

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.            03 07-98-0099

DATE                        25 August 1998

TO/DEST.                 Transportation Committee

FROM/EXP.                Co-ordinator, Transportation Committee

SUBJECT/OBJET            **ISLAND PARK DRIVE, KIRKWOOD, CHURCHILL AREA  
TRAFFIC CALMING PILOT STUDY - PUBLIC HEARING**

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### **REPORT RECOMMENDATION**

**That Transportation Committee recommend Council approve the construction of traffic calming measures for Kirkwood Avenue, Churchill Avenue, Scott Street and Merivale Road identified in Annex A.**

### **BACKGROUND**

At its meeting on 21 July 1998, the Transportation Committee approved the attached report dated 29 June 1998 from the Environment and Transportation Department. The Committee agreed to commence the advertising of this item immediately and to schedule a public hearing on 2 September 1998.

Accordingly, the project was advertised in the three daily papers on the following dates: August 1, 2, 8, 9, 15, 16, 22 and 23, 1998. A variety of comments and objections have been received as a result of this advertising, and these are issued under separate cover.

*Approved by  
Rosemary Nelson*

Our File/N/Réf.           **50 09-98-0067**  
 Your File/V/Réf.

DATE                        29 June 1998

TO/DEST.                 Co-ordinator Transportation Committee

FROM/EXP.                Director Mobility Services and Corporate Fleet Services  
 Environment and Transportation Department

SUBJECT/OBJET           **ISLAND PARK DRIVE, KIRKWOOD, CHURCHILL AREA  
 TRAFFIC CALMING PILOT STUDY**

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**DEPARTMENTAL RECOMMENDATIONS**

**That Transportation Committee recommend Council approve:**

- 1. the construction of traffic calming measures for Kirkwood Avenue, Churchill Avenue, Scott Street and Merivale Road identified in Annex A, and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the Municipal Act (Ontario).**

**BACKGROUND**

Regional Council, on 25 February 1998, received the consultant's study report for the Island Park Drive, Kirkwood, Churchill Area Traffic Calming Study and approved, as a pilot project, the construction of traffic calming measures for Kirkwood Avenue, Churchill Avenue, Scott Street and Merivale Road.

This study process began in 1994 when residents within the study area identified a number of traffic concerns to the City of Ottawa, the RMOC, and the National Capital Commission (NCC). The resulting study recommended various traffic calming measures for study area roads.

Following are the measures proposed for Regional roads.

### Merivale Road

A speed hump is proposed on Merivale Road between the Queensway overpass and the entrance to the Westgate Shopping Centre to reduce the speeds of vehicles exiting Island Park Drive onto Merivale Road.

### Scott Street

Roadway narrowings are proposed for the intersections of Scott Street and Island Park Drive and Scott Street and Lanark Avenue.

At the intersection of Scott Street and Island Park Drive, the proposal is to narrow the roadway by removing the westbound right-turn lane on Scott Street. This modification would aid in slowing traffic on Scott Street, as well as slowing the westbound right-turning movement onto Island Park Drive.

The roadway narrowing on Lanark Avenue at Scott Street is designed to aid the prevention of shortcutting traffic through the neighbourhood to Island Park Drive.

### Churchill Avenue

The proposals for this location are

- a raised intersection at Churchill Avenue and Scott Street;
- a speed hump on Elmgrove Avenue at Churchill Avenue; and
- a road narrowing on the northeast corner of Churchill Avenue at Elmgrove Avenue.

These measures are designed to help reduce speeds on Churchill Avenue and Scott Street and also to reduce cut-through traffic through the neighbourhood.

### Kirkwood Avenue

The proposed measures for this roadway are as follows:

- speed humps at Byron Avenue and Kirkwood Avenue and Clare Street and Kirkwood Avenue;
- a raised intersection at Iona Street and Kirkwood Avenue;
- roadway narrowings on Kirkwood Avenue between Byron Avenue and Clare Street; and
- narrowing of the roadway on the west side using pavement markings.

These combined measures are designed to aid in the reduction of speeds on Kirkwood Avenue, as well as to increase pedestrian safety by concentrating the vehicular traffic to the centre of the roadway and away from the curbs.

A meeting with staff and the Emergency Services will be held in the near future. Their response to these modifications will be available for the public hearing.

