

As we heard it report

North River Road Traffic Calming Study

Background

The City's Neighbourhood Traffic Calming Program received complaints from residents about speeding along North River Road between Donald Street and south of Wright Street. As a result, this street was reviewed by collecting and analyzing speed and traffic volume data. The results from the traffic survey concluded that North River Road met the criteria for a future traffic calming study to be initiated.

The study request was then added to the City's prioritization list of candidate traffic calming studies and in June 2023, the study was initiated.

The purpose of the North River Road *Traffic Calming Study* is to develop, evaluate, and recommend permanent traffic calming measures which aim to improve conditions for road users and residents along North River Road.

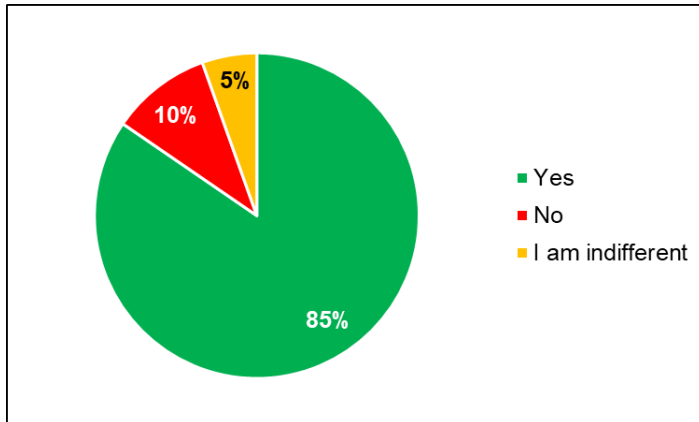
Summary of Consultation Activities

Over the summer / fall of 2023, an online survey was conducted to gather feedback regarding traffic issues along North River Road and to ensure that there was a reasonable level of community support to initiate the study. A flyer was mailed to residents and the surrounding neighbourhood to notify them about the upcoming study and about the online survey. The online survey was available from August 15th to September 29th, 2023. A total of 220 people responded to the public survey.

Initial Online Survey Results

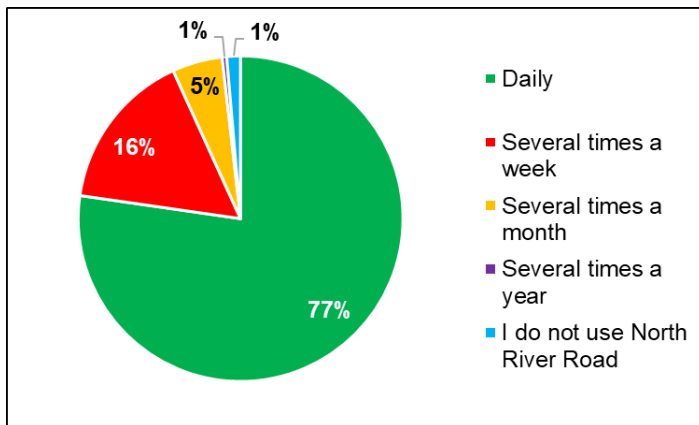
The following section includes the results from the initial online survey including summaries of the individual comments received.

1. Do you support a traffic calming study that could recommend additional permanent traffic calming measures and/or lead to permanent localized street changes on North River Road?



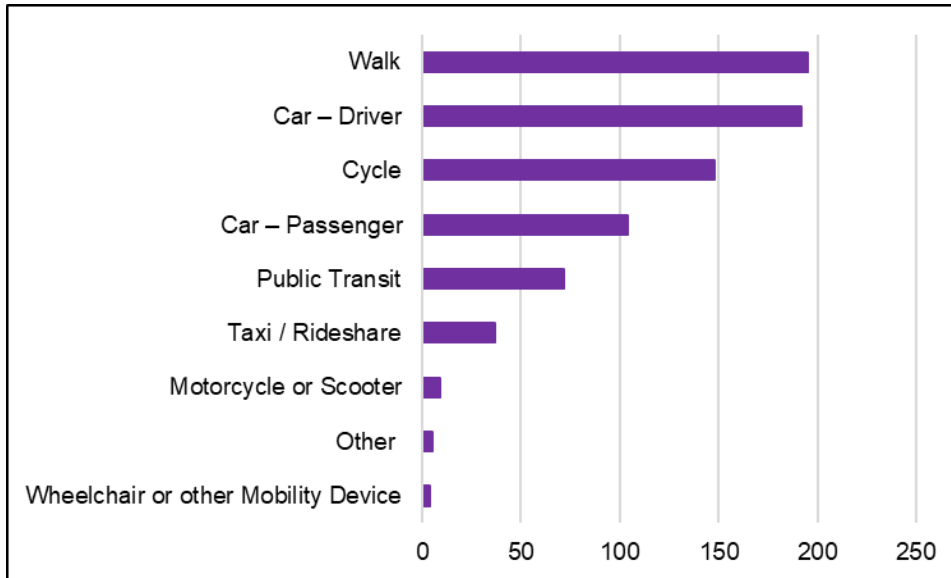
Response	Total # of Respondents	Total % of Responses
Yes	186	85%
No	22	10%
I am indifferent	12	5%
Total – 220 respondents		

2. How often do you use North River Road?



Response	Total # of Respondents	Total % of Responses
Daily	170	77%
Several times a week	35	16%
Several times a month	11	5%
Several times a year	1	1%
Never	3	1%
Total – 220 respondents		

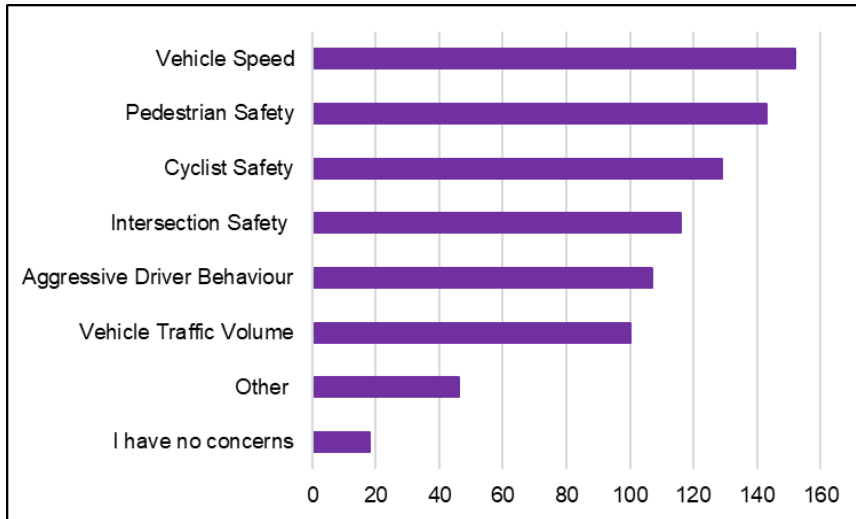
3. What mode(s) of transportation do you use when travelling along North River Road? (Choose all that apply):



Response	Total # of Respondents	Total % of Responses
Walk	195	89%
Car - Driver	192	87%
Cycle	148	67%
Car - Passenger	104	47%
Public Transit	72	33%
Taxi / Rideshare	37	17%
Motorcycle or Scooter	9	4%
Other	5	2%
Wheelchair or other Mobility Device	4	2%
Total – 220 respondents		

The “other” category includes running and school bus.

**4. What are your primary concerns when travelling along North River Road?
(Choose all that apply):**



Response	Total # of Respondents	Total % of Responses
Vehicle Speed	152	69%
Pedestrian Safety	143	65%
Cyclist Safety	129	59%
Intersection Safety	116	53%
Aggressive Driver Behaviour	107	49%
Vehicle Traffic Volume	100	45%
Other	46	21%
I have no concerns	18	8%
Total – 220 respondents		

Other (Please Specify)

A total of 46 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Intersection safety at North River Road and Donald Street and North River Road and Queen Mary Street.
- Cut-through traffic.
- Dangerous crossing at crosswalks / Need safer crosswalks.
- Ignoring the no-turn restrictions / Illegal turning vehicles.
- More enforcement.
- Speeding.
- Noisy vehicles.
- Vehicles do not stop at stop controls.
- Concern for children's safety.
- Aggressive driving.

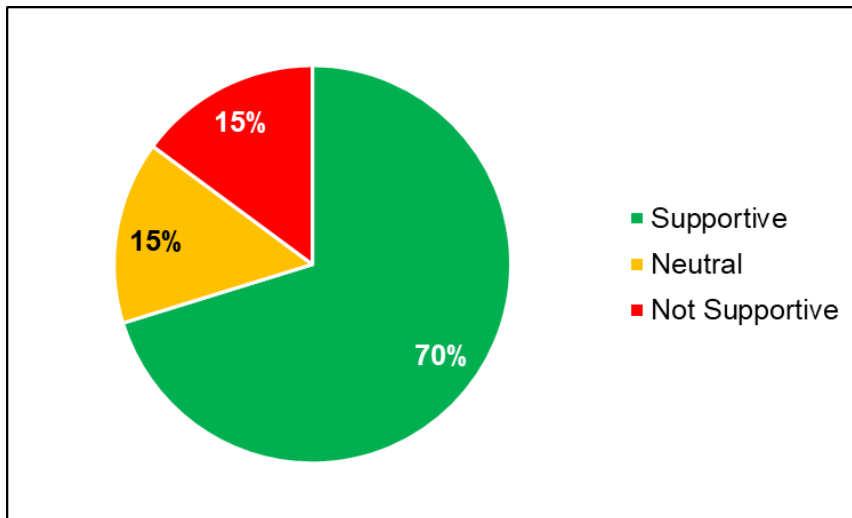
Intersection Safety (Please Specify)

A total of 116 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- The intersection at North River Road and Donald Street was mentioned the most (80 times).
- The intersection at North River Road and Queen Mary Street was mentioned the second most (33 times).
- Other intersections that were mentioned along North River Road include: Stevens Avenue, McArthur Avenue, Prince Albert Street, Prindiville Street, Montreal Road, Ontario Street, among others.

