CENTREPOINTE DRIVE AREA TRAFFIC MANAGEMENT STUDY
AS WE HEARD IT REPORT

BACKGROUND

In November 2013, the Centrepointe Community Association requested an Area Traffic Management (ATM) study for Centrepointe Drive between the westerly intersection with Baseline Road and Tallwood Drive. The primary raised concern was speeding. In March 2015, the requested study area for Centrepointe Drive was extended to include the eastern section of Centrepointe Drive.

In February 2014, the City received a request for an ATM study for Hemmingwood Way. In November 2015, the City initiated an ATM study for all three sections. The main focus of the study was to address speeding concerns, inappropriate driver behaviour, and pedestrian safety concerns. The study was undertaken in two phases: with the first phase focusing on issue identification; and the second on developing potential solutions. Previous consultation activities for this study are described further below.

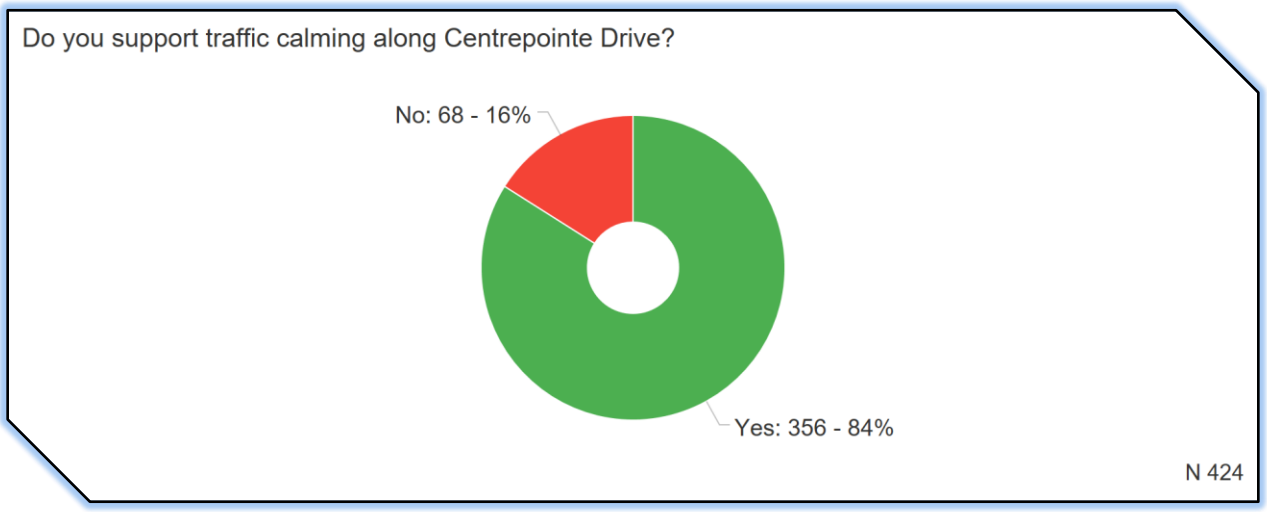
SUMMARY OF CONSULTATION ACTIVITIES

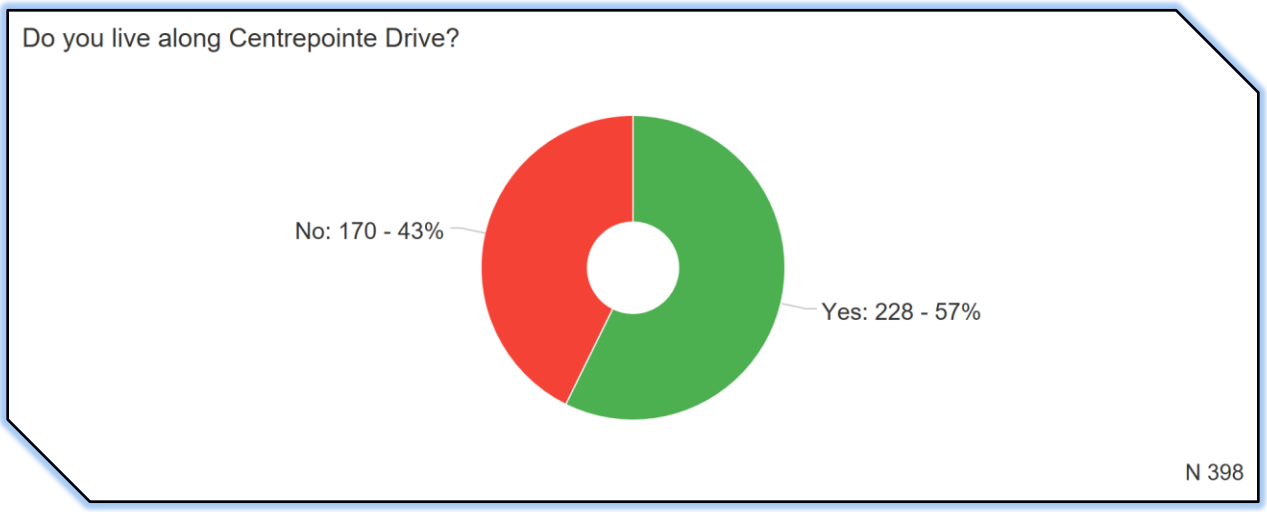
