

Broadview Avenue Traffic Calming Study

As We Heard It Report

July 2022

Introduction

The City of Ottawa has begun a traffic calming study for Broadview Avenue in the vicinity of Notre Dame High School, Broadview Avenue Public School, and Nepean High School. This study was initiated as part of the Traffic Calming in School Areas initiative of the City's Road Safety Action Plan (RSAP). Before developing potential recommendations for consideration, an initial online survey was conducted to confirm community support and gain feedback from residents. The online survey was held between March and April 2022. The results of this online survey will assist City staff in recommending possible traffic calming concepts for this project.

The results of the online survey are summarized within this report.

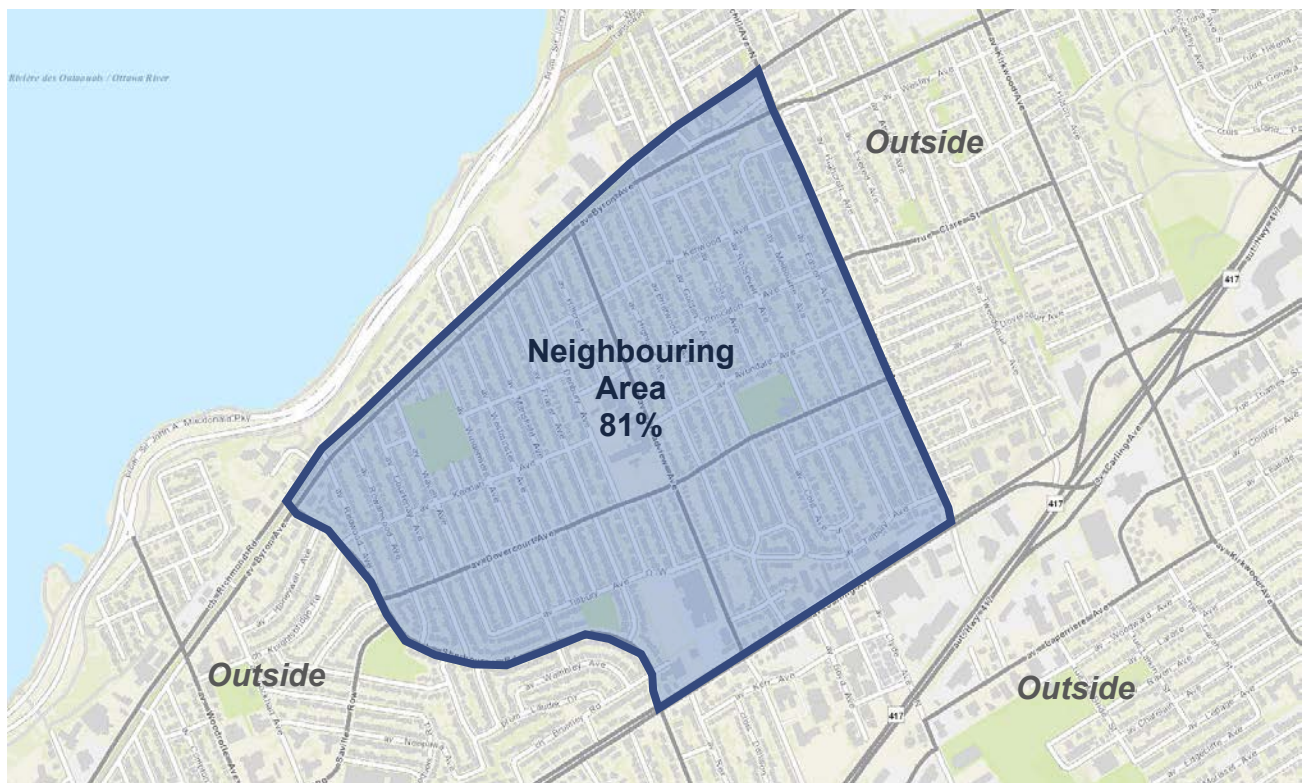
Survey Results Summary

A total of 300 responses were received for this survey. The following provides a summary of the responses to each question.

