

Halton Terrace – Jack Donohue Public School Traffic Calming Study

As We Heard It Report

August 2021

Executive Summary

An online survey was conducted from May 17 to June 21, 2021 to confirm primary traffic concerns on Halton Terrace near Jack Donohue Public School and to receive feedback on potential traffic calming design concepts.

A total of 102 responses were received for this survey. The full survey results including comments provided have been presented in this report. The survey yielded the following key takeaways:

- **Vehicle speeds and pedestrian safety** were the two existing issues that respondents indicated the greatest level of concern over, followed by cyclist safety, aggressive driving, and driver behaviour during school pick-up and drop-off.
- **Most respondents favoured the *Preferred Option***, out of the two potential traffic calming design options presented.
- Common themes from the general comments included pedestrian safety, speeding, on-street parking, nearby streets, and the proposed roadway modifications.

The results of this online survey will assist City staff in recommending a functional traffic calming design for this project.

Introduction

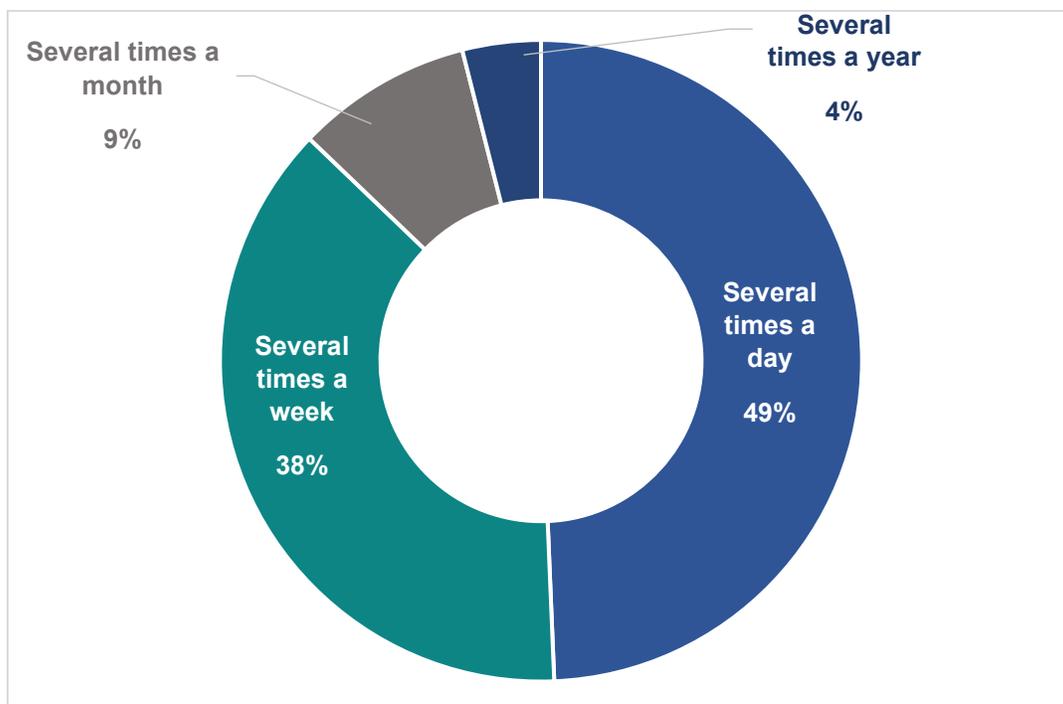
The City of Ottawa is currently undertaking a traffic calming study for Halton Terrace between Whernside Terrace and Dunollie Crescent in the vicinity of Jack Donohue Public School. This study aims to reduce the negative impacts of motorized traffic and promote the safety of students as part of the City's Road Safety Action Plan. An initial online survey was conducted to confirm community support and gain feedback regarding two possible traffic calming concepts which have been drafted. The online survey was held between May 17 and June 21, 2021. The results of the survey are summarized in this report.

Survey Results Summary

There was a total of 102 respondents to this survey. The following provides a summary of the responses received for each question.

