

As We Heard It Report #2

North River Road Traffic Calming Study

Introduction

This report is the second “*As We Heard It (AWHI)*” report for the North River Road Traffic Calming Study. The study area includes North River Road between Donald Street and south of Wright Street.

In 2023, an initial online survey was conducted to gather feedback regarding traffic issues within the study area. An AWHI report containing the results of the initial online survey was prepared and can be found [here](#).

Based on the traffic data and the results from the initial online survey, a recommended traffic calming plan was developed. In the summer of 2024, a second online survey was conducted to gather feedback on the recommended traffic calming plan. This AWHI report includes the results from the second online survey.

Recommended Traffic Calming Plan

The recommended traffic calming plan for North River Road included the following roadway modifications:

- The intersection of North River Road and Donald Street
 - Raised intersection
- The intersection of North River Road and Queen Mary Street
 - Raised crosswalk on the east leg
 - Upgrade the existing bus shelter landing pad
- The intersection of North River Road and Prindiville Street
 - Pedestrian refuge areas on the northwest and southwest corners
 - Painted crosswalks on the north and west legs
- North River Road between Queen Mary Street and Prince Albert Street
 - Speed hump
- North River Road between Donald Street and south of Queen Mary Street
 - Painted cycling lanes

The recommended traffic calming plan can be viewed [here](#).

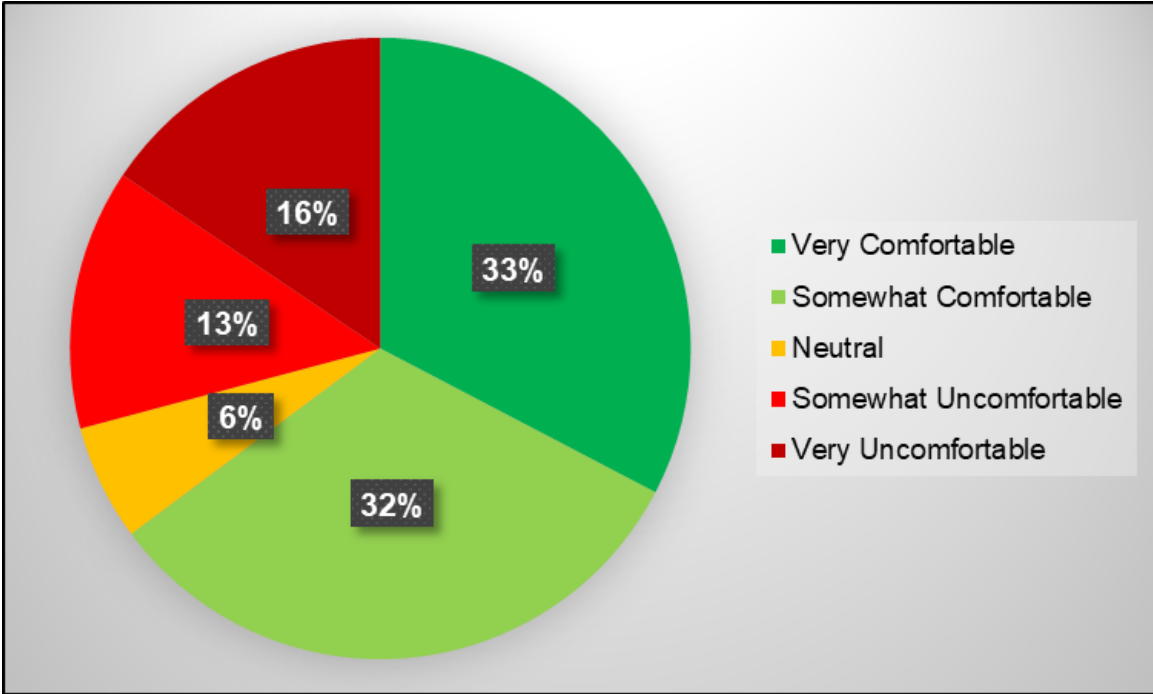
Second Online Survey Results

The following section includes the results from the second online survey and summaries of the individual comments received. A total of 199 people completed the online survey. The online survey was available from July 9th to September 9th, 2024.

1. Please indicate your level of comfort for the proposed concept plan.

Response	Total % of responses	Total # of responses
Very Comfortable	33%	65
Somewhat Comfortable	32%	64
Neutral	6%	12
Somewhat Uncomfortable	13%	27
Very Uncomfortable	16%	31

