

# Backgrounder

April 6, 1999

ACS1998-PW-LTB-0007

## **Traffic - New Edinburgh Traffic Calming Plan**

## **Circulation - Plan de modération de la circulation de New Edinburgh**

### **Issue**

In July 1996, in response to New Edinburgh residents' concerns about traffic issues in their neighbourhood, the Community Services and Operations Committee (CSOC) approved a self-directed traffic study that places responsibility for community consultation on residents themselves.

- The aim of having the community manage and partially conduct the study activities is to provide a product more in keeping with the views of area residents.

### **What's New**

- It is recommended that the study, which has been completed, be used as the basis for identifying traffic calming measures for the New Edinburgh neighbourhood. These measures are intended to inhibit speeding and aggressive driving practices, improve the area's residential character and minimize impact from through traffic.
- This approach to transportation studies places the responsibility for the community consultation, and development of potential measures with the study area residents.

### **Impact**

- Funds are not currently available to implement traffic calming measures of this scale, the estimated cost of which is \$348,000.00.
- Implementation would be subject to detailed technical evaluation, detailed design and identification of adequate funds, as well as Council consideration of the evaluation report of current pilot projects. Any measure deemed to be appropriate as a result of a more detailed study would have to be submitted to Council for approval.

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pager 780-3310

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Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

### **Traffic - New Edinburgh Traffic Calming Plan**

### **Circulation - Plan de modération de la circulation de New Edinburgh**

#### **Recommendations**

1. That the report entitled New Edinburgh Community Alliance, Community Directed Traffic Calming Study, (Document 1 on file with the City Clerk) be RECEIVED.
2. That subject to Council consideration of the pilot project traffic calming evaluation report, technical evaluation of individual items, and the identification of capital and operating funds, Document 3 be used as the basis for identifying traffic calming measures in the New Edinburgh Community.



April 8, 1999 (10:04a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

BT:lf

Contact Brian Tweedie - 244-5300 ext. 1-3256



April 19, 1999 (3:06p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

Subject to City Council approval, the following identifies limited funds in operating and capital budgets.

| Operating  | Capital  |
|--|--|
| <p>Funds in the estimated amount of \$2,000.00 are available in the Department of Urban Planning and Public Works Account 085681 Traffic Maintenance for traffic signs.</p> <p>Additional funds for maintenance associated with capital work traffic calming measures will be identified in future reports as appropriate.</p> | <p>Funds in the amount of \$12,500.00 are available in Capital Project 97426 Traffic Calming - New Edinburgh.</p> <p>Further calming measures are to be coordinated with Road and Sewer Reconstruction projects. The funding requirements are to be identified in futures years capital estimates for roadway modifications.</p> |



April 7, 1999 (2:39p)

for Mona Monkman  
City Treasurer

CP/JG:cds

## Executive Report

### Background

The New Edinburgh Community Alliance (NECA) has expressed concerns regarding traffic related issues in its community to the Ward Councillor and City staff. In response to this, past practice was to hire a transportation consulting firm to assess the transportation issues, carry out community consultation, and, if required, to recommend possible mitigating measures. Given the high degree of motivation in this community, and the lack of available funds for transportation studies, a Self Directed Community Transportation Study approach for New Edinburgh was considered an appropriate course of action. The result of this action was the creation of the New Edinburgh Community Alliance, Community Directed Traffic Calming Study (Document 1).

The study area (Document 2) is defined by the New Edinburgh neighbourhood boundaries: Sussex Drive, MacKay Street, Dufferin Road, Lisgar Road, Maple Lane, Rideau Terrace, Springfield Road, Beechwood Avenue, Crichton Street and Stanley Avenue.

The New Edinburgh self directed traffic study was approved in July of 1996 by the Community Services and Operations Committee and City Council. This approach to transportation studies emphasizes community consultation, and places responsibility for this component with the area residents themselves. The transportation study is completed under the direction and control of City staff, however, the study activities are managed and partially conducted by community residents. The intent behind involving the community to this degree is to foster and achieve consensus on the study process and the resulting recommended alternatives for implementation. This approach, by increasing community involvement, is intended to provide a product more in concert with the views of the area residents.

