



Island Park Community Association

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HAVE YOUR SAY: TRAFFIC AND SAFETY ON IPD

The survey results!

We are all concerned about the traffic on IPD, and many of you have expressed interest in various traffic calming practices. So we asked for your input. Here are the results of the survey we ran this spring. We heard from 82 residents.

For the questions we asked, we solicited rankings. Survey Monkey then looks at the rankings, how many first choice, second choice etc. and then creates a score for each response. The following provides the questions and top score or top two scores (when close), for each.

QUESTION 1

We'd like you to rank traffic issues that affect Island Park Drive by telling us which is most important to you (1), down to the least important.

- Speeding
- Congestion
- Unsafe driving other than excess speed
- Use of IPD by prohibited commercial vehicles
- Level of police enforcement

RESULTS

- **Congestion – Score 4.08**
- **Speeding – Score 3.83**

QUESTION 2

There are a variety of ways to deal with speed and/or aggressive driving through the use of traffic calming techniques. We've listed some options, all shown to work elsewhere, and would like you to rank them from most preferred 1) to least preferred 6)

- Remove the center line from the road while preserving the bicycle lane markings
- Install photo-radar on IP at Iona and Clearview school zone crossings
- Install speed boards that provide a readout of the speed of passing drivers at selected locations on IPD

- Replace “merge” sign at the off ramp from the Queensway that feeds north onto IPD with a “stop” sign
- Install red-light cameras at all IPD intersection that have traffic lights
- Re-engineer IPD/Byron, IPD/Scott and IPD/Wellington to prevent so-called slip-bys where a car is topped waiting to turn left and the car behind “slips around” past the waiting car and carries on through

RESULTS

- **Install photo-radar on IPD at Iona and Clearview school zone crossing points. – Score 4.21**
- **Install “speed boards” that provide a readout of the speed of passing drivers at selected locations on IPD. – Score 3.92**

QUESTION 3

Traffic flow improvements. At certain times of every day there are challenges with maintaining the most efficient flow of traffic on IPD and access on or off IPD. We’d like you to rank the following “traffic flow aids”

- Block paint IPD/Clearview intersection (to make clearer where drivers need to stop so not to block intersection)
- Re-open discussion on priority turning lights “advance greens” at Wellington and at Scott
- Reaffirm with the City its support for a 4-way signalized intersection at IPD/Clearview as soon as possible
- Consolidate signs at IPD/Clearview and improve lighting at the intersection
- Selectively place viewing mirrors on trees where possible to eliminate blind spots for residents exiting driveways onto outer lane.

RESULTS

- Re-open discussion on priority turning lights “advance greens” at Wellington and at Scott. – Score 4.16

QUESTION 4

Enforcement priorities. Hand –in-hand with measures to control speed or improve traffic flow is enforcement. We’d like to get your sense of enforcement priorities by ranking the following options from most preferred 1) to least preferred 4)

- Stronger enforcement in the monitoring and fining of commercial traffic
- Stronger enforcement of both “don’t block intersection” regulations and northbound turning prohibitions at peak times at both Clearview and Sunnymede intersections

- Encourage residents' to report traffic violations online to Ottawa Police or RCMP as complaint volumes drive enforcement priorities
- Increase fines to the maximum allowed of \$500 for repeat traffic violations

RESULTS

- 1. Stronger enforcement in the monitoring and fining of commercial traffic. – Score 2.78**
- 2. Stronger enforcement of both “don’t block intersection” regulations and northbound turning prohibitions (at peak times) at both the Clearview & Sunnymede intersections. – Score 2.75**

QUESTION 5

Long-term issues: we’d now like you to consider some issues that will face IPD and our community in the longer term. We’d like your help to identify the long-term priorities by ranking the following options from most important 1) to least important 3)

- Re-think the Queensway offramp to improve pedestrian and vehicle safety and to account for the upcoming massive redevelopment of Westgate
- Lobby / support a direct connection from the SJAM Parkway to the Queensway so as to divert traffic from IPD and other residential streets
- A western crossing – bridge or tunnel – from Gatineau to Ottawa has been deferred but might be inevitable. This would divert a great deal of traffic from current routes down IPD and through our community.

RESULTS

- **A western crossing – bridge or tunnel – from Gatineau to Ottawa has been deferred but might be inevitable. This would divert a great deal of traffic from current routes down IPD and through our community. - Score 2.29**
- **Lobby / support a direct connection from the SJAM Parkway to the Queensway so as to divert traffic from IPD and other residential streets. – Score 2.25**

QUESTION 6

Where do you live?

- IPD between Carling and Byron – 41% of respondents
- IPD between Byron and Scott – 31%
- IPD between Scott and the Sir John A Macdonald Parkway – 22%
- Island Park Crescent – 7%

QUESTION 7

Is there anything you would like to add that has not been covered in the survey?

