Centrepointe Drive Area Traffic Management Study

Virtual Meeting hosted by Councillor Laine Johnson

February 28, 2024

Questions and Answers

Traffic concerns

1. **High traffic volume and speeding on Centrepoint Drive between the westerly intersection of Baseline Road and Centrepointe Drive and Strathbury Street**
   The Centrepointe Drive Area Traffic Management study is a traffic calming study, to address speeding issues as mentioned during the first open house in 2016. Proposed speed cushions are one of the most effective speed reduction measures applicable to Centrepointe Drive. A case study of speed cushions showed 9-10km/h reduction of average speed and 8km/h reduction of 85th percentile speed (the speed at or below which 85 percent of the drivers travel on a road segment).

2. **Limited sightlines due to parked vehicles near intersections**
   Sightline concerns due to parked vehicles, or for other reasons at a specific location can be reviewed by making a request to the City by calling 311 or forwarding an email to 311@ottawa.ca. A group of traffic assessment specialists in the City review the requests regarding sightline concerns and recommend mitigation measures as appropriate. Please note that according to the 'Traffic and Parking By-law', no person shall park a vehicle within 9m of an intersection even in the absence of any parking related signs. The resident can contact 311 and request by-law enforcement if they notice any vehicles violating this by-law.

Road geometry

3. **The horizontal curves on Centrepointe Drive north of Hemmingwood Way E. is a poor design, creating a sightline issue.**
   12Extension of medians and flex-posts are proposed to draw attention of drivers on horizontal curves to discourage speeding and improve sightline.

Traffic control

4. **Traffic signal control of the intersection of Centrepointe Drive and Hemmingwood Way W.**
   The City follows the guidelines outlined in the Ontario Traffic Manual (OTM) Book 12, Traffic Signals, which emphasizes that a traffic control signal is a control device rather than a safety device. Traffic control signals should not be used for traffic calming schemes, for limiting traffic volumes on specific routes, for speed control devices, for demand control devices or for the discouragement of motorists and pedestrians from using a specific route.

5. **PXO at the intersection of Centrepointe Drive and Hemmingwood Way W.**
   The City of Ottawa uses a warrant system (minimum criteria) to evaluate the requirement for a PXO at a specific location. The warrants consider the criteria as identified in OTM Book 15, Pedestrian Crossing Treatments. Based on the data that we collected, this location did not meet the PXO warrant.

6. **All-way stop control (AWSC) at the intersection of Centrepointe Drive at Hemmingwood Way E. and at the intersection of Centrepointe Drive and Hemmingwood Way W.**
   OTM Book 15 indicates, the purpose of the speed sign is to clearly assign right of way between vehicles approaching at intersection from different directions. They should not be use as a speed control device as part of traffic calming measures. Installing AWSC where not appropriate can contribute to:
   - a low stop compliance;
   - an increased risk for the potential of collisions;
   - an increase in operating speeds along corridors and between stop signs;
   - negative impacts to cycling as cyclists have to exert extra effort to re-gain momentum after stopping for stop signs; and,
   - negative environmental impacts such as noise pollution due to sounds accompanying motor vehicle acceleration and/or braking and air pollution with an increase in greenhouse gas emissions due to stops and starts.
7. **Rapid Rectangular Flashing Beacons (RRFBs, Flashing lights) at the PXO on the north side of Centrepointe Drive and Hemmingwood Way E. is not easily visible to drivers.**
   We will follow up with appropriate department to investigate the issue.
8. **Implement all-way stop control at the intersection of Centrepointe Drive and Strathbury Street.**
   Same as answer 6.

