

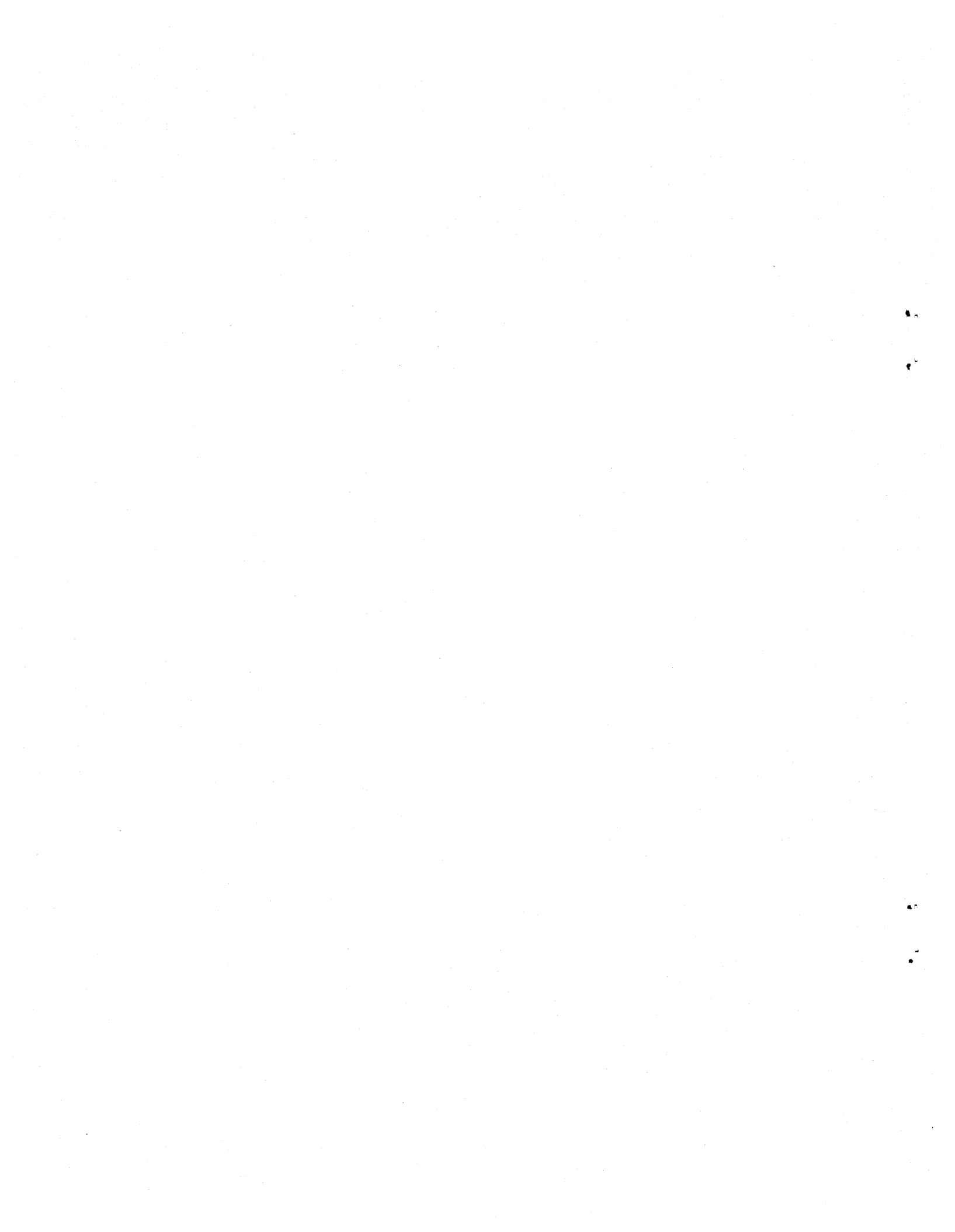
N · E · C · A

NEW EDINBURGH COMMUNITY ALLIANCE - ALLIANCE COMMUNAUTAIRE NEW EDINBURGH

TRAFFIC CALMING STUDY

NEW EDINBURGH COMMUNITY ALLIANCE

September 1997



NEW EDINBURGH COMMUNITY ALLIANCE COMMUNITY DIRECTED TRAFFIC CALMING STUDY

Table of Contents

EXECUTIVE SUMMARY

1.0 INTRODUCTION

- 1.1 Background
- 1.2 Study Purpose and Objectives
- 1.3 Study Process
- 1.4 Study Area

2.0 TRAFFIC CALMING

3.0 DATA COLLECTION AND ANALYSIS

4.0 PUBLIC CONSULTATION

- 4.1 Survey
- 4.2 Public Meetings
- 4.3 Business Community
- 4.4 Other Meetings

5.0 TRAFFIC CALMING PLAN

- 5.1 Recommended Measures
- 5.2 Priorities
- 5.3 Next Steps

APPENDICES

- Appendix A Questionnaire Results
- Appendix B Addresses on Questionnaires
- Appendix C Summary of Comments from 162 Questionnaires
- Appendix D Public Meeting - October 16, 1996
- Appendix E Meeting with Business Community - January 13, 1997
- Appendix F Public Meeting - May 5, 1997

LIST OF SCHEDULES

- Schedule 1 - New Edinburgh Traffic Calming Study Area
- Schedule 2 - Traffic Calming Plan

LIST OF TABLES

- Table 1 - Traffic Volume and Speed
- Table 2 - Major Concerns - Parking
- Table 3 - Major Concerns - Traffic

LIST OF FIGURES

- Figure 1 - Typical Traffic Calming Devices
- Figure 2 - Recommendation No. 14 - Springfield Road at Rideau Terrace
- Figure 3 - Recommendation No. 17 - Springfield Road at Putman Avenue
- Figure 4 - Recommendation No. 18 - Putman Avenue and Ivy Crescent
- Figure 5 - Recommendation Nos. 21 & 22 - Intersections of Beechwood Avenue and Springfield Road / Beechwood Avenue and MacKay Street.
- Figure 6 - Recommendation No. 24 - Intersection of Beechwood Ave. and Crichton Street

TRAFFIC CALMING STUDY STEERING COMMITTEE
Members

Daphne Hope Chair
Nancy Sunderland
Gail McEachern
Mary Ellen Boomgaardt
Ray Boomgaardt
Pat Maloney
Ada Hallet
Rick Findlay

NEW EDINBURGH COMMUNITY ALLIANCE COMMUNITY DIRECTED TRAFFIC CALMING STUDY

EXECUTIVE SUMMARY

In the spring of 1996, a new approach to traffic planning was undertaken jointly by the City of Ottawa and the residents of New Edinburgh. This approach was based on the belief that residents were the best people to conduct public consultation on specific issues and to identify problems and make recommendations.

The recommendations presented in this report represent the work of a committee of volunteer residents of New Edinburgh. The recommendations were derived from comments at public meetings, on a household survey and through examination of specific traffic-related data which was collected by the committee.

The report presents the background to the study, the results of the public consultation, the data which was collected and the study recommendations. These recommendations include twenty-five specific traffic calming measures as well as two complementary measures.

The traffic calming measures include:

- intersection pedestrian signal - Sussex Drive at John Street or Stanley Avenue
- pedestrian sidewalk - southeast side of Sussex Drive (east of Government Gate)
- stop sign - MacKay Street at Thomas Street
- boulevard plantings - Crichton Street between Charles Street and Keefer Street
- City Hall driveway entrance restriction - Minto Bridges entrance
- mini-traffic circle - Crichton Street at Union Street
- speed humps - Crichton Street between Victoria Street and Keefer Street
- bulbout - Crichton Street at Keefer Street
- mini-traffic circle - Crichton Street at Electric Street
- planter boxes (with trees) - Crichton Street between Dufferin Street and Electric Street
- street closure at park on Stanley Avenue
- speed humps - MacKay Street between Victoria Street and Keefer Street and between Keefer Street and Dufferin Street
- planter boxes (with trees) - Dufferin Street
- intersection pedestrian signal and painted crosswalks - Springfield Road at Rideau Terrace

- planters or median - Springfield Road near Rideau Terrace
- speed humps - Springfield Road between Putman Avenue and Rideau Terrace
- bulbout - Springfield Road at Putman Avenue
- traffic island - intersection of Putman Avenue and Ivy Crescent
- speed humps - Noel Street and Ivy Crescent between Bertrand Street and Putman Avenue
- intersection modifications - Beechwood Avenue and Springfield Road
- intersection modifications - Beechwood Avenue and MacKay Street
- one-way entrance to parking lot - entrance to Home Hardware parking lot off MacKay Street
- intersection modifications - Beechwood Avenue at Crichton Street
- gateway feature into New Edinburgh - intersection of Beechwood Avenue and Crichton Street

1.0 INTRODUCTION

1.1 Background

Residents of New Edinburgh have expressed concern over traffic-related issues in their community for several years. In response, the New Edinburgh Community Alliance (NECA) appointed a member in 1995 to explore the possibility of a study being undertaken by the City of Ottawa to examine the issues. Meetings were held with the ward councillor, Richard Cannings, in 1995 and early 1996. Funding constraints prevented the City from initiating a traditional transportation study at that time.

In March 1996, NECA representatives again met with Councillor Richard Cannings and City staff. At this meeting, a proposal for a community-directed traffic study was discussed. This would be a pilot project for a new study model which the City wished to try as a means of assisting communities which are experiencing transportation problems through a more efficient use of City resources and with greater community involvement. This approach to transportation studies emphasizes community consultation by the residents themselves.

NECA Executive approved the initiative at their meeting of June, 1996 and set up a Steering Committee. The City Community Services and Operations Committee also approved the proposal in July 1996 and staff resources were made available for the project.

1.2 Study Purpose and Objectives

The purpose of this study was to evaluate existing traffic conditions on roads within the study area and to:

- (1) Recommend changes to the road system which will:
 - reduce the volume of non-resident traffic using neighbourhood streets
 - reduce the travel speeds of all vehicles;
- (2) Develop a detailed traffic calming plan for New Edinburgh through a consensus building process within the community and with adjacent communities;
- (3) Respect the heritage characteristics of the community as well as the special nature of some of the community residences (e.g. Rideau Hall, French

Embassy) and enhance heritage characteristics of New Edinburgh through selection of aesthetically-sensitive traffic calming solutions;

- (4) Reinforce the principles of the "Green Hierarchy" which places pedestrians first, cyclists second, transit third and moves all other motor vehicles to a lower priority through initiatives which:
- improve the pedestrian environment
 - improve the bicycle environment
 - promote increased use of non-auto options for neighbourhood trips.

1.3 Study Process

The study Terms of Reference outlined a process for data collection, confirmation of community traffic-related issues and public consultation. The study was managed by a Steering Committee comprised of volunteers with a representative of the NECA Executive. The Steering Committee prepared a Terms of Reference which was refined and used as the Study Outline.

Traffic counts and speed surveys were collected by residents with the assistance of City staff. Some speed surveys were collected electronically using equipment from the Regional Municipality of Ottawa-Carleton. Existing data was provided by the City of Ottawa.