- Would just like to note again, that the congestion is ridiculous at morning and evening off and on the bridge. Please lets get together and fix this as it is very difficult to get home or out of the driveway sometimes.
- Suggest increased police presence for speeding in the afternoon (3 pm), especially between Carling Ave & the queensway overpass.
- Thank you!
- Thank you.
- The other issue facing our community is the expiration of the NCC Covenant in 2020. How much leverage will we have when this is gone? We should have a public meeting for IPD residents to discuss options.
- I found the survey a bit hard to answer in that I can speak to the problems, but have no evidence or expertise in the solutions. As someone who works in the field of public policy development, I would suggest engaging people on defining the problem, then engaging on what experts know about solutions, soliciting levels of support for the various options. Thanks!
- It's not just the traffic that should be of concern to us all, but the fools running the IP Community Association. For years, the increase in traffic has been driving down property values on Island Park Drive to the point where homes sit on the market for around two years and finally get bought at a greatly reduced price. Ask around: Nobody wants to live on this street. The biggest investment you'll ever make in your life is going by by the minute, Meanwhile, you people sit around on your hands and have done zilch. This survey? Too little, too late. You've got what you deserve; property values that are sinking and homes that you can't sell, and being led by the nose by the NCC, the RCMP and other regulatory bodies and elected officials. You are being run by an elected board of fools and lazy, procrastinating snivelling idiots, most of whom, if not all, are overpaid, underworked, civil servants. Fat Cat City on IPD.
- #1 Priority is planned major development at Westgate, both for increased volume and also for IPD offramp traffic wanting to turn South towards Carling Ave (presently cars do illegal U-turns at IPD and IPCrescent or make U-turns off IP Crescent streets or residential driveways). Need to resurrect the MOT plan for a round-about on W side of IPD to allow Queensway offramp traffic to turn N or S on IPD. - IPD is often backed up the IPD offramp during peak hours. We should look at how to allow better flow but at safe speeds, and NOT look to impede flow. Right hand turn lanes at major intersections (e.g., at Richmond) should be created.
- make IPD one way going North between Scott and SJAM to force traffic onto SJAM and other roads.

- Cars travelling north on IPD will drive in the southbound lane for a considerable period of time to get to the left hand turn lane on to Richmond.
- The RCMP is rarely present on .I.P.D. especially on the corner of I.P.D. and Richmond Road. Drivers frequently run the red lights and recently the front end of our child's chariot was clipped while attempting to cross the intersection. No harm this time and perhaps we are just lucky.
- I really believe the crux of the problem is volume. My parents have lived in Aylmer for 35 years and there is a huge amount of development across the river. I think it is key to have a western bridge which would alleviate most traffic issues.
- Local residents should be role models in driving habits/respecting speed limits to help reduce speed of regular "flow of traffic" on IPD
- Thanks for sending this out. Bikes can be a concern as they are not looking for cars turning into driveways during peak traffic times.
- Why have we not considered speed bumps to limit cars to 40 km per hour? There are some other streets in the neighbourhood (Kirkwood) with such measures.
- The bridge is the key long term goal. The police need to help IPD residents in the mean time.
- enforcement of the no U turn and local traffic signs on Island Park Crescent because when there is congestion on IPD (which is almost every day) cars speed down the side streets to get through.
- Tough to rank some of the priorities in each category. All important and not mutually exclusive. Missing: remedial measures to deal with anticipated increase in cut-through traffic (north and south of Scott) due to LRT phase 2 bus diversions and the increased congestion/lengthened queues in all 4 directions from IPD/Scott.
- Most of your questions pertain to IPD and the Clearview end. Some thought needs to be given to the top end between Carling and the Queensway. Due to less congestion, cars tend to speed up above the 40 kmh limit. RCMP enforcement is actually quite good but some traffic calming, like narrowing some parts of the road etc. might be useful.
- I don't think there are problems with speeding, unsafe driving and level of police enforcement. The only problem is congestion, which actually makes it not possible for vehicles to speed most of the time. I think this survey is very one sided and assumes that there is a problem and regardless of responses will only have one outcome. I do not agree with any of the suggested solutions to problems that I don't think exist.
- The bike lane markings should be painted more frequently so that they are readily visible to both motorists and bicyclists.
- TOP PRIORITIES, 530am has speeders flowing SOUTH on IPD. A 9am start for police presence does little to catch these early day violators. FINES must be adjusted to the times as

they have not changed in 25+ years....they should be especially high, as there are 5 school zones (both directions) on IPD.