### PUBLIC CONSULTATION

Extensive public consultation for this project was carried out through meetings with the steering committee as well as several public information sessions. Flyers will be distributed to those land owners immediately affected by these modifications and a public meeting will be held on 9 July 1998.

The opportunity for further public input will be provided via the public hearing process.

### REGIONAL CYCLING ADVISORY GROUP

These measures have been circulated with the RCAG representative and comments/input from that group, if any, will be provided through the public hearing process.

### COST ESTIMATE

The following cost estimate is provided for the information of the Transportation Committee and Council.

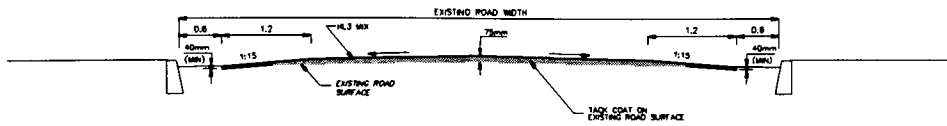
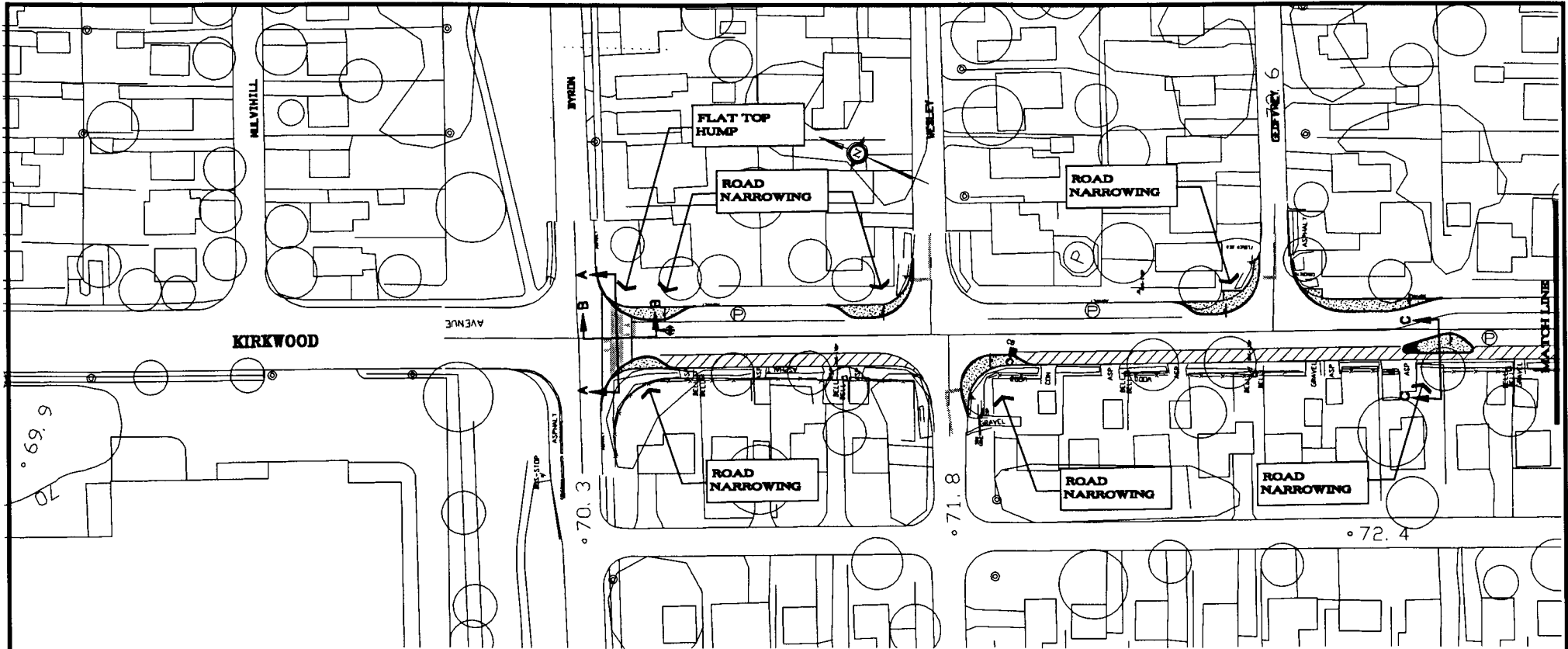
<u>Item</u>	<u>Cost Estimate</u>
Engineering	\$ 25,000
Kirkwood Avenue	\$120,000
Churchill Avenue	\$ 97,000
Scott Street	\$ 14,000
Merivale Road	<u>\$ 3,000</u>
TOTAL	\$259,000