1. What is your postal code?

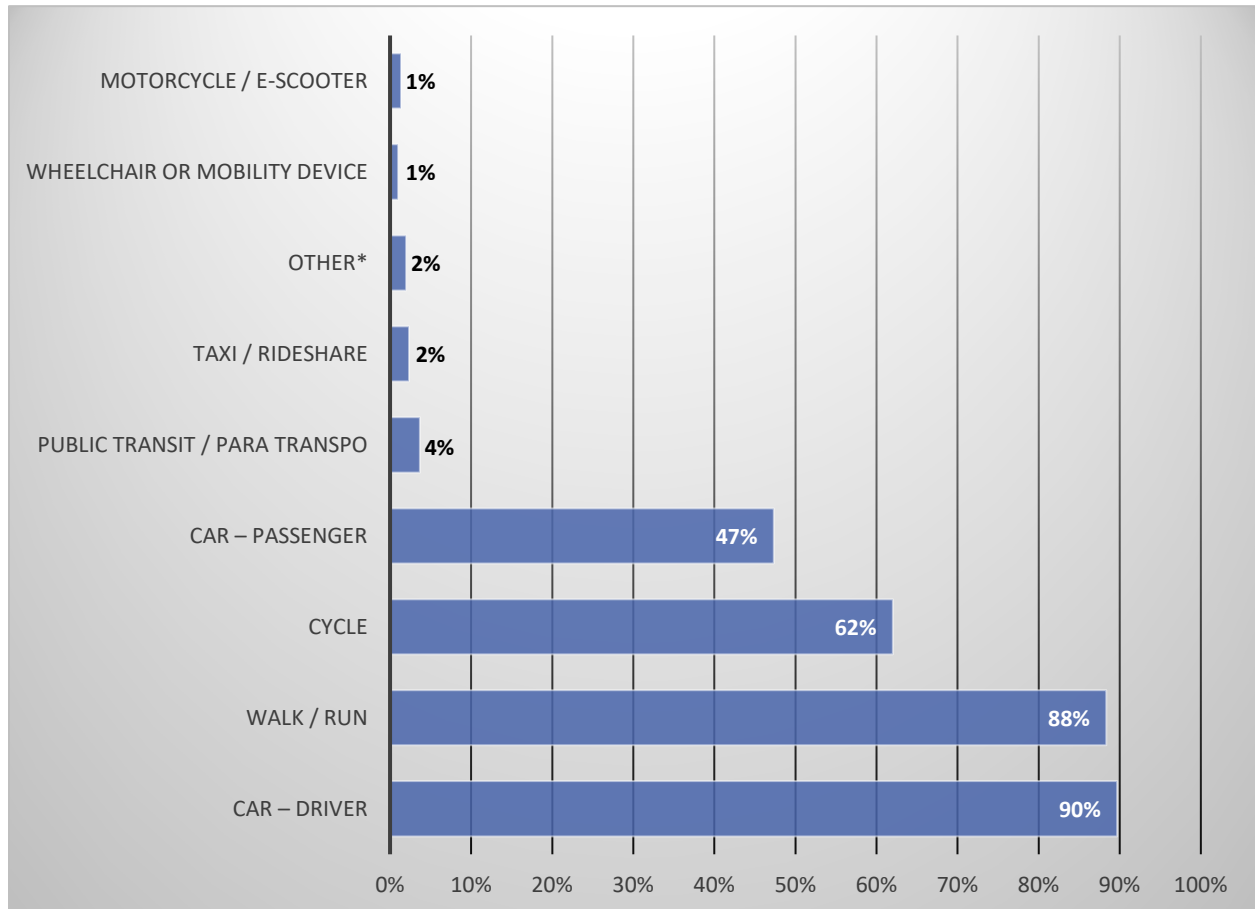
A total of 243 respondents (81%) indicated living within the neighbouring area. Postal code locations are summarized below.