Residents' comments on key issues were solicited through a questionnaire which was distributed to most households in the study area. Further information on issues was obtained through a general public meeting and a special meeting with the business community. A second public meeting was held to present the recommendations developed by the Steering Committee.

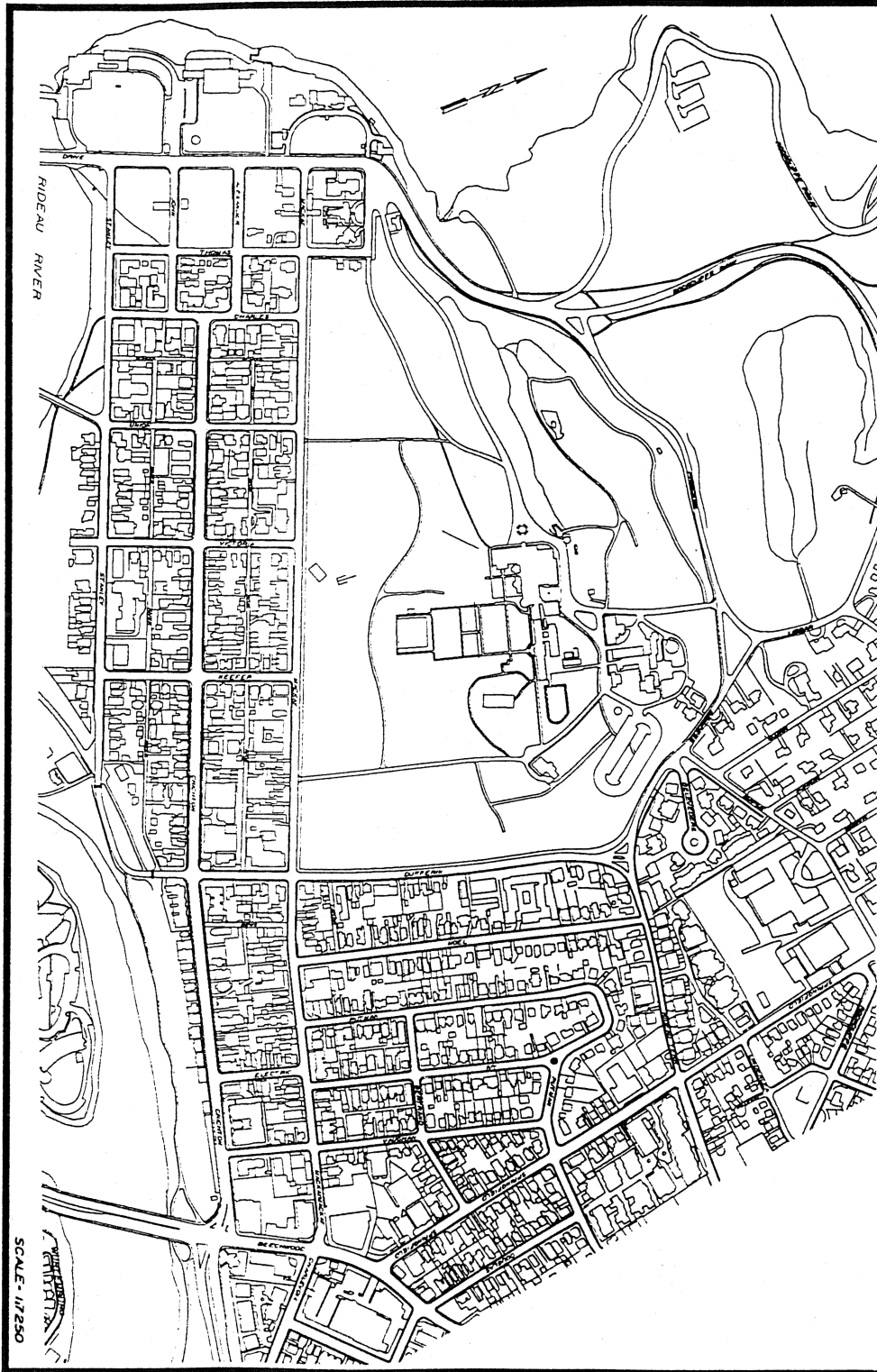
1.4 Study Area

The study area is defined as the current boundaries of New Edinburgh. The boundaries are:

Sussex Drive / Rideau River / Beechwood Avenue / Springfield Road / Rideau Terrace / Maple Lane / Lisgar Road / Dufferin Road / MacKay Street

The study area is shown on **Schedule 1 - New Edinburgh Traffic Calming Study Area.**

SCHEDULE 1 - NEW EDINBURGH TRAFFIC CALMING STUDY AREA



2.0 TRAFFIC CALMING

Streets are by nature multi-functional public open spaces. They serve many different users including cyclists, pedestrians and motorists. Traditionally, they were places where neighbours could interact and children could play. Today, most modern streets are designed to function primarily as unimpeded conduits for motor vehicular traffic to the exclusion of other user groups and activities.

In the last thirty years, there has been a growing interest in “reclaiming” neighbourhood streets from the escalating domination of the automobile. This interest is based on the view that all of the users of the public street space have the right to share that space. Furthermore, streets should be designed for the comfort and protection of the most vulnerable users (the elderly, children, people with strollers, cyclists, shoppers with packages and people with disabilities) and not solely for the efficient movement of motor vehicles. This is particularly true in residential communities.

This philosophic approach has become a reality in many neighbourhoods in Europe, Australia and North America using an approach to managing the traffic called “traffic calming”.

Traffic calming involves changing the physical design of streets so that motorists voluntarily reduce their speeds and drive with more care. The great majority of traffic calming devices make slight alterations to the street’s geometry, reducing its real or perceived width, requiring the motorist to negotiate curves, respond to changes in roadway surface texture or experience specific landscaping features which visually narrow the street.

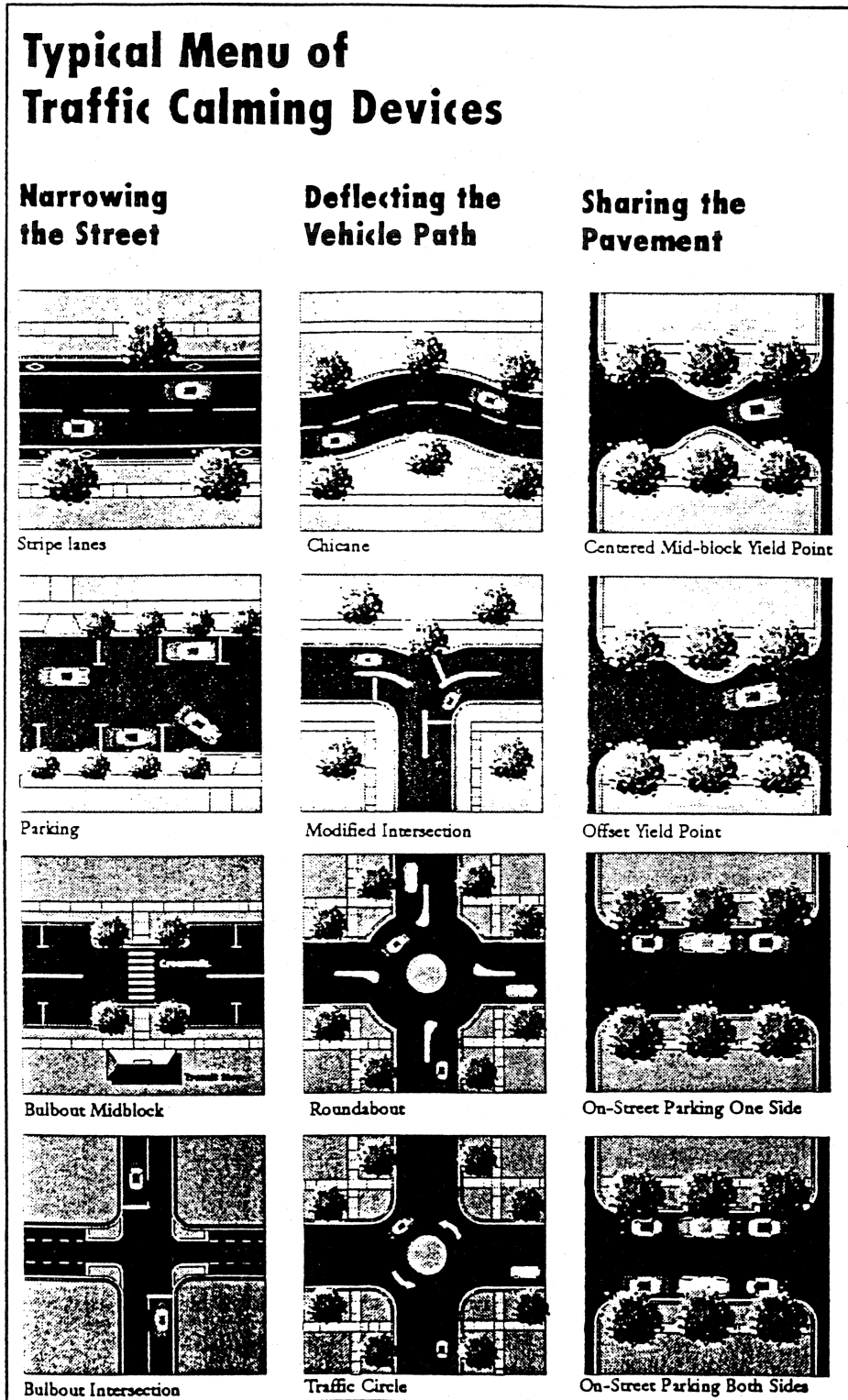
The most frequently used and most effective traffic calming measures include:

- vertical changes in the road (speed humps, raised intersections)
- lateral changes in the road (chicanes or curves)
- roadway constrictions (narrowings, bulbouts)
- traffic circles or roundabouts
- pavement narrowing (medians)
- streetscaping features (landscaping, surface treatment)

These are illustrated in **Figure 1 - Typical Menu of Traffic Calming Devices**.

Why is traffic calming being considered for New Edinburgh? New Edinburgh is experiencing two problems common to many urban residential communities. These are an increase in “cut-through” traffic and speeding.

FIGURE 1 - TYPICAL MENU OF TRAFFIC CALMING DEVICES



Cut-through traffic has neither its origin nor its destination within the neighbourhood. It is merely passing through to avoid more congested routes (e.g. King Edward Avenue, St. Patrick Street).

Speeding has been cited as a problem on Springfield Road and Crichton Street. Both of these streets have design features (wide pavement, unhindered straight stretches and clear vistas) which encourage higher speeds.

Implementing a number of traffic calming measures in New Edinburgh will hopefully meet the following objectives:

- reduce cut-through motor vehicle traffic
- decrease speeding in the community
- improve the safety for non-motorized users (pedestrians, cyclists)
- enhance the visual appearance of the streets by providing more greenery and variety in landscaping features.

The overall goal is to establish a new balance between traffic service and neighbourhood values which respect the needs of a variety of users.

3.0 DATA COLLECTION AND ANALYSIS

From the responses of our survey of New Edinburgh in the summer of 1996, the following streets were identified as having excessive speed and volume: Crichton, MacKay, and Springfield.