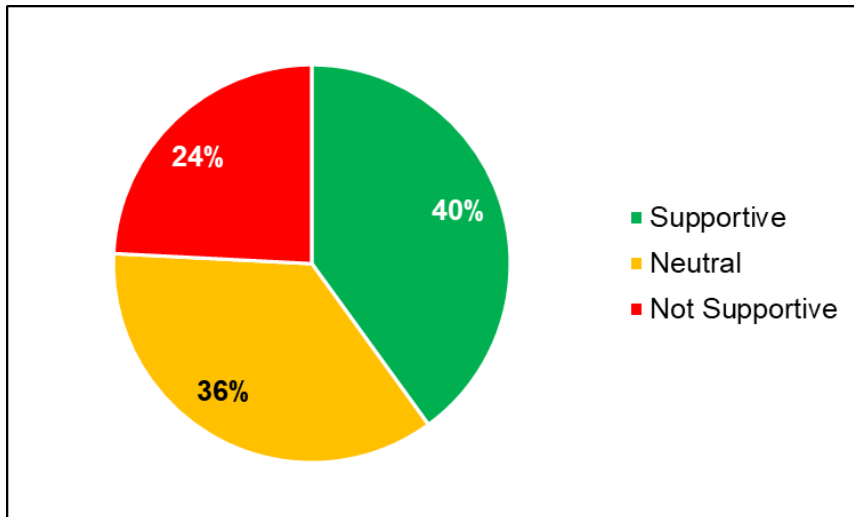
5. There are a variety of permanent traffic calming measures. The feasibility of each must be evaluated on an individual basis because each have unique benefits and impacts. To help us develop potential solutions to address your primary traffic concerns, please indicate your level of support of the following types of traffic calming measures:

Speed Humps



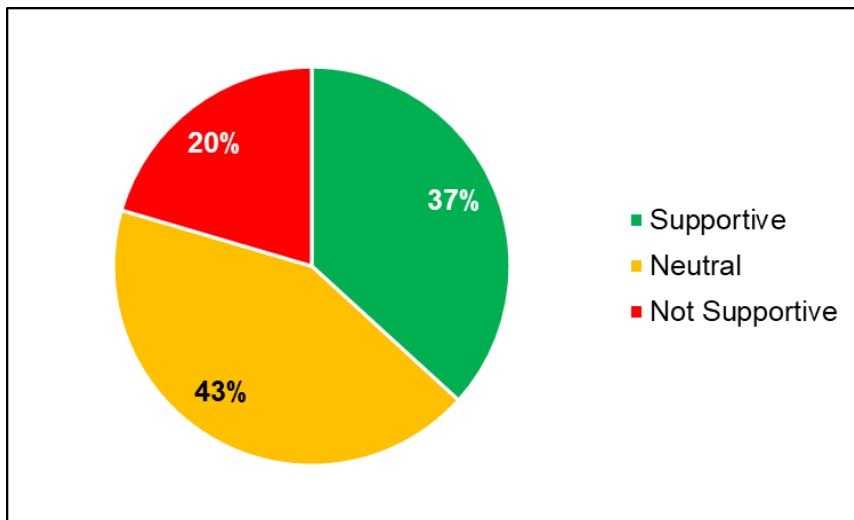
Response	Total # of Respondents	Total % of Responses
Supportive	151	70%
Not Supportive	32	15%
Neutral	32	15%
Total – 215 respondents		

Speed Cushions



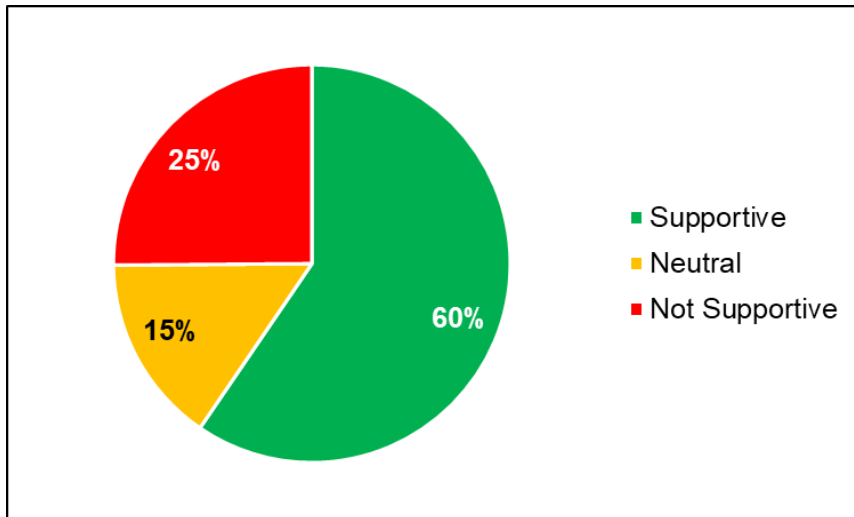
Response	Total # of Respondents	Total % of Responses
Supportive	86	40%
Not Supportive	52	24%
Neutral	77	36%
Total – 215 respondents		

Speed Tables



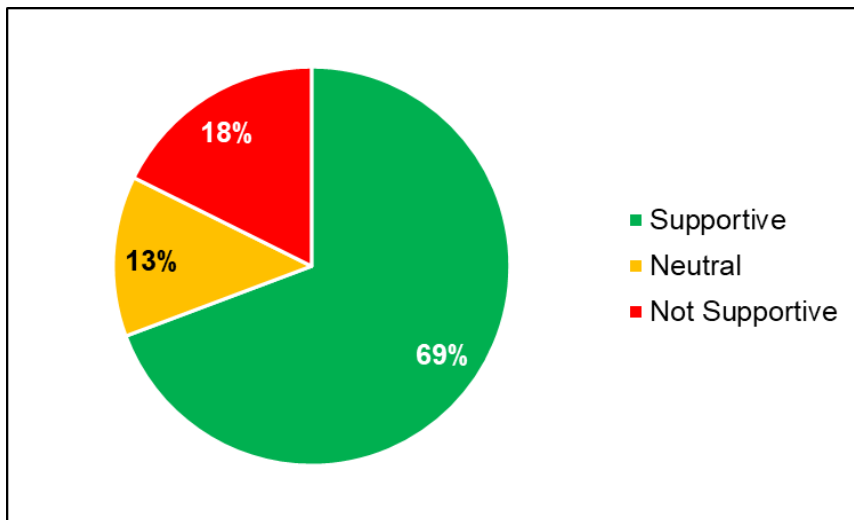
Response	Total # of Respondents	Total % of Responses
Supportive	79	37%
Not Supportive	44	20%
Neutral	92	43%
Total – 215 respondents		

Intersection Narrowing



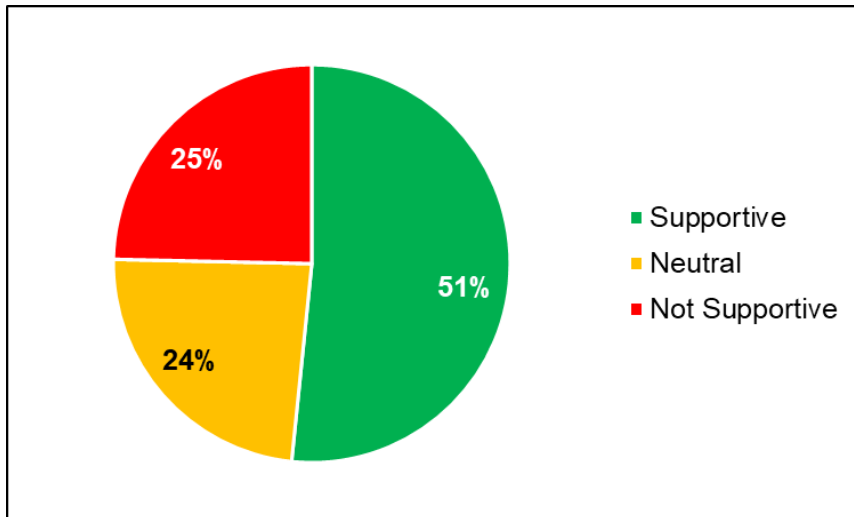
Response	Total # of Respondents	Total % of Responses
Supportive	128	60%
Not Supportive	54	25%
Neutral	33	15%
Total – 215 respondents		