A steering committee consisting of volunteers from the community and one member of NECA was assembled to conduct the traffic study. The major objectives of the New Edinburgh study team were to evaluate existing traffic conditions and develop a detailed traffic calming plan. Traffic calming was considered for New Edinburgh streets because community residents expressed concern over an increase in cut-through traffic and speeding. With the aid of traffic calming workshops, data collection training, and City staff, the steering committee prepared a study outlining its concerns and recommended remedial measures for implementation. The recommended measures in the NECA traffic study are summarized in Document 3.

## Reasons Behind Recommendations

### Recommendation 1

The NECA Traffic Calming Study recommends a number of traffic calming and operational measures throughout the subject neighbourhood. These measures are primarily intended to inhibit speeding and aggressive driving practices in the area, to improve the area's residential character and to minimize adverse impacts resulting from through traffic destined to and from Sussex Drive, Rockcliffe Parkway and Beechwood Avenue. Specifically, the NECA Traffic Calming Study is viewed as a response from the community to the traffic concerns within the New Edinburgh neighbourhood, and the community's solutions as guided by the steering committee.

Following an initial review of the NECA study recommendations, City staff regard that a number of these recommendations are considered to be feasible. Certain recommended measures will require more detailed analysis to determine their feasibility and potential impact on the adjacent roadway system. Some of the recommendations affect streets which are not under the City's jurisdiction, and such measures will be forwarded to the ROC and/or NCC for their consideration.

Staff are currently undertaking the evaluation of existing pilot projects, and establishing of an evaluation methodology for all traffic calming measures. This process should be completed prior to the implementation of traffic calming measures in the New Edinburgh area. Implementation of any traffic calming measure, whether associated with proposed works or as an individual project, will be subject to a more detailed technical evaluation, detailed design, and identification of costs including capital and maintenance. Any traffic calming measure deemed to be appropriate as a result of this review following City Council consideration of the traffic calming evaluation would be the subject of a future submission to Committee and Council for approval.

In view of the foregoing, staff are not able to endorse all of the recommendations in the NECA Traffic Calming Study, nor are staff able to agree with all the roadway modifications proposed in the study. However, staff are satisfied that a number of the recommendations of the study can serve as a basis for identifying traffic calming measures to be considered for City streets within the New Edinburgh neighbourhood. It is therefore recommended that the NECA Traffic Calming Study (Document 1) be RECEIVED.

### Recommendation 2

Staff Recommendation 2 serves to provide direction to use the NECA Traffic Calming Study as the basis for implementing traffic calming measures on City streets within New Edinburgh, and clarifies that implementation of any measure will be determined only following City Council consideration of the traffic calming evaluation report, a more detailed review, and approvals for each measure that may be considered. Document 3 differentiates between those recommendations in the study which are *traffic operations measures*, from those which are *traffic calming measures*. The traffic operational issues will be included in the Department's Traffic Operations work program. These will be dealt with in a manner consistent with how other requests for traffic operations changes are handled (delegated authority of the Commissioner of Urban Planning and Public Works), and this will include some measures being forwarded to the ROC and/or the NCC for their consideration.

The evaluation report being prepared by staff, as noted above, and as stated in Recommendation 1, will provide an evaluation of the existing pilot projects, and will establish an evaluation process for all traffic calming measures. The main intent of this evaluation methodology will be to determine the effectiveness of the various measures in addressing real/perceived traffic safety issues, as well as identify and quantify where possible the cost/benefit of the measures. Significant "cost" issues relate primarily to the impacts on emergency vehicle response times and roadway maintenance activities. Public comment/acceptance/concerns with existing traffic calming measures will also be solicited.

Due to the current limits on capital funding, implementation of traffic calming measures is expected to occur primarily in conjunction with capital road work projects, provided that required funds can be identified. The following summarizes the actions that will be required prior to approvals and implementation of and traffic calming measure, when associated with proposed works (reconstruction) or as an individual project.

- detailed design including a technical circulation to determine the physical feasibility;
- technical review including:
  - impacts on other Departments, Branches, and Agencies
  - vehicle speeds and volumes
  - collisions
  - transit
  - bicycles
  - pedestrians
  - other roadway users

- maintenance (snow, repairs, and spring clean up)
  - drainage
  - emergency vehicles (police, fire, ambulance)
- identification of funds for the additional costs incurred to maintain new measures;
  - additional public input (advertising per the Municipal Act, and Committee and Council decisions should objections be received).