Area	Boundaries (north, south, east, west)	% of respondents
Neighbouring Area	Richmond Road, Carling Avenue, Churchill Avenue, Sherbourne Road	81%
Outside of Neighbouring Area		19%



2. What mode(s) of transportation do you use when travelling on Broadview Avenue between Carling Avenue and Princeton Avenue? (Choose all that apply)

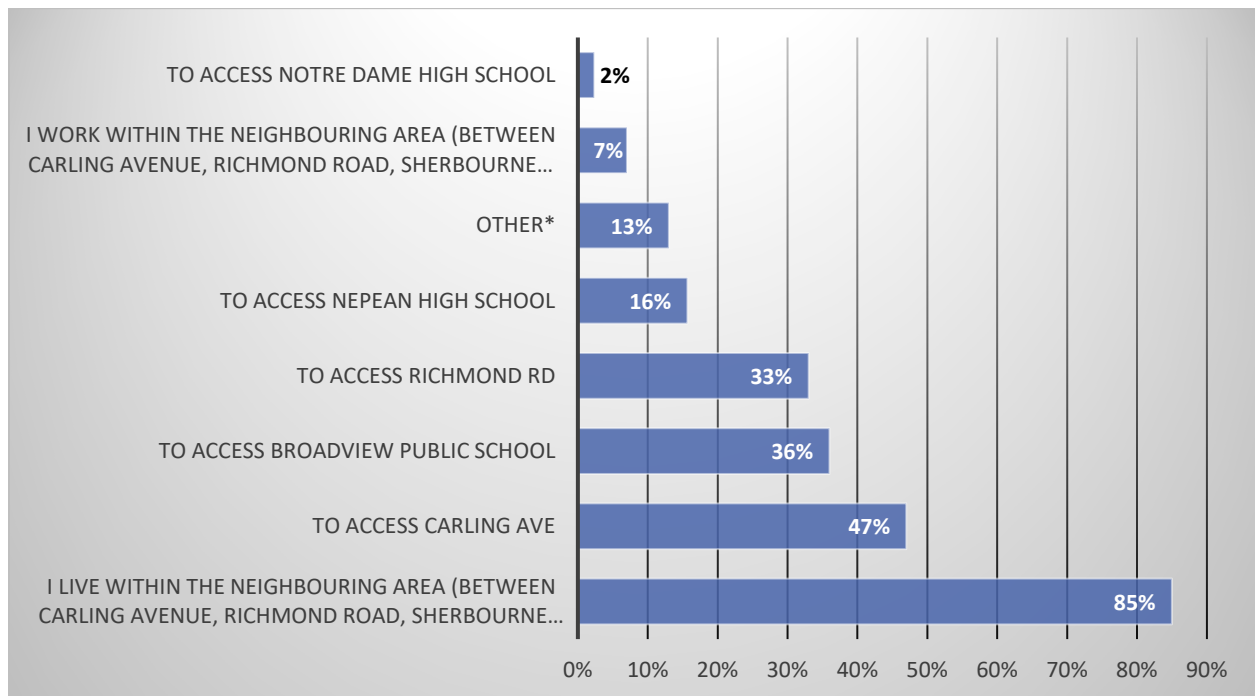
Respondents indicated that they use a variety of transportation modes while travelling along Broadview Ave. The most common modes of transportation were by car as a driver (90%), walking/running (88%), cycling (62%), and by car as a passenger (47%).



*Other includes pet walking, skateboard, rollerblades, and scooter.

3. What are the primary purposes of your (or any member of your household) travels on Broadview Avenue between Carling Avenue and Princeton Avenue? (Choose all that apply)