Volume and speed data had been taken in 1990, 1992, 1994, and 1995. Streets included were Beechwood, Crichton, MacKay, Springfield, Stanley and Sussex. This data was fairly sporadic in nature and did not give a comprehensive picture of the problem streets (as identified in the survey).

In the fall of 1996, we requested that the City do additional speed surveys for consecutive 24 hour periods on Crichton, MacKay and Springfield roads to give us more current data. The City placed pneumatic tubes on these streets: two on Crichton, two on MacKay and one on Springfield.

On December 2, data was obtained on these three streets over a four hour period. This comparison of the five areas show that the highest traffic volumes were recorded on MacKay between Dufferin and Electric, and on Springfield Road between Bertrand and Putman. Due to technical difficulties, the tubes on Springfield Road were disconnected

after the first four hour period.

On December 3, 24 hour data was obtained for Crichton and MacKay. This data shows that the highest volume was again recorded on Crichton between Dufferin and Electric (no data for Springfield Rd).

Table 1 - Traffic Volume and Speed itemizes the details of the data collection. It shows the street name, and either the intersection or the between streets. Each item shows volume, the number of hours over which the survey was taken, the date the survey was done, and a volume per hour. Where speed data was also taken and calculated by the city; the items show the number of speeders, average speed, standard deviation, 85th percentile and compliance of the speed limit. Volume of traffic has generally increased over the seven-year period (1990-1997). Compliance with posted speed limits ranges from a low of 32% to a high of 87%, with an average compliance of 61%.

TABLE 1 - TRAFFIC VOLUME AND SPEED

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Beechwood	Charlevoix	12011						8.00	7/26/94	1501
Beechwood	Charlevoix	15171						8.00	5/25/95	1896
Beechwood	Springfield	12314						8.00	5/16/95	1539
Beechwood	Springfield	11863						8.00	5/7/90	1483

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Crichton	Dufferin	2720						8.00	7/18/94	340
Crichton	Dufferin and Electric	286	86	45.92	7.27	53.48	74.30	0.75	6/4/96	381
Crichton	Dufferin and Electric	1501	297				80.21	4.00	12/2/96	375
Crichton	Dufferin and Electric	2468	1100				55.43	24.00	12/3/96	103
Crichton	Keefer and Victoria	186	109	52.65	6.56	59.48	44.62	2.00	3/31/92	93
Crichton	Keefer and Victoria	848	206				75.71	4.00	12/2/96	212
Crichton	Keefer and Victoria	1344	730				45.68	24.00	12/3/96	56
Crichton	Union	1462						8.00	6/30/94	183

New Edinburgh Community Alliance
Community Directed Traffic Calming Study

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Mackay	Dufferin	2830						8.00	8/14/92	354
Mackay	Keefer and Victoria	182	129	56.04	8.50	64.88	32.01	2.00	4/2/92	91
Mackay	Sussex and Union	384	57				85.16	4.00	12/2/96	96
Mackay	Sussex and Union	700	293				58.14	24.00	12/3/96	29
Mackay	Union and Keefer	476	60				87.39	4.00	12/2/96	119
Mackay	Union and Keefer	821	325				60.41	24.00	12/3/96	34
Mackay	Vaughan	113	22	43.74	7.82	51.87	82.30	1.00	10/1/96	113
Mackay	Vaughan	1792						8.00	7/18/90	224

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Springfield	Bertrand and Putma	1591	387				75.68	4.00	12/2/96	398
Springfield	Putman	204	127	51.54	6.60	58.40	44.61	1.00	9/23/96	204
Springfield	Putman	2447						8.00	7/22/96	306
Springfield	Putman and Rideau	203	118	50.00	7.07	57.35	48.77	0.75	6/4/96	271

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Stanley	Charles	133	62	50.66	7.32	58.26	49.22	1.00	4/21/94	133
Stanley	Charles	144	55	49.67	7.32	57.28	56.99	1.25	4/20/94	115
Stanley	Keefer	208	99	51.24	7.95	59.51	49.47	1.00	4/19/94	208
Stanley	Keefer	213	86	50.78	7.20	58.27	52.60	1.50	4/19/94	142

Street	Between	Volume	Spdrs	Avg. Sp.	Std.Dev.	85th %	Comp %	Hours	Date	Vol/ Hr.
Sussex	Mackay	8233						8.00	7/14/94	1029

4.0 PUBLIC CONSULTATION

Public comment was sought throughout the study process. It began with a questionnaire which was delivered to most households in the community in July, 1996. This survey was used to identify the key issues and to determine the degree of interest in various topics related to traffic issues. Two public meetings were held to present the issues and the proposed recommendations and to seek comment/confirmation on the material presented. A separate meeting was held with representatives of the business community to discuss their specific interests and concerns. A separate meeting was also held with representatives of the National Capital Commission to discuss their proposals for federal lands within the study area. Articles were written for the community newspaper updating the residents on the progress as well as on the issues being considered.

Details of each of these public consultation components are included below. The key issues raised at each meeting and the manner in which they were addressed are also presented.

4.1 Survey

As part of the Traffic Calming study, the Committee developed a two page questionnaire which was delivered to most residences in New Edinburgh in the summer of 1996. There was an excellent response rate (20 %) with 162 questionnaires returned out of 800 distributed, and nearly all respondents provided their name and address. The responses were geographically representative.

The first page of the questionnaire asked whether there were traffic problems or safety issues for specific locations; respondents put a check mark if they agreed. Some respondents added other locations. The second page was free form, and asked for comments on traffic issues, parking issues and "other" issues. Most people wrote comments.

A summary of the 162 responses is shown in **Appendix A**. A summary of the written comments is presented in Table 2 - Major Concerns - Parking and Table 3 - Major Concerns - Traffic. The number of respondents, listed by street, is shown in **Appendix B**. The responses were geographically representative. A complete summary of all written comments from the questionnaires is included in **Appendix C**.

Table 2 - MAJOR CONCERNS -- PARKING

Need more parking for business
Illegal parking in loading zone on MacKay Street
MEC - Home Hardware lot: congestion at both entrances
Too much parking (for business) on residential streets
Parking rules not enforced so parking is sloppy

Table 3 - MAJOR CONCERNS -- TRAFFIC

Too much traffic, too fast on Beechwood, Crichton, MacKay, Springfield
MacKay - Beechwood corner bad for pedestrians and motorists <ul style="list-style-type: none"> ● light too short for pedestrians ● sloppy parking, right turn on red, endanger pedestrians ● vehicle congestion on MacKay
Vanier Parkway northbound: only one lane to New Edinburgh
Lights too long on Beechwood
Left turns off Beechwood are daunting (MacKay, Springfield)

4.2 Public Meetings

Two public meetings were held to review findings and recommendations with the public during the course of the study. The first was held on October 16, 1996 and the second was held on May 5, 1997. Both meetings were advertised in the New Edinburgh News as well as by flyer delivered to individual residences.

Details of these two meetings including the comments received are presented in **Appendix D - Summary of Public Meeting (October 16, 1996)** and **Appendix F - Summary of Public Meeting (May 5, 1997)**.

4.3 Business Community

A meeting was held with representatives of the business community on January 13, 1997. An invitation was mailed to all businesses on Beechwood Avenue, between Crichton Street and Springfield Road, and to those businesses on MacKay Street. Fourteen people in addition to members of the study Steering Committee attended the meeting. A presentation by members of the Steering Committee was made outlining the study process and the comments received to date by residents of New Edinburgh. A discussion period followed during which comments and questions from the business people were recorded. This record is included in **Appendix E**.

The major concerns of business owners related to parking and access to their businesses. There was some discussion surrounding the traffic generated by Mountain Equipment Co-op. Basically, the businesses don't want to discourage non-residents from driving to New Edinburgh to conduct their business here. They recognize the concern of the residents about increased traffic but were not in favour of any recommendations to address this traffic.

A follow-up letter was sent to all those people who attended the meeting inviting further comments and advising them that notices of further meetings would be posted in the community paper. No inquiries or comments were received.

4.4 Other Meetings

The Steering Committee met with representatives from the National Capital Commission on February 24, 1997. The NCC outlined their plans for the completion of the Confederation Boulevard project which involves an upgrading of the sidewalks and street lighting along Sussex Drive. An extension of this project is a redesign of the entrance to Rideau Hall and a rerouting of the tour buses in this vicinity.

The issue of tour buses (routing and parking) is of concern to NECA. With visitation to Rideau Hall and the new "Canada and the World" exhibit (end of Stanley Avenue) increasing, the community is seeing more tour buses in the area. The Steering Committee emphasized the importance of reducing the impact of increased traffic on the community, keeping tour buses out of the neighbourhood and providing pedestrian facilities along Sussex Drive (pedestrian crossings, sidewalks).

5.0 TRAFFIC CALMING PLAN

5.1 Recommended Measures

The following recommended measures were developed by the Study Steering Committee in response to public comments and a review of the traffic data and issues which have been identified throughout the course of the study.

1. INTERSECTION PEDESTRIAN SIGNAL

Location: Sussex Drive near John Street or Stanley Avenue

Rationale: To assist increased pedestrian movement in the area of Rideau Falls, and other nearby tourist attractions (24 Sussex Drive and Rideau Hall).

Recommended Measure: This measure will allow pedestrians to actuate a traffic signal which will stop vehicular traffic in a manner synchronous with nearby existing traffic signals.

2. PEDESTRIAN SIDEWALK

Location: Southeast side of Sussex Drive, just east of the Government Gate, linking to a pathway along the southeast side of Rockcliffe Parkway

Rationale: As the Governor General's property is becoming a major tourist destination, safe pedestrian movement becomes critical in the vicinity of the entrance.

Recommended Measure: This measure will encourage safe walking around the perimeter of the Governor General's property, a popular pastime with tourists and residents alike.

3. STOP SIGN

Location: On MacKay Street at Thomas Street

Rationale: With increased pedestrian traffic in the vicinity of main gates of the Governor General's residence, pedestrians need a safer way to cross at this intersection. Walls and fences near the intersection tend to block the view of drivers.

Recommended Measure: A stop sign would assist pedestrians in being able to cross MacKay safely.

4. BOULEVARD PLANTINGS

Location: Crichton Street between Charles Street and Keefer Street

Rationale: Speeding vehicles on this section of Crichton Street calls for a traffic calming measure.

Recommended Measure: Boulevard plantings consisting initially of hanging baskets of flowers on lamp posts, followed by plantings of flowers or greenery along the narrow boulevard strips between the sidewalk and the street, will draw the attention of drivers, causing them to slow down and drive more carefully. The plantings will also emphasize the community pride of the area and signal to residents and visitors alike that we care about the safety and liveability of the New Edinburgh community.

5. CITY HALL DRIVEWAY ENTRANCE RESTRICTION

Location: Entrance to City Hall parking garage on Union Street between the Minto Bridges

Rationale: Many City Hall employees travel through the community of New Edinburgh and use the rear parking garage entrance.

Recommended Measure: Prohibiting right turns into the city hall parking garage by vehicles travelling westbound along Union Street will reduce through-traffic in the community and encourage drivers to enter City Hall by travelling along King Edward Avenue or Sussex Drive.

