

**Southmore Dr East Traffic Calming Initiative:  
Questions & Concerns Raised at RPCA Board Meeting Nov 3, 2021**

**Questions**

- Timing and nature of community consultations and survey?
  - I anticipate that the first official round of public consultation will take place in Q1 of 2021.
- Can implementation be accelerated (i.e. 2023 or 2024 seems a bit late)?
  - We will attempt to accelerate the timeline as much as possible. Construction in 2022 is unlikely.
- Can the edge lines be done ASAP, given that its only painting and not construction?
  - NTC studies follow a standard process which includes the study phase, detailed design, and construction. We wouldn't implement any measures until the community has been consulted and internal approvals and funding are secured. We can discuss the potential to expedite this part of the scope with Infrastructure Services when the project goes to the next stage (detailed design). The feasibility of this would be related to the timing (weather/construction season) and if there are any nearby projects we can add this scope to.
- Other alternatives and their cost-effectiveness, such as intersection curb protrusions and/or tables and solid curb-to-curb speed bumps?
  - Information on traffic calming measures can be found [here](#).
  - Speed humps, tables and cushions require a minimum 0.5m gap from the curb. The purpose of this gap is to ensure appropriate drainage. A curb-to-curb speed hump would cause flooding on one side of the speed hump.
  - Vertical measures (speed cushions/humps/tables) are the most effective measures at reducing speeds and are the most cost-effective. We cannot use speed humps or tables on Southmore Drive East as it is a key fire route, so we have recommended speed cushions.
  - Intersection curb protrusions ("bulb-outs") are not as effective at reducing speeds as vertical measures and are more expensive. They do reduce the crossing distance for pedestrians, however

cyclists typically don't like them as they are pinched towards traffic.

- At this time, I would not recommend adding bulb-outs when comparing the costs and benefits for this street. I am okay with asking the community further about this and other types of measures in our online survey.
- What are the winter maintenance requirements/challenges and experiences to date involving speed cushions?
  - Road maintenance crews need to use more salt on the speed cushions and run more passes, however there are no major requirements/challenges reported to date.

### **Active Transportation Issues/Concerns**

- **Lack of Sidewalks:** This is the single most important safety consideration/deficiency involving Southmore Dr East, especially given growing traffic volumes and cut-through traffic, which will increase significantly with the new exit ramp from the Airport Parkway onto West Walkley Road:
  - Southmore Dr East is a major pedestrian thoroughfare, for recreational walking (and cycling) and as the most direct route to access bus service on West Walkley Road and to get to and from the Walkley Transit station and Bank St.
  - The number of pedestrians (and cyclists) is going to increase significantly when the Walkley LRT station enters service.
- Active transportation is even more challenging during the Winter when accumulations of snow on and near the curbs forces pedestrians more into the traffic lanes.
- The 11m width of the street should facilitate the installation of sidewalks.
- Currently (and inexplicably) sidewalks only exist on a one-block stretch of Southmore Dr East between Thorndale Dr and Linton Rd., and are needed on the balance of the street ASAP.

Addition of continuous sidewalks is outside of the scope of NTC studies and beyond what our program can fit in its budget. There is a separate sidewalk program which reviews and prioritizes sidewalk requests. The

Active Transportation Plan is under review and a consultation phase is coming soon as part of the Transportation Master Plan.

- **Other Active Transportation concerns/issues:**
  - **Impact of speed cushions on mobility-challenged pedestrians** such those using “walkers”, wheelchairs, etc.?
    - Speed cushions can be constructed within the City’s Accessibility and AODA guidelines. The slopes will be no steeper than a ramp (<5%), and we will communicate the need for a smooth transition from the road when the project goes to construction.
  - Will the cushions go all the way to curb, i.e. can’t be avoided by users of “walkers” and wheelchairs?
    - Speed cushions/humps/tables are constructed with a minimum gap of 0.5m to the curb as noted above. We can review increasing the size of that gap, however it must be small enough that vehicles can’t drive around the speed cushions.
  - Do the same concerns/implications exist for bicyclists?
    - Bicycles can navigate the speed cushions easily - they can go over them or in-between. A speed cushion is designed such that the impacts on a vehicle, including bicycles, is low if the speed of the vehicle is equal to or less than 30km/h. Cyclists are also encouraged not to ride bicycles at a speed higher than 30km/h.

### **Other Issues/Concerns**

- **Effectiveness of speed cushions** in reducing vehicle speed and cut-through traffic? What is the experience to date, and is there any data?
  - The effectiveness of vertical deflection measures including speed cushions vary depending on factors such as the width of the road, existing speed, etc.
  - A before and after speed analysis for two speed cushions along Knudson Drive in Kanata showed that the average and 85<sup>th</sup> percentile speeds were reduced by 10 to 16km/h. Knudson Drive is a 11m wide collector road with 40km/h speed limit, which is similar to Southmore Drive East, but the existing 85<sup>th</sup>

percentile speed was higher at 55-60km/h. Because the existing speed along Knudson Drive was higher than that of Southmore Drive East, the effectiveness of speed cushions on Southmore Drive East is likely to be somewhat lower than that of the speed cushions on Knudson Drive.

- o Typically, speed cushions reduce 85<sup>th</sup> percentile speeds by up to 8km/h. For reference, current 85<sup>th</sup> percentile speeds for Southmore Drive East are between 45 to 50km/h – so this would bring us down to as low as 37 to 42km/h which represents a high compliance with the 40km/h speed limit

Speed cushions can also reduce traffic volumes by approximately 30% (reducing volumes is not the purpose of our study, but it can be a positive side-effect of traffic calming measures).

These numbers are based on the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming.

- **Stop sign compliance** – what can be done to improve it? What is the best placement of the speed cushions to improve stop sign compliance – near to the stop signs or mid-way between them?
  - o The purpose of this study is to improve roadway safety, primarily by reducing speeds. It is best to locate speed cushions at optimal spacing between speed cushions and other traffic control devices affecting speed, including stop control, to achieve speed reduction effects throughout the longer sections of the road.
  - o Speed cushions should be placed in the middle of straight segments of the road to be effective in reducing speeds.
  - o There is not strong data linking different measures to effectiveness in improving stop compliance. Rather, when we have stop compliance issues, we'd likely focus on shortening pedestrian crossing distances, or reducing speeds to improve safety.
  - o As noted above – we would not recommend a focus on addressing stop compliance given the relatively good compliance measured at Southmore/Linton and

Southmore/Thorndale, however we will seek further input from the community to determine if further investigation is warranted.

- **Need for increased enforcement** to address speeding, cut-thorough traffic and illegal turns at the McCarthy Rd intersection.
  - This is the link to report traffic concerns with the Ottawa Police:  
<https://www.ottawapolice.ca/en/contact-us/Online-Reporting.aspx>  
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