Technical considerations will be addressed at the design stage for each of the proposed measures. Emergency services (Fire, Ambulance, Police) and OC Transpo have all expressed concerns primarily regarding the implementation of vertical traffic calming measures. These measures have been attributed with the potential to increase emergency response times, reduce the ability to administer first aid (ambulance), decrease passenger comfort (transit), increase noise and air pollution due to extra acceleration and deceleration, and cause damage to vehicle suspensions and equipment.

A key component of the detailed review of any measure being considered for implementation is maintenance. The three main components of maintenance operations are: hard surface repair/replacement, winter maintenance, spring clean-up. The following describes the maintenance activities that can be expected for traffic calming measures.

- A certain amount of plow damage to roadway modifications, such as intersection narrowing, is to be expected. In addition, repairing conditions such as differential settlement and damage to the hard surface(s) within the narrowing will require annual inspections and attention. It is expected that supplemental annual funds to maintain the hard surface roadway modifications will be approximately equivalent to the cost of replacing these facilities on a seven year cycle compared to the 20-25 year cycle expected of roads designed and constructed using conventional standards.
- With respect to snow and ice control, impacts on the speed of maintenance operations for plowing or for gritting with winter abrasives must be assessed. It is estimated to respond to winter thaws and rains, staff will be required to inspect the sites and respond to concerns about drainage and sight line obstructions (caused by snow banks) on a more regular basis. Experience with similar measures has shown that this type of attention is required after every storm of major accumulation (i.e. greater than 15 cm).
- Throughout the winter period, grit and other debris will accumulate on a narrowing. Each spring City staff are required to remove these materials. Prior to sweeping the curb lane, staff must sweep the material off the sidewalks, boulevards, and narrowing onto the street to make it accessible to the roadway sweeper. Although the sidewalks can typically be swept mechanically, due to the size/shape and inaccessibility of some of the islands, medians, and narrowings, they must be swept by hand.

Designs of traffic calming measures continue to be refined so as to minimize the impacts on road maintenance activities, balanced with the need to retain effectiveness. It must be recognized that

there is a cost, either increased maintenance costs, or alternatively reductions in the level of service which can be provided (road width, snow bank heights, road surface conditions).

Although staff cannot support all of the NECA study's recommended roadway modifications, the Department does see an opportunity to work with community representatives to identify alternative measures that would accomplish the intended purpose. The implementation of vertical traffic calming measures in New Edinburgh will depend on a number of factors including the traffic calming evaluation scheduled for completion in 1999. Any traffic calming measure deemed to be appropriate as a result of this more detailed examination would be the subject of a future submission to City Council for approval.

### **Economic Impact Statement**

Costs associated with the implementation of traffic operations changes will be absorbed by the Department's traffic operations budget. The Department of Urban Planning and Public Works will request City Council approval for each traffic calming measure, at the appropriate time. The associated capital cost, any additional maintenance costs, and funding sources will be identified at that time.

The estimated cost to implement all the traffic measures identified in the NECA traffic study (as stand alone projects) on City streets is \$348,000.00. The additional annual maintenance costs will be identified at the feasibility stage for each measure.

It should be noted that the actual cost of implementation will likely be lower as a result of coordinating implementation of these measures with larger roadway (capital) projects. Also, due to a number of limitations (including transit routes and operational issues) it is likely that not all of the measures identified in the NECA report can be constructed as indicated.

Financial details relating to additional operating costs will be identified in future reports to City Council regarding the individual measures as required. Costs associated with measures under the jurisdiction of the Region of Ottawa-Carleton and the NCC will be subject to the respective government's approvals, and will be borne by their agencies.

### **Environmental Impact**

No environmental impact is anticipated as recommendations fall within the MEEP Automatic Exclusion List - Section 1, Non-development Exclusions, paragraph d, Scientific Studies, Surveys (transportation studies).

The receipt of the New Edinburgh Community Alliance, Community Directed Traffic Calming Study is expected to have an overall positive impact on the environment. The implementation of selected measures over time should help to improve public safety and the residential environment in this community.