### FINANCIAL IMPLICATIONS

As noted above, cost estimates indicate that a financial expenditure of approximately \$259,000 is required to implement the recommended measures. If approved by Transportation Committee and Council, funds are available in Account 912-30740, Traffic Calming Measures for the Churchill Avenue, Scott Street and Merivale Road projects. Funds will be precommitted in the 1999 Budget for the Kirkwood Avenue project per the Transportation Committee directive of 20 May 1998.

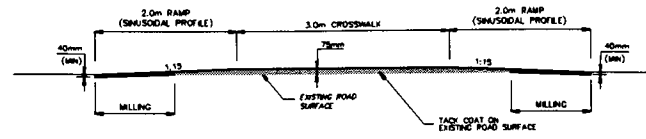
*Approved by*  
*Doug Brousseau*

PP/sc  
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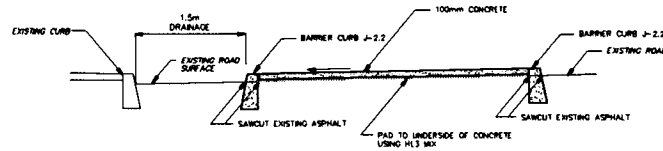


**SECTION A-A**

**FLAT TOP HUMP**



**SECTION B-B**



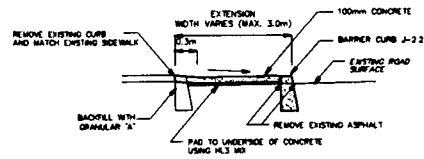
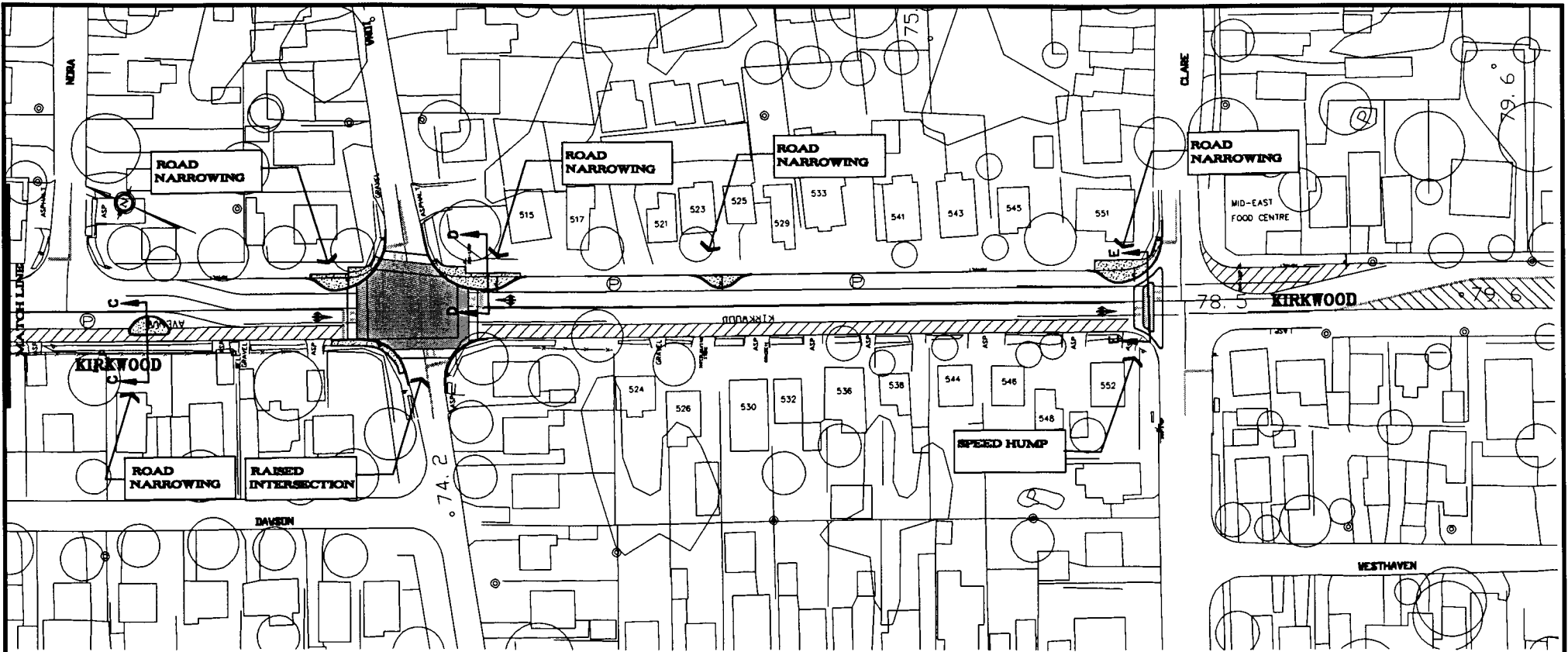
**SECTION C-C**

