

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

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DATE 11 December 1997

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **ISLAND PARK, KIRKWOOD, AND CHURCHILL AREA
TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING
PLAN**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve that:

- 1. the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;**
- 2. no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;**
- 3. subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented in the study area, specifically on Churchill Avenue from Richmond Road to Scott Street and Kirkwood Avenue;**
- 4. implementation priorities be confirmed in consultation with the community;**
- 5. criteria for the evaluation and assessment of the effectiveness of the traffic calming measures be developed in consultation with the community, and;**
- 6. consideration of any vertical measures on Regional roads be deferred until widely-accepted North American guidelines for vertical measures on arterial roadways have been published.**

BACKGROUND

During the spring of 1994, residents of the Island Park, Kirkwood and Churchill area requested assistance from the City of Ottawa, the Regional Municipality of Ottawa-Carleton (RMOC) and the National Capital Commission (NCC) to address concerns outlined in a brief presented to the Regional Transportation Committee. The “Brief on Traffic Issues and Concerns for the West Ottawa Communities” was also presented to the City of Ottawa Community Services and Operations Committee.

Each of the three agencies (City of Ottawa, RMOC, NCC) subsequently agreed to participate in a multi-agency transportation assessment and traffic calming study and approved funding to hire a consultant for the work, subject to City of Ottawa staff taking the lead role.

A Steering Committee comprised of representatives from the community and participating agencies was formed to develop the Terms of Reference and to direct the consultant throughout the study process.

The report “Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan” contained in Document 1* presents the findings and the recommendations of the consultant with respect to the task assigned. Specifically, the consultant was directed to investigate the traffic conditions on roads within the study area and to present recommendations related to the following:

1. reduction of traffic speeds and volumes;
2. mitigation of traffic impacts associated with the Champlain Bridge; and
3. revisions to the NCC Parkway Policy and its application to Island Park Drive.

DISCUSSION

Staff Recommendation 1

The consultant’s report, Document 1, has been presented to the study Steering Committee and to the public. Staff have, from the outset, viewed this report as a response from the community to the traffic concerns within the area and the community’s solutions, as guided by the consultant, to those concerns. During the study process, various philosophies concerning the function of Regional roads and City streets within the study boundaries were put forward by the consultant and discussed at Steering Committee meetings. Some of these philosophies have resulted in recommendations which require a change in Regional and/or City policy. Staff have explained throughout the process what the implications of these recommendations would be and that staff would not necessarily be able to support them. The Steering Committee and consultant decided to pursue the changes to Regional and City policy; staff, therefore, cannot support all of the recommendations contained in the consultant’s report. Consequently, the staff recommendation is to receive the report.

Staff response to the consultant’s recommendations is attached as Annex B.

Staff Recommendation 2

The Terms of Reference outline two basic goals of the study:

1. to reduce the volume of traffic in the community to levels appropriate to adjoining land uses; and
2. to calm traffic.

While staff are willing to consider the reduction of traffic volumes and reduced travel speed in the study area, the consultant states that his proposed solution for Island Park Drive moves this traffic out of the community to roadways in adjacent communities. Staff do not agree that this is a solution and therefore recommend that no measures that relocate traffic to other communities be implemented.

In the case of this report, the communities surrounding Parkdale Avenue and Woodroffe Avenue North would have to bear the brunt of traffic diverted from Island Park Drive. As well, staff feel that traffic diverted from Island Park Drive would further compromise the mobility of an already taxed Parkdale Avenue.

Staff Recommendation 3

The consultant's report contains three alternatives as solutions to the problems ascertained by the consultant and put forth by the community. The consultant recommends "That Alternative 1 - The Basic Traffic Calming Plan, be approved for detailed design and implementation" (refer to Annex A - to be distributed by Clerk's Department).

Alternative 1 The Basic Traffic Calming Plan presents a number of traffic calming measures on many streets within the study area. The measures are designed to reduce the speed and volume of traffic on Island Park Drive and other streets impacted by Champlain Bridge related traffic. Other measures are recommended to buffer the community around Island Park Drive from traffic diverting from Island Park Drive.

The RMOC does not accept Alternative 1, in its entirety, as viable as the Plan proposes measures which, if implemented, may have the effect of diverting traffic to other roads outside the study area.