6. MINI-TRAFFIC CIRCLE

Location: Crichton Street at Union Street

Rationale: Excessive traffic volume and speed on Crichton Street and significant numbers of vehicles and pedestrians crossing Crichton Street at Union Street make this intersection a key concern in the area. These concerns are increased by poor visibility at each corner of the intersection.

Recommended Measure: A mini-traffic circle would require drivers to slow down and navigate around a small island in the middle of the intersection and increase safety for drivers and pedestrians.

7. SPEED HUMPS

Location: Crichton Street between Victoria Street and Keefer Street

Rationale: Excessive traffic volume and speed on Crichton Street is a problem. This long straight stretch of street tends to encourage the driver to focus on distant targets and to encourage speeding.

Recommended Measure: Two speed humps (approximately 12 feet long and three inches high, as opposed to speed "bumps" which are quite short and sharp) would cause traffic to slow down on this stretch.

8. BULBOUT

Location: "Bulbout" on Crichton Street at the intersection of Keefer Street

Rationale: Excessive traffic volume and speed on Crichton Street is a problem. This intersection is also in the same block as Crichton school and street crossing and pedestrian safety are issues.

Recommended Measure: A "Bulbout" at this intersection would attract a driver's attention to the curb-side and send a message that this intersection calls for additional caution and a reduction in speed.

9. MINI TRAFFIC CIRCLE

Location: The intersection of Crichton Street and Electric Street

Rationale: In addition to concerns about traffic speed and volumes on both Crichton Street and Dufferin Street, this intersection creates problems for pedestrians and cyclists and is of particular concern on account of children crossing the street to Crichton School, located at the intersection.

Recommended Measure: A mini traffic circle would require motorists to navigate an obstacle in the middle of the intersection and would cause motorists to exercise more care in crossing and making turns at this intersection.

10. PLANTER BOXES WITH TREES

Location: Crichton Street between Dufferin Street and Electric Street

Rationale: Excessive Traffic volume and speed on Crichton Street is an issue. The long, uninterrupted block between Dufferin Street and Electric Street encourages drivers to speed.

Recommended Measure: Planter boxes with small trees placed at intervals along Crichton Street would visually narrow the roadway and cause drivers to reduce speed when travelling this stretch of Crichton Street, while still allowing on-street parking for residents.

11. STREET CLOSURE AT THE PARK ON Stanley Avenue

Location: Stanley Avenue at the curve near the Fieldhouse

Rationale: With ever-increasing use of the playground, tennis courts, playing fields, skating rink and the new fieldhouse, pedestrian safety and safe street-crossing is a key concern in this area of Stanley Avenue. This portion of Stanley Avenue is also a busy area for cyclists, connecting with the cycle paths which travel along the river and Stanley Avenue. Also, Stanley is a busy street for automobile traffic, with excessive volume and speed. This portion of the street is also a curve which significantly reduces motorists' ability to see pedestrians attempting to cross the street, particularly in the areas where cars are parked along the roadway.

Recommended Measure: A closure (with knock-down bollards for emergency vehicles) on Stanley Avenue in two locations; in front of the playground, and on the park side of River Lane, would significantly increase safety in the park area and effectively increase the size of the park. Such a closure would also likely have the effect of reducing through-neighbourhood traffic along Stanley Avenue, while possibly increasing traffic along Crichton and MacKay Streets.

12. SPEED HUMPS

Location: MacKay Street between Victoria Street and Keefer Street and between Keefer Street and Dufferin Street

Rationale: Excessive speed and traffic volume is a concern along MacKay Street, with long stretches of straight road, and residences and parking along one side only.

There is also concern with excessive vehicle noise, and extra pollution, as vehicles stop and start at stop signs, or as is often the case, fail to stop at stop signs along MacKay.

Recommended Measure: Two speed humps (approximately 12 feet long and three inches high, as opposed to speed "bumps" which are quite short and sharp) would cause traffic to slow down on this stretch. (Mid-block road narrowings could be effective alternatives along MacKay Street.)

13. PLANTER BOXES WITH TREES

Location: Dufferin Street between Rideau Terrace and MacKay Street

Rationale: Traffic speed along this straight, open stretch of Dufferin Street is a problem, particularly in the down-hill direction.

Recommended Measure: Planter boxes with small trees along the side of the road would require drivers to navigate obstacles and would reduce the open line of sight which encourages speeding.

14. INTERSECTION PEDESTRIAN SIGNAL AND PAINTED CROSSWALKS

Location: Intersection of Springfield Road and Rideau Terrace

Rationale: With nearby schools and the absence of sidewalks on one side of Springfield Road, this is a difficult and dangerous intersection, particularly for children. The hill along Springfield at this intersection is a complicating factor for drivers.

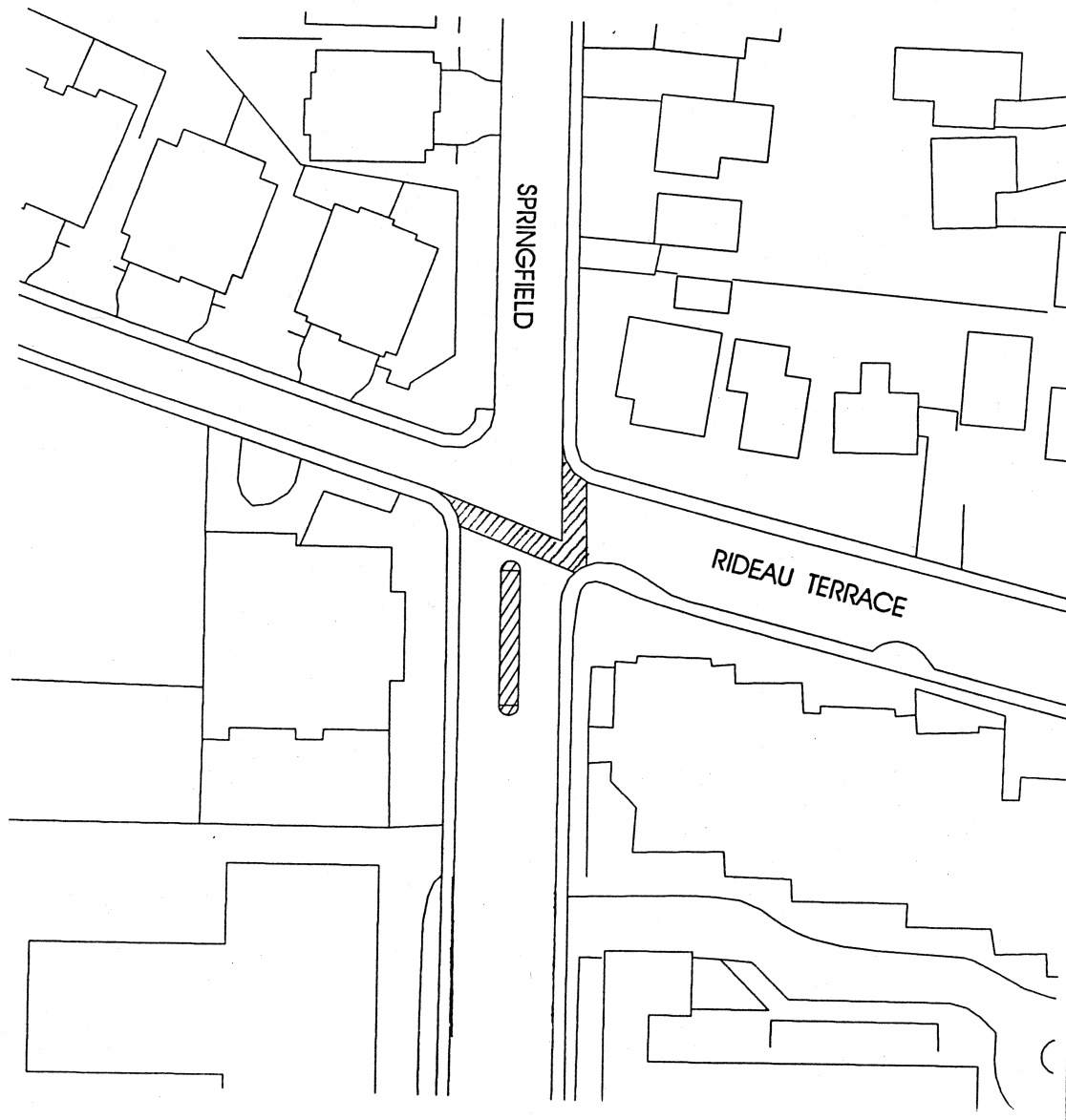
Recommended Measure: A pedestrian signal which would halt traffic for pedestrians would significantly increase safety at this intersection. Also, painted crosswalks on the east side of Springfield Road and on the south side of Rideau Terrace would be helpful in sending signals to drivers to be extra cautious.

15. PLANTERS OR MEDIAN

Location: The middle of Springfield Road near Rideau Terrace

Rationale: Excessive traffic speed and volume is a serious concern along Springfield Road, with drivers often passing or encroaching on the middle of the road.

FIGURE 2
RECOMMENDATIONS NO. 14 & 15 - Springfield Road at Rideau Terrace



Recommended Measure: Planters or a median would establish more order in the movement of vehicles along this stretch of Springfield. Drivers would be drawn to look at these obstacles and would tend to travel more slowly.

16. SPEED HUMPS

Location: Springfield Road between Putman Avenue and Rideau Terrace

Rationale: Excessive traffic volume and speed on Springfield Road is a problem. This long straight stretch of street tends to encourage the driver to focus on distant targets and to encourage speeding.

Recommended Measure: Two speed humps (approximately 12 feet long and three inches high, as opposed to speed "bumps" which are quite short and sharp) would cause traffic to slow down on this stretch. Speed humps are suggested for use along the level portion of Springfield and would not be appropriate for the hill-side section.

17. BULBOUT

Location: Springfield Road at Putman Avenue

Rationale: Excessive traffic volume and speed along Springfield is a concern, as well as pedestrian safety crossing Springfield at Putman Avenue.

Recommended Measure: A "bulbout" at this intersection would narrow the roadway along Springfield improving the safety for pedestrians crossing the street. This measure could also include a raised pedestrian crossing on Putman Avenue.

18. TRAFFIC ISLAND

Location: The intersection of Putman Avenue at Ivy Crescent

Rationale: This residential street (Putman Avenue) carries significant amounts of cut-through traffic, and the wide three-way intersection of these two streets invites speeding and confusion by drivers who may be unclear about rights of way and the turning intentions of other drivers.