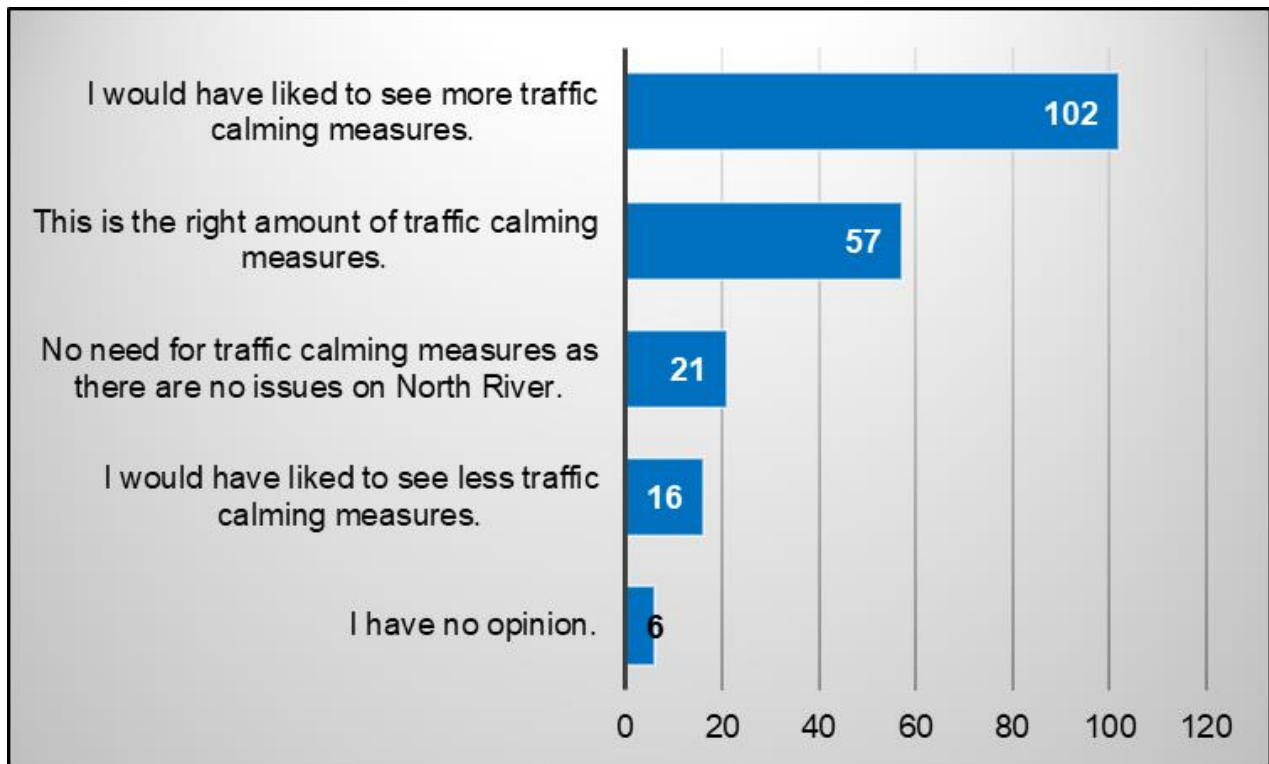
*Total Number of Respondents – 199



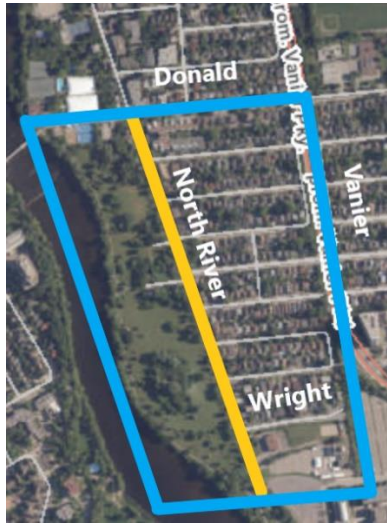
2. Please indicate your observations (check all that apply).

Response	Total # of responses
I would have liked to see more traffic calming measures.	102
This is the right amount of traffic calming measures.	57
I would have liked to see less traffic calming measures.	6
I have no opinion.	16
No need for traffic calming measures as there are no issues on North River Road.	21

*Total Number of Responses – 202

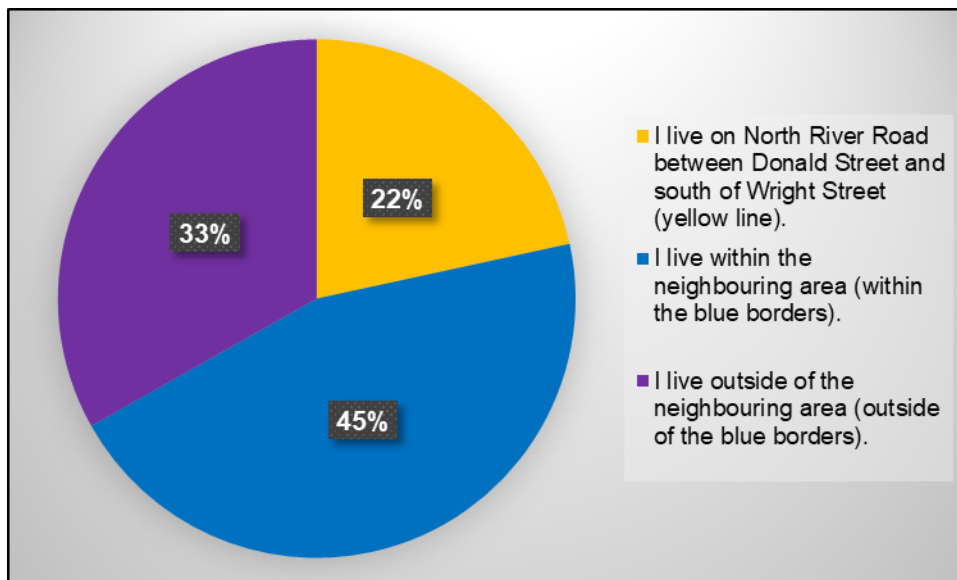


3. Where do you live in relation to this project's study area? This information will be used to help determine the general geographical distribution of respondents who complete the survey.