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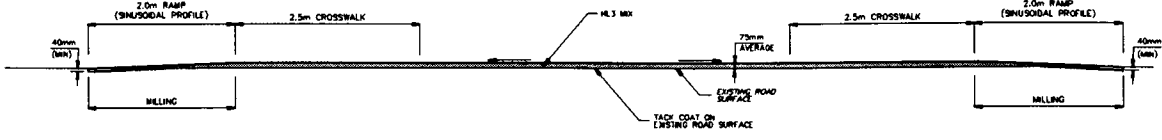


**REGIONAL ROAD TRAFFIC CALMING PILOT PROJECT  
ISLAND PARK, KIRKWOOD AND CHURCHILL AREA**

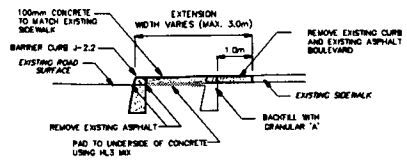




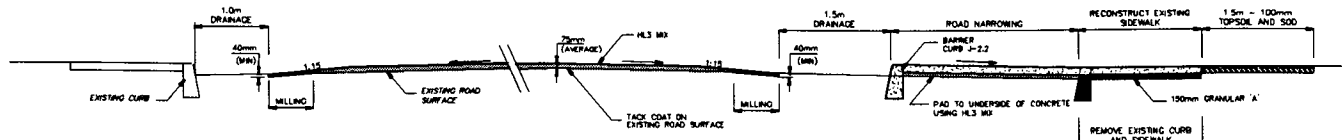
**ROAD NARROWING**



**RAISED INTERSECTION**



**SECTION