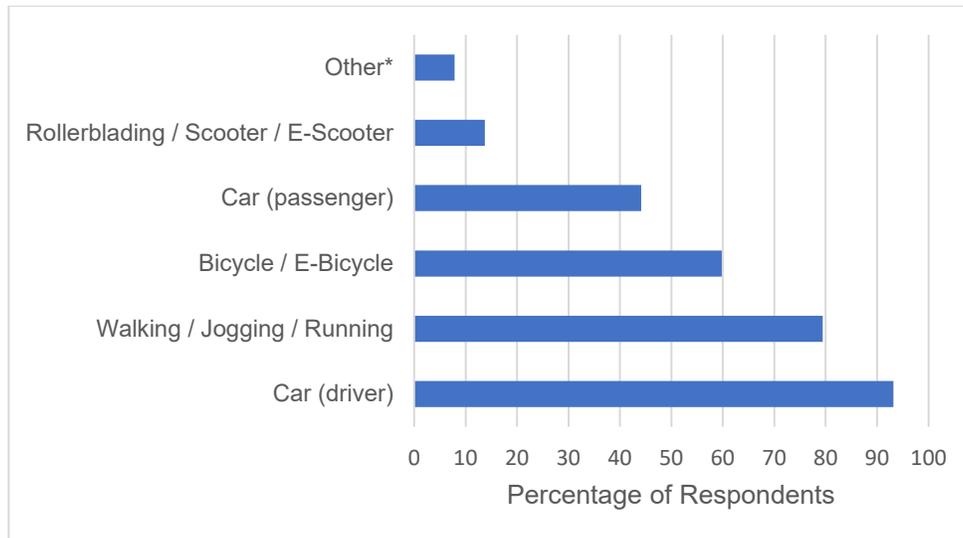
How often do you use Halton Terrace?

Almost half of respondents (49%) use Halton Terrace Daily.



Which mode(s) of transportation do you use when travelling along Halton Terrace? Choose all that apply.

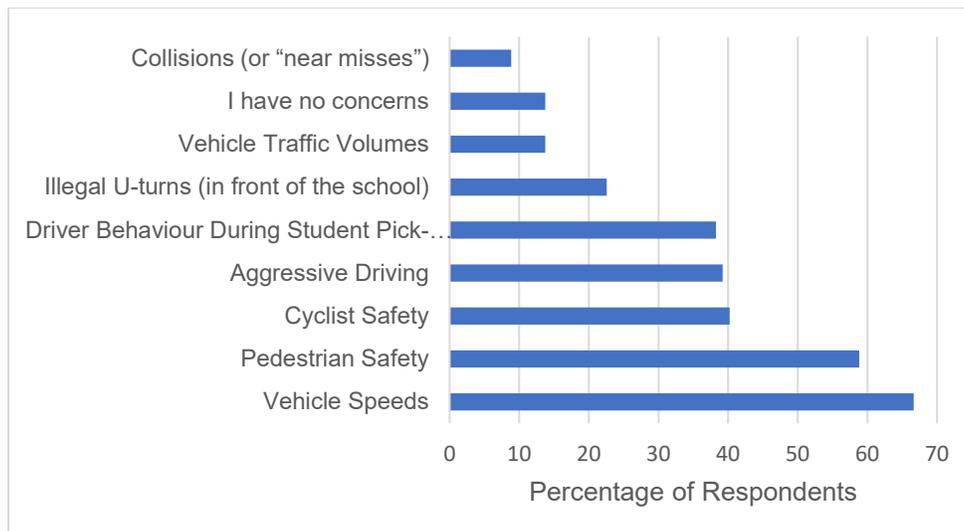
Most respondents travelled along Halton Terrace by car (driver), followed by walking/jogging/running, bicycle/e-bicycle, car (passenger), rollerblading/scooters/e-scooters, and other forms of transportation.



*Other includes bus, motorcycle and taxi/rideshare.

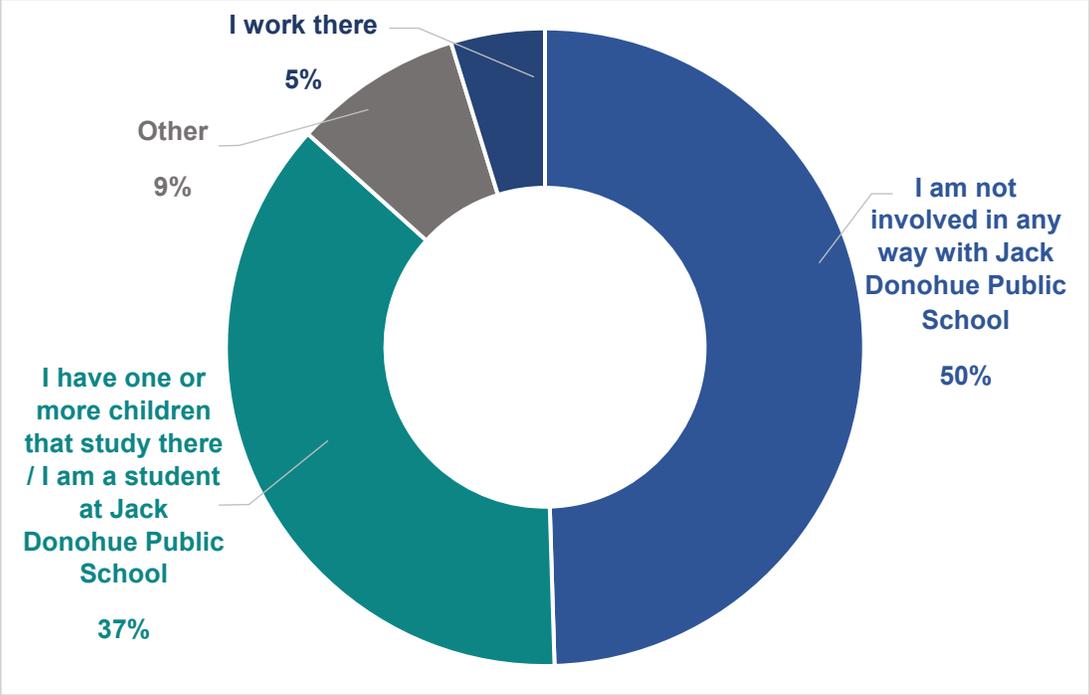
What are your primary concerns when travelling along Halton Terrace? Choose all that apply.

