

August 27, 2019

Hon. Jeremy Roberts, MPP Ottawa West - Nepean
Hon. Lisa MacLeod, MPP Nepean
Councillor Rick Chiarelli, College Ward
Councillor Theresa Kavanagh, Bay Ward
Allison Lynch, City of Ottawa LRT Stakeholder Relations
Michael Morgan, City of Ottawa Director of Rail

RE: Safety concerns and improvement for pedestrian and cycling connectivity between Bells Corners, Moodie BRT/LRT, DND Carling Campus and Crystal Beach Lakeview

Dear Hon. Jeremy Roberts, Hon Lisa MacLeod, Councillor Chiarelli, Councillor Kavanagh, Mr. Michael Morgan, and Ms. Allison Lynch:

Our communities are very concerned about the safety of cyclists on Moodie Drive and overall lack of pedestrian and cycling connectivity between Bells Corners, Moodie Station BRT (future LRT), Crystal Beach Lakeview and DND Carling Campus. The Crystal Beach Lakeview Community Association, Lynwood Village Community Association, Westcliffe Estates Community Association and Bike Ottawa have partnered to express our collective concern and a proposed solution. We believe you can help us make our roads and communities safer, more active, and connected to public transit and major employers.

We understand there is an opportunity to improve the safety and effectiveness of cycling and pedestrian infrastructure on Moodie Drive in 2020. We are in possession of drawings dated Dec 6th 2017 showing the proposed modifications for Moodie Drive bridge coming as a result of Stage 2 light rail. **However, we are very concerned about the Stage 2 LRT preliminary design plan for the Moodie Drive Highway 417 interchange area – the proposed design is unsafe for cyclists and pedestrians, leaves dangerous gaps in the route and contradicts the actions required to achieve Vision Zero.**

Improving the safety of Moodie Drive and the Highway 417 interchange for all road users will require collaboration. The provincial MTO has jurisdiction over not just the Highway 417 overpass bridge itself but the entire 'interchange', meaning a fair amount of property extending north and south well beyond the termini of ramps.

Our concerns with the preliminary design for the Moodie Drive interchange area:

- At-grade cycling lanes on both east and west sides increase opportunities for conflict between vehicles and people on bikes;
- Floating bike lanes between two lanes of fast moving traffic in both directions for some distance. We understand there is no green surface treatment planned to delineate these conflict zones;
- Insufficient lighting;

- Very fast-moving traffic, with the 80km/hour speed limit regularly exceeded; and
- No new infrastructure planned south of the interchange, thus perpetuating the gaps with no bike lanes between Timm Road and Fitzgerald Road and no pedestrian facility whatsoever. Cyclists are required to ride on the shoulder of this “highway” before connecting again with a bike lane and there is no safe place to walk.

Our proposed changes:

1. Build a multi-use path (MUP) on the west side of the Highway 417 overpass on Moodie Drive instead of a sidewalk and southbound cycling lanes. This MUP should be routed along the west edge and cross perpendicular to traffic at all on- and off-ramps, versus the current floating bike lanes between fast moving traffic.
2. Continue the MUP south of the overpass into Bells Corners. It would provide the necessary separation between motor vehicles and vulnerable road users that is lacking today. This MUP could extend all the way to Robertson Road and/or connect to the rail corridor link north of Fitzgerald Road; adding further connectivity for pedestrians and cyclists all the way to Stittsville.
3. Shift the at-grade cycling lane on the east side of the Moodie Drive overpass to run beside the barrier and/or shorten the motorist lane to access the westbound highway on-ramp, to decrease opportunity for conflict between vehicles and people on bikes.
4. Improve lighting along the MUP with appropriate lighting for both citizens and wildlife.
5. Improve all-season pedestrian access to DND Carling Campus by ensuring the MUP from DND to Corkstown Road is both adequately lit and cleared of snow in winter so as to facilitate its use by DND employees using the LRT and walking from Crystal Beach Lakeview.
6. Reduce the speed limit on Moodie Drive to 60km/h.

There is a **window of opportunity in 2020** to make these changes:

- Improvements are being made to the existing MUP on the west side of Moodie Drive, north of Corkstown Road, in 2020, through a joint project of the City of Ottawa and the National Capital Commission to address storm water management.
- The Highway 417 overpass on Moodie Drive is being modified in 2020 to accommodate the extension of Stage 2 LRT to Moodie Station and the light maintenance and storage facility (LMSF) west of Moodie Drive.
- The lane-shifting and associated speed reduction that will be necessary as new structures are built will be a proving ground for the recommended permanent speed limit change.
- There is currently new housing and commercial development being planned and built adjacent to Moodie Drive in Bells Corners, thus attracting more residents and a chance to capitalize on current construction.

These proposed changes and the planned work in 2020 could create a safe, continuous MUP along Moodie Drive from Carling Avenue to Robertson Road and connecting to other cycling and pedestrian infrastructure!

The reasons to connect these two communities and DND Carling Campus and to improve the safety of Moodie Drive for all are many:

- Bells Corners is a main school and commercial area for residents of Crystal Beach Lakeview and Crystal Bay.
- Moodie Station will be the second busiest LRT station in the City as the western terminus; improved and safe pedestrian and cycling infrastructure will encourage reduced use of vehicles.
- Significant increases are occurring in the number of employees working at DND Carling Campus, resulting in increased traffic on Moodie Drive and more people seeking public and active transportation to get there.
- More opportunities for commercial growth and quality of life for residents if Bells Corners can be better connected to public transit and DND Carling Campus.
- More homes and commercial buildings are currently being built in Bells Corners, so more traffic and more residents potentially working at DND Carling Campus.

We would like to discuss these proposed changes in the design of the planned work for the Highway 417 interchange area and continued routes into Bells Corners and DND Carling Campus in order to improve safety for all, connect *more* residents to public transit, and encourage walking and cycling to daily destinations (commercial, schools, work, transit nodes). Your involvement in supporting these local infrastructure changes will make a difference for residents in all our communities and create vital community connections.

Looking forward to the opportunity to discuss.

Regards,

Ian McConnachie
Chair - Transit, Transportation and Infrastructure Committee
Crystal Beach Lakeview Community Association
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on behalf of:
Bike Ottawa
Crystal Beach Lakeview Community Association
Lynwood Village Community Association
Westcliffe Estates Community Association