D-D**



**SECTION E-E**

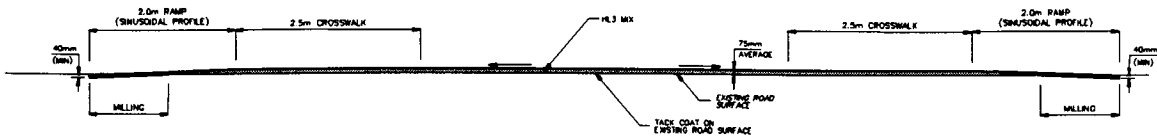
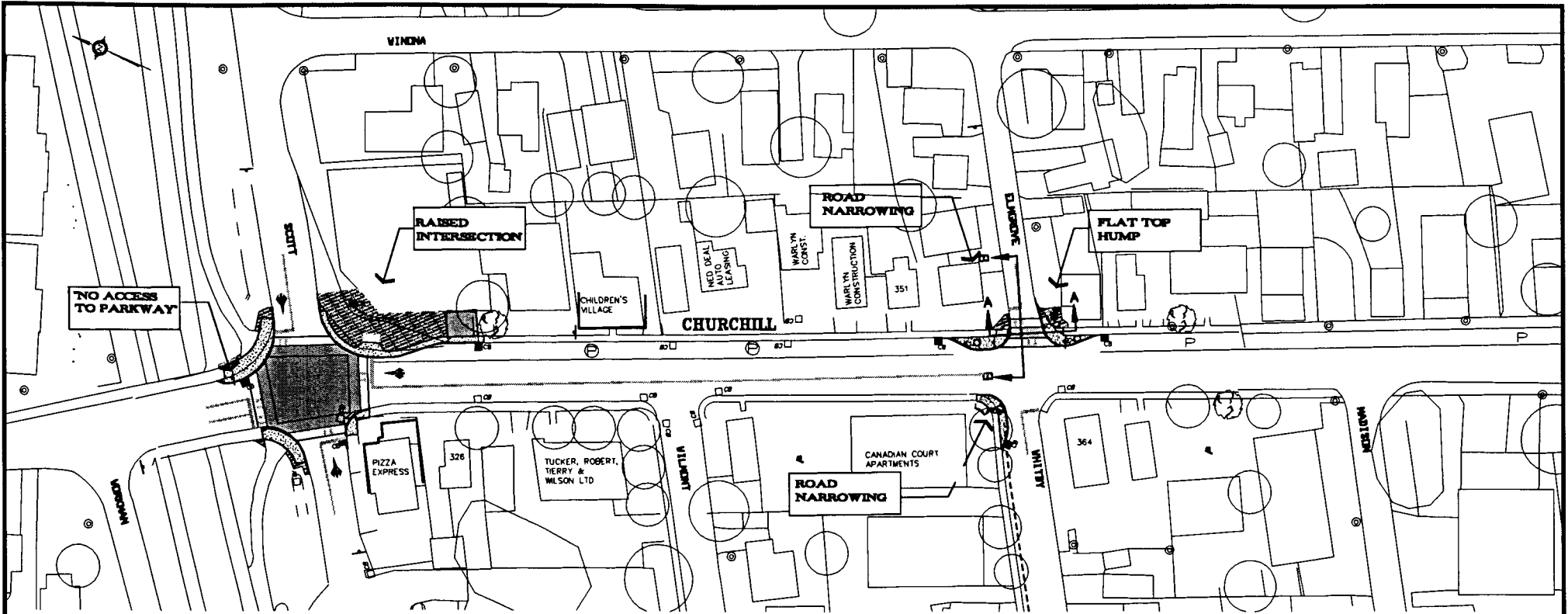
ANNEX A  
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N. T. S. SHEET 2 of 2

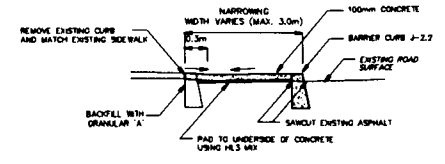


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ISLAND PARK, KIRKWOOD AND CHURCHILL AREA