Turning movements to/from cross streets

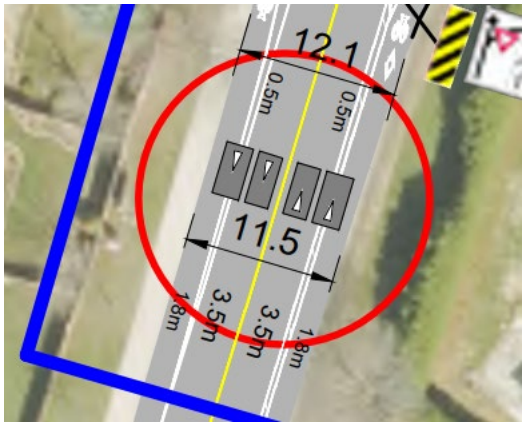
9. **The intersection of Centrepointe Drive and Castlebrook Lane is very close to a signalized intersection of Centrepointe Drive and Tallwood Drive. Because of limited sightline, it is difficult to turn left from Castlebrook Lane to Centrepointe Drive.**
   We reviewed potential options – traffic signal control, all-way stop control, right-in/right-out, etc. – at this intersection, but none of them were feasible because it is too close to the existing traffic signal control at Tallwood Drive.
   Please note that while drivers must stop at 'initial stop' position (as indicated by the stop bar/stop sign), they can slowly proceed up to the edge of the road known as 'final stop position', to determine if it is safe to complete their movement. If there is a sightline issue due to trees at the corner, trimming tree branches may help to increase sightline, which can be requested to the City by calling 311 or sending an email to 311@ottawa.ca.
10. **At the intersection of Centrepointe Drive and Paseo Private, turning left from Paseo Private to Centrepointe Drive is a challenge.**
    We reviewed potential options for this intersection, not only for turning movements but also for pedestrian crossing, but none of them were feasible.
    Please note that while drivers must stop at 'initial stop' position (as indicated by the stop bar/stop sign), they can slowly proceed up to the edge of the road known as 'final stop position', to determine if it is safe to complete their movement. Additionally, parking north and south of Paseo Private on west side of Centrepointe Drive would be removed if our proposed plan is approved.
11. **Turning to and from 117 Centrepointe Drive is difficult.**
    The City does not fund traffic signal control for the intersection of which an approach is a private road. Traffic control signal can be considered only if the location meets the criteria as indicated in OTM Book 12 and if the property owner makes a request and fund the signal.

Please note that while drivers must stop at 'initial stop' position (as indicated by the stop bar/stop sign), they can slowly proceed up to the edge of the road known as 'final stop position', to determine if it is safe to complete their movement. If there is still a sightline issue due to trees at the corner, trimming tree branches may help to increase sightline, which can be requested to the City by calling 311 or sending an email to 311@ottawa.ca.

Proposed measures

12. Could we be provided with the locations of speed cushions?

The locations of the proposed speed cushions can be found on the first page of the recommended plan in the study webpage. The residents can zoom in to the interested areas to magnify the plan drawing to see them. Speed cushions are shown in a red circle as shown in the figure below:



On collector section of Centrepointe Drive, nine speed cushions are proposed:

- south of the westerly intersection of Centrepointe Drive and Hemmingwood Way
- between Norwich Way and Hyde Park Way
- between Hyde Park Way and Marble Arch Crescent
- between Marble Arch Crescent and Marble Arch Crescent
- between Strathbury Street/Stonebriar Drive and Castleton Street
- between Grandcourt Drive and Palisade Street
- between Palisade Street and Dalecroft Crescent
- between Dalecroft Crescent and Arbordale Crescent
- and between Pinetrail Crescent and Kentsdale Drive

13. Why are speed cushions not proposed on Centrepointe Drive between the easterly intersection of Baseline Road and Centrepointe Drive and Tallwood Drive?

The above section of Centrepointe Drive is classified as a major collector road. The City's Traffic Calming Design Guidelines recommends avoiding use of vertical deflection measures such as speed cushions on arterial or major collector roads until all other methods have been explored. An evaluation study will be undertaken approximately one year after the completion of the recommended measures, if approved, to assess whether the project goals are achieved, and if additional measures will be justified.

14. Bicycle lanes with concrete curb is overkill. Bicycle lanes are not required as there is not enough bicycle traffic to justify them.

The City of Ottawa has high level policy to encourage sustainable transportation which includes bicycle transportation for a multitude of public benefits. Past opinion surveys indicate there are

large numbers of Ottawans that state they want to use bicycles for local travel but do not due to safety concerns because of sharing road space with motor traffic. So, when the city is planning to add dedicated cycling facilities, it usually considers that the volume of cyclists does not reflect the true demand for cycling. There are many locations in Ottawa where the addition of dedicated cycling facilities created demand, and some streets where almost no one rode previously now have large numbers of cyclists. A good example is Laurier Avenue West where the increase in bicycle volumes was up to 400% higher once protected bicycle lanes were added. Centrepointe Drive is an example of a street where current traffic conditions and lack of any bicycle infrastructure would discourage regular use for local trips. It is also a street where many people live close to businesses, jobs, recreational facilities and schools where traveling by bicycle would be very quick, but distances are too far for a person to walk.

Centrepointe Drive is too wide, which encourages speeding. Bicycle lanes were proposed to narrow the width of the road for motor traffic.