Cycle-Friendly Bulb-Outs



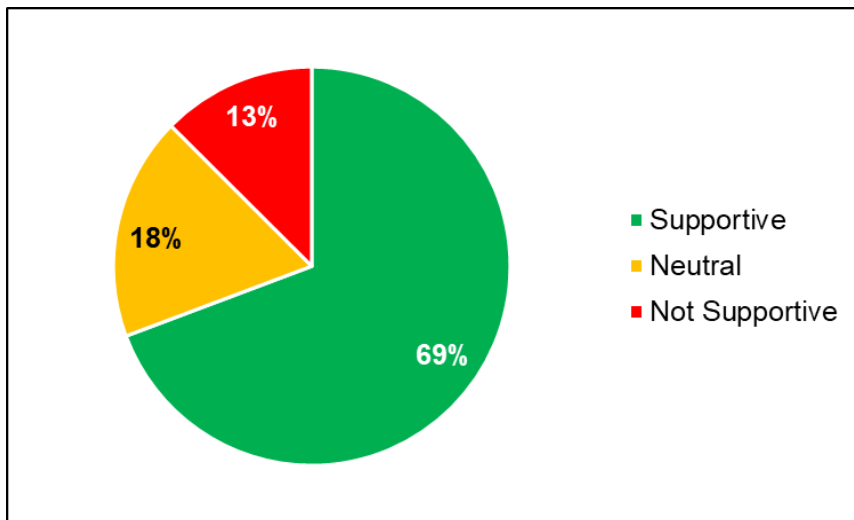
Response	Total # of Respondents	Total % of Responses
Supportive	149	69%
Not Supportive	38	18%
Neutral	28	13%
Total – 215 respondents		

Mid-Block Narrowing



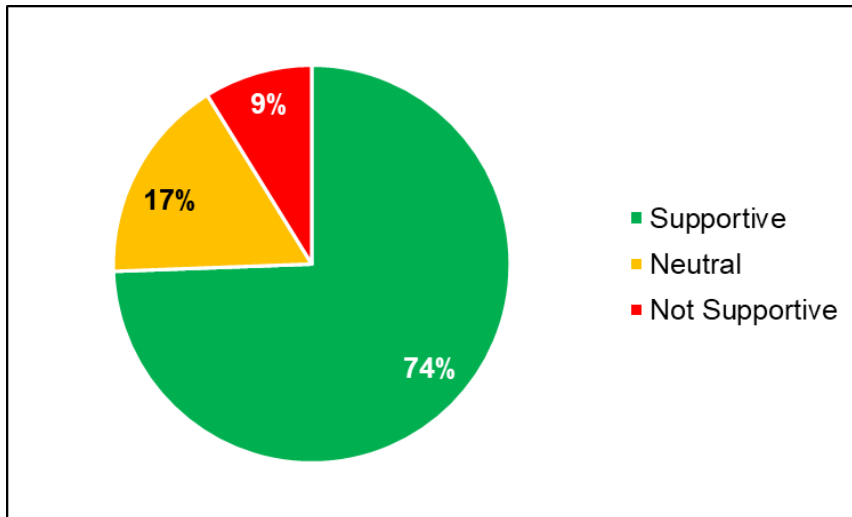
Response	Total # of Respondents	Total % of Responses
Supportive	111	51%
Not Supportive	53	25%
Neutral	51	24%
Total – 215 respondents		

Curb-Radii Reductions



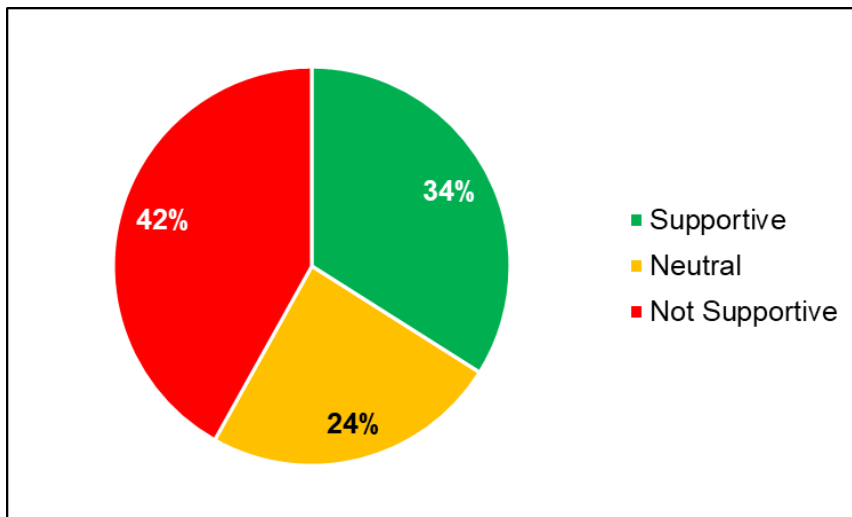
Response	Total # of Respondents	Total % of Responses
Supportive	149	69%
Not Supportive	27	13%
Neutral	39	18%
Total – 215 respondents		

Raised Crosswalk



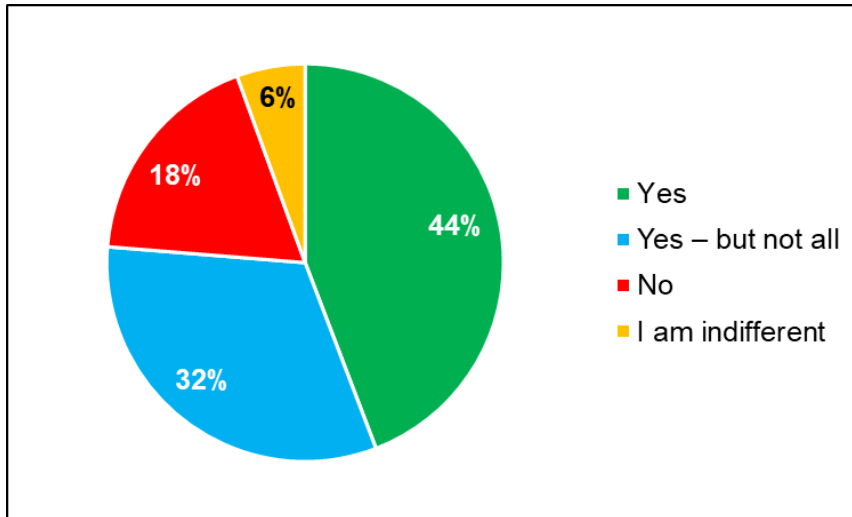
Response	Total # of Respondents	Total % of Responses
Supportive	160	74%
Not Supportive	19	9%
Neutral	36	17%
Total – 215 respondents		

Mini-Roundabout



Response	Total # of Respondents	Total % of Responses
Supportive	73	34%
Not Supportive	90	42%
Neutral	52	24%
Total – 215 respondents		

6. Introducing permanent traffic calming measures or other roadway modifications may result in losing some or all on-street parking along North River Road. Would you support the removal of on-street parking if necessary?



Response	Total # of Respondents	Total % of Responses
Yes	95	44%
Yes - but not all	69	32%
No	39	18%
I am indifferent	12	6%
Total – 215 respondents		

7. Please include any general comments you feel are relevant: (the following comments are not in any particular order).

A total of 153 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Speeding is an issue on North River Road and feeder / side streets / Street racing occurs / Noisy.
- Implement traffic calming / Supports this study.
- Do not implement traffic calming / Does not support this study.
- There is enough traffic calming already along this section of North River Road
- Current traffic calming measures do not work / Vehicles do not slow down over speed humps.
- The intersections at North River Road and Donald Street and North River Road and Queen Mary Street are dangerous for pedestrians, cyclists, and drivers.
- There is a lot of cut-through traffic in this area / Drivers use feeder / side streets and North River Road to avoid the Vanier Parkway / Traffic on North River Road impacts the feeder / side streets.

- Drivers do not stop at stop controls especially at Queen Mary Street and Donald Street.
- Aggressive driving is an issue / Aggressive driving to and from the church.
- Implement traffic calming on feeder / side streets / Extend scope of study to include North River Road north of Donald Street.
- Traffic volumes are heavy especially during church hours / Higher traffic volumes with the Rideau Sports Centre.
- Concerns for children's safety.
- Drivers do not respect the no-turn restrictions / Illegal turns.
- Improve cycling safety / Consider cycling lanes.
- Lack of sidewalk on the west side of North River Road is an issue / Implement a sidewalk on the west side of North River Road.
- Narrow the road to reduce speeding.
- Need more enforcement especially for the no-turn restrictions.
- Install speed cameras.
- Implement safer crossings especially to the park.
- Do not remove on-street parking.
- Implement traffic lights at North River Road and Donald Street.

Appendix

Please find below the complete summary of different comments received for Questions 4 and 7. Comments have been grouped into common themes. Some comments contain more than one theme. These comments were placed under one of the themes mentioned in the comment. The comments were not duplicated under several themes or broken up by themes.

Question 4 - What are your primary concerns when travelling along North River Road? (Choose all that apply):

The “other” category includes (the following comments are not in any particular order):

Other
Speeding / Speed Limits
Speeding past the playground. High volume traffic at Donald and North River due to Rideau Sports Centre.
Loud noise of motorcycles and cars with no mufflers.
Safety Concerns
Also, Queen Mary and Marion (lots of kids around this intersection + it's school bus stop. Make it a 4-way stop or bulb outs.
West side bus stop at Donald and North River can be difficult in challenging weather, with passengers exiting into snowbanks/puddles etc. Also, we really need some safe crossing at Stevens with the wonderful new amenities along the Riverain Park it's quite dangerous to cross there, especially for kids, seniors and people using mobility devices. Finally, the Donald/North River intersection is a mess. Cars race along Donald to avoid the Vanier Parkway and completely ignore the No Right Turn sign. What to do??
Dogs (and owners) coming from the park.
Queen Mary and North River.
Donald and North River.
Traffic Volumes / Cut-through Traffic
North River and Queen Mary intersection safety.
I live on West Presland and people who do not live in the neighbourhood cut through, but I do not want my many entrances restricted or we will never be able to get out of the neighbourhood.
People using Queen Mary as a shortcut and speeding.
Traffic.
Cycling Lanes / Cyclist Safety / Pedestrian Safety / Sidewalks
Street parking & the lack of a dedicated bike lane force cyclists to ride well into the road, jeopardizing personal safety as aggressive drivers pass unsafely (e.g., are impatient & leave little room between the vehicle and cyclist when passing, rather than slowing down & waiting until it is safe to pass).