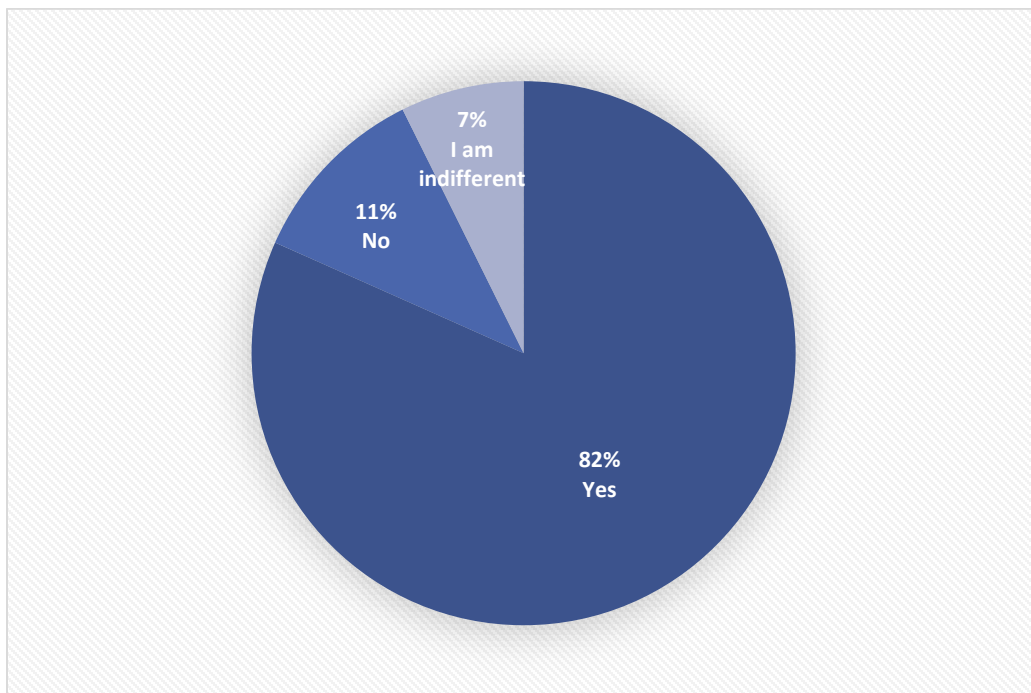
The majority of respondents indicated that the primary purpose of their travels on Broadview Ave was because they live within the neighbouring area (85%).



*Other includes exercising, to access: Highway 417, Dovercourt Avenue, Churchill Avenue, or Broadview Avenue South (OJCS, JCC), to visit a friend or a family member, and/or to access the Carling Broadview Medical Center.

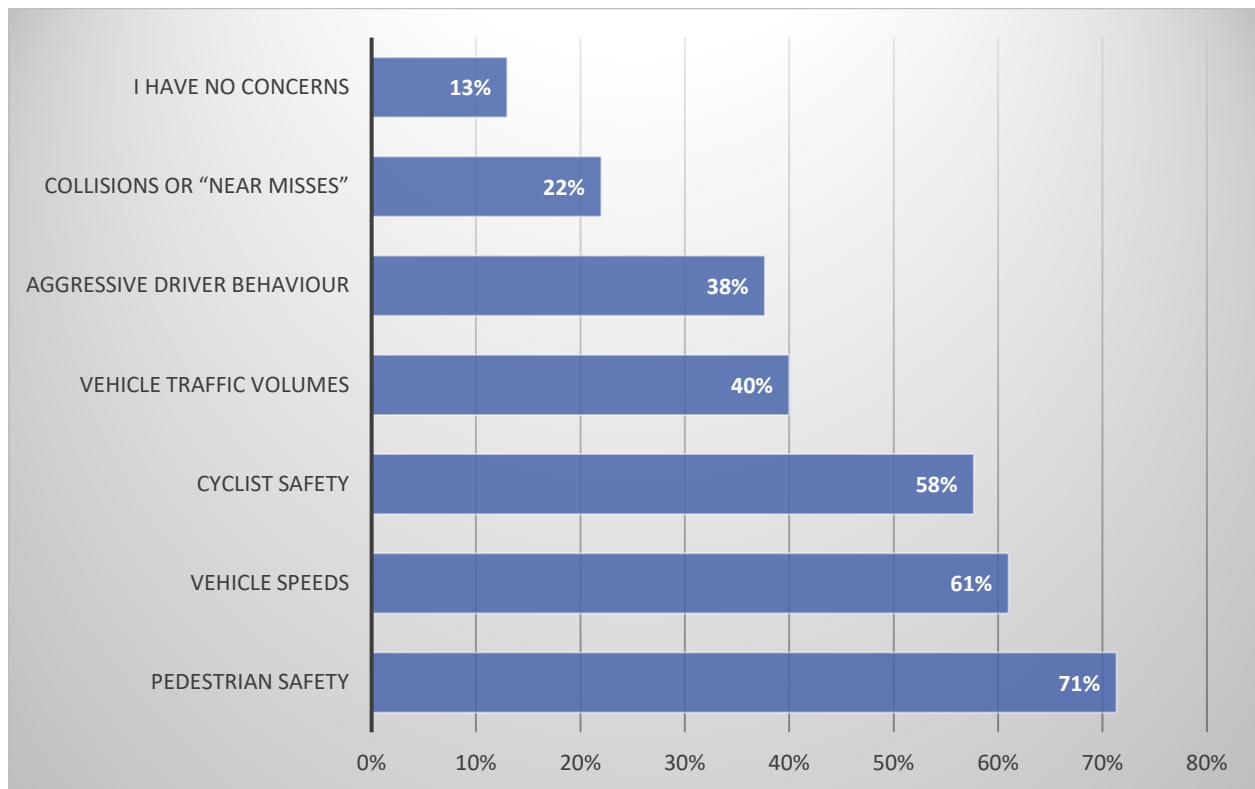
4. Do you support a traffic study that could lead to permanent localized street changes intended to improve safety for all road users, including pedestrians and cyclists on Broadview Avenue?

