

As we heard it report #3

Belcourt Boulevard Traffic Calming Study

Introduction

This report is the third 'As we heard it report' for the *Belcourt Boulevard Traffic Calming Study*. The first report contains background information about the study and the results from the initial online survey which was conducted in the fall of 2018 to gather feedback regarding traffic issues along Belcourt Boulevard. The second report includes the results from the consultation activity related to the proposed traffic calming measures which consisted of a public open house meeting and corresponding online survey. The public open house meeting and corresponding online survey were conducted in the fall of 2019. Both of these 'As we heard it reports' can be found on the project webpage at [www.ottawa.ca/Belcourt Boulevard](http://www.ottawa.ca/Belcourt_Boulevard). This 'As we heard it report' includes the results from the most recent online survey related to the proposed speed cushions.

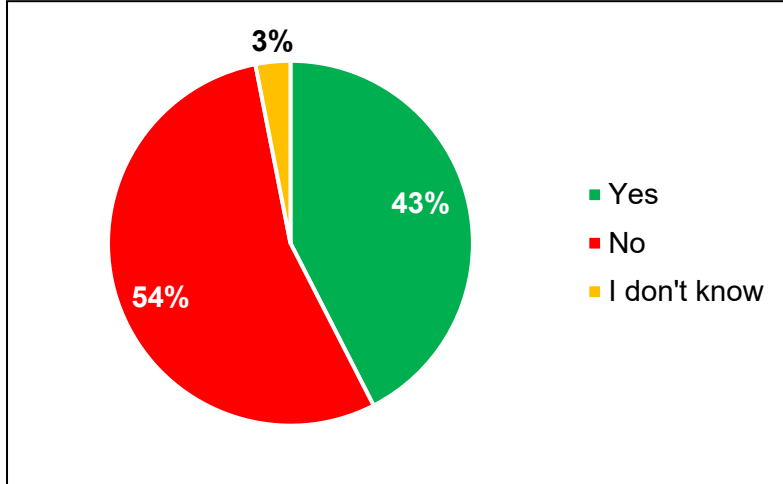
In April 2020, a Study Update was posted to the project webpage stating that the recommended traffic calming for Belcourt Boulevard had been updated and was proceeding through the final approval processes. After the update was posted to the project webpage, some concerns from residents were received about components of the traffic calming plan, specifically pertaining to the addition of more traffic calming measures in the form of speed cushions. As a result, the City sought additional feedback through an online survey about the proposed addition of speed cushions.

Speed Cushion Online Survey Results

The following section includes the results from the survey questions that were asked about the proposed speed cushions along Belcourt Boulevard. It also includes summaries of the individual comments received. A total of 292 people completed the online survey. The online survey was available from June 26th to August 31st, 2020.

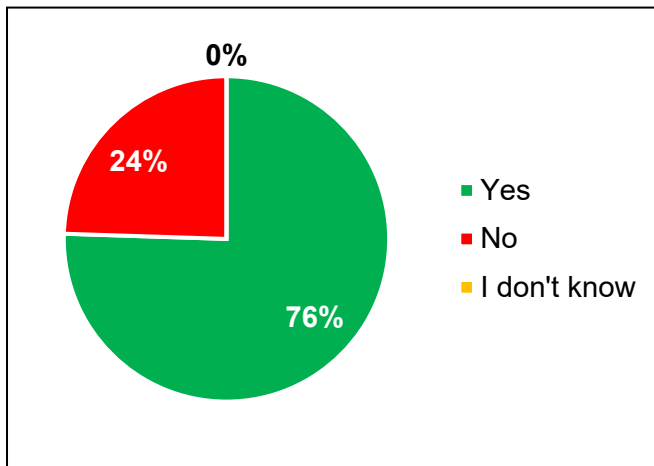
1 - Do you think that the [original traffic calming plan](#) presented at the October 2019 open house would benefit from the addition of speed cushions?