The estimate by the consultant that 25-30% of the Island Park Drive traffic will divert to streets outside the study area precludes Regional staff from recommending the Plan as a whole, even though Island Park Drive is not within the RMOC's jurisdiction.

However, subject to the deferral of vertical measures discussed below, the proposed traffic calming plan will provide for a more pedestrian friendly atmosphere on Kirkwood Avenue and Churchill Avenue by reducing the driving surface to two lanes and reducing crossing distances. By narrowing the driving surface the current "open" feeling of these roadways will be diminished, which should make drivers feel less comfortable travelling at their current speeds thereby reducing the overall speed of traffic. Transit will not be affected and there will not be a significant adverse effect on the capacity of Kirkwood Avenue or Churchill Avenue. The consultant's report states

that traffic calming measures as proposed on Churchill Avenue and Kirkwood Avenue are not expected to divert traffic. Staff agree.

Regional staff note that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed. For this and the above-noted reasons, staff recommend that subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented on Churchill Avenue and Kirkwood Avenue.

The City of Ottawa accepts Alternative 1 as the basis for identifying traffic calming measures to be implemented on City streets within the study area. The City notes that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

The community representatives on the study Steering Committee do not accept Alternative 1 as presented and recommend a modified Alternative 1. The recommendations proposed by the Steering Committee are contained in Document 2*.

It must be noted that the City of Ottawa has had some experience with the implementation of traffic calming devices. Their experience has been that some of the proposed roadway modifications, while intended to address residents concerns, may result in increased maintenance costs, including snow removal. If measures cannot be maintained, their effectiveness and their community support after implementation may be lost.

There are three major components which affect summer and winter maintenance operations and thus result in increased maintenance costs:

- hard surface repair;
- winter maintenance; and
- spring clean-up.

Winter curb damage is unavoidable on roadway modifications such as narrowings, mini-circles and speed humps. Also, repairing differential settlement and deterioration of the chosen hard surface within narrowings will require annual inspection and attention. Additional annual costs to maintain the hard surface roadway modifications proposed would be equivalent to the annualized costs of replacing the facilities every seven (7) years, whereas the normal life cycle of asphalt pavement is 10 years, and of concrete curbs, gutters and islands is 25 years.

With respect to winter snow and ice control, it is estimated that the narrowings and other roadway modifications will not greatly impair the speed with which a street will be plowed clear of snow or gritted with winter abrasives. However, it is estimated that to respond to winter thaws and winter rain events, staff will be required to inspect the site and respond to concerns about drainage and sight lines. In addition, experience with existing similar measures has shown that this type of additional works is required after every second storm of major accumulation (i.e. greater than 15 cm).

Throughout the winter period, grit (and other debris for that matter) will accumulate on narrowings, bull noses, etc. Each spring staff are required to remove all winter materials from these areas. Prior to sweeping the curb lane of every street in the City, staff must sweep grit and debris from the sidewalks and boulevards onto the street for the roadway sweeper. Although the sidewalks can typically be swept mechanically, due to the size and inaccessibility of traffic islands, medians and narrowings, they must be swept by hand.

Staff Recommendation 4

The consultant's report is a planning document and is conceptual in nature; further action will therefore be required prior to considering the implementation of specific elements of the plan. Such action may include but is not limited to:

- detailed design, including technical circulation, to ensure the feature is appropriate and can be physically accommodated;
- technical review including impacts on other agencies, departments and branches; and
- public hearing process as required in the Municipal Act.

Regional staff are currently working on a priority setting procedure for the new capital account Traffic Calming Measures which may include the items listed above. This will allow staff to annually prioritize various proposed traffic calming initiatives/measures from throughout the Region and present them to Transportation Committee and Council for approval for implementation.

Specific to the recommendations of this report, the community members of the Steering Committee have expressed concern (refer to Document 2* - Reaction to the Consultant's Report by the Community Members...) with the implementation schedule outlined by the consultant. Staff have no objections to confirming implementation priorities in consultation with the study Steering Committee; however, budget availability will guide implementation.

Under the current financial limitations, the City of Ottawa will only be implementing traffic calming measures when they can be incorporated into other scheduled road work (includes road and sewer or overlay projects). As noted above, the Plan is a conceptual plan and consequently, the City will be reviewing each proposed measure on a case-by-case basis.