### **Consultation**

The premise of a self-directed study is that the responsibility for public consultation rests with the area residents/steering committee. One of the reasons for this methodology was to build towards a community consensus throughout the study process culminating with the drafting of the study recommendations. In addition to the active participation of the Steering Committee (comprised of area residents), the public participation component of the study was obtained in the following manner:

- ▶ A questionnaire was distributed to 800 study area addresses in the summer of 1996, resulting in 162 responses being received.
- ▶ Two public meetings were held on October 16, 1996, and May 5, 1997. Both meetings were advertised in the community newspaper, as well as through fliers distributed door-to-door
- ▶ A meeting was held between the Steering Committee and members of the business community on January 13, 1997.
- ▶ A meeting was held between the Steering Committee and representatives of the National Capital Commission (NCC) on February 24, 1997.

Details of the input obtained through these meetings and questionnaire are provided in Document 1 (on file with the City Clerk) and summarized in Document 4.

### **DEPARTMENTS CONSULTED**

The following Departments and Agencies were circulated a draft copy of this submission. All comments received have been considered in the preparation of this submission.

National Capital Commission  
 Environment and Transportation Department, ROC  
 OC Transpo  
 Ottawa-Carleton Regional Police Services  
 Ottawa Fire Service  
 Regional Ambulance Service  
 Operations Branch  
 Planning Branch  
 Engineering Branch

### **Disposition**

Recommendation 1:

The Transportation Division will forward copies of both the NECA Traffic Study, and this submission to the Region of Ottawa-Carleton, and to the National Capital Commission for their consideration.

Recommendations 2:



Transportation Division will coordinate with Engineering Branch and Operations Branch on both the design and construction of any modifications to roadway geometrics. This includes maintaining an awareness of other related programs (road/sewer projects) to facilitate implementation of components of the plan subject to technical evaluation of detailed designs, public comments, and funding availability (capital and operating).

Licensing, Transportation and Buildings Branch to incorporate within the Transportation and Parking Operations work programs, the assessment and possible implementation of measures that do not require physical roadway modifications.

### **List of Supporting Documentation**

Document 1 - New Edinburgh Community Alliance Traffic Calming Study (on file with the City Clerk)