All Respondents



Response	Total % of responses	Total # of respondents
Yes	43%	124
No	54%	159
I don't know	3%	9
*292 respondents		

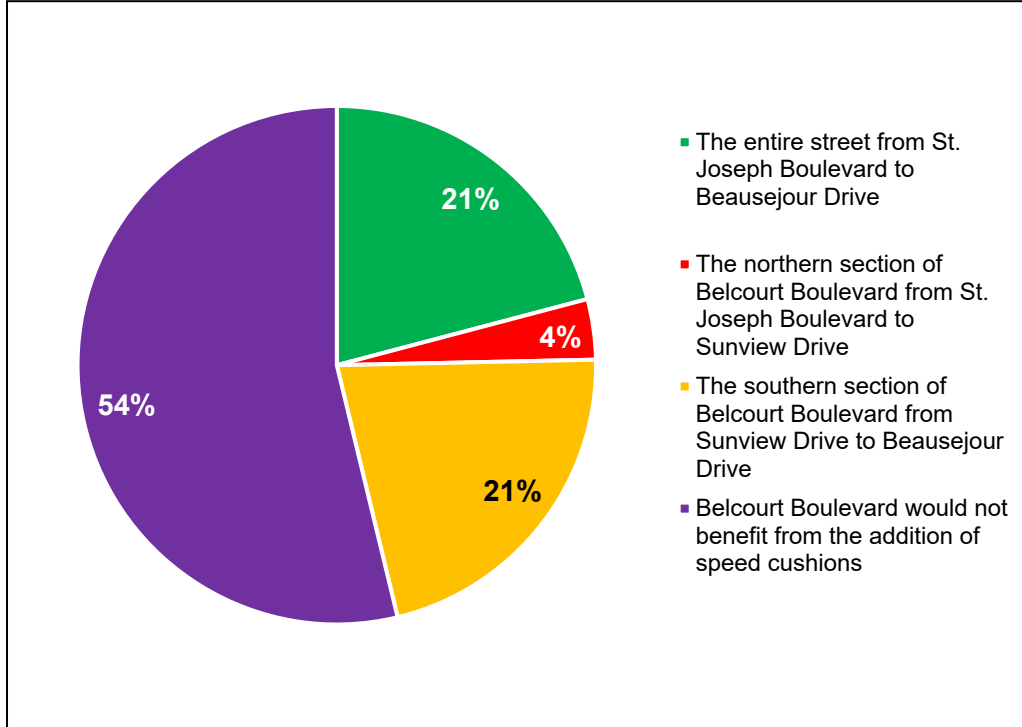
Belcourt Boulevard Residents



Response	Total % of responses	Total # of respondents
Yes	76%	37
No	25%	12
I don't know	0	0
*49 respondents		

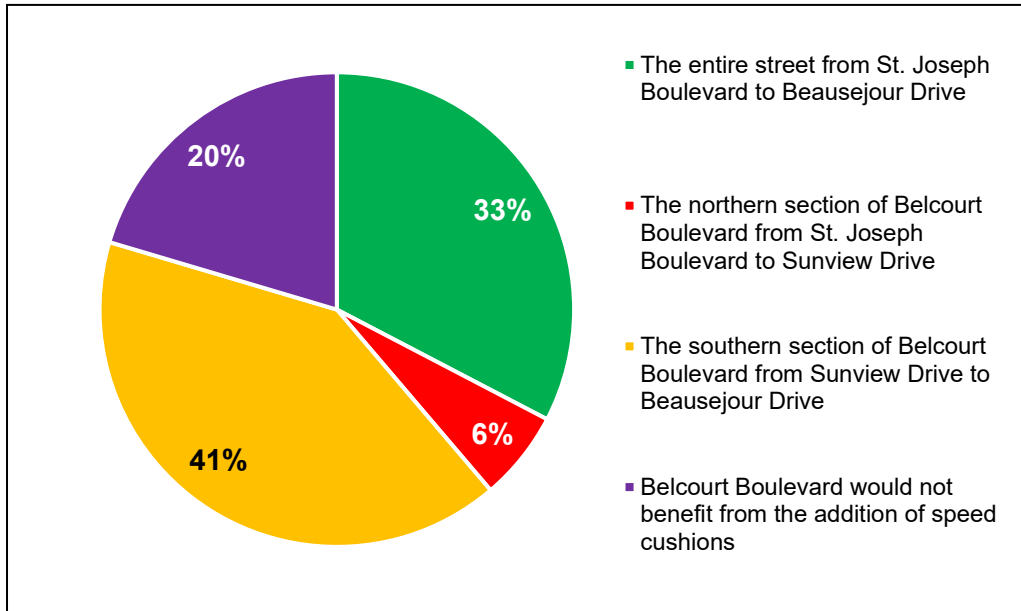
2 - Which section of Belcourt Boulevard do you think would benefit from speed cushions?