Respondents were most concerned with vehicle speeds and pedestrian safety, followed by cyclist safety, aggressive driving, driver behaviour during school pick-up and drop-off, illegal U-turns (in front of the school), vehicle traffic volumes, and collisions or “near misses”.

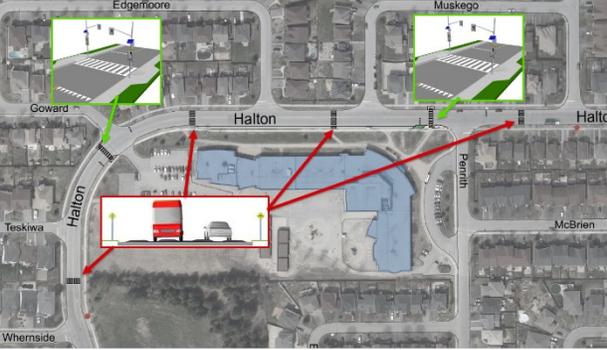
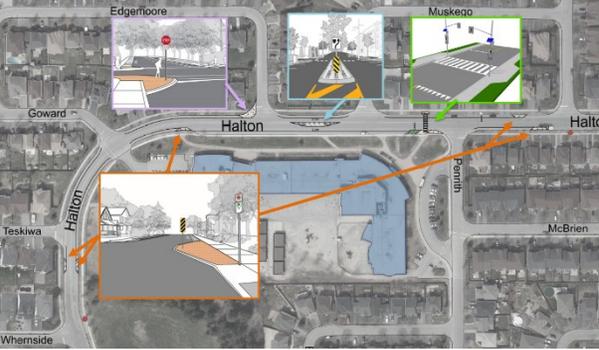


**To what extent are you involved with Jack Donohue Public School?
Choose all that apply.**

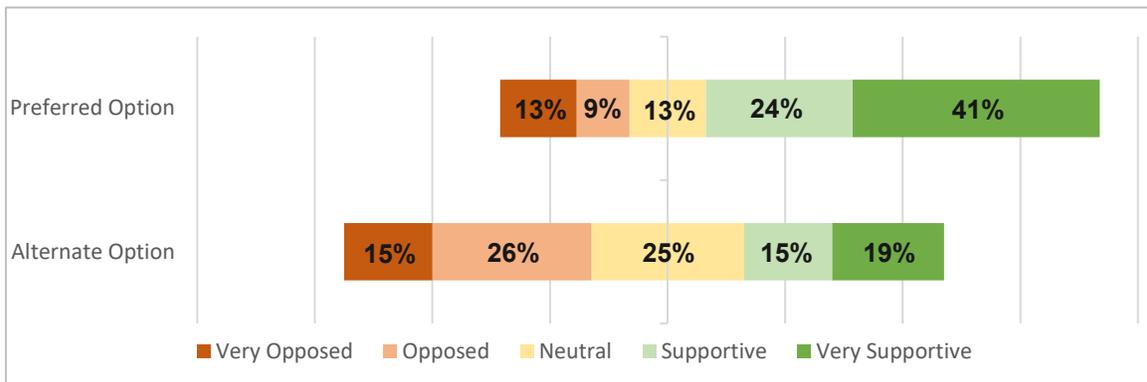
Half of respondents (50%) were not involved in any way with Jack Donohue Public School.



Based on traffic data and in coordination with various stakeholders, two (2) possible traffic calming designs have been drafted. Please review the two options below and indicate your level of support of each option.