A typical road diet technique is to reduce the number of lanes on a roadway cross-section. One of the most common applications of a road diet is to improve safety or provide space for other modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction. The freed-up space can then be reassigned to other purposes, such as left-turn lanes, sidewalks, landscaping, bicycle lanes, etc. We proposed to reassign the space to left-turn lanes and bicycle lanes.

Two lane sections along Centrepointe Drive are approximately 11m wide, which is too wide for a two-lane road. We proposed to reassign the excessive space to bicycle lanes with buffer.

The City's Transportation Master Plan states that the City prioritizes modes of travel that are space-efficient including walking, cycling, and transit (Policy 5-2), and encourage sustainable transportation through community planning and design (Policy 5-3).

The Official Plan also calls for infrastructure that supports sustainable transportation and enables a car-free or car-light lifestyle. This includes well-connected street networks with short and frequent blocks; high quality active transportation infrastructure; active transportation shortcuts; and safe and convenient walking and cycling access to transit stops and stations.

Negative impacts of the proposed measures

15. **Flex-posts blocks sightlines.**

    The proposed flex-posts are intended to delineate bicycle lanes and horizontal curves. We do not anticipate that the proposed flex-posts will block sightlines because they are narrow and thin. An example of flex-posts can be seen on one of the supplier's website. Following the implementation of these measures, we will monitor to confirm if there are any issues with sightlines.

16. **Lane reduction and traffic calming measures will increase air pollution.**

    Traffic calming measures increase vehicle emissions, but not as much as stop signs which require drivers to fully stop. We believe that safety benefits of traffic calming outweigh potential negative impacts on air quality.

Cycling

17. **Will there be connection to cycling network at the easterly intersection of Baseline Road and Centrepointe Drive?**
    We reviewed an option like the one at the westerly intersection, but it required removal of traffic islands and relocation of traffic signals to accommodate bicycle lanes on the approach. The Centrepoint Drive Area Traffic Management study is undertaken as part of the Neighbourhood Traffic Calming (NTC) program (formerly Area Traffic Management program). The NTC program is not intended to fund major infrastructure updates such as modification of traffic control signals.
    We anticipate the intersection can be reviewed in future infrastructure projects. The preliminary design of the Bus Rapid Transit along Baseline Road includes a fully protected intersection design allowing all moves for cycling at the Centrepointe/Baseline eastern intersection.

18. **At the intersection of Centrepointe Drive and Gemini Way, left and right turns are challenging for cyclists. Is it possible to have similar feature as the intersection of Centrepointe Drive and Hemmingwood Way W.?**
    Originally similar concept was considered for the intersection of Centrepointe Drive and Gemini Way, but it was not supported by Road Safety team. The distance between Gemini Way and Baseline Road is not long enough for northbound cyclists to make lane changes to the left safely. Motorists may not anticipate a sudden lane change of a cyclist, and although a cyclist making this move ought to do so carefully and only when there is no vehicle approaching from behind, there may not be enough time for motorists and cyclists to react because of the limited sightlines at the horizontal curve south of Gemini Way.

19. **At the intersection of Centrepointe Drive and Hemmingwood Way E., northbound left turn for cyclists is a challenge. Similarly, turning left from Hemmingwood Way to Centrepointe Drive is a challenge.**
    A cyclist on northbound Centrepointe Drive has two options to turn left onto Hemmingwood Way. As a vehicle, a cyclists may make lane changes to northbound left turn lane and turn left when there is enough gap on opposing traffic. The new design makes this maneuvre easier for cyclists in two ways: first, through moving northbound drivers will be slowed down by removal of one of the through lanes and secondly, the cyclist's slower speed will not matter when entering the left turn lane because it now terminates at Hemmingwood instead of continuing towards Baseline, so drivers in the left turn lane will be slowing significantly.
    Alternatively, a cyclist may stop at the PXO on the north side of the intersection and walk their bike using the PXO as a pedestrian for maximum safety.
    A cyclist turning left from Hemmingwood Way to Centrepointe Drive also can take similar approaches – turn as a vehicle or cross the PXO as a pedestrian, depending on his/her skill levels.

20. **Will bicycle lanes be maintained in winter?**
    We do not anticipate that the proposed bicycle lanes will be maintained in winter. Since winter 2015/2016, a modest network of cycling facilities has been winter-maintained only within Ottawa's central area.