Responses confirmed community support for this study, with 245 respondents (82%) supportive.



5. What are your primary concerns when travelling along Broadview Avenue between Carling Avenue and Princeton Avenue? (Choose all that apply)

Respondents reported that the greatest level of concern is for pedestrian safety, followed by vehicle speeds, cyclist safety, vehicle traffic volumes, aggressive driver behaviour, and collisions or “near misses” (in that order). A total of 39 respondents (13%) indicated that they have no concerns.



6. If you indicated your primary concerns in the previous question, please describe your concerns in more detail and include the location of your concerns. Please list all of your concerns in order of severity

If you indicated that you have no concerns, please provide your observations of traffic along Broadview Ave.

Comments from questions 6 and 7 have been combined as the emerging themes were similar. See table under question 7.

7. Please provide any general comments/ideas you have regarding this traffic calming study.

233 general comments were provided for question 6, and 202 general comments were provided for question 7 from the survey respondents. The common themes of the written comments are summarized below (combining both questions).

Category	Comment
Construction and maintenance	<ul style="list-style-type: none"> • Construction is disruptive to the neighborhood. • Poor roadway conditions on Broadview Avenue and neighbouring streets. • Sidewalks are in poor conditions. • Desire for timely and thorough snow clearing in the winter to ensure pedestrian safety. • Drainage issues at different locations.
Cut-Through Traffic	<ul style="list-style-type: none"> • Broadview Avenue is used as a thoroughfare (vehicles and trucks). • The “Carling Avenue/Richmond Road” connection should be broken with a one-way, a mid-street closure or a full closure at one end. • Neighbouring streets are also experiencing cut-through traffic. • Traffic on Broadview Ave is consistent with the designation (minor collector) and role of the roadway. • Do not support any kind of closure in the neighbourhood.

Emergency Services	<ul style="list-style-type: none"> • Permanent traffic calming measures will restrict access and delay emergency response time.
Enforcement	<ul style="list-style-type: none"> • Additional enforcement is desired to address speeding, on-street parking regulations, and stop compliance. • Desire for additional by-law enforcement during school pick up/drop off times for No Parking and No Stopping zones, as well as vehicle blocking driveways. • Additional enforcement is desired throughout the neighbourhood (nearby streets). • Increased fines. • Ticketing for unauthorized truck use.
Intersections	<ul style="list-style-type: none"> • Stop compliance issues at most intersections along Broadview Avenue. • Safety concerns for pedestrians and cyclists at the intersections of Broadview Ave and Tillbury Ave, Dovercourt Ave, Avondale Ave, and Princeton Ave mostly due to vehicular volumes, parking regulations and visibility issues. • Safety concern at the intersection of Wellesley Ave/Broadview Ave (Carling-Broadview Medical Center). • Congestion and safety concerns at the “Plaza” entrance (just north of Carling Ave). • Safety concerns at the intersection of Carling Ave/Broadview Ave (various reasons). • Drivers are encroaching over the sidewalk where bulb-outs are present at intersections. • The service provided by the adult school crossing guards (at Dovercourt Ave and Avondale Ave) is critical to ensure pedestrian safety. • Review, add or modify the locations of various traffic signals in the area.
Nearby Streets	<ul style="list-style-type: none"> • Concern that permanent traffic calming measures on Broadview Avenue would have negative impacts on neighbouring streets (Avondale Ave, Brierwood Ave, Denbury Ave, Fraser Ave, Golden Ave, Highland Ave, Hillcrest Ave, Kenwood Ave, Mansfield Ave, Princeton Ave, Tillbury Ave and Windemere Ave).