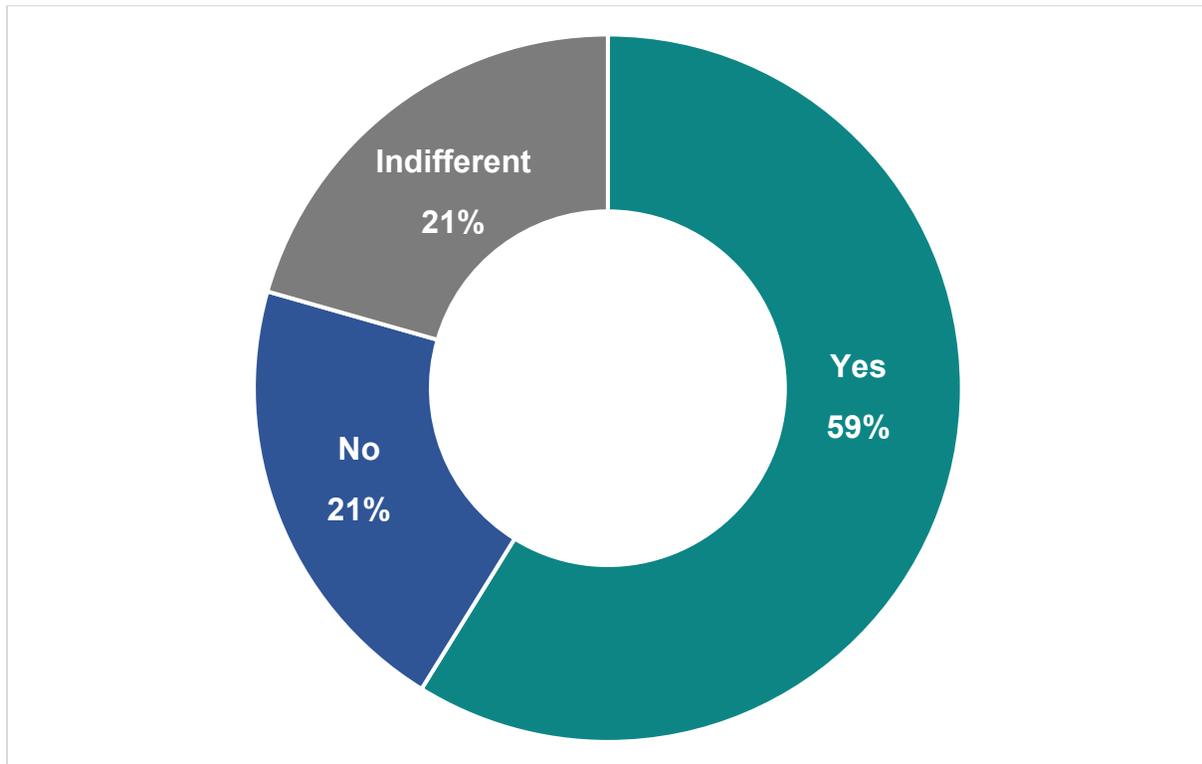
Preferred Option	Alternate Option
	
<p>This option is preferred as it is expected to be more efficient in reducing speeds and is also more economical.</p> <p>This option consists of :</p> <ul style="list-style-type: none"> • 4 sets of speed cushions • 2 Type 'B' pedestrian crossings (PXOs) 	<p>This option is an alternative that does not include any form of vertical deflection measures (measure that cause a “bump” as you drive along the road). This option will help to reduce speeds, though not as much as the first option. This option could also assist in reducing U-turns in front of the school.</p> <p>This option consists of:</p> <ul style="list-style-type: none"> • 5 mid-block bulb-outs • 1 intersection bulb-out • 1 median • 1 Type 'B' pedestrian crossing (PXO)

The majority of respondents supported the *Preferred Option* rather than the *Alternative Option*.



Introducing permanent traffic calming measures may result in losing some on-street parking along Halton Terrace. Would you support the removal of some on-street parking in exchange for traffic calming measures if necessary?

The majority of respondents (59%) supported losing some on-street parking along Halton Terrace to introduce permanent traffic calming measures.



Please provide us with any general comments you may have regarding this traffic study.

53 comments were provided from the survey respondents. The common themes of the written comments are summarized below. The full responses are provided in the Appendix.