Document 2 - Study Area Map

Document 3 - Traffic Calming Study - Summary of Recommendations

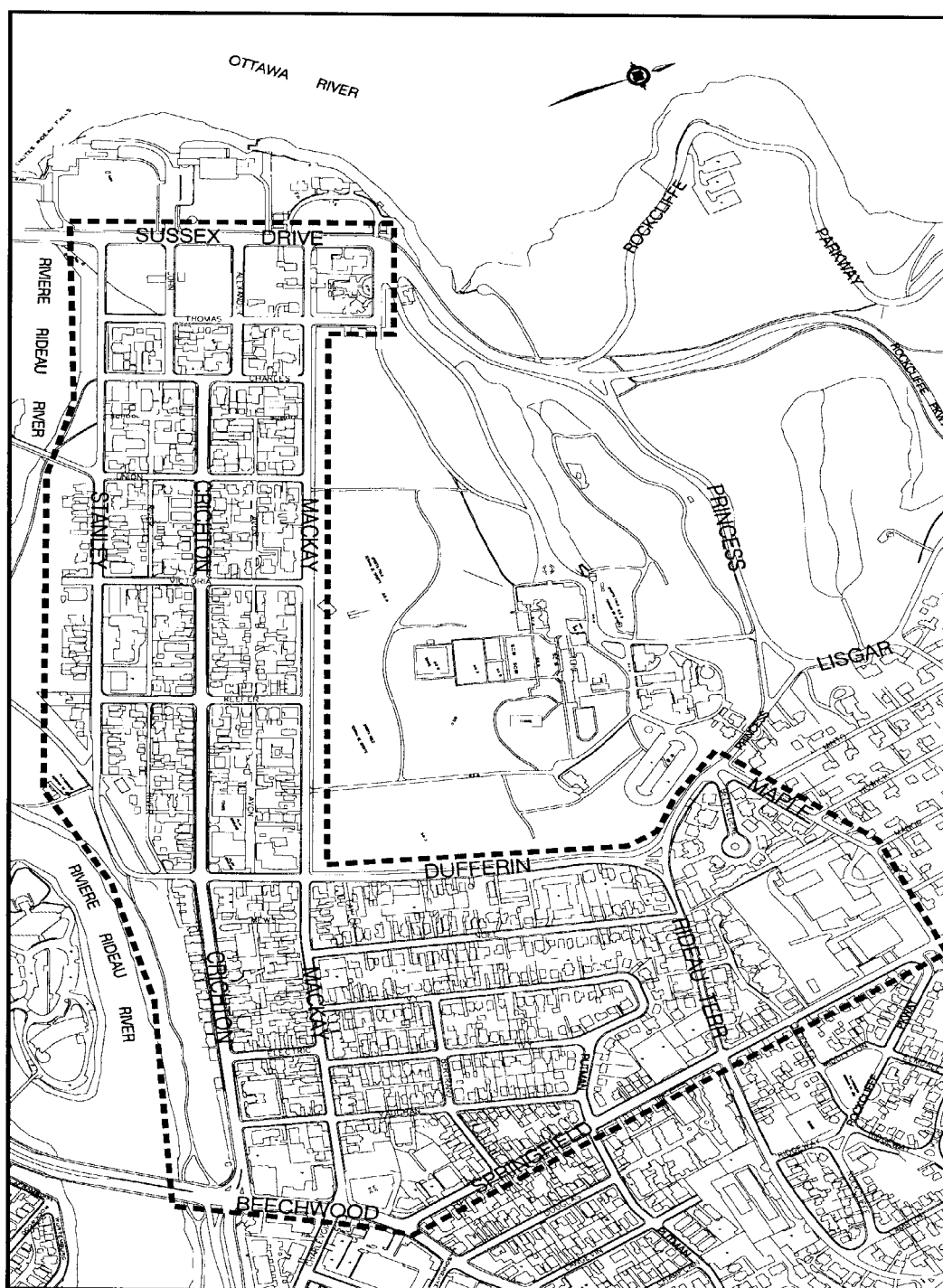
Document 4 - Consultation Details

## Part II - Supporting Documentation

New Edinburgh Traffic Study Area

Document 2

### NEW EDINBURGH TRAFFIC STUDY AREA



**NEW EDINBURGH COMMUNITY ALLIANCE TRAFFIC CALMING STUDY  
RECOMMENDATIONS SUMMARY**

| <b>RECOMMENDED MEASURE</b>                                   | <b>NECA REPORT NO.</b> | <b>LOCATION</b>                                      | <b>1999 ESTIMATED COST<br/>(or Jurisdiction)</b> | <b>COMMENTS</b>  |
|--|------------------------|--|--|--|
| <i><b>Pedestrian Signal</b></i><br>(Traffic Operations)      | 1                      | Sussex at John or Stanley                            | (ROC/NCC Jurisdiction)                           | NCC aware of community concerns about full traffic control signal. Part of Sussex Drive proposed improvements.   |
| <i><b>Pedestrian Sidewalk</b></i><br>(Traffic Operations)    | 2                      | Sussex Drive   | (ROC/NCC Jurisdiction)                           | NCC/ROC responsibility. Part of Sussex Drive proposed improvements.  |
| <i><b>All-way Stop Controls</b></i><br>(Traffic Operations)  | 3                      | MacKay at Thomas                                     | \$400  | Staff will undertake approved evaluation/circulation process for this measure.   |
| <i><b>Boulevard Planting</b></i><br>(Traffic Operations)     | 4                      | Crichton   | \$5,000  | Requires feasibility review. Ops. Branch to assist with evaluation.  |
| <i><b>Entrance Restriction</b></i><br>(Traffic Operations)   | 5                      | City Hall  | \$200  | Staff will evaluate feasibility from a traffic operations perspective.   |
| <i><b>Mini Traffic Circle</b></i><br>(Traffic Calming)       | 6 & 9                  | Crichton at Union,<br>Crichton at Electric           | \$15,000   | Staff will determine feasibility and explore options.  |
| <i><b>Speed Humps</b></i><br>(Traffic Calming)               | 7, 12, 16,<br>19, & 20 | Crichton,<br>MacKay,<br>Springfield,<br>Noel and Ivy | \$25,000   | Staff are currently evaluating speed humps. Until the evaluation of existing installations is completed, no new locations will be considered. Staff do not support the use of speed humps on hills, and will explore options such as bulbouts. |
| <i><b>Bulbout</b></i><br>(Traffic Calming)                   | 8 & 17                 | Crichton at Keefer,<br>Springfield at Putman         | \$10,000   | Requires feasibility review/funding/roadway reconstruction.  |
| <i><b>Planter Boxes</b></i><br>(Traffic Calming)             | 10 & 13                | Crichton,<br>Dufferin                                | \$40,000   | Staff do not support the placing of planter boxes in the travelled portion of the roadway. Staff will determine options.   |
| <i><b>Street Closure</b></i><br>(Traffic Calming/management) | 11                     | Stanley near Fieldhouse                              | \$10,000   | Staff support measure, subject to feasibility review/funding/roadway reconstruction.   |
| <i><b>Pedestrian Signal</b></i><br>(Traffic Operations)      | 14                     | Springfield at Rideau Terrace                        | \$100,000  | Staff will determine feasibility, warrants and explore options.  |