All Respondents



Response	Total % of responses	Total # of respondents
The entire street from St. Joseph Boulevard to Beauséjour Drive	21%	61
The northern section of Belcourt Boulevard from St. Joseph Boulevard to Sunview Drive	4%	11
The southern section of Belcourt Boulevard from Sunview Drive to Beauséjour Drive	21%	63
Belcourt Boulevard would not benefit from the addition of speed cushions	54%	157
*292 respondents		

Belcourt Boulevard Residents



Response	Total % of responses	Total # of respondents
The entire street from St. Joseph Boulevard to Beauséjour Drive	33%	16
The northern section of Belcourt Boulevard from St. Joseph Boulevard to Sunview Drive	6%	3
The southern section of Belcourt Boulevard from Sunview Drive to Beauséjour Drive	41%	20
Belcourt Boulevard would not benefit from the addition of speed cushions	20%	10
*49 respondents		

3 - Similar to other traffic calming measures, implementing speed cushions could have both potential benefits and disbenefits. Potential benefits could include:

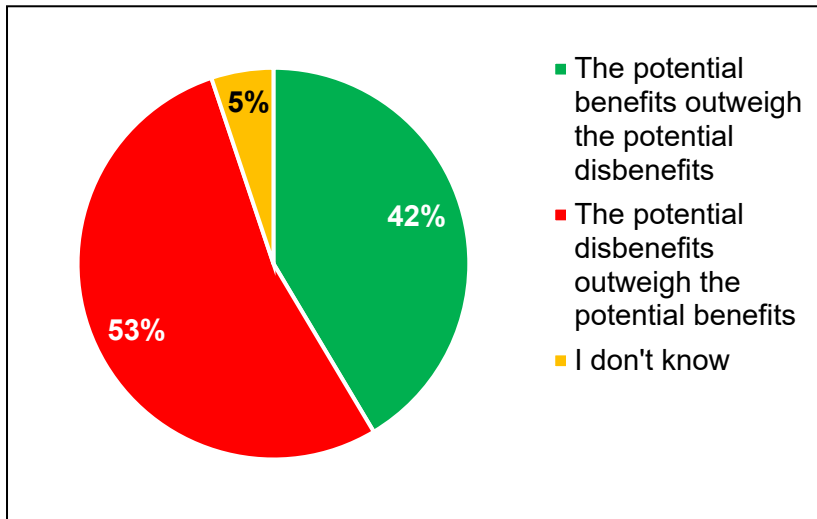
- reducing vehicular speeds
- increasing pedestrian / cyclist safety
- decreasing aggressive driver behaviour
- self-enforcement (less police presence required).

Potential disbenefits could include:

- redirecting traffic to other local streets
- creating noise and vibrations
- slowing down emergency vehicles
- adding extra time to your commute
- discomfort for passengers travelling at high speeds
- may result in a loss of some on-street parking (adjacent to the speed cushions)

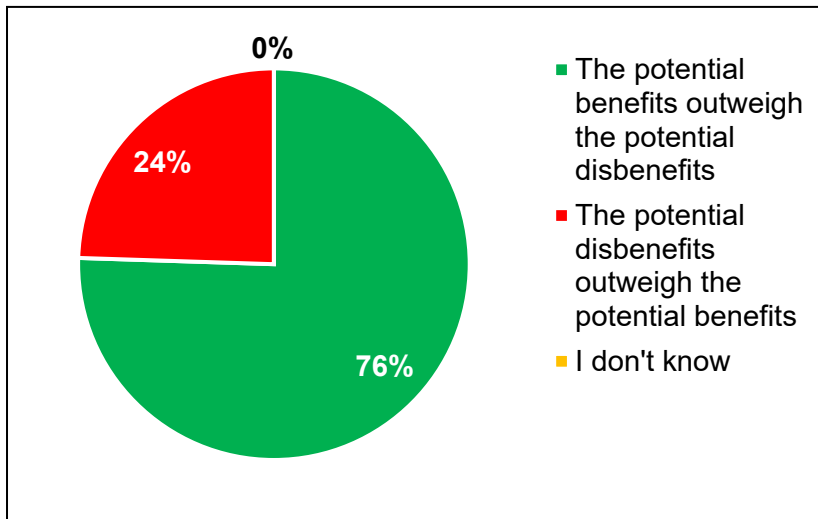
Please choose the best statement that reflects your opinion about implementing speed cushions along Belcourt Boulevard.