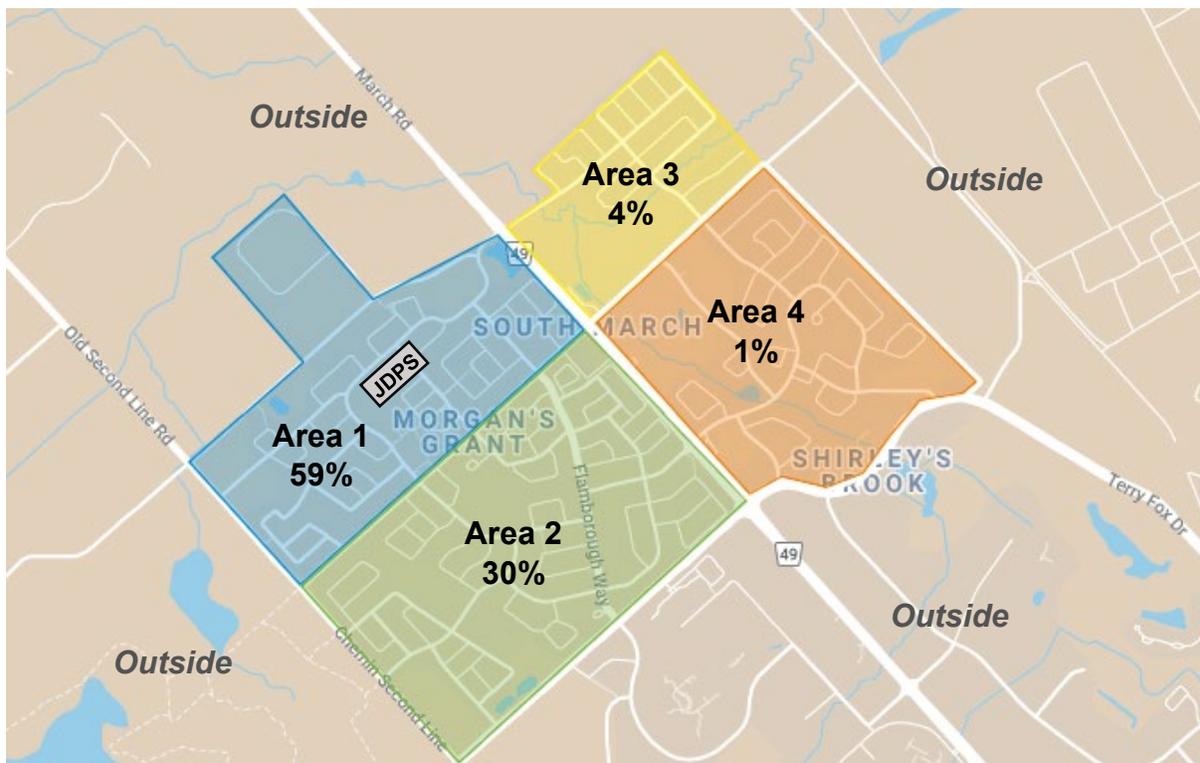
- **Pedestrian Safety**
 - There are concerns regarding visibility on Halton Terrace due to the long curves and parked vehicles on the street.
 - Many respondents expressed support for pedestrian crossings. Pedestrian crossings are desired along Halton Terrace, particularly at Whernside Terrace.
- **Speeding**
 - Many respondents expressed concerns with speeding along Halton Terrace.

- Some respondents are concerned with speeding between Newcastle Avenue and Brady Avenue and between March Road and Flamborough Way, outside of the study limits for this project.
- Some respondents requested automated speed enforcement (photo radar) and increased police enforcement.
- **On-street Parking**
 - Many respondents feel that parking is important near Jack Donohue Public School for the pick-up and drop-off of students.
 - Removal of parking may help visibility issues.
- **Nearby Streets**
 - There is concern from some respondents that this traffic study may push traffic problems to nearby streets due to drivers avoiding Halton Terrace to avoid the planned traffic calming measures. The nearby streets highlighted by respondents are: Goward Drive, Penrith Street, and Flamborough Way.
- **Proposed Modifications**
 - Many respondents support any form of traffic calming.
 - Desire to extend the study to cover Julie Payette Public School as well as to March Road was expressed.
 - More respondents prefer the *Preferred Option* rather than the *Alternative Option*.
 - Some respondents support the addition of pedestrian crossings but do not support the addition of speed cushions.
 - Some respondents are concerned road narrowing will not leave enough room for cyclists and cars to share the road.
 - Some respondents prefer speed humps over speed cushions because they feel that speeding is a problem with large vehicles as well.

Please provide us with your postal code.

Postal code locations as provided by the 102 respondents are summarized below.

Area	Boundaries (north, south, east, west)	% of respondents
Area 1	Old Carp Road and Marchbrook Circle, Klondike Road, March Road, Old Second Line Road	59
Area 2	Klondike Road, Terry Fox Drive, March Road, Old Second Line Road	30
Area 3	Windlance Crescent and Celtic Ridge Crescent, Klondike Road, Celtic Ridge Crescent, March Road	4
Area 4	Klondike Road, Terry Fox Drive, March Valley Road, March Road	1
Outside of Areas 1-4		6



JDPS = Jack Donohue Public School

Conclusion

A total of 102 responses were received for this survey. The survey yielded the following:

- Respondents were most concerned with vehicle speeds and pedestrian safety, followed by cyclist safety, aggressive driving, and driver behaviour during school pick-up and drop-off .
- Out of the two potential traffic calming designs, most respondents favoured the *Preferred Option*.
- Most respondents (59%) supported the loss of some on-street parking to introduce permanent traffic calming measures.
- Some common themes from the general comments included pedestrian safety, speeding, on-street parking, nearby streets, and the proposed roadway modifications.