The City will co-ordinate any projects with those undertaken by the RMOC and the NCC. The City will identify those projects which would complement the projects undertaken by those other agencies. The City will further work with those other agencies to identify any impacts from projects proposed by them on City streets within the study area.

Staff Recommendation 5

Traffic calming is relatively new to the City and the Region. It is therefore imperative that a monitoring and evaluation programme be established to determine the effectiveness of the measures implemented from both the community's perspective (quality of life) and from the

technical viewpoint (reduced speed, reduced accidents, effects on emergency response and transit service, etc). Results from this programme will guide staff in making recommendations for traffic calming measures on other Regional roads in the future.

To better evaluate the community perspective, we recommend that the criteria for the evaluation and assessment of the effectiveness of the traffic calming measures include public consultation.

Staff Recommendation 6

Regional staff are concerned with liability issues in implementing vertical traffic calming measures on high-volume roadways. Staff are not aware of any engineering manual that supports the use of such measures on arterial roadways. Until widely-accepted North American guidelines for implementation of these measures on arterial roadways have been developed, RMOC staff recommend that all vertical measures, including speed humps and raised intersections be deferred.

The recently adopted Regional Official Plan states that liability shall be considered, where accepted design standards are not met, in assessing the appropriateness of traffic calming measures on Regional or other roads.

The Transportation Association of Canada is currently working on guidelines for traffic calming devices.

CONSULTATION

The Steering Committee was established at the outset and formed the primary source for public comment throughout the study process. It was comprised of staff representatives from the three funding agencies (City of Ottawa, RMOC, NCC) as well as representatives from each of the community associations in the study area. The Regional Ward Councillor regularly attended Steering Committee meetings as well.

The community representatives of the Steering Committee have prepared a report outlining their recommendations on the consultant's report. It is included as Document 2*.

The general public was consulted through a series of four community workshops and three public meetings. The workshops were held following the first Public Information Centre. A total of 76 people turned out for the workshops.

The public information centres (PICs) were advertised in the community paper NEWSWEST. A total of 243 people attended the three public meetings. A summary of results of the PICs is provided in Annex C. Details of PICs #1 and #2 are contained in Document 1*. Details of PIC #3 are contained in Document 3*.

FINANCIAL IMPLICATIONS

For the purpose of strategic planning, the consultant has provided a general cost estimate of the proposed traffic calming devices. The estimate to implement all the proposed devices on the

Regional roads is \$546,250. It is necessary to emphasize that the cost estimates are based on a planning document and that these estimates may change considerably with detailed design.

Maintenance costs are expected to increase for roadways on which the proposed traffic calming measures are implemented.

*Approved by
Doug Brousseau*

JAF/sc

Attach. (2)

*** LIST OF SUPPORTING DOCUMENTATION AVAILABLE AT CLERK'S DEPARTMENT**

- Document 1: Consultant's Report - "Island Park, Kirkwood, Churchill Area Transportation Assessment and Traffic Calming Plan"
- Document 2: Steering Committee Report - "Reaction to the Consultant's Report by the Community Members of the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee"
- Document 3: Detailed Summary of Public Information Centre #3

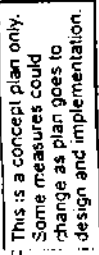


Figure 5.5: Alternative 1

ANNEX B

STAFF RESPONSE TO CONSULTANT'S RECOMMENDATIONS

The following comments on each of the consultant's recommendations contained in Document 1 are presented to outline the staff position on each point.

1. "That the Vision consisting of a set of traffic calming planning principles and street designations for the study area be approved as the foundation for the traffic calming plan."

The consultant presents a hierarchy of street designations which differs from that currently in the City of Ottawa Official Plan. Currently, streets are classified as local, collector or arterial. The consultant proposes to redesignate streets as "living purpose", "shared purpose" and "traffic purpose" streets.

While staff accept the philosophical basis for this hierarchy (slowing down traffic in residential areas), the consultant has provided no technical basis for the proposal. The proposed designations are therefore much more subjective in nature than the classification system currently in use. This makes it more difficult to rationalize and defend the designation of any given roadway.

