

BT Engineering Safety Audit Recommendations and RTG Responses

	Scott Street Design (BT Engineering Comments)	Page (In audit)	RTG Agree (Yes/No)	RTG Comment (Brief Description)
1	Add signage and drawing inset to illustrate signage well in advance of Smirle Avenue (potentially Island Park Drive) to advise cyclists of the alternate route on the Multi-Use Path (MUP).	7	YES	Care must be exercised not to erect too many signs so not to overwhelm motorists and cyclists. However, in this instance signage to direct cyclists to the MUP is warranted.
2	Prohibit WB left turns to Grange Avenue and extend the left turn taper and storage to the EB left turn lane to Transit Access Road - Goldenrod Driveway at Smirle Avenue	7	YES/NO	<ul style="list-style-type: none"> • EB left turn lane can be extended. • Due to the low demands for the WBL movement there is no need for turn restrictions.
3	Consider how local bus stops will impact time efficiency of through express buses both east and westbound (can they be relocated?). All buses will be delayed since high eastbound general traffic volumes will not permit lane	7	NO	<ul style="list-style-type: none"> • There are only 4 local buses (#16) per hour and therefore only a limited delay expected for Transitway buses. • OLRTC is committed to monitoring the Detour on an ongoing basis making
4	The 4 local bus stops will conflict with the EB bike lane; consider how cyclists will deal with a stopped bus and if they will enter adjacent lane	8	NO	The practice of buses accessing bus stops adjacent to on-street bike lanes exists citywide.
5	Consider the truck deliveries along eastbound Scott Street particularly in the am peak period (See Photo 1)	8	YES	Stopping regulations are in place and are enforced. (as well as tow-away zones during peak periods)

6	Improve signage and roadway marking on EB bike lane to direct cyclists to the MUP and not proceed easterly in the bike lane. The road markings should be easily recognized to direct cyclists to the MUP. See sketch of a possible expanding zebra striping concept (Figure 7).	8	YES/NO	<ul style="list-style-type: none"> • In the current design (two-stage left turn bike boxes) are provided at Smirle and Bayview in accordance with city practices and road user expectations. • RTG will consider additional pavement markings.
7	At Bayview Road, change the crosswalk and stop bar to have a perpendicular crossing for pedestrians and cyclists and stripe the crossing as green (recognizable)	9	YES/NO	North/South crossing on the east-side of the intersection in its current alignment is optimized to reduce conflicts with SB left hand turns. Pavement markings to be in accordance with City practices.
8	Provide solid striping between the general purpose lane and bus lane where entry not allowed	9	YES/NO	Pavement striping and signage plan will be in accordance with City practices.
9	Provide consistency in striping (allowing vehicles to enter bus only lane for right turns)	9	YES/NO	Pavement striping and signage plan will be in accordance with City practices.
10	Buffer Zone - Approach 1: Maintain EB Bike Lane	9	YES	Allows for short trips to remain on south side rather than having to detour them all north side & provides cycling connection from local side streets to the nearest signals to access the north-side MUP.

11	Buffer Zone - Approach 2: Eliminate EB dedicated bike lane and divert trips to a widened improved MUP on north side	10	NO	<ul style="list-style-type: none"> • Primary role provides buffer for pedestrians - cyclist secondary benefit. • Allows for short trips to remain on south side rather than having to detour them all north. Also provides cycling connection from local streets to nearest signal where they may cross to the MUP.
12	Buffer Zone – Approach 3: Eliminate EB dedicated bike lane and utilized a widened improved MUP on north side and construct new MUP grade separation of O-Train Bridge	11	NO	<ul style="list-style-type: none"> • See previous two responses. • New MUP facilities will be constructed for improved pedestrian and cyclist connectivity over the O-Train Bridge.
Albert Street Design (BT Engineering Comments)		Page (In audit)	RTG Agree (Yes/No)	RTG Comment (brief description)
13	Keep Booth Street signals operational during detour to service pedestrians	13	YES	There is no plan to remove signals at Booth and Albert.
14	Widen north side MUP to provide a buffer zone for snow storage, wind gust effects from buses, and water spray including a paint line to delineate this space	13	YES	City will widen MUP to 4 meters from City Centre to Empress. MUP is to be separated by a 3.5-meter boulevard to provide for buffer zone.
15	Consider local bus stops will impede express buses or require a lane shift for buses. OC Transpo to determine operational plan. Lane shifts introduce conflicts	13	YES	OC Transpo operations dictate that no bus shall exit the dedicated bus lane to pass a stopped bus.
16	Consider flattening the Bayview Road Station MUP to Albert Street gradient from 5% by extending the length of ramp construction	13	YES	Opportunities to flatten the ramp will be reviewed.
17	Include a pedestrian guardrail along the MUP – Bayview Road to Albert Street	13	YES	The MUP will be designed according to city standards.