The results of this online survey will assist City staff in recommending a final traffic calming concept for this project.

Appendix

General Comments

A similar consideration of traffic calming measures should also be undertaken for the French School on Halton Terrace

Although Option A is better than Option B, for Option A, the speed cushions can be reduced from 4 to 2, i.e. only the two outmost speed cushions are useful and needed, the other two don't provide much benefit. Too many speed cushions would make driving frustrated. Also, during the winter time, the speed cushions can be very dangerous for vehicle and snow truck!

Anything to generally slow the traffic along the street is a positive.

As a driver and walker through this area daily, the parents dropping off and picking up their child cause more problems. Will either of these calming concepts address where the parents are allowed to drop off their child? Drivers will still be able to stop anywhere... Allowing for a drop off/pick up area may help. It is hard to stop people from speeding on any roads. Putting in too many cross walks will only frustrate drivers more.

As much as possible, please always try to use bulb-outs, planters and other visual deterrents, rather than speed bumps and crossing signals.

Can you extend the proposal to include Halton Terr. In front of Julie Payette school? People drive way to fast and there is a blind corner between Newcastle and Brady on Halton. Very difficult to cross since there is no stop sign to cross at, just school crossing guards.

Go with option 1.

Great project.

I am fully supportive of traffic calming efforts in this area. I drive on Halton Terrace daily and am always frustrated by the speeds of both personal vehicles and city busses, especially given the high volume of pedestrians and cyclists that use the streets. Making drivers aware of pedestrian crossings and forcing them to reduce speeds can only be beneficial to the area.

I am very supportive of adding traffic calming measures as proposed but would also strongly propose additional measures are included further along Halton towards March Road. Traffic is already quite fast there and I am concerned that after going through a slower zone by the school, frustrated drivers will speed up at that end. Many students walk down Halton to Flamborough and even further across March Rd and into the Briarbrook neighbourhood so calming measures are critical all along the street. Traffic calming measures should also be implemented along Halton in the other direction as well and toward/past Ecole Julie Payette.

I applaud the efforts for traffic calming. Having lived in the community for almost four years, I feel anything short of enforcement and police presence will have a limited effect. I hope that another such study will be done on Klondike Road between March and Old Second Line. Just yesterday, I saw a car going well over 20km over the speed limit, heading toward March Rd. The speed on that road is terrible.

I don't like the idea of speed cushions (bumps) however do like the idea of type b pedestrian crossovers. I would like to see a crossover at the corner of Whernside Terrace and Halton Terrace

I don't think traffic needs to be calmed in this area

I feel that on street parking is important in Halton for families who drop off or pick up their kids from school. It's also sometimes needed for visitors to the school when the parking lots are full.

I have a significant concern of the impact of this effort on the traffic on Goward Drive. Since Goward is a throughfare for traffic to and from the Jack Donahue area I am worried that drivers who have been slowed on Halton will make up the time by speeding on Goward.

I have lived here for the last 10 years and there have been no reports of serious adverse events near the school involving motorized vehicles. As a driver, it is evident when the school day is over and many drivers and myself exercise caution to maintain the safety to pedestrians. If something needs to be done because the current design of Halton Terr around Jack Donahue PS poses a serious threat in the form of a civilian being injured, then the road narrowing option is more preferred over the speed cushion option. Regarding parking, the current width of the road accommodates parking on both sides of the road and for normal traffic to pass through during pickup/dropoff of students and during various school events such as 'Parent-Teacher Meeting Nights'. Neither option recognizes that on-street parking

is used intensively twice a day. I propose a simpler 3rd option, leave the road alone and introduce an island between the bus lane and the road throughout the full length of the bus lane. This will make the road appear narrower in the straight part of road where speeding is most likely to occur while also maintaining some on-street parking. Pedestrian crossings with flashing lights can be introduced at Goward and Muskego roads if certain neighbours require a sense of safety when crossing Halton Terrace to the school.

I live just a further down Halton between McBrien and Flamborough and the speed of cars is ridiculous. Calming would have to continue around the bend and down towards March Road. I watch cars passing other cars because they are going too slow and it needs to be addressed as well.

I live just off Halton and the cars that come up and down Halton going fast it's off the chart. I would like to see speed cushions down that way they have to slow down or the undercarriage of their car will get damaged. The crosswalk is a good idea but they will just run past. Also they park their cars on Halton at the school I would like to see no parking. It obstructs the children's view when crossing the road. Little ones tend not to look both ways.

I think options are great!

I think that traffic concerns and vehicular speeds are greatly exaggerated. I would prefer that we actively teach children road safety. Things such as how and when to cross the street, how to recognise and avoid distractions such as earphones, screens and friends.