For example, both Byron Avenue and Richmond Road are classified as "shared purpose streets", yet the designation does not allow for obvious differences between the primarily residential and primarily commercial nature of these roadways. A four-lane "main street" such as Richmond Road likely presents some special considerations with respect to the generally higher levels of use by pedestrians and transit vehicles, not to mention issues of concern to storefront retailers. Byron and Richmond are sufficiently dissimilar to warrant different classifications.

The purpose of the classification system currently in use is to establish a hierarchy of urban streets that provides for a graduation in the access to mobility function of the facility. Street systems operate most efficiently and safely if each class of street is designed to serve its intended purpose.

Page 11 of the Regional Municipality of Ottawa-Carleton (RMOC) Transportation Master Plan's supporting document Regional Traffic Calming Guidelines, says that a road's hierarchical classification may not fully reflect its function within the context of the community and surrounding road network. Also outlined are the parameters endorsed by Regional Council that will be used to determine the functional roles within the "arterial" classification. Staff will take into consideration the functional role of Regional roads when any changes to a roadway are considered.

2. "That the concept of 'environmental capacities' be approved as the cornerstone for traffic calming planning in the study area."

The consultant proposes vehicle volume guidelines in relation to the above-noted street designations. The traffic volume guidelines are based on a literature search from predominantly

European sources. They represent significant reductions from volumes currently assigned to different categories of streets in the City's Official Plan and in the RMOC Official Plan. Existing volume guidelines reflect the role which a given street plays in the overall transportation network.

While the principle of environmental capacities is a useful one, the capacities for "shared purpose streets" suggested on page 45 are simply unrealistic in the context of Regional roads, and are therefore questionable as a basis for planning. The capacities make no distinction between local collector (e.g. Byron Avenue) and arterial roadways (e.g. Richmond Road -- note that the existing peak hour two-way volumes on Richmond Road are shown as 1,270 vph on page 25, versus the suggested environmental capacity of 500 vph). This framework does not acknowledge the role of Regional roads in providing mobility, as well as access.

As pointed out on page 44 of the report, the consultant constructed a computer model to study traffic patterns in the study area. According to the model, Kirkwood Avenue carries about 500-600 vehicles per hour of traffic that is generated from the homes and businesses within the study area. The model however did not take into consideration homes and businesses to the south and west of the intersection of Kirkwood Avenue and Byron Avenue as they were not within the study boundaries. The volumes of locally generated traffic predicted by the model would surely increase above the environmental capacities proposed if the true Regional function of the roadway was included. Kirkwood is also meant to carry non-local traffic, making the environmental capacities proposed unrealistic.

3. "That Alternative 1 - The Basic Traffic Calming Plan, be approved for detailed design and implementation."

Alternative 1 - The Basic Traffic Calming Plan presents a number of traffic calming measures on many streets within the study area. The measures are designed to reduce the speed and volume of traffic on Island Park Drive and other streets impacted by Champlain Bridge related traffic. Other measures are recommended to buffer the community around Island Park Drive from traffic diverting from Island Park Drive.

City staff accept Alternative 1 as the basis for identifying traffic calming measures to be implemented on City streets within the study area. It is noted that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

Staff of the RMOC do not accept Alternative 1 in its entirety as the Plan proposes measures which will divert traffic to neighbourhoods outside the study boundaries. (See "Discussion, Staff Recommendation 3" in report.)

Regional staff recommend that subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented on Churchill Avenue and Kirkwood Avenue. Staff note that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

The community representatives on the study Steering Committee do not accept Alternative 1 as presented and recommend a modified Alternative 1 as the basic plan. Their recommendations are contained in Document 2*.

4. “That an interim set of guidelines and standards for traffic calming measures be developed for use by the City of Ottawa, the RMOC, and the NCC, pending completion of TAC guidelines and standards.”

The City of Ottawa is currently working with a variety of guidelines and standards from various sources including the Institute of Transportation Engineers (ITE) and is testing their application on some City streets. The City staff will not develop new standards, but at such time as the Transportation Association of Canada (TAC) guidelines are available, the City will consider them.

The recently adopted Regional Official Plan states that liability shall be considered, where accepted design standards are not met, in assessing the appropriateness of traffic calming measures on Regional or other roads.