Response	Total % of responses	Total # of responses
I live on North River Road between Donald Street and south of Wright Street (yellow line).	22%	43
I live within the neighbouring area (within the blue borders) but not on North River Road.	45%	90
I live outside of the neighbouring area (outside of the blue borders).	33%	66

*Total Number of Respondents – 199



4. Do you have any general comments regarding the overall proposed traffic calming concept plan or any comments about specific proposed measures at particular locations? (the following comments are not in any particular order).

Speeding
Speeding is a concern along North River.
There is speeding along North River especially on Sundays when people attend church.
More traffic calming measures are needed because of speeding.
Have not seen significant problems with speeding along this section of North River.
Drag racing / drivers testing maximum speed limits along North River.
Reduce the speed limit to 30km/h.
Speeding on North River south of Queen Mary.
Drivers speed around corners and on streets to avoid the Vanier Parkway.
Add more obvious speed signs.
Lower speed limit to help deter drivers from using North River as a shortcut.
Have not observed speeding along North River.
It's not the drivers parking on North River that are speeding. It's the drivers trying to bypass the Vanier Parkway.
Noisy.
Drivers do not obey posted speed limits.
Traffic calming plan does not address speeding on Sundays between Queen Mary and the church.
Do more to get drivers to stop speeding.
Narrow the road to reduce speeding. North River is too wide and drivers feel comfortable speeding.
Permanent Traffic Calming Measures
Proposed traffic calming measures will not help with enforcing stop control compliance.
Proposed traffic calming measures are welcome and will improve things.
Implement green infrastructure at the proposed raised intersection at North River and Donald. More creative water management solutions are needed that introduce biodiversity.
Proposed raised intersection at North River and Donald will be great as ponding is a major issue for pedestrians.
Traffic calming should only be implemented in dangerous situations.
Proposed traffic calming measures appear to be sensible and will help lower speeds, increase stop control compliance, and increase pedestrian / cycling safety.
No need for another speed hump near the church.
Vertical traffic calming measures will slow buses and emergency vehicles.
Traffic calming measures should not distract drivers from watching out for other road users.
Proposed raised crosswalk / intersection will not help speeding.
Existing speed humps on North River work great.

Proposed traffic calming measures do not harmonize well with the proposed measures north of Donald. Cyclists are particularly at risk.
Proposed traffic calming measures are excessive for such a small segment of the street. The existing speed humps work.
No additional traffic calming measures are needed.
Traffic calming measures are not the answer. They are only a temporary fix.
Proposed traffic calming measures are not enough to keep people safe.
Does not support the narrowing of traffic lanes.
Does not support bulb-outs.
Does not support the raised crosswalk on Queen Mary due to potential flooding.
Proposed raised crosswalk on Queen Mary will create issues with snow removal.
Implement a pedestrian crossover instead of the raised crosswalk on Queen Mary.
Any modifications must be made accessible for people with mobility aids and wheelchairs. Many seniors in the area.
Implement speed humps at regular intervals from Donald to Queen Mary.
Make curbs level with the street to enable stroller and wheelchair access.
Proposed plan is a good start.
Existing traffic calming measures (permanent and temporary) are sufficient.
Implement more than one speed hump on North River south of Queen Mary.
Supports proposed raised crossings but would prefer a protected intersection.
Use temporary planters to create bulb-outs at intersections.
Proposed measures are not significantly different from what currently exists.
Implementing proposed traffic calming measures will help reduce speeds and cut-through traffic.
Proposed raised intersections will reduce speed but not traffic volume.
Implement more speed humps.
Implement the traffic calming measures.
Supports the traffic calming measures especially the raised intersection.
Two to three speed humps would suffice.
Reduce curb radii at North River and Donald to slow right turning vehicles.
Narrow Donald where it meets North River to limit speeds of vehicles turning left from North River. Consider adding an island in the middle near the intersection.
Traffic calming is needed along the southern section of North River. Speeding and lots of traffic during church events. It is also a place where people hang out.
Do not implement additional speed humps.
Currently too many traffic calming measures that distract drivers.
Do not implement the raised crosswalk at Queen Mary. There are no issues with crossing at this intersection.
Proposed traffic calming measures would make the neighbourhood an unpleasant commuting experience.
Proposed traffic calming measures are not enough. Somebody (person or pet) is going to get killed.
Already too many traffic calming measures along North River.