Better direction for cyclists and pedestrians. Perhaps a flashing light at Donald and North River. Speed bumps do not seem to be solving the issue.
Temporary Traffic Calming Measures (flex stakes / speed boards / pavement markings)
The striped “poles” in the roadway confuse drivers, who sometimes weave around them. They create more hazard than help, in my opinion.
Parking
The number of vehicles that park on the side streets of River Rd. severely impedes the driving space of the roads. Especially in the winter when there are so many cars on the side streets that it reduces the entire street to one lane. Long term, daily parking should not be permitted on these streets.
Parking in winter narrows street to one lane
Stop Controls / Crosswalks
Drivers rush pedestrians at crosswalks.
Safety concerns crossing North River from southbound OC Transpo bus stop at Columbus.
Cars do not stop at stop signs at North River and Donald.
There is no safe way to cross the street at the bus stop (Ottawa) on Donald. This is especially true for folk with mobility issues and/or mobility devices such as walkers/wheelchairs.
The disregard of traffic signage to limit speed and stop signs.
Children crossing the street.
The school bus stop is on North River and I worry about safety crossing the street. Too many more use the neighborhood streets to quickly bypass.
Other Areas of Concern / Study Scope
More concerned about driver speeds on Donald.
North River from Wright to McArthur is a family neighborhood yet it is used as a major thoroughfare. We need traffic calming to continue from Donald to McArthur.
I am concerned that the info on the survey left on my door specifies North River from Donald to south Wright. This misses the mark that most traffic on North River comes from cars traveling between Donald and Montreal. Often cars speed and avoid traffic on the Vanier Parkway. Also, the link to Stevens from Riverain Park.
Vanier Freeway at Queen Mary as Queen Mary is path to get to North River.
Donald bus stop 18.
Queen Mary.
Queen Mary and Vanier Parkway is very dangerous. Many speed through red lights. Need advance turn signals!
Donald and Marguerite.
Enforcement
Limited police presence ticketing illegal turns. Should add a traffic camera ticketing illegal turns, the City would make thousands of dollars each month.

Prindville has a small parking lot that is frequented by partiers as a place to hang out. On many weekends garbage is strewn all over the place. Perhaps bylaw officers can make this part of their inspection routine. Perhaps a review of parking at Rideau Sports Centre is also required as there is a huge overflow into the community.
No Concerns / Do Not Support Study
I do not want more traffic slowing measures. There are too many already.
Way too many calming measures already in place.
Traffic Lights / Turn Restrictions
Cars cut the corner quite dangerously when they are avoiding the no left turn sign on Queen Mary.
Illegal turns to & from Donald and North River during hours when turns are not permitted.
People disobeying the peak hour turn restrictions at Donald and Queen Mary.
At the Queen Mary/North River intersection, many motorists do not stop and some do not respect the right turn ban from 3:30 p.m. to 6 p.m.
Illegal right / left turns at Queen Mary and North River during posted times. Cyclists need to follow rules of the road. The issues along North River are not only caused by motorists. They are causing major issues along North River.
Miscellaneous
Noise due to excessive speed, bad mufflers (no more e-testing) and trucks not allowed to drive on the Vanier Parkway so they use North River.
Motorcycles are particularly aggressive.
Noisy vehicles (motorcycles, trucks).
Traffic noise.
Loud noise of motorcycles and cars with no mufflers.
I live on Donald. The noise made by cars/trucks that accelerate after stopping is often hellish. The volume of traffic, which seems to be a shortening for the bridge, is voluminous.

Question 4 - What are your primary concerns when travelling along North River Road? (Choose all that apply):

The “intersection safety” category includes (the following comments are not in any particular order):

Intersection Safety
Donald and North River (mentioned 80 times)
Queen Mary and North River (mentioned 33 times)
Stevens and North River (mentioned 6 times)
McArthur and North River (mentioned 5 times)
Prince Albert and North River (mentioned 4 times)
Prindville and North River (mentioned 3 times)
Montreal and North River (mentioned 3 times)

Ontario and North River (mentioned 3 times)
Donald and Vanier Parkway (mentioned 2 times)
Drouin and North River (mentioned 1 time)
King George and North River (mentioned 1 time)
Marion and Queen Mary (mentioned 1 time)
Washington and North River (mentioned 1 time)
Glynn Avenue (mentioned 1 time)
Uncontrolled 4 way stops
Vehicles speed down Columbus from North River to Sylvester and along Sylvester to access Queen Mary to avoid turning restrictions. Also, the reverse. Speed along Sylvester. Very dangerous for pedestrians.
Illegal turns made during commuter hours. Signs are clear, no one respects the no turns. North River & Queen Mary and North River & Donald.
Drivers watch for other cars but don't see and/or yield to pedestrians and cyclists.
Donald and North River - High traffic volume, no-stops at stop sign, rolling stops.
North River & Donald, illegal turns during rush hour.
Donald and North River. Manitoba Maple blocking the view of the intersection.
Donald and River (cyclist ignoring stop sign).
North River and Queen Mary. Most cars ignore the turning restrictions.
Donald and North River. Also, there are not enough pedestrian crossings considering there is a park.
Queen Mary and North River. Although there are restrictions on times when you can make a right-hand turn, people are making illegal turns and often rushing in the morning when children are waiting for school buses or travelling on foot across the street.
Donald with North River, and Queen Mary with North River. Both can be dangerous for pedestrians and cyclists.
Donald and Vanier Parkway, needs an advanced green. I got into an accident (as the passenger) as a result of the safety issues here.
Donald and North River is very dangerous.
Lack of protected intersection. Also right turn lane requires drivers to cut across the McArthur bike lane.
Donald and North River. Even with the 4 way stop, it is a hazard zone for pedestrians and cyclists.
Vehicles that do not stop at Donald and North River, and at Queen Mary at North River.
No stopping by vehicles and bicycles at intersection
Donald & North River - 4 way stop only, heavy pedestrian, bike and car traffic, plus numerous big trucks. Due to Rideau Sport Club and Adawe Crossing Bridge, lots and lots of activity, plus lots of Federal government employees use street parking. The morning and afternoon no turning' signs do little, people turn in numerous numbers. Tree branches block signs partly. Worst intersection ever.
Crowding at the Donald/North River intersection can affect the safety of pedestrians and cause confusion for motorists.

Question 7 - Please include any general comments you feel are relevant:

Comments have been grouped into common themes. Some comments contain more than one theme. These comments were placed under one of the themes mentioned in the comment. The comments were not duplicated under several themes or broken up by themes.

Speeding / Speed Limits
Please implement as many traffic calming measures as you can. It's become increasingly dangerous as cars speed down. I have seen the speed bumps of North River work! Cars slam on the brakes there. As mentioned, Queen Mary is also a huge concern in terms of speed. Cars use it as a shortcut off the Vanier Parkway.
I welcome this project. Vehicles drive quite quickly on North River endangering pedestrians and cyclists: north of Queen Mary vehicles use North River to avoid traffic in Vanier; south of Queen Mary vehicles race to get to churches south of Wright. In addition, the No left turn times on Queen Mary cause reckless through traffic on Prince Albert, making an otherwise quiet street dangerous at these times.
With congestion on the Vanier Parkway increasing, drivers are using Queen Mary (+ Prince Albert) as throughways to speed down and reach North River in order to avoid the Parkway. Queen Mary and Prince Albert (west side of the parkway) are receiving higher volumes of traffic; many drivers speeding down these residential streets. The intersection at Queen Mary and North River is an accident waiting to happen with no security perimeter in place around the children's park located on that corner. Measures need to be taken in order to reduce driver speed and ease of access to North River as an alternative for avoiding the Vanier Parkway,
The speed bump in North River, just before King George appears very inefficient. The number of drivers who speed through this corner to turn left onto Queen Mary is high. We have noticed that once drivers have passed over the speed bump at King George, they increase their speed and many drive right through without respecting the stop sign. I was even witness to a pedestrian being hit (hit and run) by a driver turning left onto Queen Mary from North River without stopping. This has become a very dangerous corner in the last year. Some drivers only slow down at the stop sign but do not stop, others just speed right through if they do not see another car. This is a very busy area with the children's park (very well used by many families, wonderful to see), MANY seniors walking, people walking their dogs and reckless drivers who do not stop are putting us all in danger.
There is extreme speeding and aggressive driving, particularly after dark.
Speeding often happens from Queen Mary and when cars turn onto West Presland or when they go to make a U-turn further away. I believe that people get lost/deceived with Presland, so when they realize their mistake, they hurry to go to the right address. So maybe have a better indication the street leads nowhere.
Aggressive drivers going to or from St Peter & Paul Melkite church has been the issue, along with the dead end turn around. Whenever there is an event, i.e. a wedding, there would inevitably be someone 'gunning it' to or from the church. There are also cars that speed down to the end of North River and then turn around and speed away. There are enough speed controls any further controls i.e. speed bumps, or such would only add