Regional staff are concerned with liability issues in implementing vertical traffic calming measures (i.e. speed humps and raised intersections) on arterial roadways. Staff are not aware of any engineering manual that supports the use of such measures on arterial roadways. Until widely-accepted North American guidelines for the implementation of these measures on arterial roadways have been developed, RMOC staff recommend that they be deferred.

5. “That the City of Ottawa, in co-operation with the RMOC and the NCC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report.”

Under the current financial limitations, the City of Ottawa will only be implementing traffic calming measures when they can be incorporated into other scheduled road work (includes road and sewer or overlay projects). As noted above, the Plan is a conceptual plan and consequently, the City will be reviewing each proposed measure on a case-by-case basis.

The City will co-ordinate any projects with those undertaken by the RMOC and the NCC. The City will identify those projects which would complement the projects undertaken by those other agencies. The City will further work with those other agencies to identify any impacts from projects proposed by them on City streets within the study area.

6. “That the RMOC, in co-operation with the City of Ottawa and the NCC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report.”

The RMOC should defer consideration of any vertical traffic calming measures on Regional roads until guidelines for the implementation of these measures on arterial roads have been developed.

Regional staff are currently working on a priority setting procedure for the new capital account Traffic Calming Measures. This will allow staff to annually prioritize various traffic calming

initiatives/measures from throughout the Region and present them to Transportation Committee and Council for approval for implementation.

Specific to the recommendations of this report, the community members of the Steering Committee have expressed concern (refer to Document 2* - Reaction to the Consultant's Report by the Community Members...) with the implementation schedule outlined by the consultant. Staff have no objections to confirming implementation priorities for Kirkwood Avenue and Churchill Avenue in consultation with the community.

7. "That the NCC, in co-operation with the City of Ottawa and the RMOC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report."

The NCC will finalize its position following decisions by the City and Regional Councils.

8. "That, at the design stage, every street and traffic calming measure be assessed to determine the potential for adding greenery."

The City and Region will be reviewing every traffic calming measure for a number of criteria and will identify opportunities for adding vegetation.

9. "That the implemented traffic calming measures be monitored for performance and impact on adjacent non-traffic calmed streets and neighbourhoods."

The City and Region monitor all projects for performance. As traffic calming measures are relatively new, they will receive particular attention to determine whether they are effective and to identify any modifications which may be necessary. A monitoring schedule will be set up for each project.

10. "That the suggestions made in this report regarding the NCC Parkway Policy be taken into consideration in the NCC's review of the 1998 Plan for Canada's Capital."

This recommendation will be addressed by the NCC.

11. "That a number of studies be initiated to examine the feasibility of:

- i) traffic calming Parkdale Avenue and Woodroffe Avenue between the Queensway and the Ottawa River Parkway";

The City has recently completed a study on the Parkdale area which identified measures to be implemented on Parkdale Avenue. Further studies are not scheduled at this time.

- ii) "a transit link from the Ottawa River Parkway to Tunney's Pasture Transitway Station and a shuttle connecting it to a Park-and-Ride lot in the Outaouais";

This is being considered as part of the Champlain Bridge Project.

- iii) “a direct connection to the Transitway for Société de Transport de l’Outaouais buses”;

Related to (ii), use of the Transitway by STO buses has been discussed by STO and OC Transpo, and significant barriers have been identified; however, the recommendation will be referred to the appropriate agencies for consideration.

- iv) “expanding transit service in the Outaouais”;

This recommendation falls outside of the jurisdiction of any of the participating agencies. The recommendation will be referred to the appropriate agency for consideration.

- v) “commuter rail along the CP line”; and

Rail transit has been identified as a Transportation Master Plan recommendation.

- vi) “TDM measures such as education, legislation, walking and cycling, parking management, road pricing, high occupancy vehicles, ride sharing and car pooling, telecommuting and changes in land use”.

The RMOC has developed policy level guidelines on TDM measures in its new Transportation Master Plan. The identification of specific projects or programmes will be undertaken as appropriate.

ANNEX C

COMMENTS - PUBLIC INFORMATION CENTRES

Public Information Centre No. 1 was held on 30 January 1996. One hundred and one (101) persons signed the attendance sheet. Of those, 45 signed up for the community workshops which were to follow.