| RECOMMENDED MEASURE                                      | NECA REPORT NO. | LOCATION                      | 1999 ESTIMATED COST (or Jurisdiction) | COMMENTS  |
|--|-----------------|-------------------------------|---------------------------------------|---|
| <i>Planters or median</i><br>(Traffic Calming)           | 15              | Springfield at Rideau Terrace | \$5,000                               | Staff will evaluate and explore options.  |
| <i>Traffic Island</i><br>(Traffic Calming)               | 18              | Putman at Ivy                 | \$7,500                               | Staff will evaluate modifying the roadway geometrics at the time of roadway reconstruction.               |
| <i>Intersection Modification</i><br>(Traffic Operations) | 21              | Beechwood at Springfield      | \$10,000                              | City and ROC responsibility. Requires feasibility review/funding/roadway reconstruction, & signal review  |
| <i>Intersection Modification</i><br>(Traffic Operations) | 22              | Beechwood at MacKay           | \$10,000                              | City and ROC responsibility. Requires feasibility review/funding/roadway reconstruction, & signal review. |
| <i>One Way Entrance</i><br>(private property)            | 23              | MacKay                        | N/A                                   | NECA/Property Owner to discuss.   |
| <i>Intersection Modification</i><br>(Traffic Operations) | 24              | Beechwood at Crichton         | \$60,000                              | ROC/City. Requires feasibility review/funding/roadway reconstruction.                                     |
| <i>Gateway</i><br>(Traffic Calming)                      | 25              | Beechwood at Crichton         | \$50,000                              | Requires feasibility review/funding/roadway reconstruction.   |

## CONSULTATION DETAILS

As members of the Steering Committee, it was their role to look into traffic concerns of residents and develop/recommend various solutions to these concerns. In order to receive comments from area residents and businesses, and to subsequently inform them of the study's findings, the steering committee conducted a public survey, and held meetings with the residents and representatives of businesses. The committee also met with representatives of the National Capital Commission (NCC) to discuss their future plans.

The public questionnaire delivered to 800 addresses in New Edinburgh was used to identify community issues/concerns warranting further investigation. The response rate to this questionnaire was approximately 20% (162/800). The results of the questionnaire are summarized in Appendices A, B and C of the NECA Traffic Calming Study (Document 1).

The two public meetings were held on October 16, 1996 and May 5, 1997. Both these meetings provided residents with the opportunity to ask questions and offer an opinion/input regarding the study team's recommendations. A wide range of comments were offered by the participants, from the familiar concerns about speed and volume of traffic to pedestrian safety, to those who approved of the existing situation. A summary of the comments from these meetings are summarized in Appendices D and F of the NECA Traffic Calming Study (Document 1).

The meeting with representatives of area businesses, was held on January 13, 1997. Their concerns consisted mainly of how traffic calming measures will affect the trips to their locations. While they understood the concerns of the local residents, they were reluctant to endorse any changes to the existing situation. Details are provided in Appendix E of the NECA Traffic Calming Study.

Finally, during the meeting with the NCC, the steering committee expressed their concerns about tour buses in their community and the need for pedestrian crossings and sidewalks along Sussex Drive. The NCC informed the committee of their plans for the completion of the Confederation Boulevard project which involves upgrading 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 the area.