In February 2016 the first of two public open house meetings was held at Ben Franklin Place. The purpose of this public meeting was to introduce residents to the ATM study process and seek their input regarding traffic issues. Residents were also presented with the existing traffic condition data as well as a list of potential measures. During the second open house, which took place in November 2016, two alternative concept plans aimed at addressing the identified traffic issues were presented to residents. Information about each of the proposed traffic calming measures was presented, and feedback was gathered about each alternative concept plan.

The City proceeded with the approval for recommended measures along Hemmingwood Way but continued to review potential roadway modifications for Centrepointe Drive after receiving mixed feedback on the alternative concept plans that were presented.

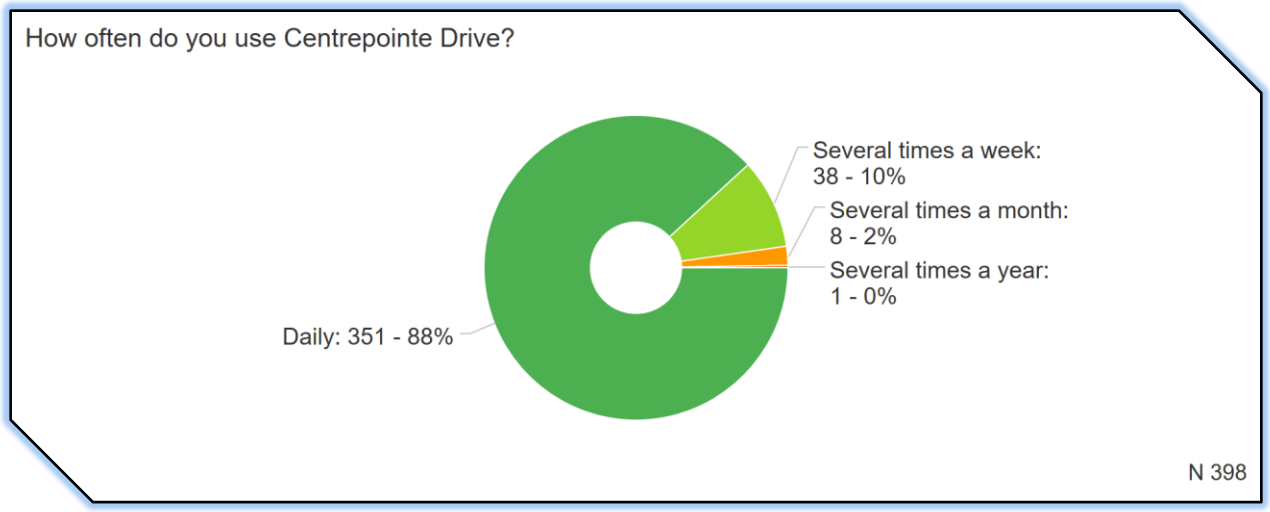
A revised recommended alternative concept plan was developed, and an online survey was made available to the public from May 27, 2019 to June 14, 2019. This survey described the proposed traffic calming plan and collected public feedback for each proposed measure from 424 participants. This report includes the results of this online survey including summaries of the individual comments received.