Recommended Measure: A traffic island in the middle of this intersection would require drivers to negotiate an obstacle and would increase order and reduce

FIGURE 3
RECOMMENDATION NO. 16 - Springfield Road at Putman Avenue

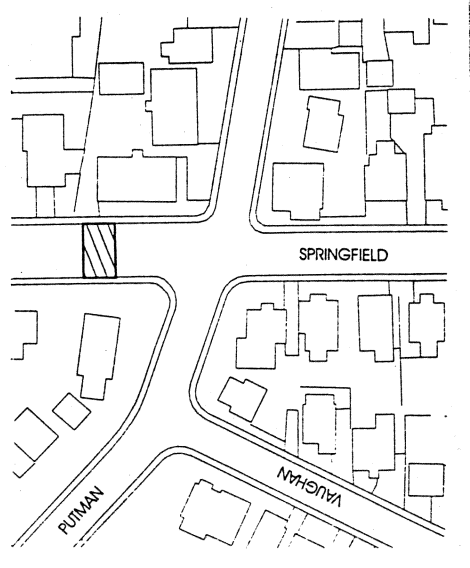
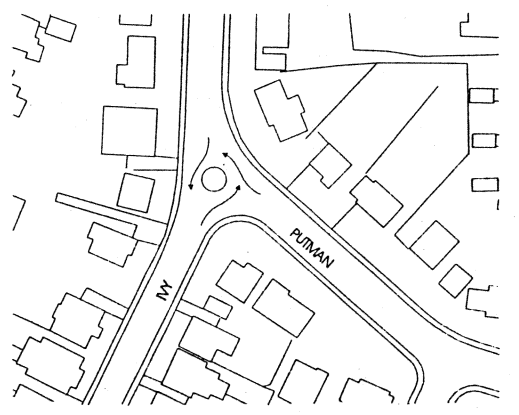


FIGURE 4
RECOMMENDATION NO. 18 - Putman Ave. and Ivy Cresc.



confusion as drivers execute turns.

19. SPEED HUMPS

Location: Springfield Road between Bertrand Street and Putman Avenue

Rationale: Excessive traffic volume and speed on Springfield Road is a problem.

Recommended Measure: Two speed humps (approximately 12 feet long and three inches high, as opposed to speed "bumps" which are quite short and sharp) would cause traffic to slow down on this stretch.

20. SPEED HUMPS

Location: Noel Street as well as Ivy Crescent (both halves of the crescent) between Bertrand Street and Putman Avenue

Rationale: Cut-through non-resident traffic, speeding and narrow streets with lots of children playing are concerns.

Recommended Measure: Two speed humps (approximately 12 feet long and three inches high, as opposed to speed "bumps" which are quite short and sharp) would cause traffic to slow down on Noel and along the upper stretches of Ivy Crescent. Mid-block narrowings would be possible options for these locations.

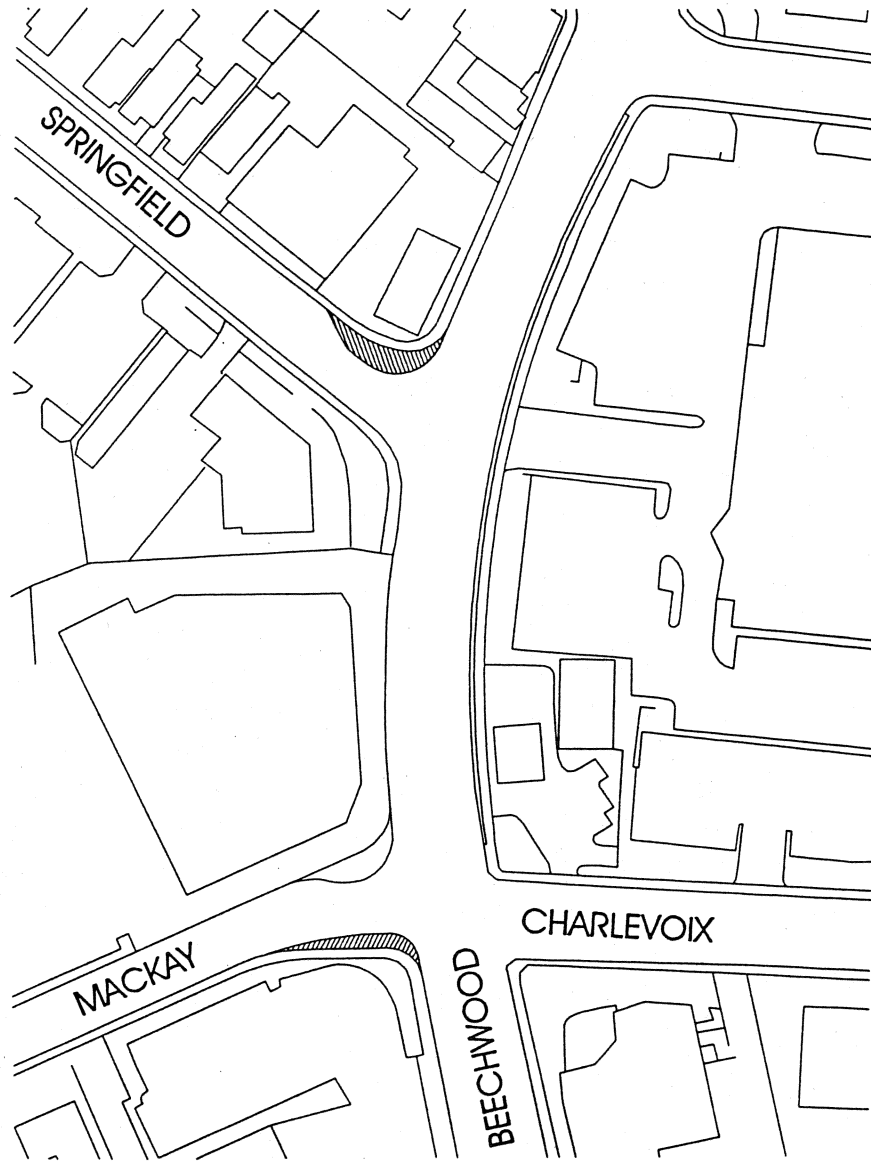
21. INTERSECTION MODIFICATIONS

Location: Intersection of Beechwood Avenue and Springfield Road

Rationale: Pedestrians, particularly the many seniors living in the area, find crossing Beechwood Avenue at Springfield Road very difficult. Time for crossing Beechwood Avenue is too short for the comfort and safety of pedestrians.

Recommended Measure: Increasing the "walk" signal time for pedestrians crossing Beechwood Avenue would increase pedestrian safety and reduce anxiety caused by feeling a need to rush across the intersection. Widening the sidewalk in front of the Second Cup right at the intersection would make it easier for pedestrians to cross Springfield Road and narrowing of the roadway would cause drivers to slow down as they execute turns at the intersection.

FIGURE 5
RECOMMENDATIONS NO. 21 & 22 - Intersections of Beechwood Avenue and Springfield Road / Beechwood Avenue and MacKay Street



22. INTERSECTION MODIFICATIONS

Location: Intersection of Beechwood Avenue and MacKay Street

Rationale: This is one of the busiest and most congested intersections in the community of New Edinburgh. Pedestrians crossing Beechwood Avenue find the crossing time to be very short, particularly for the many seniors who live in the immediate area. Motorists often park their cars in no-stopping zones or even on the pedestrian crossings themselves, as they run into the banks, dry cleaners or other businesses. Also, truck drivers often stop at the intersection and on the pedestrian crossing, to load or unload. Vehicles making turns at the intersection are a safety concern as they frequently "slide" around the corner with little regard for the people trying to cross in the crosswalk.

It is recognized that lots of traffic in the area is a significant attraction to local businesses and it is in the interests of all in the community that these businesses continue to thrive. Therefore, measures are needed that slow down traffic and at the same time add a more orderly flow and increased safety for both drivers and pedestrians. Increasing safety, calming the movement of vehicular and pedestrian traffic and facilitating the ease of access by customers of New Edinburgh businesses are the objectives at this intersection.

Recommended Measure: Increasing the "walk" signal time for pedestrians crossing Beechwood Avenue would increase pedestrian safety and reduce anxiety caused by feeling the need to rush across the intersection. Creating a "bulbout" on MacKay Street, right at the intersection, in front of the Royal Bank, would increase the width of the sidewalk, reduce crossing time by narrowing the intersection, create an extra parking space or two behind the "bulbout", and stop the illegal stopping of cars at or on the intersection crosswalk.

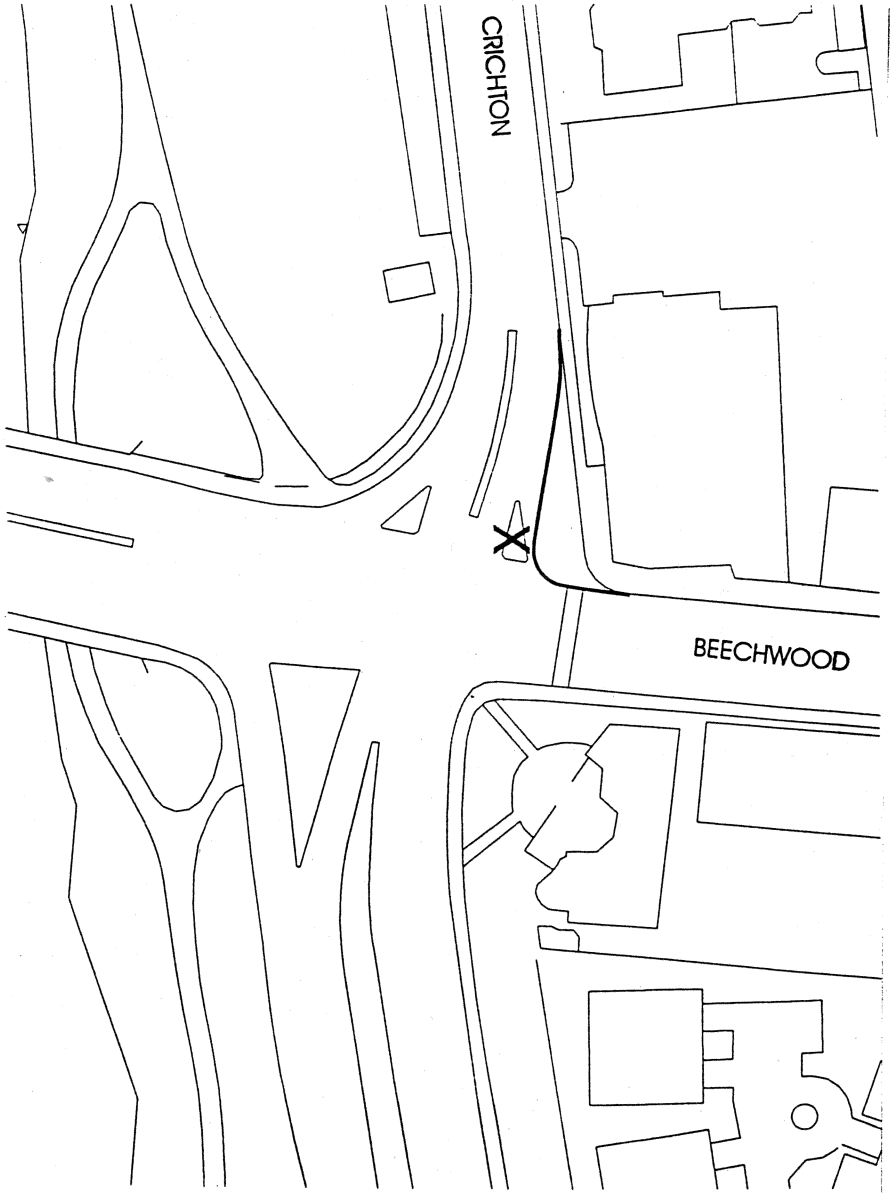
The possible use of a pedestrian "scramble" light phase at the intersection (where traffic stops in all directions to allow pedestrians to cross) should also be investigated.