Implement more green infrastructure with the traffic calming measures (water retention planters with curb reductions / more biodiversity within the right-of-way).
Speed humps are unnecessary.
Narrowings are unnecessary.
Proposed traffic calming measures will cause a safety hazard for cyclists in the wintertime.
Implement a traffic calming measure between Donald and Queen Mary.
Speed hump was placed too close to the Donald intersection. Vehicles are already slowing down. Would be more impactful closer to Columbus or Glynn.
Supports speed humps.
Drivers still speed even with the existing speed humps.
Unsure how the raised intersection at North River and Donald and raised crosswalk at Queen Mary will help with speeding.
Too many proposed traffic calming measures for a small area.
Adding additional calming measures will make it difficult for drivers to navigate the road and make it more dangerous for residents (especially cyclists).
Drivers will need to pay more attention to the traffic calming measures than their surroundings.
The raised intersection will help with the awkward cycling lane situation.
Implement chicanes rather than speed humps on North River between Queen Mary and Prince Albert.
Speed humps are an effective solution to provide a safer environment for cyclists and pedestrians crossing the street.
Raised intersection at North River and Donald will force drivers and cyclists to stop at the intersection. Will make it safer for pedestrians.
Implement a bulb-out on the northeast corner of the North River and Donald intersection, to make it safer for pedestrians crossing to the northwest side, and to ensure that turning traffic is able to better see pedestrians as well as parked vehicles and the cycling lane.
Supports proposed speed hump north of Prince Albert.
Supports the proposed changes at Prindiville. Will make it safer for pedestrians to get to and from the NCC park.
Proposed changes at Prindiville will send a message to drivers that at these stop-controlled intersections, they will see pedestrians using the crosswalk and should respect their presence.
Supports the raised crosswalk at Queen Mary. Will send a message to drivers to slow down whether there is a pedestrian present or not.
Provide additional traffic calming at the intersection of North River and Donald.
Pedestrians on North River will have to learn to move over a bit to the east, cross on the raised crosswalk at Queen Mary, and jog a bit back to the west.
Concerns with the annual tardiness of crosswalk line repainting. Raised intersections should get priority.
Implement a traffic circle at North River and Donald with pedestrian cross request lights.

Proposed speed hump on North River between Queen Mary and Prince Albert will cause more traffic on Marion south of Queen Mary and Prince Albert west of Marion.
If a speed hump is installed on North River between Queen Mary and Prince Albert another speed hump should be installed on Marion between Queen Mary and Prince Albert.
Relocate the proposed speed hump on North River to just south of Prince Albert.
Consider bifurcating or at least slightly narrowing the new speed hump as it would improve the cycling experience.
Temporary Traffic Calming Measures
Flex stakes are a danger to cyclists. There isn't enough room for drivers to stay 1.5m away from cyclists with the flex stakes installed.
North River is fine for cyclists with the existing flex stakes. They slow down drivers.
Flex stakes on the right are dangerous because they don't allow cyclists to pass on the right. Cyclists must weave into traffic.
Flex stakes in the centre of the road don't allow drivers to move to the left to give cyclists more space.
Parked vehicles can make the clearance to the flex stakes quite small.
Flex stakes are a distraction.
Parked vehicles next to / near flex stakes force cyclists to go through the area designated for drivers.
Flex stakes are not a good solution if there is on-street parking.
Remove the flex stakes and install along curbs so drivers cannot park in the cycling lanes.
North River is already cluttered with traffic obstacles.
Flex stakes are dangerous. The ones close to the curb do not allow cyclists to pass to the right of them and force cyclists into vehicular traffic.
Vehicles parked near flex stakes stick out enough that there's not enough space for a vehicle to pass between the parked vehicle and the flex stake. Driver must go into the opposing lane.
Traffic Volume / Cut-through Traffic /Turn Restrictions
Drivers are frustrated with heavy traffic volumes along main streets, so they use side streets instead.
Install a "Local Traffic Only" sign to prevent cut-through traffic.
Drivers use North River as a shortcut to avoid traffic on the Vanier Parkway during rush hour.
Implement more clear signs with larger print further from key intersections.
The church and the sports club generate a lot of traffic.
Consider a one-way street.
Lots of cut-through traffic at North River and Queen Mary even when turns are illegal.
Design should include a way to prevent cut-through traffic.
Traffic between Wright and Queen Mary is very light except for the few times when there are church services or activities.
Drivers are making illegal turns onto and from North River.
Need more roads due to all the new housing.
Current turn restrictions are of no use / not respected / make no sense.