SUMMARY OF RESPONSES FROM ONLINE SURVEY

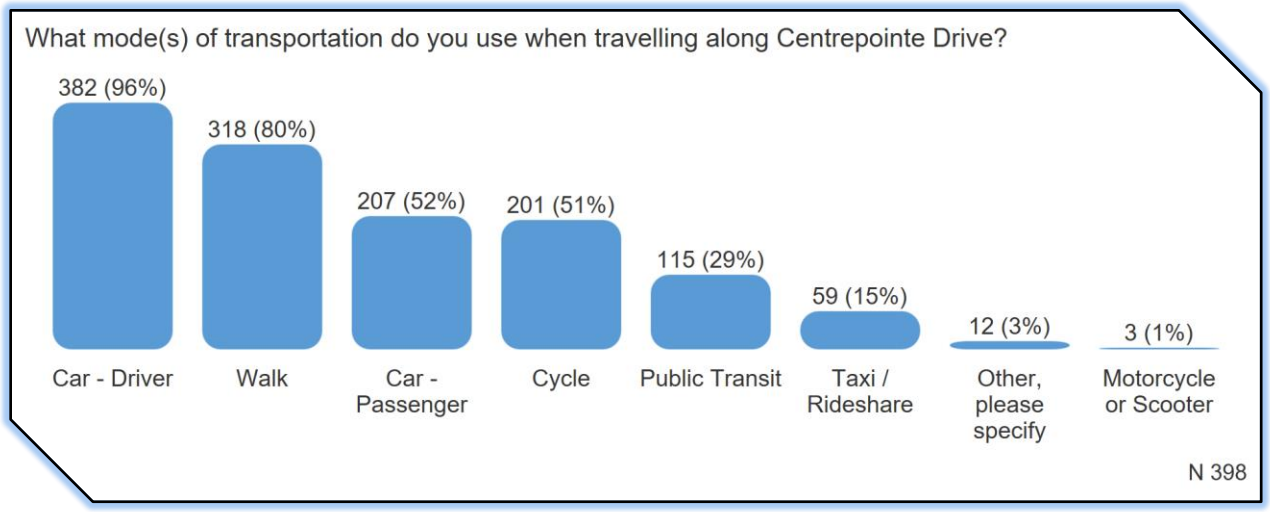




Question	Total Responses	Yes	No
Do you support traffic calming along Centrepointe Drive?	424	356(84%)	68(16%)
Do you live along Centrepointe Drive?	398	228(57%)	170(43%)



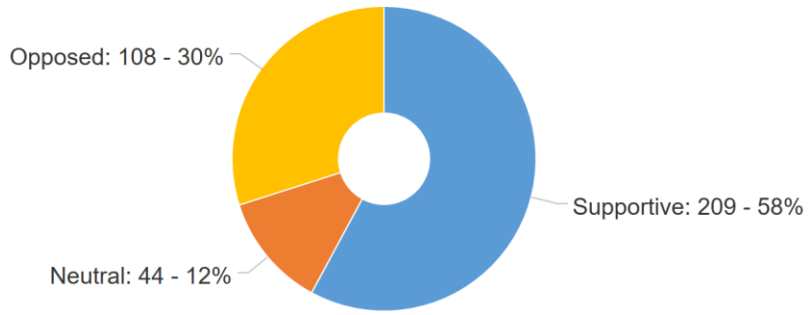
Frequency	Responses	% of Responses
Daily	351	88%
Several times a week	38	10%
Several times a month	8	2%
Several times a year	1	0%
Total	398	100%



Mode	Responses	% of Responses
Car – Driver	382	96%
Walk	318	80%
Car – Passenger	207	52%
Cycle	201	51%
Public Transit	115	29%
Taxi/Rideshare	59	15%
Other	12	3%
Motorcycle or Scooter	3	1%
Total	398	100%

Level of support for the proposed measures

Bicycle lanes on the west section of Centrepointe Drive



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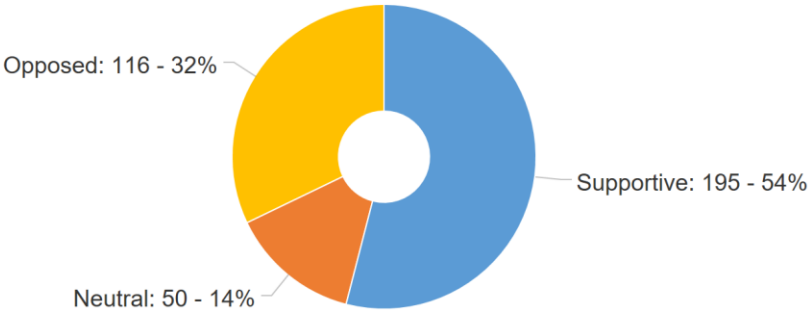
Bicycle lanes on the east section of Centrepointe Drive