	<ul style="list-style-type: none"> • There are speeding, stop compliance and volume concerns on nearby streets as well. • Desire for the study to use a holistic approach to slowing down and reducing traffic volume on Broadview Avenue and neighbouring local streets. • Lack of sidewalks on side streets. • Desire for crossing guards on side streets.
On-street Parking	<ul style="list-style-type: none"> • Most traffic problems occur during/are caused by school pick up/drop off times due to the three schools being located so closely to each other (congestion). • On-street parking should be removed entirely. • Allow vehicles to park on one side of Broadview Avenue to slow traffic. • Allow parking on neighbouring streets during school pick up/drop off hours. • Desire for more No Parking signs • Lack of on-street parking near the schools. • The No Parking/No Stopping zones should be enforced during school pick up/drop off hours. • Parents are parking across driveways for pick up/drop off. • Desire to create a proper pick up/drop off area (or parking lot) • The non-respect of on-street regulations push other drivers in doing illegal movements that can be dangerous for others. • The parking regulations should only be in place during school times (hours and months).
Pedestrian/Cyclist Safety	<ul style="list-style-type: none"> • Concern over pedestrian and cyclist safety due to speeds, volumes and stop compliance issues. • Given the proximity of the three schools, there is a large population of children who walk/cycle to and from school. • Desire for measures that would provide additional safety for children, cyclists, and those with mobility issues. • Desire for measures that would promote active transportation and encourage other modes of transportation.

	<ul style="list-style-type: none"> • There is not enough room to move safely for pedestrians, and there has been many “close calls”. • Reducing the number of vehicular pick up/drop off would provide more safety to pedestrian and cyclists. • Pedestrians should be prioritized over vehicular traffic around school. • Interest in piloting a School Street project (vehicle free zone) on Broadview Avenue around the times the schools start/end. • Not in favour of traffic calming measures, but desire for an educational component for cyclists and pedestrians. • The existing measures are excessive to what is needed to ensure safety of a pedestrian or cyclist that respects traffic regulations.
Permanent Traffic Calming	<ul style="list-style-type: none"> • Desire for permanent traffic calming measures (for various reasons). • Desire for measures that would promote active transportation and less vehicular traffic. • Desire for measures that would discourage parents from driving to school. • Any additional calming measures should only be applicable during school hours. • Opposed to permanent traffic calming measures.
Proposed Measures / Road Geometry	<ul style="list-style-type: none"> • Roadway is too wide: narrow the street (Broadview Avenue). • Sidewalks are too narrow for amount of pedestrians: desire for wider sidewalks / add sidewalk where missing. • Dedicated bike lanes. • Zebra markings / ladder markings. • Pedestrian crossings (PXO) with flashing beacons near the schools. • Review option to redirect traffic or change Broadview Avenue/side streets to one-ways. • Speed cameras / photo radar. • Speed display boards. • Make Broadview Avenue a complete street. • Permanent “slow down for us” signs.