Drivers do not respect the turn restrictions at Donald and Queen Mary.
Traffic calming measures will deter drivers from using North River as a shortcut but divert them to the intersection at Montreal which is an issue.
Access from North River to Montreal should be closed off. Consider using a gate system to not allow traffic during peak hours.
Add more traffic lanes.
Most of the time North River is calm but during rush hour it's dangerous.
Include a "Local Traffic Exempted" sign to the turn restrictions. Turn restrictions are inconvenient for local residents and add to the traffic volumes along North River.
Many drivers from out of province use North River as a cut-through.
Quiet residential street is actually a major commuting route.
Reduce the traffic volume on North River.
Cut-through traffic is a problem especially at North River and Donald.
Remove the turn restrictions because of the new high-rise buildings being built at North River and Montreal.
New construction should be taken into consideration. Not just for one street but for the whole area.
Have not observed heavy traffic along North River.
The turn restrictions are a nuisance to residents. They require residents to have to drive further.
Implement left turn signals on the Vanier Parkway to access Queen Mary and Donald so that residents can access their neighbourhoods.
Traffic volume is going to increase with the rentals along North River and Montreal.
North River is used as a shortcut to the Cummings Bridge, downtown, and Quebec.
No turn restrictions along Queen Mary lead to a lot of traffic bypassing on Prince Albert or doing U-turns on North River.
Negligent of the City to not consider measures to control the larger issue of vehicles trying to bypass the Vanier Parkway.
Reducing the vehicle capacity will frustrate drivers and does not solve the problems raised by residents.
Remove the turn restrictions.
Make North River one-way.
Do more to get drivers to stop using North River as a bypass to the Vanier Parkway.
Stop trucks from using North River.
Heavy traffic going to the Rideau Sports Centre.
Supports the proposed traffic calming measures because the new high-rise developments will add more vehicle traffic volume and speeding.
Close the entrance on North River to the two churches at the southern section of North River. Create an entrance / exit directly onto the Vanier Parkway.
Large trucks on Donald and North River, many not servicing local addresses, should not be allowed.
Pedestrian / Cyclist Safety
Support / implement the proposed cycling lanes.

Do not support short segments of cycling lanes where the cyclist is forced back into traffic.
Do not narrow the road as it creates safety issues between vehicles and cyclists.
Priority should be given to cyclists, pedestrians, kids, and public transit.
Cyclists do not follow the rules of the road.
Cyclists do not stop at intersections and just cycle through intersections without looking.
Do not feel safe cycling.
Cycling infrastructure is only good for certain months of the year.
New location of the stop bars at Queen Mary and Prindiville will make it more difficult to see pedestrians and cyclists at these intersections.
Implement pedestrian crossovers with flashing beacons at North River and Donald.
Implement segregated / separated cycling lanes.
Implement raised cycling lanes.
Use barriers to separate the cycling lanes from traffic.
Implement a sidewalk on the west side of North River from Donald to Prindiville.
Will make North River more accessible for pedestrians and cyclists.
Houses between Prindiville and Donald have no safe sidewalk / pedestrian or wheelchair access without crossing to the east side of North River (worse in the wintertime).
Cycling lanes are not necessary as there are cycling lanes in the park.
Focus on pedestrian and cyclist safety at North River and Donald. There was a cyclist death there.
Drivers seem to speed past pedestrians waiting to cross the sidewalk.
Efforts to slow down and eliminate cut through traffic would make the area safer for pedestrians.
Crosswalks to access the park and a sidewalk on west side of North River are a good idea.
Narrowing the street for cycling lanes will force drivers to park along the side streets.
North River is currently cycle friendly (if potholes are filled).
Maintain a dedicated cycling lane from West Presland. There is speeding along this section due to the churches and parking lots at the southern section of North River.
Concerns with conflicts between vehicular traffic, parked vehicles, cyclists and pedestrians between Queen Mary and Wright.
Install a fence around the children's park at North River and Queen Mary.
Implement sidewalks on the east side from Donald to Queen Mary.
Cycling lanes must be kept free of parked vehicles and enforced.
Painted cycling lanes are not infrastructure. The paint wears off, slippery when wet, and drivers ignore the paint putting cyclists lives at risk.
Separate cycling lanes are infrastructure and safe.
Improve signage for cycling lanes through the area.
Sidewalks are welcome.
Implement a sidewalk on the west side from Donald to Wright.
Drivers cut off pedestrians crossing the street.

Sidewalks will help reduce the width of the road and reduce speeding.
Painted cycling lanes are a start especially if they are painted green.
Greenery on the west side of the street can obscure vision for pedestrians, cyclists, and drivers.
Painted cycling lanes won't stop drivers from using the wider room available and will give them the impression that they can go faster.
Consider a multi-use pathway (cycling pathways and sidewalk) for the west side of North River between Donald and Wright.
Consider converting the east side of the sidewalk to a multi-use pathway.
Wider sidewalks are more accessible for people in wheelchairs, strollers, etc.
Small sections of sidewalk on the west side of North River give pedestrians somewhere to stand after getting off the bus but it forces them to cross the street mid-block to access the sidewalk on the other side.
Painted cycling lanes offer zero protection.
Painted cycling lanes force cyclists to merge into the lane with vehicles which is dangerous and unnecessary.
Pedestrian bump outs can be split by a cycling lane without a huge risk to pedestrians as cyclists are not as frequent or as dangerous.
Implement cycling lanes along North River from Montreal to Wright using concrete dividers.
Implement sidewalk on the west side of North River from McArthur to the church.
Implement dedicated cycling lanes from McArthur to the church.
Increase road width from Queen Mary to the church.
Delineated cycling lanes are more effective as traffic calming measures than painted cycling lanes.
Would not use the painted cycling lanes unless bollards were implemented. Would use the cycling lanes parallel to the Rideau River Eastern Pathway instead.
Raised cycling lanes would be ideal especially for families cycling to the park. Getting to the park is not safe and don't feel comfortable letting children go on their own.
Giving pedestrians the right-of-way at crosswalks would be helpful.
Drivers turning right often cut off cyclists and it's dangerous.
Narrow traffic lanes to have wider cycling lanes.
Cyclists do not stop at the intersection of North River and Donald.
Cycling lanes will become areas to store snow in the wintertime.
Drivers will use the cycling lanes to pass vehicles that are waiting to turn.
Dangerous for pedestrians especially children crossing the street to get to Riverain Park.
North River is a big wide safe street that has plenty of space for pedestrians and cyclists.
People can use the multi-use pathway if they do not feel safe on North River.
Speed humps should not be located in the way of cyclists. Cycling lanes should extend through the hump.
Painted lines for cycling lanes do not provide a protected cycling environment.
Too many cycling lanes being proposed in the City. There are enough.