Enforcement of parking regulations should be enhanced.

23. ONE-WAY ENTRANCE TO PARKING LOT

Location: Parking lot entrance adjacent to Piccolo Grande, off Mackay Street

FIGURE 6
RECOMMENDATION NO. 24 - Intersection of Beechwood Ave. and Crichton St.



Rationale: This short one-lane entrance is a frequent bottle-neck for vehicles attempting to leave or enter the parking lot behind the shops on the north side of Beechwood Avenue. Also, visibility is limited when exiting the driveway to MacKay Street.

Recommended Measure: Making the entrance road to the parking lot one-way in from MacKay Street only would improve the flow of vehicles in the parking lot and increase safety for pedestrians and cyclists.

24. INTERSECTION MODIFICATIONS

Location: Beechwood Avenue at Crichton Street

Rationale: The intersection of Beechwood and Crichton Street (and St. Patrick Street and Vanier Expressway) is a key area of concern in New Edinburgh with heavy traffic and considerable congestion, making movement very difficult and dangerous for pedestrians and cyclists. The unique characteristics of the intersection, with heavy through traffic between Vanier Expressway and St. Patrick Street, calls for a careful approach, balancing the needs of neighbourhood pedestrians and cyclists with those of through-traffic drivers.

Recommended Measure: Closing the right turn channel in front of the New Edinburgh Pub and extending the sidewalk would allow the Beechwood Avenue pedestrian crossing to be moved to a point further east and would remove the dangerous requirement for pedestrians to hop from traffic island to traffic island in crossing either Crichton Street or Beechwood Avenue. Right turns from Beechwood Avenue to Crichton could still be allowed if the existing island was reduced in size. Easier and safer pedestrian crossings on Beechwood Avenue would reduce the tendency of people to take their chances in crossing the busy street in the middle of the block. Closure of the right turn channel and the widening of the sidewalk at this point would provide a more people-friendly look and feel at this important gateway intersection.

As with the Beechwood intersection at MacKay Street, increasing the "walk" signal time on Beechwood would allow pedestrians, particularly elderly people living near the intersection, to cross the street more safely and with less anxiety.

25. "GATEWAY" INTO THE COMMUNITY OF NEW EDINBURGH

Location: The intersection of Beechwood Avenue and Crichton Street

Rationale: A visible community identity would be helpful in sending a message to drivers that this is a residential neighbourhood with concerns about safety and a desire to enhance the heritage nature of the neighbourhood.

Recommended Measure: A visual community identifier such as specially designed traffic light standards that effectively form a "gateway" to the neighbourhood may cause drivers to think twice about speed and safety before entering the community.

COMPLEMENTARY MEASURES

A. TRIP REDUCTION PROJECT

Location: Throughout the community

Rationale: It is important that site-specific traffic calming measures be complemented with other measures that make sense for lots of related reasons. One such approach entails getting people to leave their cars at home more by making it easier and more pleasant to walk, to ride and park a bicycle safely, or to take a bus. These actions also have a number of positive spin-offs. For example, we would be more likely to shop locally and support our community businesses, and at the same time keep fit and to reduce pollution and noise in our community.

An important objective of the City Of Ottawa is to reduce pollutants and greenhouse gas emissions that are caused primarily by cars. This is important for our local air quality, for our health, and for our role as responsible protectors of the global atmosphere. Thinking globally and acting locally is not only possible, it can be done and it can be fun.

Recommended Measure: a Trip Reduction Program operated in the community could help residents of New Edinburgh by providing information on the environmental benefits of reducing use of the automobile, the health benefits from adopting an "active living" approach to transportation, the security benefits of having more people out of their cars and keeping an eye open, as well as the economic benefits to be realized by local merchants if more shopping trips are made locally.

B. SPEED LIMITS AND SPEED ENFORCEMENT

Location: Throughout the community

Rationale: Speeding vehicles are a significant issue on many streets in new Edinburgh.

Recommended Measure: A reduction in speed limits to 40 km/hr could induce drivers to reduce speeds. Enforcement of speed limits is important. It is also suggested that the community write letters to the RCMP, OC-Transpo and Government House expressing our concerns about problems with speeding in New Edinburgh.

5.2 Priorities

The initial household survey identified the following streets as having the most significant traffic problems (from a residents point of view): MacKay Street, Crichton Street, Springfield Road and Beechwood Avenue. This is reflected in the number of traffic calming measures recommended for each of these streets. The Steering Committee reviewed the recommended measures in the light of acknowledged financial constraints on the part of the municipal agencies responsible for implementing the projects and has indicated its priorities for implementation in **Table 4 - Priorities for Implementation.**

TABLE 4 - PRIORITIES FOR IMPLEMENTATION

STREET NAME	RECOMMENDED MEASURES
Sussex Drive	1, 2
MacKay Street	3, 12, 23
Crichton Street	4, 6, 7, 8, 9, 10
Springfield Road	14, 15, 16, 17, 19
Beechwood Avenue	21, 22, 24, 25
Dufferin Street	13
Putman Avenue	18
Noel Street	20
Ivy Crescent	20
Stanley Avenue	11
Union Street	5

NOTE: **Bold numbers indicate high priority**

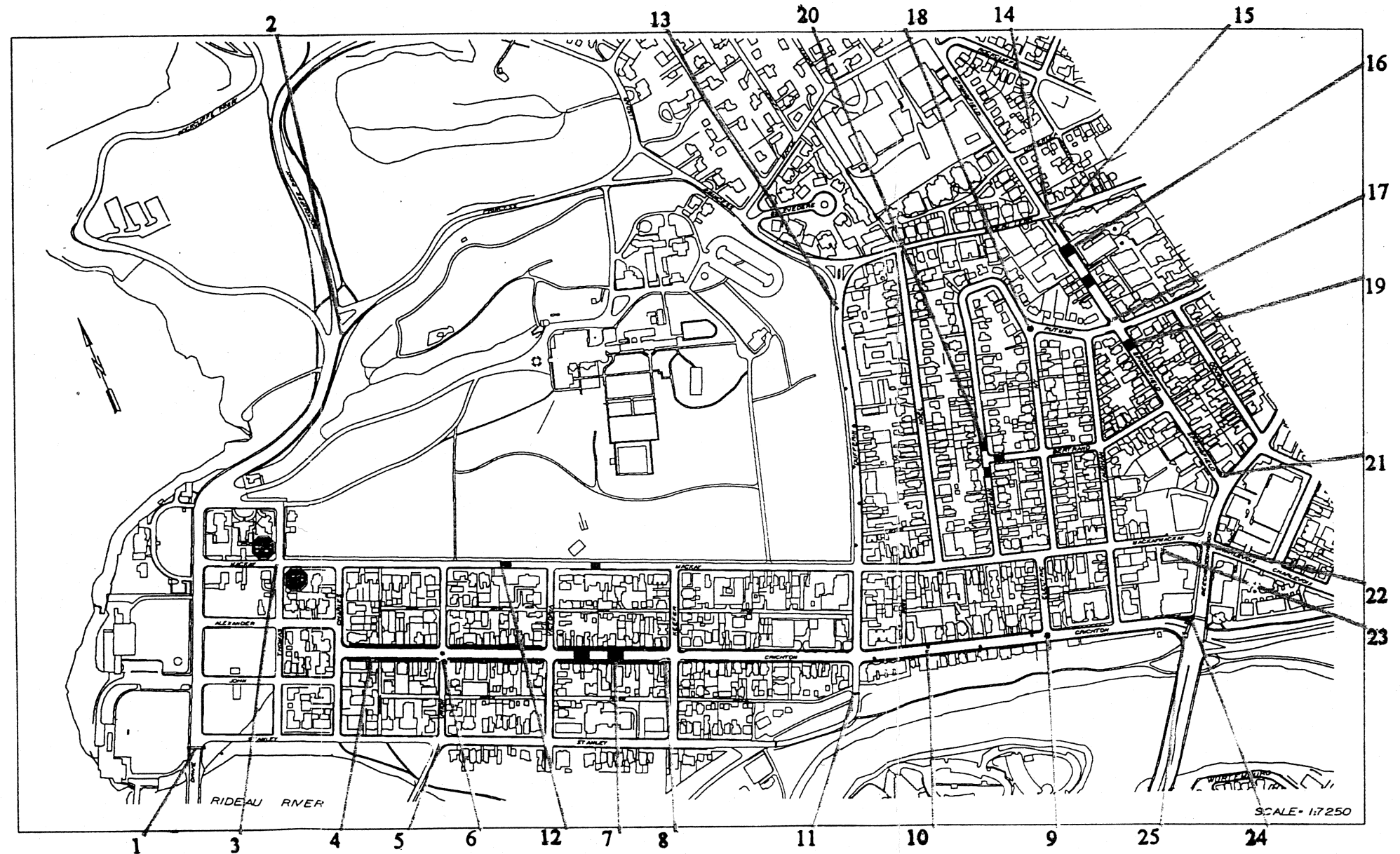
5.3 Next Steps

The recommendations described above are shown on **Schedule 2 - Traffic Calming Plan**. This plan will be submitted to the New Edinburgh Community Alliance (NECA) Executive for their adoption. Following the adoption of this report by NECA, it will be submitted to the City of Ottawa. It is anticipated that there will be further discussions with City staff regarding the feasibility of implementing the recommended measures and regarding the prioritization of the projects deemed to be acceptable by City staff. NECA will be involved in these discussions and will monitor the implementation of the recommended measures.

It is also recognized that implementation of some of the recommendations will require negotiations with other agencies (National Capital Commission, Regional Municipality of Ottawa-Carleton). It is further recognized that the implementation of some of these measures will be the responsibility of those other agencies as the work will be outside the jurisdiction of the City of Ottawa.

SCHEDULE 2 - TRAFFIC CALMING PLAN

No.	Description
1	Intersection pedestrian signal - Sussex Dr. at John St. or Stanley
2	Pedestrian sidewalk - Sussex Drive
3	Stop sign - MacKay St. at Thomas St.
4	Boulevard Plantings - Crichton St.
5	City Hall driveway entrance restriction
6	Mini traffic circle - Crichton St. at Union St.
7	Speed humps - Crichton St.
8	Bulbout - Crichton St. at Keefer St.
9	Mini traffic circle - Crichton St. at Electric St.
10	Planter boxes with trees - Crichton St.
11	Street closure - Stanley near fieldhouse
12	Speed humps - MacKay St.
13	Planter boxes with trees - Dufferin St.
14	Intersection pedestrian signal - Springfield Rd. at Rideau Terrace
15	Planters - Springfield Rd.
16	Speed humps - Springfield Rd.
17	Bulbout - Springfield Rd.
18	Traffic island - Putman Ave. at Ivy Crescent
19	Speed humps - Springfield Rd.
20	Speed humps - Noel St. and Ivy Crescent
21	Intersection modifications - Beechwood Ave. at Springfield Rd.
22	Intersection modifications - Beechwood Ave. at MacKay St.
23	One-way entrance to parking lot - MacKay St.
24	Intersection modifications - Beechwood Ave. at Crichton St.
25	Gateway - Beechwood Ave. at Crichton St.



APPENDICES

APPENDIX A

Questionnaire Results (162 responses)

Do you feel that the following streets have excessive traffic - volume or speed?