<p>frustration to those living here. The aggressive drivers are not due to residents but to others coming into the area. You might think of changing the road dynamic to an 'S' shape instead of straightaway. This would mean curving into the park like it was before it was straightened. But this time having both sides of the road forming an 'S'. The curves would force people to slow down. The road would need to be curved instead of straight so no one could simple drive down the middle of the road at high speed.</p>
<p>I'm concerned with the speed of traffic and motorists and cyclists not stopping at stop signs. The current speed humps do nothing to deter speeding. I would also note the speed of motorists on West Presland. Speed reduction measures should also be considered for West Presland. There are several children living on the street and safety is an issue.</p>
<p>The speed indicator currently is totally ignored. I walk there often with my dog, and there are very few that remain in the green zone for acceptable speed.</p>
<p>In the last two years, we have noticed cars, as well as motorcycles, 'racing' down the street. We feel that it is unsafe for pedestrians and noisy, reducing our quality of life and enjoyment of our property.</p>
<p>For some reason people seem to gun it after clearing the existing speed bumps heading south. Sometimes church goers can drive noisily even in late evening.</p>
<p>The main problem for us is heavy traffic during church hours at St Peter and Paul church. The traffic speeds are not respected, people speed over the existing speed bumps, they drive by with windows open and radios blaring. Hundreds of cars go by before and after church sessions and on the weekends for events. An entrance to St Peter and Paul off Vanier would be much better.</p>
<p>Please also consider reducing speed limits on ALL area roads including the Vanier Parkway (a dangerous environment particularly for pedestrians and cyclists).</p>
<p>Speeding vehicles at all hours of the day is the most concerning issue on North River. Removing all parking on the road will affect the residents and their guests more than anything.</p>
<p>3 years ago, a motorist on North River rolled down his window & yelled at me "could you go any slower..." I was on my bicycle making a turn & being cautious. This year, as in past years, my daughter comments on how fast cars go when she is trying to get to the kiddie park.... something needs to be done. Queen Mary & North River.</p>
<p>Safety Concerns</p>
<p>This is already a high traffic area and is set to become even more so with the construction of the two new very large rental condo towers at the corners of North River and Montreal and in the near future, the tower between Vanier Parkway and Palace. The safety of cyclists using the Adawe bridge and the children using the parks along the river and the Riverside Memorial Park is paramount! Will it again take a cyclist to be killed (corner of Donald and North River) or a child to be struck by a vehicle for change to come.</p>
<p>Always worried when walking on North River, corner of Queen Mary. There is lots of traffic, cars stop sometimes at the last minute.</p>
<p>There is only one sidewalk (east side) on Donald from McArthur....this makes it unsafe for the bus stop at Ontario (I have noted that earlier). Trucks and cars use Donald and North River during high traffic times...exactly when the no right turn time is in effect.</p>

There is little compliance from drivers for the no right turn. Traffic police ignore this intersection for the most part. Drivers do not come to a full stop and ease out right behind pedestrians. A petition from neighbours especially from McArthur to Donald was done last winter. It was submitted and except for a meeting on the street with two councillors nothing further has happened until now. Meanwhile we have been through another summer with near misses etc. The intersection needs to be respected and to do that we need either a red light, camera monitor. Speed bumps were put south of Donald on North River while none on the area north...where there are homes with small children, kids play park and bus stops. There is much increased bike and pedestrian use with the Adawe bridge. We really need this road and intersection to be modified for the safety of all.

Vehicle congestion is intermittent, and largely the result of the scheduled events/ceremonies at the various places of worship along North River. Aggressive driver behaviour tends to occur late at night when the parking lots of the worship sites, which are quiet and empty, are leveraged for criminal activities (prostitution, drug consumption, unsanctioned gatherings/meet ups). As such, it seems working with places of worship to calm traffic and reduce criminal activity would be more effective than changing the traffic patterns, but if changes are to occur they should A) maintain the access and enjoyment of nature/the park, B) improve cycling safety as a key EAST-WEST/RIDEAU RIVER Cycling artery, and C) improve pedestrian access to Riverrain from Overbrook (protected crosswalks, etc.).

At the corner of West Presland and North River, and at the corner of Queen Mary and North River, an aggressive driver chased me behind my bicycle. St Peter and Paul Church causes a high density of high-speed traffic (30+ km/hr).

Some of the signs for the speed humps are no longer visible due to tree growth. This would be a concern regarding any raised area. Also, with narrowing of the road, it is not always clear what the intent is. Where should cars go? An example is the many different configurations of North River at the corner of McArthur over the years.

There are already many traffic calming measures that car drivers have learned to ignore. There are signs about not turning at specific times, ignored. Speed radar flashes, ignored. Some vehicles including buses are ignoring reducing speed over the speed bumps. Some cars might be using Queen Mary and Donald as a cut through getting off Vanier which can be gridlocked to the bridge at Montreal to downtown.

The main problem is aggressive drivers, both delivery and not. Often these drivers are not looking at the road and drive too fast. This combination is an accident waiting to happen. The second problem is the influx of drivers going to the churches, they often seem to be in a hurry and unaware of the environment.

Most vehicles ignore the signed turn restrictions at Donald and North River. Vehicle speeds are more of a problem on Donald west of Vanier Parkway. The lack of sidewalk on the west side of North River is a major issue. Adding more ecological features such as stormwater management features with vegetation would be welcome to enhance pedestrian separation and the feel of the street.

Traffic Volumes / Cut-Through Traffic

I am concerned with the measures being mostly for vehicle speed intervention as my observations are more so that the volume of vehicles is extremely high. Especially (of course) during peak traffic hours. I live on Stevens and the traffic on this road is also very

<p>high as it appears that vehicles tempt certain detours at times. I could probably see it being more or just as useful to implement certain measures on the side roads.</p>
<p>The speed humps on North River are working well to reduce vehicle speed. The main problem as I see it is the Donald / North River intersection. I was told that the traffic volume doesn't satisfy the provincial requirement for a light. I'm not sure how this is measured, but my position is that the intersection is extremely busy at certain times of day (particularly when schools are getting out/buses are letting kids off).</p>
<p>Traffic has increased significantly, especially in the evenings, since the opening of the Rideau Sports Centre (RSC). The same is true for the number of vehicles parked along North River and Columbus streets. In addition, RSC customers who use the parking lots do not always take into account the traffic on the bike path that passes in front of the RSC and continues into Donald.</p>
<p>I feel that the traffic of late on North River has increased, especially during the weekday afternoon rush hour. Northbound, as I walk home, it is backed-up from Cummings Bridge to Carlotta, often to Washington.</p>
<p>This has become a high interest area over the last 20-30 years. The city put in the Adawe Crossing, which brought in the Rideau Sports Centre, which brought in higher volume, which now we are being asked how to reduce volume. Montreal and Donald are your key high conduits into this community. Perhaps you need to include Montreal mitigation in your strategy.</p>
<p>My main concern is traffic volume and pedestrian and cyclist safety at North River/Donald. This remains a high-volume (car/truck) commuting route at rush hours despite the "no turns" signs/laws which are almost completely ignored. Generally, about 150-200 cars per day use this intersection and the Queen Mary/North River intersection at rush hours despite traffic laws prohibiting turns.</p>
<p>Need to stop people using North River as alternative to the Vanier Parkway.</p>
<p>The measures proposed, although welcome, do not address the root cause of the traffic issue on this road which is a 'short-cut' taken by drivers in order to avoid congestion on the Vanier Parkway. The existing rules against cut-through of the neighbourhood are rarely enforced.</p>
<p>The surplus of traffic is from people cutting through to circumvent the Parkway. There are times with police enforcement cannot keep up with the cars pulled over (i.e. tickets being issued to one car and have witnessed up to 6 other cars turning illegally at the exact same time). Rolling stops and illegal turns are in addition to high speeds. Those cutting through at rush hour are doing so to save time and will probably be exceeding posted speed. Another option to reduce volume is to prevent northbound left hand turning from Parkway to Queen Mary in evening and opposite in morning or make bus only southbound North River at McArthur. Reducing the through traffic will improve safety.</p>
<p>Issues occur mostly with drivers using North River as a short cut from Vanier Parkway.</p>
<p>I am very pleased to see the City of Ottawa acting on this. Every step should be taken to get people out of the habit of using North River as a means to bypass traffic on Vanier Parkway.</p>
<p>We really appreciate the city responding to our concerns. With all the new amenities, Riverain Park has become a wonderful destination for local residents as well as people from outside the neighbourhood, increasing all kinds of traffic - motor vehicles, cyclists and pedestrians. Finding ways for everyone to coexist will be a challenge, but I believe it</p>

is possible through some of the measures you have offered here. One key to this will be to *somehow* prevent the streams of cars that use North River as an alternative to the Vanier Parkway, and I'm not sure how you can do this through infrastructure. As I mentioned earlier, drivers utterly ignore the no right turn signage all along North River, especially at Donald. Thank you for your kind attention!

Cycling Lanes / Cyclist Safety / Pedestrian Safety / Sidewalks

Proper sidewalk on west side of the road. Raised bicycle path.

There should be a sidewalk on the entirety of the western side of North River. Existing sidewalks on that side should be improved.

The death of a cyclist at the corner of Donald and North River is one too many.

The Donald and North River intersection should be the main focus and make it safer for pedestrians and cyclists.

The 'Bulb Outs' without a way for a person on a bike to avoid being in the middle of the road are a disaster and give NO CONSIDERATION to people. Bikes need physical separation from cars by means of strong physical barriers. White paint on pavement is NOT SAFE. Flippy plastic markers are also not a physical barrier and provide ZERO physical protection to a person that happens to be using a bike.

Any pedestrian and bike friendly infrastructure would be welcomed. This area is much too beautiful to be used for car transportation and should be more welcoming to human beings.