Need safer cycling access (via cycling lanes) to get to Donald and to the Adàwe Crossing.
Traffic calming plan makes North River more pedestrian and cyclist-friendly and less so for vehicles (parking and speeding).
Safer to use the multi-use pathway by the river than use the proposed cycling lanes on North River.
City will be sued by the families of the cyclists that do not follow the rules of the road and drivers that do not see cyclists coming when cyclists do not follow the rules of the road.
Never witnessed a cyclist stop at North River and Donald. Cyclists treat this intersection as if they have the right-of-way.
Cycling lanes will cause deaths.
Cycling lanes will have positive impacts on safety and will increase the use of cycling and active transportation within the neighbourhood.
Proposed changes should increase safety for pedestrians.
Implement an extension of the multi-use pathway on the southwest corner of the North River and Donald intersection. Also implement a chicane to ease cyclist speeds.
Fence Riverside Park to protect the neighbourhood children.
Cycling lanes will disappear in the wintertime due to snow accumulation and force vehicles and cyclists into the same lane.
Proposed cycling lanes would serve: 1) residents who live right there, 2) Overbrook residents who live nearby, and 3) residents who may live in other nearby parts of the city.
NCC's River Rideau East multi-use pathway is not an adequate north-south cycling route option to North River. That multi-use pathway is only seasonal and it is designed and aims to serve mainly recreational cyclists.
Increase driver and cyclist education with respect to the rules of the road.
Consider short lane section of shared cyclist and motor vehicle traffic on North River heading north at Donald. Add shared lane symbols on roadway lane.
Continue cycling lanes south of Queen Mary to the NCC multi-use pathway. It's considered the winter cycling route and needs to be connected and continuous
Road at Donald should be slightly widened to accommodate a proper cycling lane, reducing the need for cyclists to share the start of that lane with vehicles before the cycling lane starts.
Use the loading zone as a protective buffer for eastbound cycling traffic on Donald.
Narrow the travel lanes to 3.3m as most of the heavy traffic turns towards the Vanier Parkway.
Need to focus on safety for children crossing North River. Concerned that children are going to get hit by vehicles.
Intersection Safety
Vehicles do not stop at stop-controlled intersections.
Intersection of North River and Donald is a major hazard.
New location of the stop bars at Queen Mary and Prindiville mean that drivers will not have a clear view of traffic along North River.

Low stop compliance at intersections along North River.
Relocating the stop control further west on Prindiville will create an obstructed intersection and an additional hazard. Often cyclists and drivers do not stop at the corner of Queen Mary and drive through.
Implement traffic lights with a no right on red at North River and Donald.
Traffic lights would be the safest solution.
Drivers turning onto North River do not give way to oncoming traffic.
Prioritize the intersection of North River and Donald. It is dangerous and the traffic volumes have greatly increased in recent years.
Intersection at North River and Donald is more dangerous than any intersection to the south and should be included in the traffic calming study. The installation of the Adawe Crossing bridge has greatly increased both pedestrian and cycling traffic at this intersection.
Drivers do not stop at the intersection of North River and Donald.
Implement traffic lights at North River and Donald.
Intersection of North River and Donald is dangerous and traffic calming is welcomed.
Consider improving 'daylighting' of pedestrians at the intersection of North River and Donald especially at the northwest corner for southbound vehicles.
Push the southern section of the Queen Mary intersection back to turn it into a 4-way intersection with Prindiville.
Push the southbound lane of North River at the Queen Mary intersection further north for buses. Currently buses swing out into the southbound lane of North River to avoid mounting the northeastern curb.
Stop controls are ignored by drivers and cyclists at North River and Donald. Secure the intersection.
Intersection at North River and Donald needs better interaction with the existing multi-use pathway and the intersection, to make crossing easy to understand.
Enforcement
Install photo radar (speed cameras) instead of the traffic calming measures.
Church should pay police to control traffic at North River and Queen Mary.
Turn restrictions at Queen Mary are not enforced.
More enforcement is necessary (By-Law and Police).
Rare to see any type of enforcement being conducted.
Lots of drivers make illegal turns at Queen Mary. Police cannot keep up with ticketing drivers.
Traffic calming measures need to consider more simple enforcement actions for drivers to abide by the law.
Enforcement is infrequent.
Need more enforcement of the current turn restrictions at North River and Donald and North River and Queen Mary.
Need more consistent enforcement of speeding issues (especially at nighttime).
Enforce the no-parking zones more consistently.
Install cameras to catch drivers making illegal turns.
Enforcing the current turn restrictions at North River and Donald and North River and Queen Mary will reduce the overall amount of traffic on North River.