- This feels like the ostrich sticking its head in the sand - what about the obvious issues of traffic management and excessive volume. Seems to ignore the previous extensive traffic calming study done for IPD.
- Consider blocking IPD at the Parkway so that all vehicles taking the bridge would need to go by the Parkway.
- the intersection of IPD and Clearview is incredibly dangerous for pedestrians (including school children) crossing IPD, cyclists going north that have to contend with drivers turning illegally right or left from Clearview onto IPD.
- Some of these items piggy-back on each other while others are not compatible. For eg - if we have left turning lanes then we can talk about preventing slipping by manoeuvres
- The building of skyscrapers higher than the official plan permits is introducing more cars into the neighbourhood and exacerbating the problem. Also, I back into my driveway to make it easier and safer to leave my driveway. My backing in is met with offensive honks from drivers using IPD as an inter-provincial artery. Signs which encourage respect for IPD residents would be appreciated.
- inter-lock pavers or concrete is more appropriate than Block-Painting
- Reopening the Prince of Wales Bridges would be a much cheaper, more near term, and therefore more realistic option than lobbying for a western crossing (to compare: The Kettle Island Crossing would have cost \$1.16 billion est.). The cost of reusing the Prince of Wales Bridge for either light rail or at a minimum cycling foot traffic is on the order of \$20 million, and \$10 Million respectively. For cost comparison, the NCC spent \$7 million for an incomplete study of the kettle Island crossing options. <https://ottawarewind.com/2015/02/02/sleeping-prince-a-look-at-re-using-the-prince-of-wales-bridge/>
- A lot of the congestion is due to Left Turns (Byron)(Scott) why not disallow left turns or build left turn lanes Also south traffic may calm down a bit when they close the Westgate Queensway Ramp
- Discussion of priority turning lights, or even no left turns, heading north on IPD at Byron.
- What is the "state of the art"/consensus about the effectiveness of raised intersections (eg. Churchill) and or speed bumps to slow/calm traffic? I worry about the safety of cyclists, given the fact that cyclists and cars share the same relatively narrow roadway with no physical separation.
- This survey seems to be addressing speeders north of the queensway. I live between the queensway and carling and have a 35km speed limit in front of my house, yet I have been told the average speed here is 69km. A speed board right next to the speed limit sign would be great. I think dedicated bike lanes would also slow cars down. It's proven that the wider the road, the

faster drivers will go. Separate bike lanes would make IPD narrower, which would slow drivers down.

- I think it would be great to get a speed camera installed on the Queensway Overpass Bridge. This camera would face south, towards Carling Avenue. I'm a resident between the Queensway Overpass and Carling, we in this past 3 years have received 3 new families totally 8 children under the age of 8. Typically the RCMP parks on the dead end of Ruskin to enforce speeding fines. I'm sure the data will support the high number of violations, in the past 12 months I have witnessed a head on accident from this type of speeding and also cars travelling at speeds of 80kms per hr. If this was installed, it would drastically reduce the high speeds vehicles are traveling and make this section on IPS much safer for the growing number of children on IPD. This would also allow the RCMP to focus their resources on other sections of IPS that need support as well.
- Is there a possibility of yield to enter roundabouts for Hwy/IPD/Merivale, IPD/Scott and IPD/Byron?
- Thank you for your organisation and voice on behalf of our neighbours.
- Thank you very much for consulting IPD residents on this very important issue! From my perspective, there is an overemphasis on issues with the Clearview intersection in the survey questions, and inadequate attention paid to issues the Wellington and Scott intersections. Three of the five options presented to deal with traffic flow in section 3 of the survey deal with the Clearview intersection, and this is not the only part of the street to be dealing with serious volume and flow issues. I couldn't answer section 3 because I feel you've identified the wrong priorities and offered option that in some cases will make the problem worse.
- Replace traffic lights at Byron with 4-way stop signs. It would relieve left-turn blockage, calm traffic and reduce driver red light frustration at low use times.
- Thanks you for doing this. Good survey. You have covered lots of important issues. However, I would have preferred assigning the same number of importance to certain issues rather than ranking them. In some cases I considered several issues to have equal importance and having to choose one over another did not allow me to properly express my concerns.
- Get some police officer out there to ticket the morons who just shoot through the intersections at Byron and Richmond after the light has turned red. Seriously. Not a single light changes without someone going through the red.
- We live close to Carling which has a dramatically different traffic pattern to IPD north of the Queensway off ramp. It's obvious. The Queensway offramp needs to be modified to exit onto a different street. Otherwise you cannot modify cross Provincial traffic that flows directly from IPD to the Champlain bridge. A new and alternative bridge aligned with a more commercial oriented road system is the answer. Traffic is like water and right now IPD is a very obvious, unimpeded conduit for cross Provincial traffic.

- Very good initiative using this tool. I look forward to the results. Our primary concern has been public safety. During the Winter months the maintenance of the road has been good but the egress from the homes has been substandard. The City has been generally unresponsive. The focus of the Councillor seems to be development (things stay the same) or promoting bike riding along major thoroughfares, including down the centre lanes on Wellington impeding buses and emergency vehicles. I think that needs a rethink.
- I would like to see a camera at IPD and Clearview to ticket all vehicles turning illegally onto IPD during rush hour traffic. Unfortunately, the drivers that are repeatedly breaking the law know the system and when they see a police cruiser they do not get caught making the illegal turn. These drivers also block the intersection making it very dangerous for cyclists and pedestrians crossing at IPD/Clearview. Most of these pedestrians are parents with their children.
- Great survey.