	<ul style="list-style-type: none"> • Planters on side streets. • Pavement markings. • Traffic circle. • Raised intersection / raised crosswalk. • No heavy vehicles (trucks) on Broadview Avenue. • Extend curbs at intersections for shorter pedestrian crossing distance and slower turning movement. • Add greenery / create a native plant corridor. • “No Right Turn on Red” at Broadview Ave/Carling Avenue Ave. • Staggered school bells. • Do not support bulb-outs as it pushes cyclists within traffic. • Opposed to measures that would restrict access. • The existing measures are adequate/excessive, and there are no issues on Broadview Avenue. • Desire for educational component for cyclists ignoring the rules of the road, as well as pedestrians not being aware of their surroundings.
Road Users	<ul style="list-style-type: none"> • Vehicles drive fast and aggressively. • People are using the streets (Broadview Avenue and neighbouring streets) as highways. • The acceleration between stop signs is dangerous. • Vehicles drive over the sidewalk at intersections where bulb-outs are in place. • Drivers are inattentive and impatient, and threaten the safety of pedestrians and cyclists. • Drivers don’t stop at stop signs/roll through intersection. • The heavy vehicles (trucks) prohibition is not respected on Broadview Avenue. • Parents are parking illegally during pick up/drop off. • Pedestrians do not feel safe crossing at intersections. • Cyclists do not feel safe cycling along Broadview Ave. • Cyclists are ignoring the rules of the road. • Pedestrians/students are not being aware of their surroundings, and not attentive to traffic.

	<ul style="list-style-type: none"> • Never witnessed any bad or fast drivers during the day on Broadview Avenue.
Speed	<ul style="list-style-type: none"> • Concern over speeding in various sections of Broadview Ave, particularly in relation to safety of children. • Desire to reduce vehicular speed induced by school pick up/drop off. • Focus should be on slowing down traffic in line to make this a 30km/h neighbourhood. • Desire for more speed limit signs. • Vehicles go slow during school pick up/drop off times due to congestion. • The 30km/h speed limit is unnecessary. • There are no speed issues on Broadview Avenue. • The area is well signed, and speed limit is respected.
Speed Humps	<ul style="list-style-type: none"> • Some respondents have expressed a desire to see implementation of speed humps. • Some respondents don't support the installation of speed humps. • Speed humps could cause drainage issues. • Speed humps could impede access to emergency services. • Speed humps encourage drivers to speed between them.
Study Limit	<p>The study should be extended to:</p> <ul style="list-style-type: none"> • Carling Avenue to Richmond Road • Include the intersection of Carling Avenue • JCC/OJCC (Broadview Avenue South) • Neighbouring streets/intersections surrounding the schools • Dovercourt Ave (various locations) • Dovercourt Recreation Center • Various locations not directly related to Broadview Avenue
Temporary Traffic Calming	<ul style="list-style-type: none"> • Desire for more flex stakes/delineators. • Flex stakes/delineators have proven to be effective at slowing traffic. • The placement of some of the existing flex stakes/delineators is ineffective and are a safety hazard.

	<ul style="list-style-type: none"> • Flex stakes/delineators are creating safety issues for pedestrians and cyclists. • The colour contrast of the flex stakes is taking away the drivers' attention. • Drivers have to drive in the incoming lane to avoid the flex stakes/delineators.
Traffic Volumes	<ul style="list-style-type: none"> • Broadview is experiencing high vehicular volume, and some respondents have noticed an increase over the years. • Concerns about high vehicular/pedestrian/cyclist volumes during school pick up/drop off hours. • Desire to reduce vehicular traffic volumes induced by school pick up/drop off. • The study should plan for "normal" traffic volumes (when COVID will resume). • No issues with volumes as Broadview Ave is a minor collector. • Broadview Ave is not sufficiently busy to warrant a study.

Conclusion

A total of 300 responses were received for this survey. The survey yielded the following:

- Respondents indicated the most common **modes of transportation** were by car as a driver (90%), followed closely by walking/running (88%).
- The majority of respondents indicated that the **primary purpose of their travels** was because they live within the neighbouring area (85%).
- **Community support for this study was confirmed**, with 82% of respondents indicating they are supportive.
- **Pedestrian safety, vehicle speeds and cyclist safety** were the three existing issues that respondents indicated the greatest level of concern over, followed by vehicle traffic volumes, aggressive driver behaviour, and collisions or “near misses” (in that order).
- Common themes from the general comments included **pedestrian and cyclist safety, speeding, volumes, stop compliance, on-street parking (drop off/pick up), drivers’ behaviours, and impacts to nearby streets.**

The results of this online survey will assist City staff in recommending possible traffic calming concepts for this project.

Thank you for your participation in this survey!