A permanent bike lane would be great as the current multi-use path is full.

Is a blinking red light feasible at North River and Donald? Or more light generally? It's often difficult to see pedestrians at an already difficult intersection.

North River is very wide. Having cars parked along the road reduces cycling safety because there is no dedicated bike lane. It also encourages vehicle operators to drive at excessive speeds. Narrowing of roads may help to slow vehicular traffic, but it creates a danger zone for cyclists in the absence of a dedicated bike lane (like we currently see on North River from McArthur to Montreal - it is very dangerous for cyclists). There is heavy vehicular traffic at Donald and North River from folks attending the Rideau Sports Centre (RSC). It is a very hazardous zone for pedestrians and cyclists. Access to the RSC parking lots crosses the dedicated recreation path in multiple spots and drivers do not check for path users before crossing.

If you are going to put bike bulb outs, you might as well put bike lanes as I generally find these bulb outs to be ineffective. The McArthur and North River intersection is the worst and needs pedestrian/bike improvements.

I feel raised sidewalks would do a lot for pedestrian and bike safety in the area.

Protected and winter-maintained bike lanes would be an excellent addition, connecting existing winter routes from the south side of North River to the section that continues north of Montreal. Currently it's a bit of a missing link!

As Queen Mary/Prindiville streets are not in front of each other, the intersection is dangerous for pedestrians and bicycles. There are no pedestrian crossings and visibility when driving is not good.

Permanent Traffic Calming Measures

I would like to see a traffic circle (mini or otherwise) installed at Donald and North River.

I believe constricting the size of the road along its whole length would provide a better benefit to speed reduction. This space could be used for bike lanes or larger sidewalks

I have previously voiced that drivers cutting from the Vanier Parkway to use North River and vice versa speed on Queen Mary between the Parkway and North River, especially those trying to make the green light at Vanier Parkway intersection of Queen Mary. Whatever you study for North River, please also consider for Queen Mary and Marion intersection: either a 4-way stop or bulb-outs and speed bumps. Many kids in area now and school buses. Many thanks for your consideration.

Generally supportive of all traffic calming measures, especially those that prioritize cyclists and pedestrians considering the amount of connectivity with the adjacent park lands and multi-use pathways. Existing speed humps are well noted with signage but the road paint is faded and ineffective. This may be contributing to some drivers not taking note of the humps.

Traffic on North River has an impact on smaller side streets. A sign stating that there is no through traffic to the Vanier Parkway might deter people looking to cut through the neighbourhood using these streets. I am more in favour of speed cushions than humps but only if they have an impact on all vehicles including pickups and SUVs. Finally, traffic calming alone will not be enough - we need enforcement of the no-turning rules posted on Queen Mary and Donald during rush hour.

There should definitely be speed humps on North River between McArthur and Donald. There are so many kids in the area accessing the treasure that is Riverrain Park across the street and yet we see (and hear) cars flooring the pedal to the metal from McArthur to Donald almost daily. This is mind-blowing considering it is right across from a park. In our opinion speed humps are the only real deterrent as the measures currently used have done little to nothing. We know this as we live on North River. There should also be a raised pedestrian crosswalk to the park at the entrance near Stevens.

We've lived on North River between Washington and Carlotta for over 12 years now. We are constantly seeing people 'race' (flooring their cars gas pedal) from the red light at McArthur all the way to near Donald. We have two young children and there are major recreational facilities at Riverrain Park right across the street. This is absolutely ridiculous and SO dangerous. Especially in such a family friendly area with so many young children. We definitely need speed humps between McArthur and Donald as well. Please. A raised pedestrian walkway would also be a great idea to allow families and individuals to access all the park's amazing features.

I am supportive of any measures to increase the safety of pedestrians and cyclists along North River, in particular at the intersection of Donald and North River. Thank you for seeking input on this initiative!

A high volume of drivers use Donald and North River to avoid using the Vanier Parkway, and its traffic, to access downtown and the MacDonald Cartier Bridge to Quebec. Need to reduce the speed limit on Donald to North River and along North River to Montreal and better enforce no turning restrictions, which drivers totally ignore, along with additional traffic calming measures.

North River is too wide, especially north of Queen Mary. Providing road narrowings would slow traffic but would make it more difficult for cycling during periods with high traffic volumes. The solution? Reduce vehicle volume + narrow the street. My suggestion to reduce volume is to create modal filters on North River and on Marguerite just south of

Stevens. The North River modal filter would permit buses + bikes + pedestrians (modelled after Chapel Crescent). The Marguerite modal filter would permit bikes + pedestrians. Other suggestions: - Raised intersection at Donald and North River. Sidewalk + road narrowing on the west side of North River from Donald to Glynn. Ideally, from Donald to Prindiville. Safe pedestrian crossing on the north side of Glynn. Provide a pedestrian crossing on the south side of the North River and Queen Mary intersection, and a sidewalk on the north side of Prindiville. Narrow the north side of Queen Mary for approximately 20m adjacent to Bus Stop ID: 7092. Provide traffic calming (road narrowing + speed hump) adjacent to the Gospel Hall at 1087 North River.

There could be speed bumps specific for cyclists to increase the chance that they stop or at least slow down at intersections. A short but high bump a few cm wide and high.

I live on North River. The permanent measures that are in place do not work. I see drivers going at 60-70 KM/H every day right over the speed humps which are there right now. The best option based on research I have done and been exposed to is to narrow the road via any means available, so drivers do not have a full line of sight from one end of the road to the other, which allows them to think they can go fast. You can see that if you look at cars driving on Queen Mary, which is generally narrower due to cars being allowed to park on both sides: drivers go slow on Queen Mary, and they speed up as soon as they turn on North River (going north). Since the road is being used to get around the traffic on Vanier, drivers will want to go fast. I have no issue if drivers want to use the road, but they should not be able to drive fast. I have almost been hit by a driver who did not do a full stop at the Donald intersection; we have felt in danger on the road while on bikes due to the speed people are able to drive at. The speed humps DO NOT work. We have videos of cars going fast over those humps (one is in basically in front of our house). They don't seem to do the job.

The road is so straight and much wider than it needs to be.

Donald and North River is a very dangerous intersection. Traffic calming measures are required asap or there will be additional pedestrian / cyclist injuries or deaths. Prioritize that intersection.

Traffic has increased considerably along North River since the pandemic but there has not been a large increase in density so I'm not sure what is causing it. But given it is largely residential, especially south of Donald, need measures in place to allow for continued safety.

North River between Donald and McArthur is residential. Several young families and multiple retired community members live on this road. Please find measures to reduce the volume and speed on North River. We have already had one fatality at the corner of Donald and North River due to a snowplow turning the corner.

That street is already limited to 40, I believe no extra measures are necessary and mostly useless waste of money, however there is no pedestrian passageway to go to the park from Queen Mary to the National Capital Commission bike lane. That intersection is waiting to create another dead cyclist. Queen Mary could use some speed bulbs or traffic slowing measures commuters + people coming back at night seem to speed through regularly as it is one main road towards north road.

In general, I am much more supportive of road narrowing measures that naturally reduce vehicle speed. I despise speed bumps and would prefer a constantly slower speed than

occasional dramatic reductions. That being said, as a local resident, I do not feel this road is particularly unsafe in any modes I use it.
Really looking for the most effective way to slow the traffic on North River. The two speed bumps between Queen Mary and Donald are too far apart and vehicles can still drive very fast between the two. I would support higher speed humps or the narrow (black and yellow) but more aggressive speed bumps.
Temporary Traffic Calming Measures (flex stakes / speed boards / pavement markings)
While speed on that section is somewhat of an issue, I think it is much better since the introduction of the flexi posts and the new speed humps in the following blocks - means the cars can't build up as much speed over a long distance. Cars not making a full stop at the corner of Donald is a chronic problem that I see every time I go by. Also, while the flexi posts do slow cars down, they also really narrow the road for cyclists, especially when cars are parked there.
Several churches are located along this part of North River and need parking space for those attending. I am not aware of particular problems along that stretch of the street. However, the barriers down the middle put up to enhance lane markings are a problem for the buses and other large vehicles on the street and should be removed!
Parking
We cannot lose the on-street parking. I already had a lot of conversations with the city about this in the past when Toby Nussbaum was in charge. The police only give tickets on nice days. That doesn't help stop bad behaviour or breaking bylaw rules.
Parking is important, especially around the Rideau Sports Centre (RSC), bike and walk paths. I am also concerned with traffic increases from new builds that will encourage traffic on North River instead of the main road Vanier.
Parking on North River is important for users of the ski trail.
Be careful with parking spaces: any removal of these will result in a shift of parking to side streets, especially near sports facilities (Rideau Sports Centre, etc.). This is the case of Columbus Street. And it's not convenient since we don't have parking for visitors or family.
North River is straight, wide and invites high speed. Bad design from the start. We must change the visual cues that drivers get. The road must have obstacles, it must feel uncomfortable to drive fast. Speed limits and enforcement don't work. Speed bumps are horrible for residents as cars speed to the bump, make noise slowing down and accelerating. Better design! ##strongtowns.org One \$0 suggestion: Allow parking on the west side of the street. Parked cars are a cheap and easy way to narrow the road. I never understood why parking is not allowed next to a beautiful park that many people want to access.
I am most concerned about the intersection of Donald and North River, where a cyclist was killed in 2022. When travelling north on North River, there are two parking spaces just south of the intersection with Donald. I believe these on street parking spaces limit visibility and removing them would improve safety for all road users. This fix could be implemented immediately, with only the cost of a 'no parking' sign. I hope the city will strongly consider this.

