesday's meeting then why not attend Keith's event on Saturday and let him know you have concerns about removing the parking from Woodfield.

It is not clear at this time whether Keith will actually be in attendance at the Saturday event but, if you are a THCA member or just a member of the Tanglewood Hillsdale community and you feel that this will injure the community centre then you should plan to drop by there in person and let Keith know that this idea is going to seriously impact the community centre.

2 Root Causes: Why do we have to take action?

The City is trying to create a bicycle path to join the existing bike paths from Trend-Arlington to Baseline Road to Colonnade Road.

The plan for this is called:
- the Nepean Trail Functional Study

Three of the City URLs relevant to this are:

2.1 Nepean Bike Trail Planning Study URL

<http://ottawa.ca/en/city-hall/public-consultations/transportation/nepean-trail>

2.2 Overall / Key Map PDF URL

http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/nepean_trail_key_map_en.pdf

2.3 Woodfield PDF URL

http://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/nepean_drawing_1_en.pdf

2.4 Impact(s)

Note that the writing on the Woodfield Drive PDF is very small, and does not increase in size when you zoom in on the PDF to try to read it so it is difficult to determine exactly what the City is planning.

There is nothing inherently wrong with trying to tie together transportation elements to improve bicycle traffic but there is nothing inherently right with crippling a community centre to do it.

There are other options that the City could have chosen which would require even less investment than this option because they rely on already existing infrastructure.

Also, by permanently removing parking from Woodfield Drive 365 days per year the City is destroying a resource which is currently used by area residents 24 hours per day, seven days per week 52 weeks per year.

By dedicating this resource solely to enable bicycle traffic which can already use Woodfield Drive or any of the other existing options and which will only use the route during daylight hours for, at most, 6 months per year they will be eliminating all use of the street for parking during all of the evenings in winter when the outdoor

rink and the community center are most busy and there is not a cyclist in sight.

As a by-product of this solution the "traffic calming measures" that the City has attempted on Woodfield Drive (which, I suppose, could have been intended to pave the way for this cycling "solution) namely the addition of posts in the middle of the road (only during the summer months, of course, the posts are removed in the winter) will be obviated by the absence of parking.

Ironically, it is the very presence of parked cars that makes the current set of "traffic calming measures" work in the first place.

This will imply that then further measures will have to be implemented if the City wishes to maintain these "traffic calming measures".

System Design principles would infer that if one "fix" breaks something else that then needs another "fix" to be created that you are probably looking at the wrong "fix" in the first place.

3 Possible Alternate Options Unexplored by the City: What else could be done?

3.1 Option 1: Merely Remove The Current "Traffic Calming Measures"

The first question is about cyclist safety.

The only risk that cyclists currently have to face is being squeezed by the same "traffic calming" measures that every other vehicle on the street already has to deal with.

The "traffic calming" measures are small posts on the painted centre line that prevent cars from going around obstacles like cyclists.

Instead of removing all parking a much greater level of safety and ability for cars and bicycles to co-exist would be to merely remove the "traffic calming" measures so that cars could move over to allow bicycles fair access to the right-hand part of the road.

3.2 Option 2: The Canadian Tire Parking lot

To discuss the already existing access that exists for cyclists in this part of the city there is a bike path that already leads to the parking lot of the Rona / Brick / Canadian Tire parking lot.

This parking lot does not have the volume of traffic that Woodfield Drive has at rush hour and has far more space for bicycles and riders and, as an experienced cyclist myself it is the existing option that I avail myself of.

Since there is already access for bicycles to this parking lot which has outlets on both:

- Merivale Hunt Club (which has its own bicycle lanes) this seems like a perfect (0-cost) solution with the added benefit for cyclists of running through a mall with restaurants to stop at and with the added benefit for the mall of bringing new (possibly repeat) customers in.

3.3 Option 3: A Bicycle and Pedestrian "Level Crossing"

Lastly, if neither of the above suggestions is found to be "appealing" for whatever reason there is also the possibility of adding a bicycle / pedestrian level crossing to the West of the Hydro Ottawa substation just to the North of the railroad tracks.

There is a large, undeveloped field under the hydro lines that runs right across to the intersection of Merivale and Colonnade.