Public Information Centre No. 2 was held on 18 June 1996. Ninety-two (92) people signed the attendance sheet and 64 filled out an evaluation form.

Public Information Centre No. 3 was held on 15 April 1997. Fifty (50) people signed the attendance sheet. Following the meeting, 75 comment sheets were received by the consultant.

Comments were made regarding the following issues:

- general pedestrian safety in the Churchill area
- concern over traffic calming in general. "I think that it is extremely important that when this study decides on how to calm this specified area, it is not creating problems on streets beyond their boundaries"
- do not agree with the problem at Spencer Street as a cut-through between Carling Avenue and Scott Street
- do not agree with the problem at Byron Avenue and Granville Street
- concern that plan may be too costly and will have to be scaled down
- if any measures are deleted, this should be done carefully to maintain the integrity of the plan as a whole (avoid unwanted diversions)
- want sidewalk and speed reducing traffic calming measures on Kirkwood Avenue immediately; gateway designs can wait
- almost universal support for reduced speed
- concerned about possibility of diverting traffic from Island Park Drive
- should address the possibility of Byron Avenue becoming a short-cut when traffic calming measures are implemented on adjoining streets

Residents outside the area also attended the second public meeting and provided comments both in support of and opposed to the proposed plan. Comments were also received relating to the implementation priorities for the proposed plan.

- largest number of non-Island Park Drive residents preferred traffic metering
- the second preference expressed by non-Island Park Drive residents was for Alternative 1 - the Basic Plan
- closing Island Park Drive not considered a viable option by non-Island Park Drive residents
- Island Park Drive residents preferred the plan presented by the community representatives of the Steering Committee
- closing Island Park Drive was considered a viable option by Island Park residents

There was no real consensus about which measures should be implemented first. With respect to which plan to implement, the majority of people completing comment sheets preferred the community-modified plan. The one point on which most people did agree was that the agencies should do whatever it takes to reduce the speeds and volumes in their neighbourhoods as quickly as possible.

SUMMARY OF COMMENTS RECEIVED DURING PUBLIC CONSULTATION

General Concerns

- pedestrian safety issues
- bicyclist safety issues
- traffic volume issues
- traffic speed issues
- non-neighbourhood traffic issues
- traffic calming measures in study area should not cause problems for neighbouring communities
- support for proposed street designations (i.e. living purpose, shared-use purpose, traffic purpose)
- concern that the plan may not be implemented (lack of funding, lack of will on the part of the NCC)

Specific Concerns

- intersection safety at Churchill Avenue and Scott Street
- intersection safety at Churchill Avenue and Lanark Avenue
- intersection safety at Churchill Avenue and Richmond Road
- intersection safety at Churchill Avenue and Ottawa River Parkway
- volume of non-neighbourhood traffic on Churchill Avenue
- traffic volume and speed on Churchill Avenue
- speed on Lanark Avenue
- pedestrian safety at intersections along Lanark Avenue
- volume of non-neighbourhood traffic on Lanark Avenue
- volume of traffic on Island Park Drive
- speed of traffic on Island Park Drive
- intersection safety at Island Park Drive exit off the Queensway and Merivale Road
- intersection safety at Island Park Drive and Byron Avenue
- intersection safety at Island Park Drive and Clearview Avenue
- pedestrian safety along Island Park Drive
- volume of truck traffic on Island Park Drive
- volume of non-neighbourhood traffic on Island Park Drive
- access to Ottawa River Parkway
- traffic volume and speed on Kirkwood Avenue
- pedestrian/bicycle intersection safety at Kirkwood Avenue and Clare Street
- pedestrian/bicycle intersection safety at Kirkwood Avenue and Iona Street
- pedestrian/bicycle intersection safety on Kirkwood Avenue south of Iona Street

- general pedestrian safety concerns on Kirkwood Avenue
- volume of truck traffic on Kirkwood Avenue
- volume of non-neighbourhood traffic on Clearview Avenue
- there should be more bicycle access
- unsafe for cyclists to go east/west other than on Byron Avenue
- need bicycle access to the Ottawa River Parkway
- need to improve cycling facilities on Churchill Avenue/Scott Street/Richmond Road
- concerns over in-line skating safety
- do not open Churchill Street North to Ottawa River Parkway