<p>Securing the intersection of Donald seems to me to be the most urgent. There are plenty of pedestrians and bicycles going to the pedestrian bridge. When it comes to parking, you have to take into account that the sports centre is already overloading Columbus. Parking should be restricted on Columbus at the same time as North River to avoid displacing the problem.</p>
<p>I do NOT want to lose any more street parking.</p>
<p>Stop Controls / Crosswalks</p>
<p>I often see drivers failing to stop at stop signs (ignore stop sign) at North River and Queen Mary intersection. I have witnessed drivers frequently ignoring flashing lights of stopped school buses and accelerate to pass before school bus doors open.</p>
<p>There are four signs to indicate that stopping is required. Very few if any bicycles stop. In some cases, there is no slowing down.</p>
<p>To reduce speed at the end of North River, i.e. Wright to the turnaround at the end of North River, put back the stop sign at North River and Presland.</p>
<p>Most of the time, cars don't stop when school buses stop to pick up/ drop off children. It is a major concern for us. Crosswalk would be good to allow pedestrians to cross to the green area by the river from the sidewalk (between Columbus and Queen Mary)</p>
<p>The intersection of Donald and North River is particularly busy and dangerous. Cars don't always stop. I have seen stop signs that light up to increase visibility and this should be considered as well. Please consider actions that will enforce vehicles to stop at this intersection.</p>
<p>Surprisingly, this survey says nothing about stop lights and dedicated pedestrian crosswalks with overhead lighting or flashing lights, as we see for example on Crichton in New Edinburgh. This would be ideal for the North River/Donald intersection, which at present has stop signs that are routinely ignored, and which has a very high traffic volume in morning and late afternoon.</p>
<p>A pedestrian crosswalk at Donald and Marguerite would be helpful.</p>
<p>The traffic is nonstop moving through the intersection of Donald and North River. Some drivers do not stop at all, many come to rolling stops and the majority are going over the speed limit.</p>
<p>What about 3 way stops every 2 blocks?</p>
<p>As a driver and as a pedestrian, I am wary of speeding bikes that don't stop. I'm also wary of drivers who only make a pretense stop before going through North River. This is especially disturbing at the intersection of Donald and North River, northbound.</p>
<p>Please add a crosswalk at the public tennis courts.</p>
<p>Other Areas of Concern / Study Scope</p>
<p>I can't think of a reason why this planning survey does not include the more heavily traveled section of North River between Donald and McArthur. This section bears MUCH greater volume of auto, pedestrian and bicycle traffic with even greater safety concerns. There are no bicycle lanes or safety measures implemented for this heavily used commuting/recreational bicycle corridor. There is no sidewalk on the west side of the street or safe access/crossings for boarding and de-boarding buses. The intersection of Donald and North River is a very busy and dangerous crossroad for pedestrians and bicycles accessing the parks and Adawe bridge crossing. These safety issues will</p>

<p>become even more problematic with completion of the new residence towers at North River and Montreal roads and increased usage of this corridor.</p>
<p>The speeding problems and aggressive driving start and continue on the feeder streets to North River. Please consider installing improved traffic calming measures on these streets as well. A painted sign on the road was recently added to Queen Mary between the Vanier Parkway and North River. I have not witnessed any change in driver behaviour as a result of that measure.</p>
<p>Include Donald to Montreal. Include pedestrian signals at Riveraine. Include Marguarite.</p>
<p>Traffic calming measures on North River are likely to divert traffic to Marguerite. Are you including an analysis of this in your study? There are already heavy trucks (e.g. semi-trucks) driving on Marguerite over the posted speed limit, usually several times a day.</p>
<p>I appreciate all traffic calming measures on North River but the larger problem is the section from Donald to Montréal. The majority of traffic on North River is in this section, using this route to / from the Vanier Parkway. I don't understand why you are only considering the section south of Donald and hope you include the section north to Montréal.</p>
<p>At the intersection of Donald and Vanier, south bound vehicles on Vanier Parkway have an advanced green to turn left onto Donald. North bound vehicles do not have an advanced green to turn left onto Donald. This causes huge traffic jams during rush hour and is dangerous as many cars choose to turn left once the light is red since they are unable to go when it's green. I believe an advanced green would be extremely beneficial, considering opposite traffic already has one.</p>
<p>Donald is a main feeder to North River. Traffic is heavy, especially later in the day and evening. Cars generally speed. It is very difficult for pedestrians, cyclists and cars to exit onto Donald from Marguerite as the sight line eastward on Donald is poor. If traffic could be calmed on Donald, it would benefit North River as well.</p>
<p>We would also appreciate a study or assessment of traffic calming measures for Marguerite, directly above North River. It is often used as a workaround for drivers avoiding North River or the Vanier Parkway. It only has sidewalks on one side and cars travel very quickly down it.</p>
<p>I would like to recommend that the entire North River be considered for this study: i.e.: adding the section from Montreal to Donald. We are grateful for the new pedestrian crossover under construction this fall (which was a MAJOR need given foot traffic to Riverain Park) but would appreciate other measures such as these to be considered along that stretch given the high foot traffic, active transportation and many large residential complexes existing or planned along that stretch. Including the Edgewood Care Centre which has many individuals with higher needs.</p>
<p>I live on Prince Albert which sees increased traffic during rush hour due to traffic calming measures on Queen Mary (no right hand turns on to North River). Cars speed down our street daily to avoid using Queen Mary and I worry about the safety of my child and the many other children who regularly play outside. Please make Marion a dead end, no exit road at the intersection of Marion and Queen Mary.</p>
<p>The study would also need to provide opportunities or next steps to ensure that traffic control changes could easily be integrated into the sections along Donald past the Vanier Parkway.</p>

Put advance turn signals at Queen Mary/Vanier Parkway intersection - this is an extremely dangerous intersection!!!!
The traffic flows quite smoothly along North River. There is a lot more pedestrian and cycling in the 2 blocks before Montreal, and this will intensify with new developments. That is where I would put more effort to keep everyone safe.
A stop sign at Queen Mary and Marion would slow down traffic speeding up to go through the stop sign at North River and Queen Mary.
I believe the existing traffic calming measures along this stretch of road are effective. I think the portion of road between Donald and McArthur could stand for traffic calming. Further, the parallel Marguerite is in dire need of rehabilitation and traffic calming measures. Drivers often use Marguerite as an alternative to Vanier Parkway and North River, using speeds well in excess of 50 km/h.
Please focus on the stretch of North River from Donald to Montreal!!!
Please consider filtered permeability (no thru traffic for cars and trucks) for smaller residential streets to prevent cars from cutting through to avoid Vanier Parkway traffic.
Residents of the part of North River between Donald and McArthur have asked for traffic calming measures on this stretch of road. This survey does not address our concerns. There are already more traffic calming measures south of Donald. Speeding is a significant problem north of Donald.
There should be traffic calmers on Donald, often drivers reach speeds of over 100km an hour, that's where you should install traffic calmers. Very dangerous for cyclists in the bike lanes, and also pedestrians crossing the street.
The Vanier Parkway is also a problem. There are no protected left turns at Queen Mary and Donald. In addition, the call time for the pedestrian crossing to cross the Vanier Parkway is also too long. Like many places in Ottawa. King Edward and St. Andrew is a good example of a reasonable amount of time to promote safe access on both sides.
It is worse on Donald than North River.
Study should have included North River from Donald to McArthur as this stretch/area is used by many vehicles to avoid the Vanier Parkway and access downtown and MacDonald Cartier Bridge to Quebec. The number of pedestrians and bicycles has significantly increased due to the completion of the Adawe Crossing Bridge and the addition of the Rideau Sports Centre.
There should be a review of the Vanier Parkway's traffic and pedestrian safety along the parkway as well. Drivers often use North River as a "shortcut" which can cause a lot of dangerous driving along the road.
We need traffic calming measures such as speed humps on the side streets intersecting North River as well. Drivers use these smaller streets to avoid other traffic rules and restrictions which leads to greater volume and higher speeds where we live.
There are already 4 speed bumps and other measures in place to limit speeding in this section. I think a better use of City money would be to look into an advanced green and a red-light camera at the intersection of Vanier and Queen Mary.
Enforcement
Speed cameras would help.
The problems in this area of North River are minor in comparison to the problem of motorists ignoring regulations limiting through traffic in the wider area bounded by North

