

GCA priority recommendations	To	Status	Response from City or NCC
Minimizing cars using residential streets in the Glebe			
1. Free OC Transpo/shuttle bus service on Bank Street [Wellington to Billings Bridge] during peak retail times (Thursday & Friday evenings, Saturday & Sunday)	City	No	Rejected as too costly (the GCA believes if implemented as it is in other North American cities, the cost would be modest); however frequency of service on Routes 1 and 7 will be increased on weekends
2. Proceed with construction of pedestrian/cyclist canal bridge at Fifth Avenue	City	Deferred	The City has included the bridge in the 2014–31 Master Plan, but it won't be built until 2020 or later
3. Signage to maximise use of QED and arterial routes (e.g., Bronson and Carling) to access Lansdowne	City	Pending (2015)	Agreed and to be implemented this Spring. City and GCA have also asked the NCC for signage at the entrance to Lansdowne
4. Improve intersections to maximise use of QED/ Arterials (e.g., to improve traffic flow at Isabella and Elgin)	City		Rejected as infeasible, although the City has agreed to monitor the situation
5. Free/validated parking at Lansdowne during day-to-day activities	City	Partial	OSEG has provided a validated parking program, which is being used by some retailers (e.g., Whole Foods, Cineplex), but several are not (e.g. Winners)
Encouraging safe cycling to Lansdowne			
6. NCC to provide a safe crossing at Fifth at QED (signal light)	NCC	Done	Installed in July, 2014
7. NCC to provide a safe crossing at Bank Street Bridge & QED	NCC	Under review	Rejected initially, but City and the NCC are now reconsidering
8. Contra-flow bike lane (westbound) on Glebe (Percy to Bronson) to connect with Carling	City	Pending (2015/16)	Is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
9. City to work with GCA to determine how best to upgrade cycling routes to Lansdowne and implement prior to opening	City	Done	Planning and community consultations for the Glebe Neighbourhood Bikeway are underway and will be implemented in 2015–2016
Traffic flow and pedestrian/traffic safety			
10. Change traffic signals on Bank Street so pedestrian lights don't require a button push	City	Partial (mostly)	Pedestrian signals have been changed so they are automatically activated during the day (but not in the evening after 7 p.m.)
11. Close Holmwood (east of Bank) at Bank Street or similar diversion to limit traffic to local residents only	City	No	Rejected, but will reconsider if warranted based on results of traffic monitoring program
12. No stopping on south/east sides of Holmwood/ O'Connor between Bank & Fifth	City	Done	Implemented in December 2014
13. Raised intersections at Fifth & Percy/Ralph/Monk; mid-block speed bumps on Fifth	City	Pending (2015/16)	A speed bump on Fifth between Muriel and Chrysler is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
14. Speed bumps and raised intersections on Holmwood west of Bank	City	Pending (2015/16)	A speed bump on Holmwood between Muriel and Torrington is included as part of the City's proposals for the Glebe Neighbourhood Bikeway
15. Install three-way stop at Holmwood and Torrington	City	No	Rejected as not warranted and infeasible
16. Determine and implement means to improve safety and reduce cut-through traffic on Holmwood west of Bank	City	Partial (mostly)	Elements of the Glebe Neighbourhood Bikeway should help improve safety and reduce cut-through traffic on Holmwood
Preserving parking for local residents			
17. Improved minimum service levels for snow clearing on narrow streets (particularly near Lansdowne)	City	No	Rejected
18. Improved minimum service levels for residential parking enforcement in the Glebe (particularly near Lansdowne)	City	Pending	Implemented for Redblacks games and City has agreed to increase day-to-day enforcement (including weekends) on residential streets by Lansdowne, east of Bank
19. Guest parking zone and more restrictive parking policies within three blocks of Lansdowne	City	Partial	Has been implemented on streets beside Lansdowne (Holmwood/O'Connor/Adelaide) but has for now been rejected for west side of Bank where parking is now at over 90 per cent utilization due to Lansdowne
20. Improve guest permit parking program so less likely to be abused [a priority should #19 be implemented]	City	No	Rejected (but under review as part of an examination by the City of all its parking permit programs)
Events at Lansdowne (e.g., football games)			
21. Except when the QED is closed, do not use residential streets (e.g., Lakeside, Fifth Avenue) for shuttle buses	City	Partial (mostly)	Initially rejected but mid-season in 2014 the City agreed to remove 80 per cent of shuttle buses from Lakeside and NCC/City agreed to keep shuttle buses on the QED and off of Fifth Avenue