All Respondents



Response	Total % of responses	Total # of respondents
The potential benefits outweigh the potential disbenefits	42%	121
The potential disbenefits outweigh the potential benefits	53%	156
I don't know	5%	15
*292 respondents		

Belcourt Boulevard Residents



Response	Total % of responses	Total # of respondents
The potential benefits outweigh the potential disbenefits	76%	37
The potential disbenefits outweigh the potential benefits	24%	12
I don't know	0	0
*49 respondents		

4 – Please provide any additional comments you may have:

Speeding / Speed Limits / Aggressive Driver Behaviour
High speeds along Belcourt Boulevard / speeding is dangerous along Belcourt Boulevard
High speeds along Belcourt Boulevard between Notre-Dame Street and Carrière Street / Carrière Street and Beauséjour Drive / Sunview Drive and Beauséjour Drive
Vehicles speed down the hill and ignore the stop controls
There is no speeding along Belcourt Boulevard / very rarely is there speeding along Belcourt Boulevard
Speeding has increased along Belcourt Boulevard
Anything to reduce speeding would be beneficial for Belcourt Boulevard
Belcourt Boulevard is a 'boulevard' which is meant to help move traffic / Belcourt Boulevard is not meant to be a slow residential street
Drivers speed up after the stop control at Carrière Street (heading southbound)
Aggressive Driver Behaviour
There have been lots of near misses
Terrifying how drivers drive on Belcourt Boulevard
Never witnessed a collision on Belcourt Boulevard
Cycling Lanes
There are hardly any cyclists on Belcourt Boulevard
Do not implement cycling lanes / do not narrow lanes for cycling lanes
Do not remove on-street parking for cycling lanes
Implement cycling lanes / cycling lanes will make Belcourt Boulevard safer for cyclists
Implement a cycling lane on the east side of the street
Northbound lane is too narrow for both drivers and cyclists / vehicles still try to pass cyclists when they are at the pinch point created by the flex stake in the middle of the road
Make the boulevard (grass between the road and the sidewalk) into cycling lanes
High occupancy of on-street parking makes the cycling lanes ineffective
Narrow the road by adding cycling lanes / narrowing the road will decrease speeds
On-street parking is dangerous and a hinderance to cyclists / on-street parking takes away space from cyclists and forces cyclists into traffic
Construct segregated cycling lanes
Cyclo-delineators are not required for cycling lanes / pavement markings are sufficient / implement cycling lanes like on Sunview Drive
Parking
Remove on-street parking for cycling lanes
Do not remove on-street parking for cycling lanes / on-street parking is essential for visitors / cannot accommodate visitor parking in driveway / seniors and people with disabilities need on-street parking

Homes for rent are being advertised with on-street parking / exacerbates on-street parking problem
Okay to remove some on-street parking for speed cushions / do not remove all of the on-street parking
Signage/Pavement Markings
Pavement markings are not as effective as speed cushions / pavement markings are covered in snow in the winter
Add stop controls instead of speed cushions
Add stop controls to Belcourt Boulevard and Barcona Place / Leblanc Drive
Drivers are not stopping at stop controls / dangerous for pedestrians and cyclists / near misses at intersections
Add more 40km/h speed limit signs from St. Joseph Boulevard to Sunview Drive
Speed cushions lose their pavement markings / loss of or faded pavement markings can result in drivers going over speed cushions at normal speed (even though there are signs) / damages vehicles
Install dead end ahead sign
Install stop controls between Sunview Drive and Beauséjour Drive
Drivers do not stop at Belcourt Boulevard and Carrière Street
Drivers exiting from the side streets (Sunview Drive, Toulouse Crescent, Belval Crescent) do not stop and merge onto Belcourt Boulevard dangerously
Traffic Volumes
Drivers will use other major street like Orleans Boulevard / Jeanne d'Arc Boulevard if speed cushions are implemented
Open Belcourt Boulevard to Jeanne d'Arc Boulevard
Drivers will take side roads instead of Belcourt Boulevard if speed cushions are implemented
Permanently close Belcourt Boulevard at Sunview Drive / permanently close Belcourt Boulevard at Beauséjour Drive if speed cushions are implemented
Increase in non-resident drivers using Belcourt Boulevard and Beauséjour Drive as a shortcut to Place d'Orleans
Traffic volumes on Sunview Drive increase each time new traffic calming measures are added to Belcourt Boulevard / keep traffic volumes on Belcourt Boulevard / Belcourt Boulevard was meant to be a thoroughfare / Sunview Drive is not meant to handle large volumes of traffic
Belcourt Boulevard needs to become a non-preferred option for vehicles travelling between Jeanne d'Arc Boulevard, Beauséjour Drive and St. Joseph Boulevard
Belcourt Boulevard is a busy street / there is no way to make it a quiet residential street
Lots of commercial vehicle / truck traffic along Belcourt Boulevard / they are using Belcourt Boulevard as a shortcut to avoid Orleans Boulevard / should be prohibited / large trucks and buses should be eliminated
Residential streets are now major thoroughfares / more consideration needs to be made when City planning
Traffic is no different on Belcourt Boulevard than other streets in the area