<p>River and the Vanier Parkway and by Queen Mary and McArthur. For example, as I've indicated in past police reports, in the afternoon rush hour period at the North River/Donald intersection, 2/3 of the traffic heading west on Donald make illegal righthand turns and 1/3 of the traffic heading south on North River make illegal lefthand turns. I expect the figures are similar in the morning and at the North River/Queen Mary intersection. However, there is virtually no enforcement of these regulations which means that traffic is heavy; it will only get heavier on Donald if additional speed reduction measures are put into place on the section of North River between Queen Mary to Donald. What is needed most urgently is enforcement of current regulations. If there are speed reduction measures required, they are along Queen Mary and Donald, not North River.</p>
<p>A speed radar camera on Donald. Donald is the root of the problem.</p>
<p>Enforcement of the posted no turning onto North River restrictions during rush hours would reduce traffic volume. Also, parking restrictions on North River and Queen Mary should be considered during the winter months. Currently, snowbanks and parked cars on both sides of the road reduce the usable width to one lane.</p>
<p>There are signs in place that forbid turning from North River onto Donald during rush hours. That rule is practically *never* enforced with the result of large amounts of cars using North River as a bypass to Vanier Parkway. They rarely slow down or allow pedestrians to cross safely.</p>
<p>Speed cameras at intervals. I've witnessed drivers actually slowing down when their speed flashed red. There is only 1 at present, appears not to be functioning.</p>
<p>The only measure that is really effective is a speed camera. You get caught once and you remember the speed limit forever. Believe me. It happened to me on St-Laurent. I got my lesson. All the measures mentioned in the survey look fancy. But they will not deter speeding significantly. If the City is serious about reducing speed, it has to hit drivers where it hurts.</p>
<p>Many vehicles travel at very high speeds, the installation of a speed radar could also be an option.</p>
<p>Enforce the existing morning/afternoon no turn restrictions on Donald and Queen Mary. There is significant traffic volume in the neighbourhood due to people not obeying the restrictions due to low enforcement.</p>
<p>There are many cars that turn right to go northbound on North River during the times when they're not supposed to, in order to bypass Vanier Parkway (during rush hour 7:00-9:00 and 15:30-17:30). This should be better enforced; 15 years ago, there would be police cars in this area at these times to monitor traffic, now there's nothing and drivers take advantage of this.</p>
<p>We need better enforcement of turn restrictions at the intersections of Donald and North River and Queen Mary and North River.</p>
<p>No Concerns / Do Not Support Study</p>
<p>Way too many calming measures already in place.</p>
<p>There are way too many slow, long, measures already. I strongly oppose any more being added.</p>
<p>There are already too many calming mechanisms on North River (as noted in the project). These measures are already quite effective at reducing vehicle speeds. I don't</p>

see any issues at this time. There are cycling paths along the river, parallel to North River so pedestrians and cyclists are safe there. There is no concern in this regard. North River remains a street with moderate traffic and is on an OC Transpo bus route. There is going to be traffic. People who moved here should have known this before moving here and must adapt to their environment. If they wanted a street with no traffic, the suburbs would be a more appropriate place for them to live in. I live off of North River and use it every day. I think it is fine as it is and I'm tact, I find that the calming measures already implemented over the last few years are already excessive. Thank you for your time.

Apart from the speed bumps I have not noticed any problems on the road portion in question.

More than sufficient features already in place.

There's no speeding in this area. Whoever told you that is incorrect.

I feel as though the city has done substantial amounts to slow traffic on North River already in the last few years. Speed bumps and traffic poles as well as a speed radar system. I don't feel as though the city should spend even more money on this single street while many others fall apart yearly due to potholes and other maintenance issues.

I have lived directly on North River for more than 25 years and I do not consider the street traffic to be an issue, neither as a resident, driver or pedestrian. There are always occasional "reckless" drivers everywhere, but I honestly do not see the need to invest in controlling measures in this area as the problem is no worse than elsewhere, and in many cases the conditions are actually more favourable for all.

All these traffic 'calming' measures just make drivers angry. We have enough traffic and lights and stop signs in Ottawa to make drivers frustrated already. The driving population has already grown enormously. People are finding driving even slower with all these lane reductions and road obstacles happening in East Ottawa already. Enough! Drivers are just more likely to speed away from these obstacles even faster than they might have driven without them. It makes the area more dangerous and makes traffic even more erratic. Another east-west fast artery like the Queensway is what is needed so that traffic in our neighbourhood would be local only instead of everyone from Gatineau, and eastern downtown using the Vanier Parkway to get to the 417. More north-south quick roads would also alleviate the problem. Leave well enough alone or fix Montreal so that the obvious route from downtown would entail using Montreal to the Vanier Parkway instead of going through residential Overbrook via McArthur, Donald and Queen Mary streets. For years, parked cars on Montreal have brought the useable lanes to only one. Disallow the parked cars there if you have no other way to encourage using Montreal, which is not a residential street in those blocks. I write this as a parent of a young child and a user of the local park that is located across North River. I imagine you will get some parents agreeing to traffic calming only because they have not been asked what they would really like. Your survey does not include enough solutions, such as the ones I have mentioned to encourage the use of Montreal, build other arteries, even tunnels from downtown which could help drivers leave downtown quickly. Perhaps too with the new trend of government workers working from home, and the high price of parking downtown some traffic will be reduced. Try reducing the price of OC Transpo and O-train tickets to entice more workers to use public transit.

I am on North River daily on my bike and I have never seen anyone speeding. Some of the traffic-calming measures (the posts in the road and at the edge of the road) actually make things more dangerous and challenging sometimes, although I definitely agree that it slows the cars down. When there is a post in the middle of the road as well as on the side, a car and bicycle cannot go through at the same time. Usually, the car slows and waits for the bike, but sometimes the car is frustrated or unaware and goes into the oncoming lane of traffic instead, in order to pass the bike. Generally, I don't find there is any problem on North River, so I was surprised that there were residents complaining and seeking even MORE traffic calming measures. Cyclists who want to totally avoid North River can do so by riding on the multi-use pathway beside the Rideau River.

Unfortunately, you are the cause of these traffic issues. You keep building semidetached houses on single lots, building more high rises all over you keep removing turning lanes on streets, you allow bus stops on corners, you reduce the turning lanes where larger vehicles have a hard time to turn, yet you don't add any roads. Everything you have done in my neighborhood has only made traffic worse. People are frustrated. The renovations you have done on MacArthur, Montreal, corner of Donald and St Laurent is nothing to be proud of it just made it worse. The Vanier Parkway is like the highway, way too much traffic on this road now. If you want to solve this issue once and for all ADD ROADS, we are using 60-year-old infrastructure that has 100 times more traffic than these roads were designed for.

My neighbours in the building have speed concerns, but I haven't noticed a problem.

There's little claim to these concerns. It's a peaceful neighborhood.

As mentioned in the survey, there are already measures in place to control speed on the specific section of North River; 4 road humps and 3 sets of traffic "pylons" which narrow the lanes. I sincerely hope the aim of this study is not to introduce more traffic calming measures; there are plenty already.

None.

Traffic Lights / Turn Restrictions

With the construction of a large residential rental tower at Montreal and North River, there will be increased traffic on North River. Left turns on Donald and Prince Albert, coming from the Vanier Parkway (south to north) are already very challenging (one can only turn at the yellow light and people often go through the red light going north to south on the Vanier Parkway). I would like a left-hand turning light on Prince Albert from Vanier Parkway as it is very difficult to turn left (coming south on Vanier Parkway) due to the traffic, to get to North River.

There is a need for traffic lights at Donald and North River...especially now in light of the increased traffic flow that is anticipated due to upcoming construction projects. It's just a 4 way stop now, and it's a very wide, dangerous intersection. There has already been one cyclist fatality.

Put in a traffic light with no turning on red light at Donald and North River to curb the cars and trucks that use North River instead of the Vanier Parkway. Bring down the speed to 40, put in a traffic camera, and send out traffic tickets. Make sure the tree branches are trimmed at the west-north corner to increase visibility of pedestrians and signs. Put in a camera for the hundreds of cars a day that turn in morning and afternoon during prohibited hours, the City will make a fortune. Finally, with street parking spaces cut

<p>some 5 or so years so with changes to Donald and the high parking use by federal government employees during the week and the Rideau Sports Club members (on weekends) using street parking at the Donald/North River, it's a real challenge for residents in condos to have service people, health care workers, etc. find space to park, forget asking friends and family over. A new condo is planned to be built at Ontario and North River, the street parking and traffic will only get worse.</p>
<p>Disregard of traffic signage, speed and aggression by cars and motorbikes are major concerns. The City has improved in 2021 the park running alongside the Rideau River with multiple entry points to the park along North River. There should be traffic lights to allow pedestrians to cross beside the tennis courts and at the corner of Donald and North River. Also, like other areas in the city, photographic traffic controls should be placed at strategic points which would serve as an incentive to slow traffic, not as a substitute for but an addition to current initiatives in particular from the Donald intersection through to Montreal. With a major housing and retail centre development occurring at the corner of North River and Montreal much higher traffic density could be expected on North River hence improved traffic control measures are going to be needed.</p>
<p>Many drivers ignore the no turn times at Donald and North River.</p>
<p>Traffic volume at rush hours, especially at North River / Donald see an additional 200 (approximate) cars making illegal turns at this intersection. While there are signs prohibiting turns to/from Donald onto North River, these are completely ignored. There is very little enforcement. Excessive speed of vehicles travelling along Donald between the Vanier Parkway and North River is also an issue of concern.</p>
<p>The biggest challenge is deterring cut through traffic. There needs to be regular reinforcement of the no-turn hours. These hours should also be extended a ½ hour longer at the beginning and ending times. All measures should support active transportation, both for cyclists and pedestrians.</p>
<p>All the turn restrictions divert drivers onto other streets as they look to avoid the restrictions. Some will do uturns at Prince Albert, others race up Prince Albert to cut out to Queen Mary at Marion.</p>
<p>More controls to limit illegal turns during peak hours.</p>
<p>There are currently set hours when cars are not allowed to turn onto North River from side streets like Queen Mary. These rules are almost never obeyed, and I see dozens, if not hundreds, of cars violate them every day.</p>
<p>Many roads connecting to North River have times when drivers should not turn right or left to reduce traffic. I find so many drivers not adhering to these signs. Also, too many drivers using Queen Mary as a connection to North River to connect to rideau street rather than Donald or McArthur or Montreal.</p>
<p>Miscellaneous</p>
<p>Thanks for looking into this. It is a daily concern for me.</p>
<p>I used to live on North River. I sold my condo and moved in part due to the traffic noise. I moved to Overbrook.</p>