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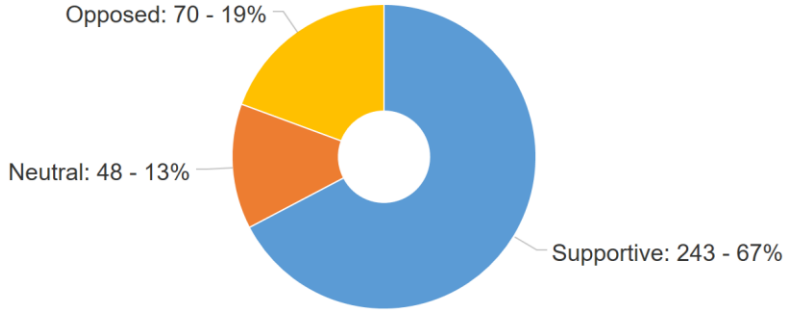
Edge line markings on the south section of Centrepointe Drive



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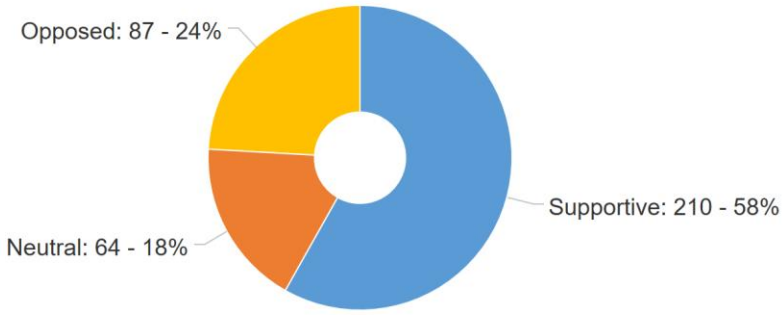
A cycling friendly bulb-out on southbound Centrepointe Drive south of Baseline Road E.



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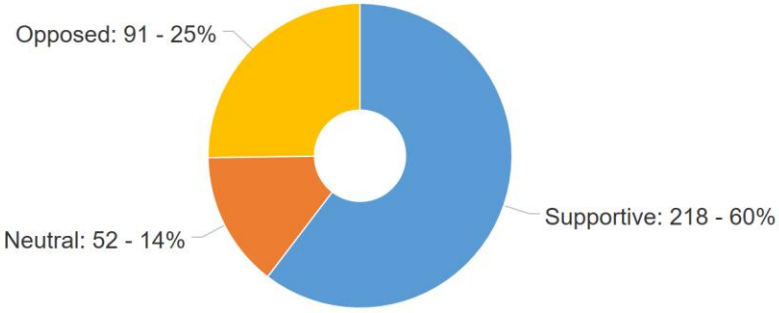
Two bulb-outs before and after the parking spaces



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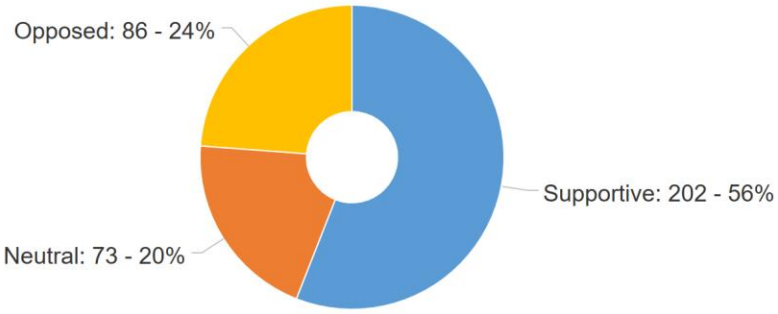
Recessed crosswalk with traffic islands