Yes		Yes	
Crichton Ave	80	Dufferin Road	18
Mackay Ave	57	Springfield Road	43
Stanley Ave	21	Beechwood Ave	1
		John Street	1

Do you feel that the following intersections create problems for motorists?

Yes		Yes	
Sussex & Alexander	31	Beechwood & Mackay	113
Sussex & John	35	Beechwood & Crichton	76
Sussex & Mackay	48	Beechwood & Springfield	42
Sussex & Stanley	48	Putman & Springfield	1
Crichton & Union	1	John & Charles	1

Do you feel that the following intersections create problems for pedestrians?

Yes		Yes	
Sussex & Alexander	20	Beechwood & Mackay	97
Sussex & John	22	Beechwood & Crichton	80
Crichton & Union	18	Beechwood & Springfield	47
Crichton & Dufferin	24	Ivy & Mackay	1
Sussex & Mackay	1		

Do you feel that the following areas are unsafe for pedestrians, children, or cyclists?

	Yes		Yes
Union St & Minto Bridge	11	Playground near Stanley Ave	23
Lack of cycle lanes on streets	47	Park access from Crichton Ave	16
Crichton & Dufferin (school)	21	End of cycle path at Sussex	35
Springfield & Rideau Terrace	1	Dufferin - Rideau Terrace to Crichton	3

Do you feel that the following streets have excessive non-resident, daytime parking?

	Yes		Yes
Thomas	27	Charles	35
Springfield	2	Crichton	2
Alexander	1	John	1

Do you feel that additional on-street parking is needed? (Indicate which street).

	Yes		Yes
No more needed	6	Stanley	8
Crichton	7	Mackay	5
Charles	4	Keefer	3
Springfield	3	John	1
Ivy	1	Alexander	1
Noel	1	Electric	1
Dufferin	1		

Do you feel that additional parking to access our local businesses is needed?

Yes	92
No	3

Comments: All said on Beechwood business strip

Do you feel that the following contributes to non-resident traffic in our community?

	Yes		Yes
Vanier Parkway	97	Ottawa City Hall	80
External Affairs	63	Sussex Ave	47
Macdonald Cartier Bridge	1	Rideau Hall events	1

APPENDIX B - Addresses on Questionnaires

Street	Number of Responses
Not Provided	8
Alexander	1
Avon Lane	1
Bertrand	1
Charles	1
Crichton	24
Dufferin	11
Durham Private	2
Electric	2
Guy	1
Ivy	12
John	1
Keefer	5
Mackay	37
Noel	9
Rideau Terrace	4
River Lane	3
Springfield	7
Stanley	21
The Mews	1
Union	3
Vaughan	4
Victoria	3
TOTAL	162

APPENDIX C Summary of Comments from 162 Questionnaires

TRAFFIC RELATED COMMENTS

General

- don't rock the boat, we got the Vanier Parkway extension blocked; lots of adjacent areas have far more traffic than New Edinburgh; we have far less than if the VP extension had gone through
- no more STOP signs; they cause more exhaust pollution and noise
- paint solid yellow lines down centre of every street, bold white lines at every stop sign, crosswalk markings at every intersection
- examine our own use of cars before we blame non-residents for excess traffic
- too much big truck traffic, due to lack of city policy
- do not permit any (non-resident) through traffic at all on Crichton, Stanley, Mackay; make them go on St. Patrick
- too many tour buses and tourists on weekends
- need more enforcement of stop and yield signs, to ensure safety of pedestrians
- enforce rules of the road on cyclists
- speeding due to straight, wide roads
- decrease speed to 40 km/h as in Rockcliffe
- walk lights on Beechwood are too short for elderly and handicapped
- suggest review May 1980 NECA Executive traffic control proposals
- the stop signs on Mackay and Stanley are a nuisance, and slow the traffic only slightly
- visibility at intersections sometimes poor due to trees and hedges

Beechwood

- too much speed and volume
- speed & volume is over the road's capacity
- very dangerous
- lights at Mackay too long West-East
- eastbound off bridge, 2 lanes into 1
- need left turn light at Mackay, eastbound
- lack of rational traffic flow causes problems
- left turn onto Springfield daunting, because not sure if one or two lanes to cross; Beechwood has sometimes one lane, sometimes two
- maybe reinstate left turn to Crichton; cars are turning anyway

- general disregard for the "Yield" eastbound at Vanier Parkway; should be enforced city wide; can drivers who do this be monitored?
 - reduce speed to 30 all the way to cemetery
 - prohibit right turn on red onto Mackay, make safer for pedestrians
- Crichton
- too much traffic for residential street
 - a lot of traffic cutting through neighbourhood; much of it from Vanier Pkwy to Hull bridges
 - too much speeding, especially PM's security staff
 - need STOP signs at Union; very poor visibility
 - make Crichton one-way Beechwood to Dufferin, and make Mackay one-way Dufferin to Beechwood
- Dufferin
- too fast
 - school buses should use Springfield, not Dufferin
 - intersection with Rideau Terrace confusing to motorists
 - eliminate turning lane from Lisgar, to reduce speed
- Electric
- being used as shortcut to Vanier Parkway
 - excessive speed cutting onto Electric at Crichton
- Ivy
- at Putman a concern, motorists don't stop, many children play and live there
 - used as shortcut...too much traffic
 - inadequate stopping at Mackay & Ivy
- Mackay
- very poor visibility exiting from lane by ice cream store
 - add a stop sign at Thomas
 - should be main north south street instead of Crichton because has houses only on one side
- Minto Bridges
- should be one-way OUT OF New Edinburgh
 - too narrow for the tour buses
- Noel
- stop or caution sign desperately needed at Rideau Terrace
 - speed has increased since street repaired
- Springfield
- stop signs on Crichton, Mackay make Springfield more dangerous
 - too fast, too much traffic
 - put in speed bump and raised ped. xing at Putman

- cars pick up a lot of speed coming down the hill
 - very noisy from school buses with noisy brakes
 - too much Rockcliffe-bound traffic, especially heavy vehicles such as garbage trucks, is there no other route they could take?
 - excessive traffic noise and pollution are a health hazard to those living on Springfield
- Stanley
- the many stop signs do not slow down traffic; they cause noise and more pollution
 - cyclists ignore the stop signs
- Sussex
- need help to turn left onto Sussex; volume on Sussex has increased greatly
 - very difficult for pedestrians to cross
- Union
- eliminate winter parking, as street too slippery and thus too dangerous
 - poor visibility at Stanley, due to parking too close to corner
- Vanier Pkwy
- need right turn lane onto Beechwood; there is often half-mile long backup; residents get frustrated and turn right onto Deschamps, thus increasing traffic in residential Vanier
 - return to original lane markings; one left, one left/straight, one right
 - Vanier Parkway extension would keep our neighbourhood quieter and traffic out of neighbourhood, as has happened in Overbrook
 - unfair that there are 2 lanes for non-residents and one lane for residents who must share it with MEC customers
- Vaughan
- stop sign at Bertrand significantly reduced Vaughan traffic
 - dangerous because street too narrow for two way traffic and visibility poor

PARKING RELATED COMMENTS

- General
- need more bike parking
 - prohibit parking on Beechwood near Vanier Parkway
 - prohibit parking on Mackay, Beechwood to Electric
 - lot behind Jolicoeur usually full before stores open; filled by people

parking all day and taking bus from there; customers of businesses cannot find parking space; how can we help?

- non-resident traffic brings business to New Edinburgh merchants
- New Edinburgh streets should not be the parking lot for City Hall and External Affairs
- charge for parking, the problem will disappear
- issue more tickets in Beechwood & Mackay area
- trucks leave motors running for 30 minutes in parking areas
- little or no enforcement so too much illegal parking
- cars parked for special events at churches are being harassed even when parking authority notified
- cars park too close to intersections, reduces visibility

Beechwood

- at Mackay is so cramped, impossible
- cars park on pedestrian crossing at Royal Bank
- parking inadequate, hurts local businesses
- volume of parking, double parking cause problem for cyclists
- remove on street parking from Vanier Parkway to Mackay
- expansion of LOEB and arrival of MEC have decreased the available parking space but brought many more vehicles

Crichton

- need on-street resident parking, impossible to find alternate space during snow clearing
- excessive non-resident parking at north end
- big problem getting parked for meetings at 22 Crichton; could we be issued with "temporary permits"
- maybe do angle parking, Beechwood to Vaughan, to narrow street

Dufferin

- allow parking only one side, between Crichton & Mackay, especially in winter

Ivy

- need visitor parking
- 3 hour limit in daytime is absurd

Mackay

- no stopping zone near Beechwood not enforced
- do not allow parking on first block north of Beechwood
- too much parking near Vaughan; often block driveway
- need loading zone at New Edinburgh Square
- parking under Dignicare costs money and is awkward to use; poor

drugstore parking

- west side is "no limit" parking
- people attending cricket should park on Governor General grounds

MEC

- MEC parking lot, should be one way in at Crichton, one way out at Mackay
- inadequate parking space, leads to nuisance on-street parking for customers

Springfield

- need more visitor parking

Stanley

- cars parked all day at north end, not ticketed; also on Thomas, Charles, Crichton

On-Street

- on-street parking makes it difficult for residents to enter/exit driveways in winter; also makes snow removal difficult
- do parking survey on Sunday morning; so many churches, so many cars
- we could have a beautiful parking garage
- would hate to see a parking garage
- on-street parking reduces speed, and cut-through traffic
- we need parking meters; affordable cost
- External Affairs parking is too cheap and badly controlled, so people use side streets and move cars at lunch time
- City Hall has excellent idea; 1/2 hour free for business

Permits

- issue permits for business employee parking
- residents need more than 3 hour parking
- give permits to residents for their visitors
- strongly opposed to permits, due to excess signage
- issue free permits for residents, in front of house

Tickets

- residents do NOT like tickets, in front of own house
- there is over zealous enforcement on visitors

OTHER COMMENTS

Calming

- too many traffic impedances will lead to disrespect for regulations

- General
- keep it like a small neighbourhood in keeping with its victorian charm
 - need post box accessible from car
 - give cyclists more lanes
 - encourage inline skaters
 - ban inline skaters from roads; go on paths
 - improved OC Transpo service would reduce traffic
 - encourage walking, cycling, transit use
 - consider pedestrians trying to cross intersections on Beechwood
 - need cycle paths on Beechwood
 - New Edinburgh very pedestrian oriented but still has a long way to go to be safe and people oriented rather than traffic-centred
 - would like lots of traffic calming measures, planters, bumps, curbs, etc.
 - noise level has increased in last few years, especially from maintenance and construction vehicles
 - do not spend a lot of money on more studies
 - stop discriminating, do not let solution for one area cause problem in other area
 - need to balance public interest with business interest in seeking solutions
 - solutions need to be aesthetic; maybe softer lighting would reduce speed
 - lights too short for seniors/handicapped to cross at Beechwood crossings
 - pave the recreation path from Beechwood Crichton corner to under the bridge, for inline skaters
- Loeb
- no sidewalk from Beechwood on one side, dangerous
- Mackay
- no more commercialization, lots of room for that on Beechwood, preserve the residential character
- Questionnaire
- terms used on questionnaire not defined
 - cannot answer all questions, do not live there
 - more democratic to include a "NO" box
 - would have liked it in french
 - selection of issues seems biased (detail not provided by respondent)
- Sidewalk
- build sidewalk from southwest corner Crichton/Dufferin to join with existing sidewalk on west side of Stanley