Permanent Traffic Calming Measures
Speeding up and slowing down because of the speed cushions will cause more emissions / bad for environment / air pollution / increase in noise
Speed cushions will help residents on the west side of Belcourt Boulevard / east side has good traffic calming
Supportive of traffic calming measures / will make the street safer
Do not implement speed cushions
Implement speed cushions / strongly supports speed cushions
Speed cushions are not required in the northern section of Belcourt Boulevard because there is an all-way stop at Notre-Dame Street
Vertical measures (i.e speed cushions, speed humps, speed tables) damage vehicles / more vehicle maintenance will be required / reduced gas mileage
Will endure noise and vibrations from speed cushions over roaring engines at all hours of the night
Already two stop controls from St. Joseph Boulevard to Sunview Drive / add speed cushions south of Sunview Drive / 3 instead of 4 speed cushions
Speed cushions are a distraction / will not be able to focus on peripheral hazards
Do not implement speed cushions in laneways
Speed cushions may be dangerous to pedestrians and cyclists if drivers try to avoid them by veering to the side of the street
Construct the speed cushions so that a vehicle can go 40 km/h over them / not any slower
Tighter intersections at Carrière Street would be beneficial
Implement speed cushions if cycling lanes are not implemented
Traffic calming measures need to provide safety especially for the most vulnerable users
Collision data does not warrant additional traffic calming measures
Speed cushions will cause speeding between the cushions
Speed cushions will delay emergency vehicles / especially in the winter
Implement a raised intersection at Belcourt Boulevard and Carrière Street
Belcourt Boulevard has heavy traffic volumes during school hours and speed cushions will make congestion worse
Speed cushions are the best option but do not remove on-street parking
Traffic calming does the opposite / frustrates drivers resulting in excessive speeds / not stopping at stop controls / speed cushions are a hazard / will cause erratic driver behavior
Streets that have existing vertical measures are spaced too close together / makes drivers go 20 – 25km/h not 40km/h / construct the speed cushions so that a vehicle can go 40 km/h over them / not any slower
Too many speed humps in Orleans
Do not implement bulb-outs at major intersections / speed cushions would be sufficient
5 speed cushions should be implemented / 7 speed cushions is too many