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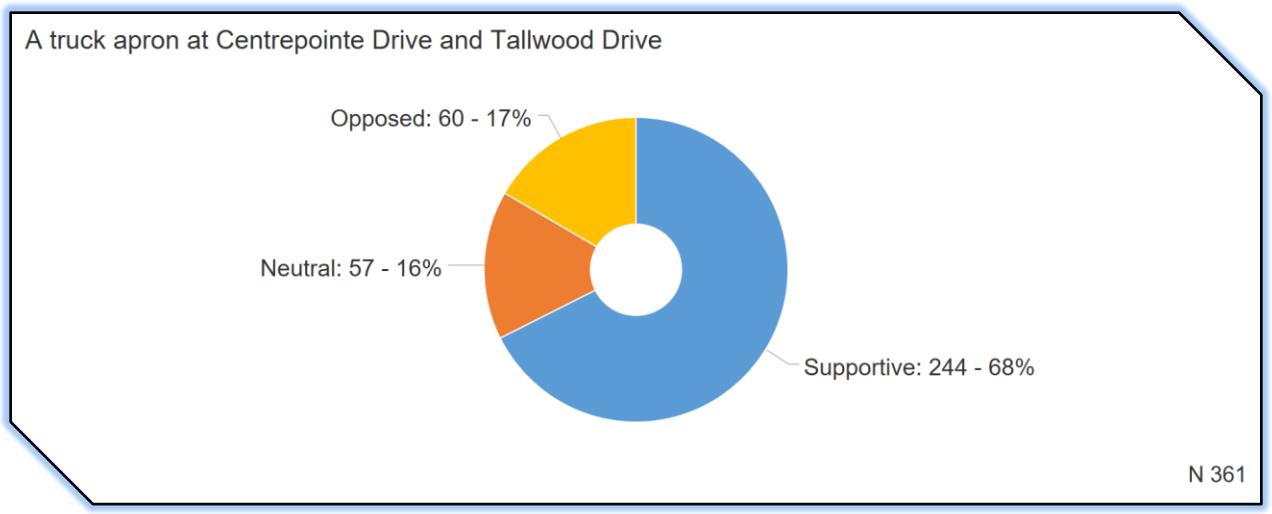

Measures	Supportive	Neutral	Opposed
Bicycle Lanes West	209 (58%)	44 (12%)	108 (30%)
Bicycle Lanes East	195 (54%)	50 (14%)	116 (32%)
Edge Line Markings	243 (67%)	48 (13%)	87 (24%)
Cycling Friendly Bulb-Outs	210 (58%)	64 (18%)	87 (24%)
Parking Bulb-Outs	218 (60%)	52 (14%)	91 (25%)
Recessed Crosswalk	202 (56%)	73 (20%)	86 (24%)
Truck Apron	244 (68%)	57 (16%)	60 (17%)

PUBLIC COMMENTARY

Traffic issues

Speeding
Speed along Centrepointe Drive is too fast, and it is difficult to make left turns from cross streets.
Many aggressive drivers are going fast and driving dangerously.
Speed along Hemmingwood Way is too fast.
Speed limit is not respected by drivers.
Noise is caused by fast drivers.
There is no speeding along Centrepointe Drive.
Traffic volume
Reducing Centrepointe Drive to one lane will cause congestion.
High volume of cut-through traffic from Baseline Road to Woodroffe Ave
Traffic volume is high only during peak hours on Centrepointe Drive.
Pedestrian safety
Centrepointe Drive is dangerous for pedestrians.
Crossing the street is difficult due to fast travelling vehicles.
Cyclists ride on the sidewalks cause interference with pedestrians.
Sidewalk is too angled causing slips and falls.
Unsafe behavior
Cross street traffic turns on to Centrepointe Drive dangerously.
Pedestrians, joggers and skateboarders endanger themselves to be on travel lanes rather than sidewalks.
Many vehicles travel through the red light at the intersection of Centrepointe Drive and the easterly crossing near Centrepointe Park.
Drivers do not watch for pedestrians when turning right onto Centrepointe Drive from Tallwood Drive and drive fast to make the green light or travel through the red light quickly.
Sharp and fast right turns at the intersection of Centrepointe Drive and Strathbury Street.
Drivers are aggressive when they cannot pass cyclists due to flex stake signs in the center.
Drivers pass other moving vehicles along Centrepointe Drive.
A 40km/h speed limit causes frustration to impatient drivers leading to dangerous behaviors.
Drivers are texting while driving.
Drivers do not stop for school buses.
Pavement
Pavement condition is poor.
Cyclists ride in the middle of road due to poor pavement conditions on the side.
Potholes cause drivers to move over abruptly which is dangerous.

