



Riverside Park Community Association - Traffic Calming

Traffic Calming in Riverside Park - 2020

What is Traffic Calming

Traffic calming refers to measures and street design elements aimed at improving safety for all street users – particularly for those walking and cycling. Traffic calming is also used as a tool to improve the public realm, helping meet broader policy objectives related to encouraging sustainable modes of travel, and helping create a better sense of *place*.

It aims to help achieve these objectives by reducing impacts of motorized vehicles on neighbourhoods and supporting safer street environments.

Traffic Calming Toolbox

Part 2 of the Traffic Calming Design Guidelines supplements the traffic calming measures outlined in the Transportation Association of Canada's (TAC) Canadian Guide to Traffic Calming, providing highlights and considerations for the implementation of a variety of traffic calming measures in Ottawa.

The toolbox includes the following measures:

Communication and Enforcement Measures

- information signage, speed display devices and educational campaigns

Minor Adjustment Measures

- pavement markings (on-road messaging and full-lane transverse bars), street parking and vertical centerline treatments

Engineering and Traffic Management Measures

- vertical deflection
 - raised crossings
 - raised intersections
 - speed cushions
 - speed humps
 - speed tables
- horizontal deflection
 - chicanes
 - corner tightening / curb radius reductions
 - mini-roundabouts
 - bulb-outs
 - lane narrowings
 - raised median islands
 - road diets
- surface treatments
 - textured crossings

- textured surfaces
- transverse rumble strips
- traffic management
 - vehicular directional closures
 - vehicle diverters
 - on-street plazas / vehicle access closures
 - intersection channelizations
 - raised medians through intersections
 - right-in / right-out islands
- urban design
 - streetscaping
 - gateways

Emerging Measures

- speed kidneys, creative pavement markings, shared spaces, woonerven (“living streets”) and automated speed enforcement

Designs should also allow for effective street maintenance, vehicle traffic and transit operations, and emergency response – particularly on citywide thoroughfares, ie arterial streets. Where local context and citywide objectives do not fully align, significant care should be taken through the design process with respect to more abrupt traffic calming measures such as speed humps speed tables, and speed cushions. On one hand, these measures can be highly effective within an overall traffic calming plan, helping achieve both localized and citywide goals (e.g. support safer routes to a specific school or schools across the city more generally), but they can also potentially have negative effects for various operational activities (e.g. emergency response occurring on a particular street). As such, it is recommended proponents avoid use of speed humps, speed tables, and / or speed cushions on arterial and major collector roads. On arterial and major collector roads that meet the local context criteria described above, proponents should avoid the use of these more abrupt traffic calming measures until all other methods have been explored.

River Ward Traffic Calming Budget

City Council has approved a traffic calming budget of \$50,000 per year for each ward.

These are the options available to Councillors, to be paid from their Traffic Calming Budget :

- Flex Stakes / Cyclo-Zone Delineators
- Pavement Markings
 - Speed Pavement Markings
 - Slow Pavement Markings
 - School Pavement Markings
 - Stop Ahead Pavement Markings
 - School Area Thermoplastic
- Speed Display Boards
- Community Entrance Signage
- Permanent “Slow Down For Us” Signage
- Planter Boxes
- Warranted Pedestrian Crossovers
- Minor Roadway Deficiency Improvements (Rural Areas)
- Gateway Signage
- Permanent Speed Humps / Tables
- Median Narrowing Islands / Pedestrian Refuge Islands