Speed cushions will damage RV / are a nuisance when driving RV / provides discomfort
Speed humps on Barrington Street are effective and slow down speeders / like speed tables on Viseneau Drive
Vertical traffic calming measures are ignored by large vehicles
Temporary Traffic Calming Measures (flex stakes / speed boards)
Install another speed board / install speed board on the west side / heading southbound on Belcourt Boulevard
Not enough room for a vehicle to go northbound with all of the flex stakes / flex stakes force traffic into oncoming lane to get around cyclists and the flex stake and parked vehicles which is dangerous / could be very bad in an emergency situation where an ambulance / fire truck, police car has to pass
Temporary bulb-outs are not effective / make turning difficult / make it hard to see / force vehicles to enter the opposite lane / remove them / have created potential accidents / garbage trucks cannot maneuver around them and have to go into oncoming traffic lane
Current speed board location is ineffective / move the speed board between Carrière Street and Beauséjour Drive
Speed board is too close to the intersection at Belcourt Boulevard and Beauséjour Drive intersection / speed board should be located on the other side of the street
Current traffic calming measures do not work
Current traffic calming measure have made a significant difference / are sufficient
Remove flex stakes if speed cushions are implemented / all other traffic calming measures if speed cushions are implemented
Install flex stakes on Belcourt Boulevard similar to the ones on Forest Valley Drive
Move flex stakes near Belval Crescent a few metres north
Current flex stakes are dangerous for pedestrians, cyclists, and drivers
Remove current flex stakes
Cyclists can not get 1 metre away from vehicles because of the flex stakes in the middle of the road / flex stakes in the middle of the road make it unsafe for cyclists / drivers have to go very slow behind cyclists / drivers can't pass because of the flex stakes in the middle of the road / flex stakes in the middle of the road are off centre / create a hazard for cyclists travelling north / dangerous for cyclists / cyclists feel squeezed / forces cyclists onto the sidewalks
Cyclo-delineators are a waste of City taxpayers money
40 km/h flex stakes in the middle of the road combined with the temporary bulb-outs at Toulouse Crescent and Belval Crescent make turning too tight
Current traffic calming measures aggravate drivers coming from other streets
Current traffic calming has had a moderate effect
Pedestrian and Cyclist Safety
Children should not play in the street / people should use sidewalks / pedestrian safety is irrelevant
Concerns with pedestrians crossing at Belcourt Boulevard and Barsona Place / Leblanc Drive and Belcourt Boulevard and Carrière Street

Many children and seniors cross at Belcourt Boulevard and Barsona Place / Leblanc Drive
Implement sidewalks on the west side of Belcourt Boulevard
Vehicles going up the hill can't see pedestrians crossing at Belcourt Boulevard and Barsona Place / Leblanc Drive
Lots of vulnerable users along this street (children and seniors) / increase pedestrian and cyclist safety / somebody is going to get hurt and or killed
Implement a pedestrian crossover at Belcourt Boulevard and Carrière Street
Not dangerous for pedestrians
Issues with pedestrians and cyclists that don't follow the rules
Cycling is dangerous along Belcourt Boulevard
Cyclists using sidewalks make it dangerous for pedestrians
Turn Belcourt Boulevard into a pedestrian boulevard / widen and level the sidewalks / install safe pedestrian crossings and green spaces / Woonerf at Jeanne d'Arc Boulevard dead end with a passageway to Frank Bender Street
Enforcement
More police presence / lack of police presence / issue speeding tickets / issue tickets for noise / zero tolerance
Pedestrians and cyclists do not follow the rules of the road
Increase enforcement of parked vehicles / vehicles parking too close to laneways / hard to get out of driveway
Get the Province of Ontario to allow photo radar / install photo radar
Posting the speed limit is useless because there are no consequences
Other Streets of Concern
Speeding along Beauséjour Drive / add speed cushions
Speeding along Carrière Street / add speed cushions
Add speed cushions on Notre-Dame Street
Speeding on Orleans Boulevard
Implement speed cushions on Bearbrook Road
Speeding on Belval Crescent at the curve
More police presence needed at Beauséjour Drive and Champneuf Drive / drivers not stopping at stop controls / it is a dangerous intersection / speeding / near misses with pedestrians
All the traffic is now on Frank Bender Street since the permanent closure at Jeanne d'Arc Boulevard
Not supportive of the existing speed humps on Barrington Street / too high / have to go 20km/h to get over them / all the drivers focus on is the speed humps / will not be able to also focus on pedestrians, cyclists, children, etc.
Install no-stopping road markers at Frank Bender Street entrance to gas station / need an advance left from Innes Road eastbound to Frank Bender Street northbound / vehicles don't watch for pedestrians at Innes Road and Frank Bender Street / will be an accident and or death

No Concerns / Do Not Support Study
Traffic calming measures are not required / leave street as is
This study is not needed / no concerns
Waste of City taxpayer money / resources
Traffic calming is unaffordable at this time due to COVID-19
Miscellaneous
Study area boundaries should be extended to the dead end
Difficult to get around
More education is needed
Noise from Orleans Boulevard, Jeanne d'Arc Boulevard, and Innes Road prevents people from sleeping
Roads have enough potholes