Other issues
At pedestrian traffic signal, pedestrians cross before signal turns green and traffic must stop after pedestrians are gone.
Transit service is not enough to meet the needs of Centrepointe Drive residents.
There are not enough parking spaces along Centrepointe Drive near local establishments.
Poor visibility at the intersection of Paseo Private and Centrepointe Drive for vehicles turning onto Centrepoint Drive
On-street parking on Centrepointe Drive south of Tallwood Drive cause traffic to move into the oncoming lane to pass the parked cars.
Snow banks need to be kept low or else they reduce visibility for all road users during winter.

Recommended Alternative

Overall
Recommended plan will not resolve traffic problems on Centrepointe Drive.
Recommended plan is overly complicated, will not deter speeding and may even cause accidents.
Recommended plan only resolves cycling issues but not cut-through traffic.
Recommended plan uses cyclists to reduce speed of vehicles which will increase the risk of bicycle accidents.
Traffic needs to be slowed down to increase the safety of cyclists.
More traffic calming measures should be implemented on the south part of Centrepointe Drive.
Recommended plan does not take into consideration the traffic travelling to/from Tallwood Drive.
Tallwood Drive should be included in the study area.
Roundabouts should be considered in this study.
Unnecessary study, it will cost too much money and require too much maintenance.
More measures should be considered to further decrease speed.
Bicycle lanes
No need for the bicycle lanes on Centrepointe Drive. Bicycle lanes are to fix a traffic/speed problem.
At the westerly intersection of Baseline Road and Centrepointe Drive, two travel lanes are needed on northbound approach. Shorten northbound bicycle lane to a point near the entrance of the church.
Bicycle lane markings do not reduce driver's speed.
Painted bicycle lanes may create a false impression of safety.
Bicycle lanes along all of Centrepoint Drive will make cycling safer.
Bicycle lanes should not be used to reduce lane width.
Cyclists and vehicles already share the road safely and there is no need for bicycle lanes.
Bicycle lanes should be continuous along Centrepointe Drive and connect surrounding streets to create a complete cycling network (Baseline Road and Tallwood Drive).
There are not many cyclists on Centrepointe Drive and the effectiveness of bicycle lanes is questionable.
Cyclists should travel on sidewalks to allow on-street parking along Centrepointe Drive.

The sidewalk should be wider and have a designated bicycle lane.
Bicycle lanes should be on the most outside of the road with a physical barrier separating it from the drivers.
Rumble strips should be implemented to separate bicycle lanes from traffic lanes.
Busses will be crossing into the bicycle lane increasing the risk of cyclist accidents.
Bicycle lane near the westerly intersection of Centrepointe Drive and Baseline Road will cause traffic congestion for right turns and left turns.
Bicycle lanes at the easterly intersection of Hemmingwood Way and Centrepointe Drive will cause backups on eastbound Hemmingwood Way turning right onto southbound Centrepointe Drive.
Constellation Drive needs bicycle lanes.
New bike path connecting the path on north of the intersection of Craig Henry Drive and Shoreham Avenue and the path on south of Elvaston Avenue is required.
Pedestrian crossovers
Proposed crossing at the easterly intersection of Centrepointe Drive and Hemmingwood Way should be improved to an all-way stop controlled or signalized intersection.
Pedestrian crosswalks are required on Baseline Road at Rockway Crescent, on the west side of the westerly intersection of Baseline Road and Centrepointe Drive, on the westerly intersection of Centrepointe Drive and Hemmingwood Way, on Centrepointe Drive at Gemini Way and on Centrepointe Drive at Paseo Private.
Painted crosswalk along Centrepointe Drive will help pedestrians cross the street safely.
There should be a protected pedestrian crossing at Centrepointe Drive and Tallwood Drive.
Edge line markings
On the southern section of Centrepointe Drive, implement parking lane on one side and adjust centerline accordingly.
Completely remove on street parking and add bicycle lane where edge line markings are to be implemented.
Lane removal
Reducing Centrepointe Drive to two lanes will reduce speeds.
Lane reduction will increase wait time for vehicles turning left onto Centrepointe Drive.
Removing a lane could cause traffic to back up onto Baseline Road.
Reducing the number of lanes makes it easier for drivers to turn onto Centrepointe Drive.
Lane narrowing
Reducing lane width will cause problems during winter with the snow accumulating and narrowing the road.
Reducing lane width does not reduce speed.
Reducing lane width on the west section of Centrepointe Drive will increase queue length at Baseline Road.
Bulb-outs (narrowing) are dangerous.
Physical lane narrowing and center island medians should be considered along Centrepointe Drive to reduce lane width.