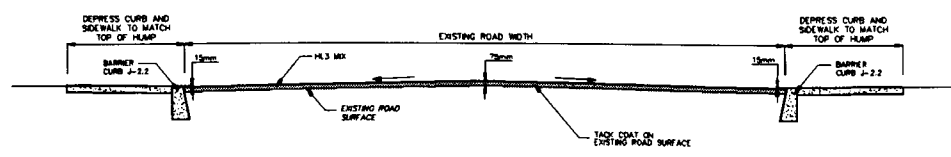




**RAISED INTERSECTION**

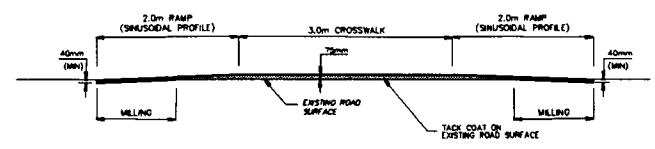


**ROAD NARROWING**



**SECTION A-A**

**FLAT TOP HUMP**



**SECTION B-B**

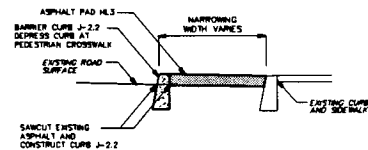
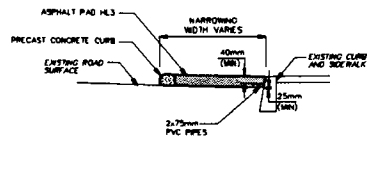
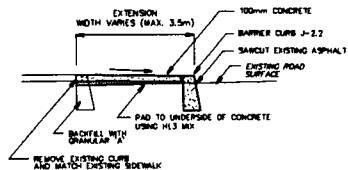
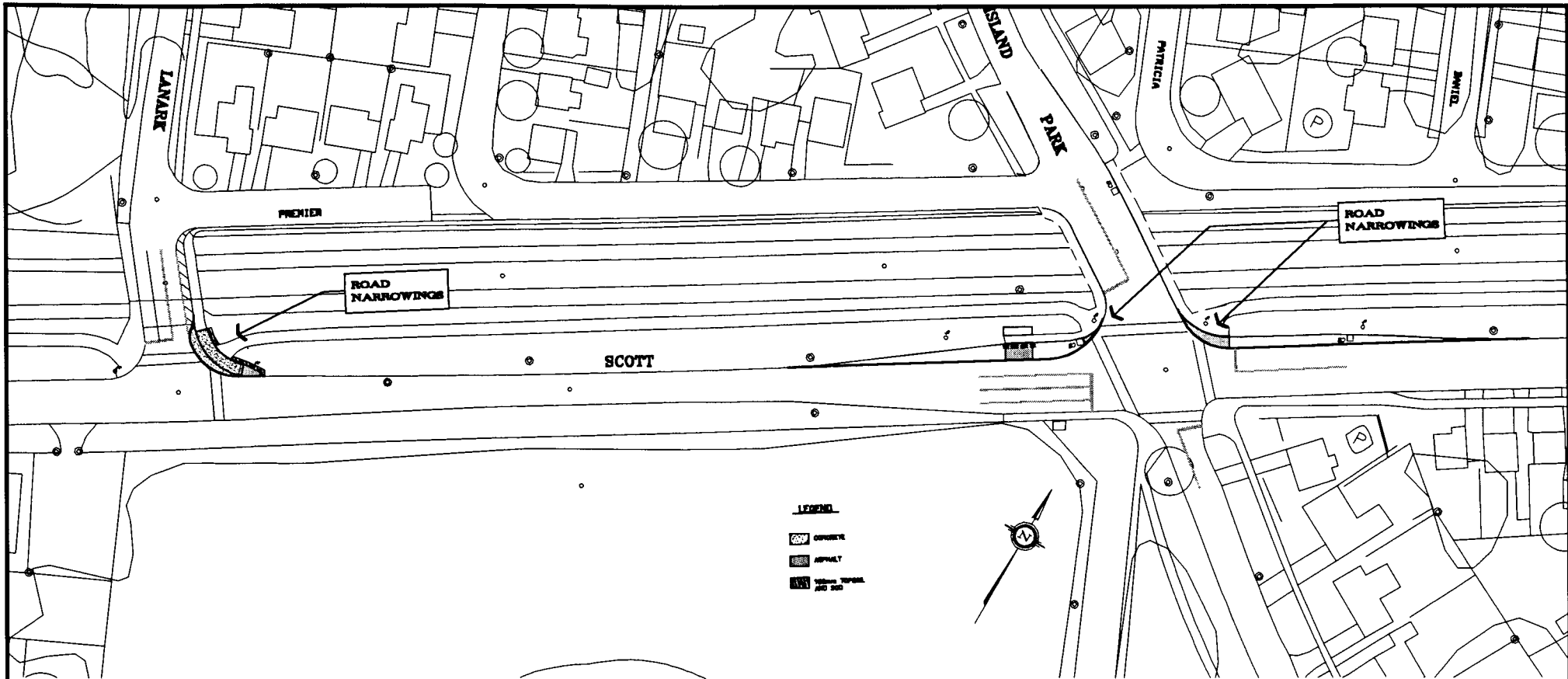
ANNEX A  
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ISLAND PARK, KIRKWOOD AND CHURCHILL AREA