Extending the bike path that runs under the hydro lines to the West of that substation to include a level crossing of the railroad line and an extension of the bike path to the corner of Merivale and Colonnade

(with suitable grading to allow a gentle descent) is the kind of a solution that I have seen in other cities (like Toronto where it has been working for, at least, the last 60 years) .

Yes, I have seen pedestrian level-crossings of railroad lines work successfully (in Toronto, in fact) and one can be expected to work in this case as the train traffic is sporadic and clearly visible in a straight line for a considerable length of track at that point in the line.

In fact, like the other proposed solutions this one already exists as well.

There is a path beaten by pedestrians along the top of the hill

at the intersction of Merivale and Colonnade which leads up and over the railway line.

I don't believe that there have been ny reports of pedestrians being injured while taking that route and, since cyclists are at least as smart as pedestrians there shouldn't be any problems with such a scheme in the future.

Now, if the City claims that they don't own the land (for example. if it is NCC land) then maybe the NCC will agree with the City's goals and will allow such a path to be constructed.

If the City can not come up with the funds

(as is their current cry) perhaps a public-private project (which we have heard so much about as a source of funding over the past few years) can be established to acquire land / funding for such an undertaking.

Possible participants might be:

- Ottawa Hydro
- whoever currently owns the land (the NCC ? a development company?)
- whoever owns the railway tracks
- Canadian Tire (which has a community outreach program)
- etc.

4 Costs vs. Benefits

Lastly, to weigh the cost versus the benefit of the outcome of this study the Nepean Bike Trail Study is suggesting that:

- for a cycling season of at best six months - where, for a highest-risk period of at most two hours per day five days per week - you are looking at removing access

to a resource that is used:
- twenty four hours per day
seven days a week fifty
two weeks a year

Where is the balance in this solution?

Woodfield is at most a 4-lane road and is currently a 2-lane road at most times because of the on-street parking THAT IS USED CONTINUOUSLY by the neighbourhood and by the community centre.

That the parking is used continuously is not an obstacle to be removed it is a land-use that must be reconciled with any new use being made.

Since Woodfield is not a street that can support an either / or solution it requires a both / and solution and, for safety, removing the "traffic calming" posts would seem to be the best choice.

So, to recap the choices:

4.1 Option 1: merely use existing infrastructure

- do nothing and allow the community to continue to use its existing parking and allow cyclists to be treated like every other vehicle on the road (which is, in fact, the law, I believe) like has been done ever since Woodfield was built

4.2 Option 2: merely existing infrastructure – commercial parking lot

- do nothing and allow the community to continue to use its existing on-street parking and encourage cyclists to use the Rona / Brick / Canadian tire parking lot (which already exists and would still cost nothing)

4.3 Option 3: reduce existing infrastructure – remove “traffic calming” barriers

- allow the community to continue to use its existing on-street parking remove the "traffic calming" posts from Woodfield and encourage cyclists to be treated like every other vehicle on the road (which is, in fact, the law, I believe) like has been done ever since Woodfield was built

4.4 Option 4: new infrastructure – build a bike path extension

- allow the community to use its existing on-street parking and build a bike path extension:
- from: West of the Hydro Ottawa substation
- to: the intersection of Merivale and Colonnade
(which would not cost much more than building a parking lot at the community centre to make up for the lost parking spaces on the street)

4.5 Option 5: new infrastructure – Community Centre parking lot

- deny the community the use of its existing on-street parking (which the community was already built for)
provide cyclists with a second "redundant" route
and, to maintain the lost overnight parking capability
expand the community centre parking
to make up for the lost parking spaces

4.6 Option 6: new infrastructure – replace parking with bike lanes

- deny the community the use of its existing on-street parking
(which the community was already built for) provide
cyclists with a second "redundant" route and fail to
maintain the lost overnight parking capability by not
expanding the community centre parking to make up
for the lost parking spaces

There is more that can be said on several issues
and I don't know how the study was made or
what other options or motives were behind it but
the final option does not seem to have either:
- a very high opinion of a cyclist's intelligence
- a very high opinion of the area's residents

Nepean Resident
Cyclist
THCA Member