Suggested/other measures

21. **Please add a sidewalk on the other side of Centrepointe Drive from the west end of Hemmingwood Way**
    The Centrepoint Drive Area Traffic Management study is undertaken as part of the Neighbourhood Traffic Calming (NTC) program (formerly Area Traffic Management program). The NTC program is not intended to fund major infrastructure renewals such as new sidewalks of significant length due to the program's limited budget. The request (segment from Hemmingwood Way W. to Arbordale Crescent) has been added to the City's Sidewalk Request list for prioritization.

22. **Automated Speed Enforcement (ASE) Camera**
    The effectiveness of automated speed enforcement in speed reduction can be limited to a specific section, where a speed camera is installed.
    The Highway Traffic Act only authorizes the use of Automated Speed Enforcement in designated school zones and community safety zones.
    A community safety zone is a section of roadway that has been designated through a by-law and recognized under provincial legislation, identifying it as an area where public safety is of special concern (i.e., school areas, parks/playgrounds, excessive speeding, low speed limit compliance, collision history, etc.) A school zone is a section of roadway where reduced speed limits are in effect within 150m in either direction of a school property.
    Automated Speed Enforcement is a separate program within the City, and the program has its own site selection process. For more information about the ASE program, please click here. We have followed up with appropriate department and they indicated that significant data collection at more than 300 school locations throughout the City are being conducted this spring including Centrepointe Drive between Constellation Drive and Hemmingwood Way E. Once the data collection is completed, all the sites will be prioritized for site selection process for 2025.

23. **Implement signs to alert drivers at horizontal curves. Automated speed enforcement (speed camera) is not a good option as the drivers are not going to change their behaviours.**
    We will discuss with the appropriate department which is responsible for the review of signs. Please refer to the item no. 22 regarding automated speed enforcement.

24. **Will the 4 speed display boards remain where they are?**
    Speed display boards are implemented as part of Temporary Traffic Calming Measures (TTCM) Program. The budget/resources for TTCM program are reviewed annually to identify the ideal locations for speed boards and other TTCM measures.

Hemmingwood Way

25. **After the installation of traffic calming measures on Hemmingwood Way, has the location been monitored to see if it was effective?**
    Before and after speed surveys for the section between Draffin Court and Northgate Street showed that 85th percentile speed (the speed at or below which 85 percent of the drivers travel on a road segment) was reduced from 57km/h (September 2012) to 48km/h (April 2022).

26. **Why is there no bicycle lanes on Hemmingwood Way?**
    One of the reasons for proposing bicycle lanes was to reduce the width of the road to discourage speeding. Hemmingwood Way was narrowed by bulb-outs (bioretention rain gardens). At bulb-outs

the width of Hemmingwood Way is narrowed to 8m, not wide enough to have separate bicycle lanes.

New developments

27. **Allowing left-turns at the intersection of Constellation Drive and Gemini Way (opening the intersection) will divert traffic from new developments from Centrepointe Drive to Constellation Drive.**
    The Centrepointe Drive Area Traffic Management study is intended to address speeding, inappropriate driver behaviour and pedestrian safety concerns. Traffic volumes generated from new developments are reviewed as part of Traffic Impact Assessment (TIA) studies. TIA studies consider existing and forecasted traffic volumes that are generated from proposed developments to identify if any infrastructure improvements are required at affected nearby intersections or roadways. Upon high level review of the TIA report, there were no recommendations to modify any nearby intersections except for implementation of sidewalk on small section of Gemini Way.

28. **Parking demand from new developments would cause increased parking on nearby residential streets. Parking restrictions on Gemini Way and Constellation Drive should be removed to prevent overflow of parking to nearby residential streets.**
    Requirements for parking spaces as part of the new developments are reviewed as part of the TIA studies. If the residents notice any parking related issue within the City's right of way, the residents are encouraged to request by-law enforcement by contacting 311.

29. **No stopping zones are needed and enforced considering new developments.**
    Stopping will not be permitted on bicycle lanes. If the residents notice any parking related issue within the City's right of way, the residents are encouraged to request by-law enforcement by contacting 311.

30. **The proposal for the new development at 19 Centrepointe Drive was to provide vehicle access to Gemini Way for both buildings. What are the impacts of traffic which will be generated from the new development at 19 Centrepointe Drive?**
    The Centrepointe Drive Area Traffic Management study is intended to address speeding, inappropriate driver behaviour and pedestrian safety concerns. Traffic volumes generated from new developments are reviewed as part of Traffic Impact Assessment (TIA) studies. TIA studies consider existing and forecasted traffic volumes that are generated from proposed developments to identify if any infrastructure improvements are required at affected nearby intersections or roadways. The TIA report for the above development is available here.