Along with traffic calming there needs to be better enforcement of existing traffic laws to deter aggressive drivers.
Police used to be present, but they aren't anymore. Drivers don't care about respecting the turn restrictions.
Photo radar (speed cameras) would bring in revenue for the City and reduce traffic volume during rush hours.
More enforcement is needed at North River and Donald. This is a very busy intersection with many pedestrians / cyclists accessing the NCC paths.
The pavement markings and signage will be ignored without enforcement.
Conduct peak hour enforcement at North River and Donald and North River and Queen Mary.
Constant enforcement will be needed if no-stopping is implemented along North River.
Success of the proposed traffic calming measures will only be ensured if the City is able to enforce them consistently and regularly. The absence of regular enforcement at the North River and Donald intersection itself, and particularly of the no-turn restriction during commuting hours, is a concern to all who live there.
Parking
Removing the on-street parking along North River will push all of the drivers to park along the side streets.
Drivers park illegally.
Do not remove on-street parking. Drivers will park on the side streets instead.
On-Street parking makes the street narrower and prone to accidents due to poor sight lines.
On-street parking is very congested across from the recreation areas on weekday evenings and weekends.
Keep some on-street parking for people with mobility issues to access the park. There is limited parking near the sports centre.
Do not remove the on-street parking.
On-street parking narrows the road and reduces speeding.
People won't take alternative modes of transportation. They will drive and start parking on the side streets.
Residents of the building at 959/969 North River would like to maintain on-street parking in front of their building. There is no other option for short-term visitor parking near the building.
Drivers will stop and park in the cycling lanes.
Difficult to see oncoming traffic when there are vehicles parked along North River.
There are lots of parks and recreation areas along North River. People use the on-street parking to access these areas.
Consider marking parking spaces along North River better to allow for visitor parking to be more accessible (elderly, families with young children, people with ability challenges).
Consider keeping some on-street parking at 969 North River but there are side streets for on-street parking and on site drop off loops for some condos.
Supports the removal of on-street parking to include painted cycling lanes.

High demand for parking in the area as seen in the parking lot at North River and McArthur, along North River, and the side streets.
Need more visitor parking. Not less.
Keep on-street parking for seniors who receive home care services and residents receiving maintenance services. Need on-street parking for pick-up and drop-off services.
Concerned about the daily living logistics (rideshare pick-ups / contractors) if on-street parking is removed.
On-street street parking often blocks pedestrians' view.
Implementing no-stopping along North River will force drivers to stop anyway (deliveries and taxis).
Need to keep on-street parking for visitors, home care, and deliveries.
Removing parking to accommodate cyclists allow cars to drive faster with less reasons to slow down.
On-street parking is only 1 hour. Not long enough for people to enjoy the park.
3-4 spaces in front of 959/969 North River should be retained and designated solely for use by emergency vehicles, ParaTranspo and drop-offs by persons with mobility issues. Might also require a time limit, e.g. 1 hour or 30 minutes to ensure these spaces are not blocked by other users, and should be regularly patrolled by By-Law officers to ensure compliance.
Huge number of signs are being proposed to prohibit parking, indicate bike lane, etc. Ensure that they are consolidate on existing poles if possible.
End the cycling lanes between Queen Mary and Prindiville. Church members use the on-street parking to the south.
Transit / Bus Stops
Do not support a new bus stop on the east side of North River. There is already a bus stop.
Sidewalk to the bus stop is needed / good idea.
Supports the relocation of the bus stop but doesn't see the need for a shelter. It's not a busy stop.
Place the bus stop very close to the corner of Donald. Do not put it in front of the Waterbrooke condo. Will be an eyesore.
Does not support the new location of the bus stop. Will be in front of the Waterbrooke condo which has one of the most beautiful / manicured lawns on North River. Bus shelter will block a beautiful / attractive area.
Uses wheelchair and supports the bus stop on the opposite side of Washington.
Proposed sidewalk (west side) to the bus stop at Columbus provides a sidewalk to four of the rental NCC houses. Will make it safer for pedestrians especially in the nighttime and wintertime.
Relocated bus stop with a bus shelter will be much appreciated during inclement weather as the nearest existing bus shelters are located far away to the south at Queen Mary or to the north at 399 North River (Washington Avenue) in Vanier.
Does Not Support Study
Sampling bias is very high. Residents of this area will support whatever the City is proposing.