I very much support the pedestrian crossings but the bumps I do not support. They aren't in place for so much of the school year because of winter.

If there actually is a speeding problem install traffic speed cameras or have the Ottawa Police actually do some traffic enforcement. If you actually do a survey you may find the problem is parents taking their children to school and not obeying the Highway Traffic Act and not Joe or Jill public. Bottom line there are too many stupid costly attempts to reduce traffic and speed, when good enforcement of current laws are the answer. I say this as an ex-RCMP Highway Patrol Officer - too often politicians do knee-jerk reactions to complaints that have no basis in fact.

Illegal speeding is prevalent throughout Kanata, with cars regularly travelling speeds of 60-80 km/h without concern for pedestrian or bicyclist safety. The only thing that will work without making the situation worse is traffic speed cams. I hate the things but they work.

I'm concerned about the possible narrowing of the road. It is already hard to give space to bikes and people on the road with the frangible speed markers in the middle of the road. I can only imagine this getting worse.

It is about time the safety of the kids are taken priority. I have been trying to get something done by writing to the city and I kept getting response that is it not traffic enough.

It is not as bad that it requires option A or preferred option.

It is very difficult to find parking when picking up children and attending school functions. Further reduction of available parking spaces is problematic.

The problem has to do with children going to school, but the two proposed measures affect residents 24/7, 365 days a year. I want children to be safe and believe there are more effective ways of achieving that goal. First of all, the site should have a fence between the building entrance and the parking lot to prevent children from just crossing anywhere. The street along the school property is currently very important and impossible to manage effectively. Children go everywhere and it is impossible to know when they are going to head out into the street. I agree with the marked pedestrian crossings, and I think it would be safer to install a button that pedestrians need to push in order to cross. These crossings would probably be useful for everyone, and drivers could see people and stop before they run or jump out without looking. I also suggest installing speed signs that are active during school hours to limit speed to 30 km/h when required, and only when required. There is one on March Road near St. Isidore school. Cameras could be added to fine people who do not obey the limit during those hours if the speed signs are not enough. This approach makes drivers aware of children's safety, as opposed to measures that apply at all times and stir up exasperation or ignorance. Halton is a rather busy street, and this won't improve with all the construction projects in the area. This artery is necessary, it must not be made impassable. Some mandatory stops could be added along the street where visibility is reduced to increase safety for everyone.

Many drivers tend to drive above speed limit on Halton, especially during the pandemic as there is less traffic. Also the visibility is not good because of the long curve. It is dangerous when walkers/bikers try to cross the street entering the school zone.

Monthly Police blitz to ticket speeding drivers until calming measures are in place. Concern some group of speeding drivers will speed on alternate routes like Klondike and 2nd line road to school or home

Need to add more speed bumps in the whole area

Neither of these options include a PXO in front of the school, so people living in the homes on Halton Terrace will still cross to the school not in the PXOs. Speed cushions are useless, in other neighborhoods, residents park on the street and on the cushions! You also need clear signage regarding speed, presently, the signs mounted on the road indicate max of 30 km, but the signs mounted opposite on the light standards indicate max of 40 km. The most efficient solution would be a speed camera, like the one on Meadowlands Rd., not far from Woodroffe.

Not a fan of the speed cushions, although I would like to see two pedestrian crossovers installed. I'd prefer the second option, but the first would be better than nothing.

Please - No bulb outs or anything that forces cars and bikes to be in the same space. Also PLEASE remove the stupid speed signs in the middle of the road - when there is a car parked on the side of the road, there is not enough room for a bike and a car to fit when there is a speed reduction sign. Cars get very close. If someone opens a car door I am toast. I have been riding a bike for 40+ years in multiple countries. I have had two minor accidents - both were on Halton, both were related to these hateful signs. PLEASE, PLEASE get rid of them.

Restricting the flow of traffic with bulb outs could cause some major issues before and after school. The buses currently drop off and pick up students on the street (which is very dangerous). Adding bulb outs will most likely add chaos. I love the first option.

Speed and u-turns by impatient parents or people in the area is a concern around this whole area. Happy that the school area is being addressed.

Street parking along Halton Terrace narrows the road significantly, often only allowing room for one car to pass through. Even with the 'less preferred' option, I believe people will still try to park on the street, adding another layer of difficulty moving through. Therefore, the 'preferred option' has my vote.

The crosswalk at Halton/Penrith may not be necessary. Not many kids cross at that point now.

The kids try to cross near Wherside Rd. where it's very difficult to see, due to a corner, lots of cars waiting in line to pick up kids etc. The kids are crossing between cars in that area specifically. There is nothing in this study to help the kids cross there? They are going to continue this even with direction to cross in the other areas.