Concerns about snow clearing around proposed recessed crosswalk and traffic island on westerly leg of Centrepointe Drive at Hemmingwood Way.
On street parking
Parking on Centrepointe Drive should be limited to 2-3 hours.
Parking is needed along Centrepointe Drive and should not be replaced by bicycle lanes.
Parking should be removed and is dangerous.
Parked cars near Paseo Private reduces visibility for vehicle turning onto Centrepointe Drive.

Other measures

Flex Stake Signs
Flex stake signs are effective.
Flex stake signs are ineffective.
Flex stake signs on the southern section of Centrepointe Drive is dangerous.
Flex stake signs on adjacent roads of Centrepointe Drive would take too much space on the road.
Do not remove flex stake signs.
Speed Display Boards
Speed display boards are effective in reducing speeding.
More speed display boards should be installed along Centrepointe Drive.
Speed humps
Implementing speed humps along Centrepointe Drive will reduce speeds.
Opposed to speed humps.
Pedestrian
New sidewalk on opposite side (of current sidewalk) from Hemmingwood Way (west end) to, at least, the path to Centrepointe Park.
Sidewalk is required on Gemini Way.
Educate street users on how to use pedestrian crossings.
Improve pedestrian crossing a the Centrepointe Park path.
Bulb-outs
Green spaces can be increased with bulb-outs (with trees where permitted) while also reducing speeds.
Bulb-outs should be considered at bus stops to create a safe waiting area for transit users.
Traffic control
Traffic signal control (vehicle and pedestrians) is needed for the easterly intersection of Centrepointe Drive and Hemmingwood Way.
At the westerly intersection of Baseline Road and Centrepointe Drive, longer westbound left turn signal time is required.
At the easterly intersection of Baseline Road and Centrepointe Drive, all-way stop control or crosswalk is required.

All-way stop control at the intersection of Centrepoint Drive and Wycliffe Street or Centrepoint Drive and Palisade Street should be implemented.
More traffic signals (all-way stop) and crosswalks at intersections.
All-way stop control or traffic signal control at the intersection of Centrepointe Drive and Paseo Private should be implemented.
Traffic signal control at the westerly intersection of Baseline Road and Centrepointe Drive should allow left turns onto Centrepointe Drive when through traffic light is green. Some drivers travel through the intersection and make a U-turn to avoid the red light.
A traffic signal should be implemented at the intersection of Centrepointe Drive and the exit of the RBC Bank/Thales System parking lot.
Reduce turning time for vehicle turning left onto Tallwood Drive from Centrepointe Drive.
All-way stop at the intersection of Centrepointe Drive and Dalecroft Crescent should be implemented.
Traffic signal control should be implemented at the intersection of Centrepointe Drive and Constellation Drive.
No right turns on red light should be considered at the intersection of Centrepointe Drive and Tallwood Drive.
Traffic signal control at the westerly intersection of Centrepoint Drive and Baseline Road should allow cyclists to travel through.
At the easterly intersection of Centrepointe Drive and Baseline Road the double left turn lanes onto Centrepointe Drive is not necessary.
Roundabouts should be implemented at Centrepointe Drive & Hemmingwood Way, and at Centrepointe Drive & Paseo Private to increase traffic flow.
Enforcement
Increase law enforcement.
Install speed photo radar.
Enforce stop at Centrepointe Drive and Tallwood Drive.
Increase fines.
Red light cameras are very effective.
Increase speed limit to 50 km/h.
Signage and pavement markings
School zone signage should be implemented on Centrepointe Drive near Sir Guy Carleton School.
Current traffic calming signs are ineffective.
More speed limit signs
Implement signs to prevent cut through traffic during peak hours.
Speed limit pavement markings should be implemented at intersections along Centrepointe Drive.