Current Traffic Calming Initiates in River Ward

Pavement Markings					
Street Name	Between		Exact location	Direction	Description
Fielding Drive	McCarthy Road	Cowan Crescent East	786/796 Fielding Drive	WB	School/École
Fielding Drive	Dickinson Avenue	Southmore Drive	558/562 Fielding Drive	EB	Slow/Lent
Fielding Drive	Hartman Crescent	Hartman Crescent	687/691 Fielding Drive	WB	Slow/Lent
Flannery Drive	Sanhurst Court	Malden Square	opposite 2741 Flannery Drive	SB	Regulatory 40km/h
Flannery Drive	Marble Crescent	Nicholson Avenue	2696 Flannery Drive	SB	Regulatory 40km/h
Harkness Avenue	Wexford Avenue	Avoncourt Way	994/998 Harkness Avenue	EB	School/École
Harkness Avenue	Avoncourt Way	Wexford Avenue	opposite 1024/1028 Harkness Avenue	WB	School/École
Hobson Road	Egan Road	Garner Avenue	2568/2572 Hobson Road	SB	Slow/Lent
Hobson Road	Springland Drive	Garner Avenue	2623/2629 Hobson Road	SB	Slow/Lent
Kamloops Avenue	Revelstoke Drive	Dorothea Drive	195 Kamloops Avenue	WB	Slow/Lent
Kamloops Avenue	Dorothea Drive	Dorothea Drive	152/160 Kamloops Avenue	EB	Slow/Lent
Kamloops Avenue	Dorothea Drive	Dorothea Drive	129 Kamloops Avenue	WB	Slow/Lent
Kamloops Avenue	Dorothea Drive	Dorothea Drive	106/112 Kamloops Avenue	EB	Slow/Lent
Leopolds Drive	Riverside Drive	Revelstoke Drive	161 Leopolds Drive	WB	Regulatory 40km/h
Leopolds Drive	Revelstoke Drive	Riverside Drive	129 Leopolds Drive	WB	Regulatory 40km/h
Leopolds Drive	Riverside Drive	Revelstoke Drive	118 Leopolds Drive	WB	Regulatory 40km/h
Leopolds Drive	Revelstoke Drive	Revelstoke Drive	76 Leopolds Drive	EB	Regulatory 40km/h
Provost Drive	Hyde Street	Marcel Street	816/820 Provost Drive	EB	Regulatory 40km/h
Provost Drive	Marcel Street	Hyde Street	opposite 832 Provost Drive	WB	Regulatory 40km/h
Rankin Street	Fielding Drive	Buxton Crescent	28m south of Fielding Drive	SB	Slow/Lent
Rankin Street	Buxton Crescent	Fielding Drive	3001/3007 Rankin Street	NB	Slow/Lent
Rankin Street	Southmore Drive West	Buxton Crescent	midblock	NB	Slow/Lent
Revelstoke Drive	Riverside Drive	Kamloops Avenue	3651/3657 Revelstoke Drive	WB	Regulatory 40km/h
Revelstoke Drive	Kamloops Avenue	Kamloops Avenue	3703/3709 Revelstoke Drive	WB	Regulatory 40km/h
Southmore Drive East	Garwood Avenue	Rand Avenue	2930/2938 Southmore Drive East	SB	Regulatory 40km/h
Southmore Drive East	McCarthy Road	Welland Strete	3111/2115 Southmore Drive East	EB	Regulatory 40km/h
Southmore Drive West	Noble Crescent	Dickinson Avenue	620/626 Southmore Drive West	EB	Regulatory 40km/h
Southmore Drive West	Rankin Street	Buxton Crescent	707/713 Southmore Drive West	WB	Regulatory 40km/h
Southmore Drive West	McCarthy Road	Rankin Street	777/781 Southmore Drive West	WB	Regulatory 40km/h
Springland Drive	Ridgewood Avenue	Hobson Road	43m south of Hobson Road	NB	Regulatory 40km/h
Springland Drive	Norberry Crescent	Hobson Road	825/831 Springland Drive	WB	Regulatory 40km/h
Thorndale Drive	Walkley Road	Provost Drive	opposite 849/853 Thorndale Drive	SB	School/École
Thorndale Drive	Stanstead Road	Provost Drive	889/893 Thorndale Drive	WB	School/École
Upper Otterson Place	Revelstoke Drive	End	2983 Upper Otterson Place	NB	No Exit

Flex Stakes			
Street Name	Between		Description
Fielding Drive	McCarthy Road	Hartman Crescent	2 flex stakes
Southmore Drive East	McCarthy Road	Thorndale Drive	1 flex stake
Springland Drive	Walkley Road	Norberry Crescent	3 flex stakes

Permanent Speed Display Boards				
Street Name	Between		Direction	Description
Riverside Drive	Marilyn Ave	Revelstoke Dr	SB	on the hydro pole in front of 3332
Riverside Drive	Marilyn Avenue	Revelstoke Drive	NB	on Street Light Post located in front of 3291/3299
Walkley Rd	McCarthy Rd	Springland Dr	WB	on street lamp post located 158m east of Springland
Walkley Rd	Wexford Way	Thorndale Dr	EB	on street lamp post located 34m east of Wexford Way
Walkley Rd	McCarthy Rd	Riverside Drive	WB	just past the train overpass

Road Safety Issues in Riverside Park and Options to Explore

Most concerns received in my office are for the speed of traffic on Riverside Drive and Walkley Road. A pilot project for Walkley Road is in development and will be shared at a tonight's meeting.

Riverside Drive currently has two mounted speed display boards, one southbound, and one northbound, in the Revelstoke vicinity.

Here are the other streets where issues remain a challenge

1. Flannery Drive and Springland Drive

Local residents raise concerns about both volume and speed of traffic, with a moderate level of vehicles exiting the southbound Airport Parkway at Brookfield Road.

Current Mitigation

Flannery has painted messaging on the street, while Springland has the same, in addition to yellow flex sticks and a formal crosswalk just north of Holy Cross Catholic School.

Proposal 2020:

- Construct a speed table/crosswalk on Springland Drive connecting Springland (between 790 and 840 Springland) with the pathway extending north towards Paget Park and Brookfield HS.
- Construct an elevated speed table on the existing crosswalk on Springland just north of Holy Cross Catholic School.
- Install yellow flex sticks near Flannery Green Park (where feasible)

2. Provost Drive

The volume and speed of traffic, particularly in the morning rush hour, presents safety issues for pedestrians, who are either walking to Ecole Geroge Etienne Cartier or their local bus stop.

Current Mitigation: Painted messaging. I have also been successful in getting this street added to the sidewalk construction list.

Proposal 2020: Install yellow flex sticks, remove parking on a small section near McCarthy which is currently creating sightline issues.

3. Fielding / Southmore Drive West intersection

Local residents have requested the installation of a stop sign due to the flow and speed of traffic. The volume of traffic that travels through this intersection does not warrant a new stop sign.

Current Mitigation: None.

Proposal 2020:

- Paint messaging on Fielding Drive
- Consider additional yellow flex sticks, two more on Fielding on either side of Southmore
- Paint cautionary message for cyclists/pedestrians who are exiting the cow tunnel pathway that empties on to Fielding Drive

4. Revelstoke community, near Geoff Wightman Park

A resident has requested the installation of a speed display board. This request is under consideration and if the budget permits, will be added. The low volume of vehicles in this community, does not rank this request at the top of the list.

5. Brookfield Road, eastbound

The speed of vehicles on Brookfield Road has been observed to be an issue, particularly in the vicinity of Brookfield HS.

Proposal 2020: Install a new speed display board on Brookfield Road, eastbound.

6. All speed display boards, of older vintage, non-solar powered, will be replaced.