Study is a waste of resources / money.
Recommendations in this traffic calming plan will not fix the major issues.
Stop catering to cyclists.
Do not spend funding on cycling lanes.
Feedback in the 'As We Heard It' report was ignored while developing this plan.
The traffic is safe and reasonable. No need for a traffic calming study.
Traffic calming annoys people and people are frustrated with the roads.
Stop reducing lanes, turning lanes, and making sidewalks so wide.
Does not support any proposed changes in the traffic calming plan.
Provide more evidence that the cycling lanes are needed.
Better ways than this traffic calming study to spend tax dollars.
There are several projects for North River but no consistency between the various measures proposed.
City ignores traffic realities while continuing to build high-rises.
Other Streets / Areas of Concern
There are no traffic calming measures proposed north of Donald. Drivers will just speed through that section on North River.
Consider implementing a roundabout at Queen Mary and the Vanier Parkway.
Add traffic calming north of Donald.
Implement a raised pedestrian crosswalk at Stevens and the entrance to Riverain Park.
East/West artery needs work.
Speeding on Queen Mary. Implement speed humps.
Traffic calming measures are needed on North River from McArthur to Donald. Worst speeding occurs along this stretch of North River. Lots of pedestrians of all ages use this stretch of North River to access Riverain Park.
Consider a bulb-out at the north-west corner of Marion and Prince Albert. There was a temporary barrier at this location, but it was removed.
Implement speed humps between McArthur and Donald.
Need more enforcement of the current turn restrictions at Marguerite and Donald and Marion and Queen Mary.
Implement concrete dividers to the cycling lanes along Donald.
Review issues for ongoing, dangerous conflicts between vehicle traffic and pedestrian traffic at North River and McArthur crosswalks.
Speed humps from Cummings Bridge to North River would be more useful.
Implement traffic calming on Queen Mary including a stop control at Queen Mary and Marion. Would prevent speeding.
Introduce a left hand turning light at the Vanier Parkway and Queen Mary. Drivers currently go through the yellow light and it's dangerous to turn left.
Implement a pedestrian crosswalk at North River Road and Stevens.
When the apartments are leased on the corner of Montreal and North River, residents should only be able to turn right onto North River when exiting. Will reduce traffic on North River.

Consider conducting a study along North River north of Donald. There is speeding and noise. It's dangerous for pedestrians (lots of children in this area).
Implement traffic lights at Stevens.
North River north of Donald should be "Local Traffic Only". Drivers turn right from the Cummings Bridge and then turn left onto Donald to access the Vanier Parkway. Lots of big trucks.
Traffic calming is more needed north of Donald. Drivers ignore the no turn restrictions and there is no enforcement.
Implement an advance green at the intersection of Queen Mary and the Vanier Parkway. Drivers race to make the light and often go through on a red. Many serious accidents have occurred and it's unsafe for pedestrians to cross here.
Consider implementing traffic calming measures north of Donald to McArthur. Will help keep cut through traffic off of North River between Donald and Montreal.
Implement traffic calming and a posted speed limit of 30km/h along Donald to the Vanier Parkway.
Install a left turn signal at Queen Mary and the Vanier Parkway. Traffic is heavier heading north of Donald to Montreal.
Consider Queen Mary between North River and the Vanier Parkway (especially Queen Mary / Marion intersection). Speeding to get the light and turn onto Marion too fast. Implement a 4-way stop and/or bulb-outs and speed humps.
Speeding and cut-through traffic on North River between Montreal and Donald.
Consider North River north of Donald. There are two seniors' residences and people with mobility issues that live on North River from Donald to McArthur. People also cross the street to access the park, tennis courts, baseball fields.
Traffic calming measures are required on West Presland. Speeding is an issue.
North River between Donald and McArthur needs speed humps.
Implement a sidewalk on North River between McArthur and Donald.
Too much traffic volume on North River. Drivers use North River as a cut through from Montreal to the Vanier Parkway via McArthur / Donald.
Vehicles are backed up at the intersection of North River and McArthur.
Prince Albert gets speeding from commuters that use Marion to avoid the turn restrictions on Queen Mary. It's dangerous.
Implement stop control at the intersection of North River and Stevens. It's across from Riverain Park.
Implement a pedestrian crosswalk at North River and Stevens.
Implement speed humps across from the dog park.
Implement a posted speed limit of 40km from Montreal to Queen Mary.
Speed monitor installed near the entrance to Riverain Park is ignored.
Traffic calming would be welcomed on North River between Montreal and Donald.
Daylighting of pedestrians should be used to extend the sidewalk into the road and reduce the crossing distance at North River and Stevens.
Crossing at North River and Stevens should be raised.
Trees hide the flashing beacons at the North River and Stevens crossing.
Block off the access to Marion (southbound) from Queen Mary by placing large cement flower containers at this intersection.

Implement traffic calming signs limiting vehicles from turning onto Marion in order to be able to turn right (north) on North River.
Speed humps should be placed on Prince Albert Street between North River and Marion to discourage drivers using the street to access the Vanier Parkway.
Consider removing the sidewalk on at least one side of Prince Albert and add that space to the residents front yard. More room to plant trees and park in driveways.
Implement speed humps on North River north of Donald. Will help reduce truck traffic and reduce speeding.
Speeding on Donald from North River to St. Laurent.
Miscellaneous
Build Ottawa a real Metro /subway that works.
New apartment complex at Montreal and North River will worsen the concerns expressed in this study. That complex should never have been allowed. Only the tower nearing completion should be allowed.
City is out of control with its Transportation Plans.
City is anti-car.
LRT doesn't work efficiently or at all / fix the LRT.
Roads are terrible.