

April 7, 2022

Dear Residents and Neighbours (in and around Kirkwood Avenue),

I trust you are well.

The purpose of this email is to provide an update on the progress related to this year's planned redesign of Kirkwood Avenue between Merivale Road and Carling Avenue (South).

We last met on December 2, 2021, when I hosted a public information session on what was being considered by the City of Ottawa for Kirkwood, in response to community concerns about a number of factors including, the speed and volume of traffic on Kirkwood, the number of collisions, including damage to private property and vehicles, non-existent cycling infrastructure and need for safer opportunities for pedestrians to cross Kirkwood along the corridor.

What is the Plan for 2022?

The primary intent of the lane reconfiguration is to reduce speeding on Kirkwood Ave. By reducing the road from 2 lanes in each direction to 1 lane, it will result in an overall speed reduction. I understand that the proposed cycle lanes will not provide an ideal link for cyclists, however the reclaimed space is best used for this purpose rather than unused space. The scope of work allows the addition of cycling facilities to the immediate area to be followed by additional improvements in the near future. The budget for this project is approximately \$51,000.

Main themes of feedback received during the consultation process:

- Painted lanes are proposed instead of segregated/protected lane infrastructure (preferred)
- Request for more trees along Kirkwood
- Kirkwood underpass at Queensway is unsafe for cyclists
- Request for flexi posts or pinned curbs to separate cyclists and vehicles
- Request for an additional pedestrian crossing
- Cycling infrastructure in addition to Kirkwood Ave is needed
- LePage & Edgecliffe should not be suggested for cyclists to connect onto Merivale

Following the December 2 meeting, I had a follow-up meeting with the Traffic Management Services branch to reinforce the main themes I heard from the public. Staff went back to modify the original plan, as best they could. I have met with staff consistently through winter/spring.

Changes to the Kirkwood concept

- Addition of flexible delineator posts along cycle lane in the buffered areas and for short durations after each intersection
- Additional bike lane stencil pavement markings to better identify the bike lane
- Green thermoplastic 2-stage left turn queue box on east leg of Laperriere to assist cyclists in making northbound left turns onto Laperriere westbound.

Status and Projected Timelines

- The City has approached the Accessibility Advisory Committee to review the proposal and solicit feedback. This is a requirement since No Stopping restrictions will be implemented on Kirkwood to facilitate the bike lanes.
- On-going reviews within the City are taking place. A detailed pavement marking design will be created and circulated internally at the end of this month.
- Pavement Markings schedulers have been notified that this project is a priority and desired deadline for installation is late July/early August.

There will be some further tweaks/adjustments for the detailed design, but we are on stable ground and on

the way to realizing this in to reality.

Once Kirkwood has been redesigned and used for one full year, I will commit to surveying the Carlington West community as to their experience in the corridor, as a pedestrian, cyclist and motorist and make further modifications to the corridor, if necessary.

I hope to circulate another update with you by the end of May 2022.

Take care and be safe.

Sincerely,
Riley Brockington
City Councillor, River Ward