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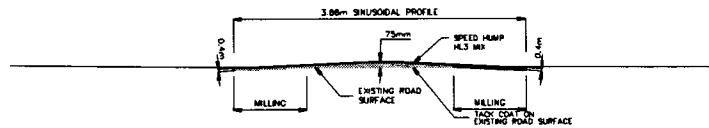
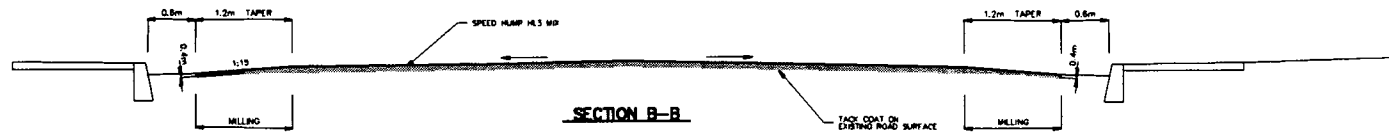
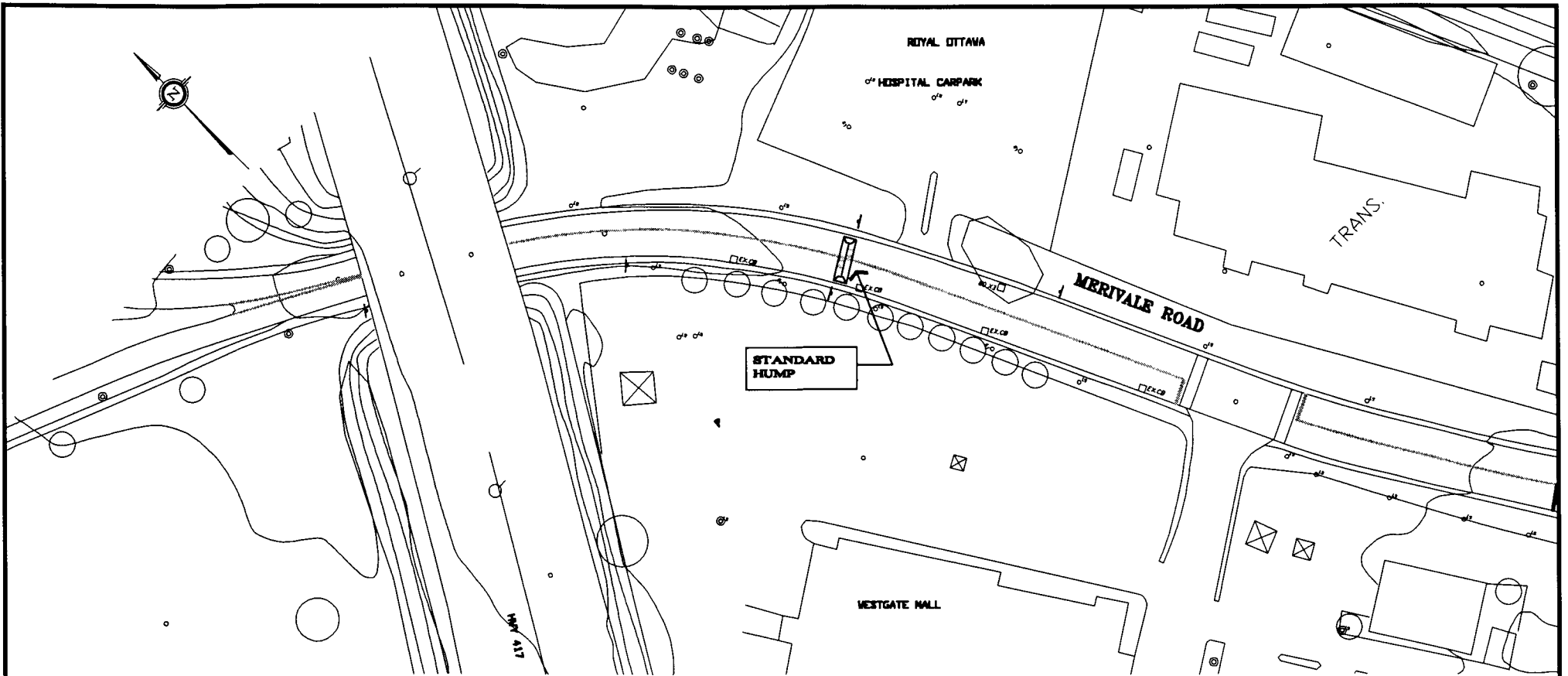
Ottawa-Carleton

REGIONAL ROAD TRAFFIC CALMING PILOT PROJECT  
ISLAND PARK, KIRKWOOD AND CHURCHILL AREA



Cumming Cockburn Limited  
Consulting Engineers, Planners, and Environmental Scientists





**SECTION A-A**  
**STANDARD HUMPH**

N. T. S.



**REGIONAL ROAD TRAFFIC CALMING PILOT PROJECT  
ISLAND PARK, KIRKWOOD AND CHURCHILL AREA**