Stanley Park

- cyclists make it dangerous for pedestrians; need a sign showing which of the two paths is for cyclists
- some people let big dogs run loose, this frightens some people and little dogs
- some dog owners do not "scoop the poop"



APPENDIX D

NEW EDINBURGH TRAFFIC CALMING STUDY PUBLIC MEETING

SUMMARY

Date: October 16, 1996
Location: St. Bartholomew's Church Hall

Attendance: 20
No. of Comment Sheets:

Summary of Verbal Comments:

- traffic calming in winter will not work; snowplows will not function well
- ensure that any construction is co-ordinated with road construction
- encouraged to hear about reducing traffic; must be a holistic approach
- leary about reducing our own use of cars only to be overwhelmed by non-resident traffic
- Basel, Switzerland has made public transit extremely attractive; OC-Transpo appears to be moving in opposite direction
- New Edinburgh is a prime transit destination; must consider tour bus operation
- tour buses not appreciated; can school buses be re-routed away from New Edinburgh?
- more stop signs needed
- cars don't stop at existing stop signs! (neither do bicycles)
- have you considered installing traffic parking meters?
- we have to ensure that our local businesses stay in business; we don't want to alienate business
- make traffic on Beechwood Avenue (between Crichton Street and Springfield Road) slow down more
- need help from the police or parking control officers regarding parking on corner of Mackay Street and Beechwood Avenue
- people run the red light on Beechwood Avenue; concern that nuisance stop signs will likewise cause motorists to disregard the stop
- there are a large number of Quebec licence plates seen driving on Crichton Street
- there is a distinct difference in the traffic volume during the school term
- speed is the major problem

- noise and stop signs are a problem; too many stop signs increases noise (squealing tires), speed and pollution
- concern that Beechwood Avenue appears to have many features similar to traffic calming but speed doesn't stop
- frustrated by parking on both sides of Beechwood Avenue - safety hazard
- intersection of Beechwood Avenue and Mackay Street is difficult for pedestrians

APPENDIX E

NEW EDINBURGH TRAFFIC CALMING STUDY PUBLIC MEETING Meeting with Business Community Monday, January 13, 1997

NOTES

Present

Tracy Clark	Mountain Equipment Co-op
Greg Howell	Pickwick's Pub
Margaret Somoby	Pickwick's Pub
Gordon Douglas	Pickwick's Pub
Lionel Kirby	Dignicare
Suzanne Kirby	Dignicare
Todd Stiles	Grabbajabba
Bob Webster	Katz, Webster, Clancy Architects
Marc Lafontaine	Sportable
Bob Parent	Ottawa Roman Catholic Separate School Board
Karen Fauvel	Loeb
Sharon Hornung	New Edinburgh Square
Alex Winter	New Edinburgh Family Medical Centre
Regine Marsh	
Ray Boomgaardt	Steering Committee - New Edinburgh Traffic Study (NETS)
Mary Ellen Boomgaardt	Steering Committee - NETS
Gail McEachern	Steering Committee - NETS
Nancy Sunderland	Steering Committee - NETS
Ada Hallett	Steering Committee - NETS
Pat Maloney	Steering Committee - NETS
Rick Findlay	Steering Committee - NETS
Daphne Hope	Steering Committee - NETS

Ray Boomgaardt welcomed those present and expressed Councillor Richard Cannings regrets at not being able to attend the meeting. Ray went on to introduce the study and to explain the purpose for meeting with the business community. The study is a pilot project between the New Edinburgh Community Alliance, residents and the City of Ottawa. The

Steering Committee has held one public meeting in October, 1996 and is continuing to collect data and comments from the community. This meeting is an opportunity for the businesses to discuss their concerns and to take part in the study.

Gail McEachern gave a brief introduction to the history traffic calming in Europe and presented a short slideshow of examples of traffic calming (both European and North American). Typical measures include road narrowings, roundabouts, mini traffic circles, speed tables, speed humps, textured road surface, alternate side parking and bump-outs.

Daphne Hope outlined the Terms of Reference for the study and noted the study timetable. The Steering Committee proposes to continue the public consultation with a series of "block party" meetings to identify specific concerns and to begin to identify measures to address those concerns. Members of the business community are welcome to attend any meetings and to take part in the decision-making process.

Nancy Sunderland presented the results of the survey of residents undertaken in July 1996. She highlighted the comments received which pertained specifically to Beechwood Avenue traffic and parking.

Pat Maloney spoke on the data collection which has been proceeding throughout the fall. Residents, with assistance from the City of Ottawa and the Regional Municipality of Ottawa-Carleton, have been collecting traffic volume counts as well as speed surveys. This data will be tabulated and compiled in a report.

At this point, Ray invited discussion from the audience on any aspects of the study. The following points were raised:

- will businesses have the opportunity for more input?
- Crichton Street should have stop signs (like Stanley Avenue)
- do not want to see one-way streets implemented
- parking necessary for businesses
- more enforcement of parking/traffic regulations required
- businesses should have been part of initial survey; will they have a chance to provide comments on the questionnaire?
- send a copy of the notes from the meeting to all businesses along with a copy of the survey
- how is co-ordination with RMOC and City of Vanier being addressed?
- the results of the study will increase taxes; this should be made clear to residents before they decide on various measures to implement
(roadway construction will ultimately lead to increased taxes)

- traffic diversion likely to occur as a result of traffic calming measures (e.g. Sandy Hill)
- more housing has been built in the area in recent years; this has generated more traffic which has created a safety issue (people who live and work on Beechwood Avenue can vouch for the safety hazards)
- we should address the cost issue after we identify the solution
- laneway to Dignicare not built wide enough to accommodate delivery trucks; this creates a problem for loading and results in a backup of traffic on Mackay Street
- why haven't answers to the problems been put forward? the problems are known and have been known for years
- a high percentage of surveys indicate a concern over speeds; off-peak hours likely to show higher speeds because there are lower volumes and those speeding are likely to be residents
- businesses don't want to discourage non-residents from driving to New Edinburgh to do business; support improvements to travel patterns but recommend caution
- MEC brings a lot of business to area; 1 out of 5 New Edinburgh adults likely to be a member (of 100,000 Ottawa store members, only 55,000 are from Ottawa-Carleton area indicating that a number of visitors to the store travel from outside the local area)
- store generates 200,000 visits per year
- store employs 80 individuals who demonstrate a high percentage of alternative mode travel to work (walk, cycle, etc.)
- number one complaint of members is the parking and access; most members come by way of Vanier Parkway
- MEC arranges its deliveries before 10:00 a.m. on weekdays to avoid inconveniences to residents and customers
- MEC supports the study
- one component of Terms of Reference which is missing is the development of decision criteria
- is there collision data for the intersection of Beechwood Avenue and Mckay Street? Beechwood Avenue and Crichton Street?
- what experience has there been with traffic calming measures?
- there is a problem with getting business people out to meetings; effective and frequent communications is key

Ray Boomgaardt thanked everyone for coming. Copies of the notes from the meeting will be distributed to all businesses along with a copy of the survey, as discussed.

The meeting adjourned at 8:50 p.m.



APPENDIX F

NEW EDINBURGH TRAFFIC CALMING STUDY PUBLIC MEETING

SUMMARY

Date: May 5, 1997
Location: St. Bartholomew's Church Hall

Attendance: 47
No. of Comment Sheets: 21

Summary of Verbal Comments:

- speed humps should be included on McKay Street
- traffic calming measures should be included on Noel Street
- what prevents drivers from hitting traffic calming measures in winter?
- how is winter maintenance addressed?
- the intersection of McKay Street and Beechwood Avenue cannot be narrowed more than it is.
- left-hand turns should be permitted at the intersection of Crichton Street and Beechwood Avenue
- Install a sign saying "welcome to our community"
- install a 3-way stop sign at the intersection of King Edward Avenue and Union Street (Foreign Affairs entrance)
- the most serious speeding offenders are OC-Transpo, RCMP and Government House staff
- we should be able to park in front of our own houses
- will co-ordination with OC-Transpo be carried out?
- has a scramble light been considered for the intersection of Beechwood Avenue and Mackay Street?
- what was the reaction of the business community to parking proposals?
- recommend reducing the width of the sidewalk on west side of Mackay Street at Beechwood Avenue; install a bulbout to prevent cars from edging across the pedestrian crossing
- restrict the amount of non-resident parking
- Stanley Avenue has effective traffic controls (1 hour restricted parking); stop signs are less effective
- great concern about parking generated by Ottawa City Hall/Foreign Affairs

- speed limit should be changed to 40 km/hr
- delivery trucks (to Home Hardware, bakery, etc.) Should be able to turn left on Crichton Street
- consider angle parking on Crichton Street and MacKay Street
- traffic circle is a good idea near the school; first priority is traffic circle at Crichton Street/Dufferin Street
- do some streets have permit parking? Why can't all streets have permit parking?

Summary of Written Comments Received

- close Stanley Avenue at the park
- create 2 parking spaces on MacKay Street at Beechwood Avenue
- change location of stop sign on MacKay Street at Ivy Crescent to MacKay Street at Electric Street
- consider speed humps on ramp from St. Patrick's Street Bridge to Vanier Parkway
- include more narrowings along Crichton Street
- small traffic island at corner of Crichton Street and Union Street
- speed humps on Noel Street or narrowings with planters
- I will help construct planters
- residents should have permit parking
- there should be no left turn from Beechwood Avenue onto Crichton Street
- MacKay Street has been neglected; stop signs cause jackrabbit starts from block to block - recommend similar treatment to Dufferin Street (speed humps)
- phone in speeding offenders to police; report in New Edinburgh News
- install a mid-block narrowing at north end of Ivy Crescent
- suggest narrowing Crichton Street in front of Crichton Street School; the biggest problem here is speeding OC-Transpo buses and RCMP
- great idea for traffic circle at top of Ivy Crescent
- restore left turn lane from Beechwood Avenue onto Crichton Street; this will reduce traffic on MacKay Street
- move one of speed humps on Springfield Road to lower Springfield Road (between Beechwood Avenue and Putnam Street)
- need traffic calming at intersection of Springfield Road and Beechwood Avenue
- approach NCC re: costs of planters on Dufferin Street
- primary concern is intersections along Beechwood Avenue (pedestrian traffic)
- speed enforcement has to be increased
- lower posted speed limits (to 35 km/hr)
- drivers use Ivy Crescent as a throughway between Springfield Road and MacKay Street

- will there be another bottleneck at Beechwood Avenue and Crichton Street if left turn is reinstated?
- hump on Bertrand Street and Ivy Crescent not necessary
- all-way stop signs on Vaughn Street have significantly reduced traffic flow
- stop sign on Ivy Crescent at Putnam Street is ignored by many residents
- do not favour traffic island at intersection of Putnam Street and Ivy Crescent
- consider left turn at Crichton Street for "authorized" vehicles