The major concern for cyclists and pedestrians is the blind corner when crossing at Goward. Cars come very fast around that corner and it is difficult to see. Option b has no pedestrian cross walk or lights there so there will still be concerns about driver coming too fast around that corner on Halton. Someone will be injured at that intersection eventually. This is why option a is much better. Slows traffic and provides light for crossing. My second comment is that I am concerned when these measures are put in place that there will end up being more traffic on Penrith between Klondike and Halton to avoid the speed cushions. As a resident on Brechin with little kids on bicycles, there is a lot of aggressive driving and dangerous speed along this road. With so many connecting roads to Penrith, pedestrians from the school crossing Penrith, pedestrians walking towards Klondike along the sidewalk, and kids on bicycles, it is dangerous. I would suggest installing 2 speed cushions along this road as well. One between Brechin and Ealing, and one between Haslemere and the other end of Brechin. As a resident, I would greatly appreciate this to address the safety of the residents in this area.

The more effective the traffic calming measures, to reduce speeds and provide safety is welcomed for the safety of everyone in the community, especially children.

The pedestrian crossings are a very good idea because many kids cross Halton. I would even suggest to add one in Halton on Wherside, because many kids don't walk all the way to Goward to cross.

The preferred option has the 4 pairs of speed cushions and 2 crossings which may calm the traffic in front of the school, but that will just force people to use the secondary roads or Flamborough to bypass the speed cushions and crossings. Flamborough will have significant increase in vehicular traffic and add to the mix that there are cars parked on both sides along the majority of Flamborough, they

probability of someone's car being hit will increase. How will the crossings calm traffic? They are only activated when the button is pushed, so if there is no one wanting to cross the road, why would cars slow down? It is just an unsightly structure with flashing lights. How bright are the lights? Will the lights disturb the houses in the area? Is it just lights or lights and a sound? The main traffic violations in front of the school are the u-turns parents make during drop off and pick up. The stretch of Halton between March and Flamborough is where you see aggressive driving and there is a speed problem. Cars race down to March and race up to the main part of Halton. Also, is this not supposed to be bias free? By telling us what the City's 'preferred' option is, neighbours may not look at the proposals because they may feel that the choice is already made and this is just a hollow exercise to show we have a voice. We can lose out on valuable comments and insights because as far as they are concerned, this is a 'done' deal. Both options should have been presented equally without advertising which was the City's preferred option.

The prime reason for any traffic measures here is the safety of school children. If drivers can't drive safely in this area, the city has to implement a system that will force them to think of others, not just themselves.

The whole of Halton terrace needs traffic calming. Cars speed along this stretch of road endangering cyclists and pedestrians, most of which are families travelling to both Jack Donohue and the catholic also located on Halton Terrace. The current suggestions would encourage them to continue speeding on these other stretches as they will have to slow down around jdps.

There are a lot of children who cross Halton at Whernside Terr. This is a very busy intersection with an OC Transpo stop, school buses, cars, and bicycles. There is no stop sign on Halton, or yield sign, or pedestrian crossing at this intersection which I find very dangerous for children who are crossing to attend Jack Donohue P.S. There is an official cross-walk at Goward but children from Whernside tend not to travel down Halton to use that cross-walk as it is too far away. Thank-you for the opportunity to provide comment.

Traffic calming measures near JDPS are justified and a timely proposal indeed.

Traffic calming measures near schools are an absolute must. Most drivers have no regard for students and pedestrians and are aggressive drivers even during the pandemic when they really have nowhere to go or timings to meet. I support the most effective calming measures you can implement. It is really sad that measures have to be implemented to control speed because people only care about themselves or are very absent minded while operating a motor vehicle.

Vertical measures are disruptive to people traveling with small children and are challenging for kids learning to bike or rollerblade to surmount. Option b is passive and not disruptive.

We should install real speed bumps (street wide). Large vehicles especially buses are a large part of the problem too. If they can avoid running over it then they will not slow down and those large vehicles take longer to brake. Also, please add electronic signs indicating how fast people are going like the one on Goward Drive, Old Second Line and Terry Fox drive. Photo radar an option too. Thank you for doing this!

While I prefer the medians, if given those only two options, I wish a more radical approach had been offered. Halton is a VERY WIDE street. I'd prefer to have it significantly narrower. I don't personally care about on-street parking (I think that parents should be discouraged from driving their children to school anyway), but if that is a requirement, then you could create segregated parking. For example, the side-of-the-street parking could be raised. This is similar to the side-of-road white lines, but harder to miss. Or place rumble strips along the entire side of the road. Parking on these rumble strips would be fine, but nobody will want to drive on them.

Why is the study not being extended to outside of Julie Payette school, which has the exact same traffic concerns as it's only a few hundred meters down the street?

Wider speed bump would be greater as buses always speed on Halton. Cameras also could be put in place.