

Tapiola Crescent Traffic Calming Study

As We Heard It Report

June 2024

Introduction

The City of Ottawa is undertaking a Neighbourhood Traffic Calming (NTC) Study along Tapiola Crescent from Johnston Road (East) to Johnston Road (West) to recommend solutions to reduce negative impacts of motorized traffic and improve safety for all street users.

An online survey was conducted from April 15 to May 10, 2024. The primary purpose of this survey was to gain public feedback on the [proposed concept plan](#), which was developed based on the review of traffic data, coordination with multiple stakeholders, and project constraints, to assist City staff in recommending permanent roadway modifications in this study area.

The results of this online survey are summarized within this report in the form of an 'As We Heard It Report'.

Survey Results Summary

A total of 232 responses were received for this survey. The following provides a summary of the responses to each question.

Where do you live in relation to this project's study area?

Overall, 90% of the total respondents reported living within the neighbouring area or adjacent to Tapiola Crescent (within the blue borders), and the remaining 10% live outside of the neighbouring area (outside of the blue borders). Refer to table 1 and figure 1 below.

Response	# of Respondents	% of Respondents
I live within the neighbouring area / on or adjacent to Tapiola Cres (within the blue borders)	208	90%
I live outside of the neighbouring area (outside of the blue borders)	24	10%

Table 1: Survey responses by area of residence

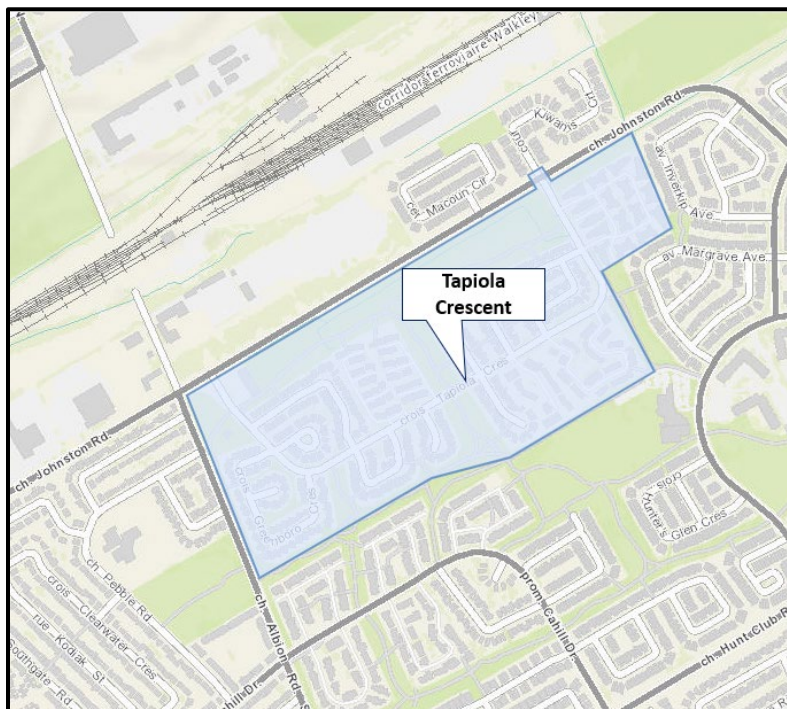


Figure 1: Aerial view of Tapiola Crescent and neighbouring areas

What mode(s) of transportation do you use when travelling along Tapiola Crescent? (Choose all that apply)

Respondents indicated that they use a variety of transportation modes while travelling along Tapiola Crescent. The most common modes of transportation were by car as a driver (93%), walking/running (76%), by car as a passenger (52%), and cycling (45%).

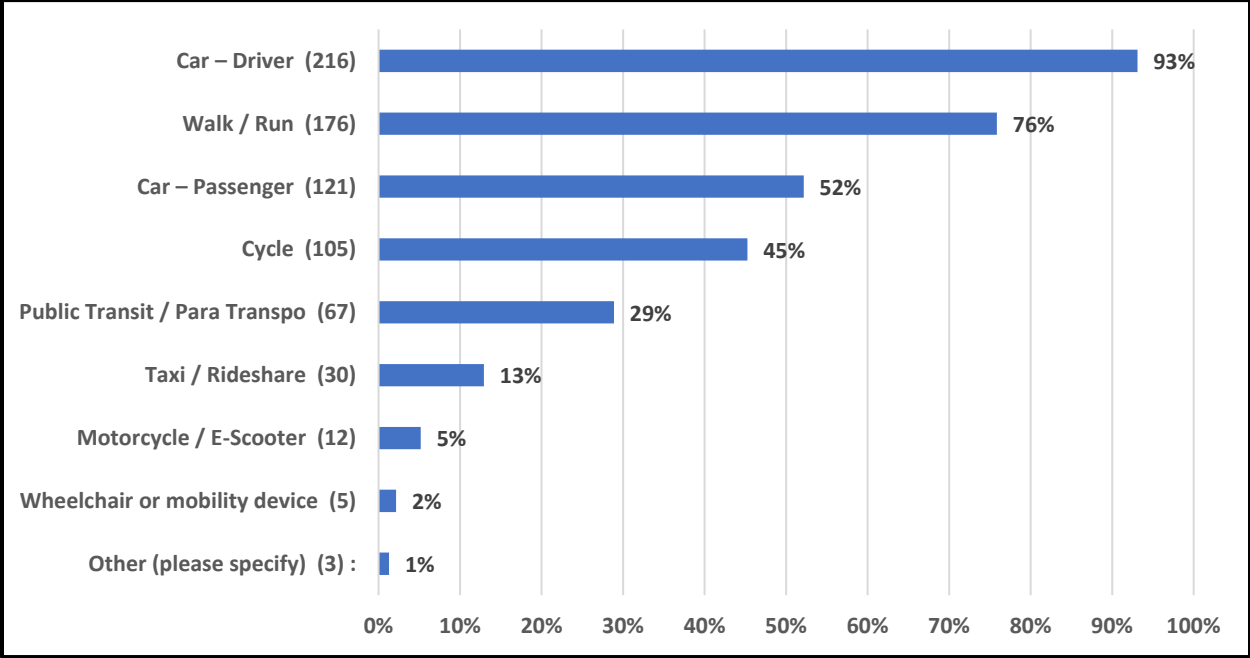


Figure 2: Modes of transportation

Other includes skateboard, pushing a stroller, and scooter.

What are your primary concerns when travelling along Tapiola Crescent? (Choose all that apply)

Respondents reported that the greatest level of concern is vehicle speeds, followed by pedestrian safety, aggressive driver behaviour, cyclist safety, collision or “near misses”, and vehicle traffic volume (in that order). Additionally, 31% of respondents indicated that they have no concerns.

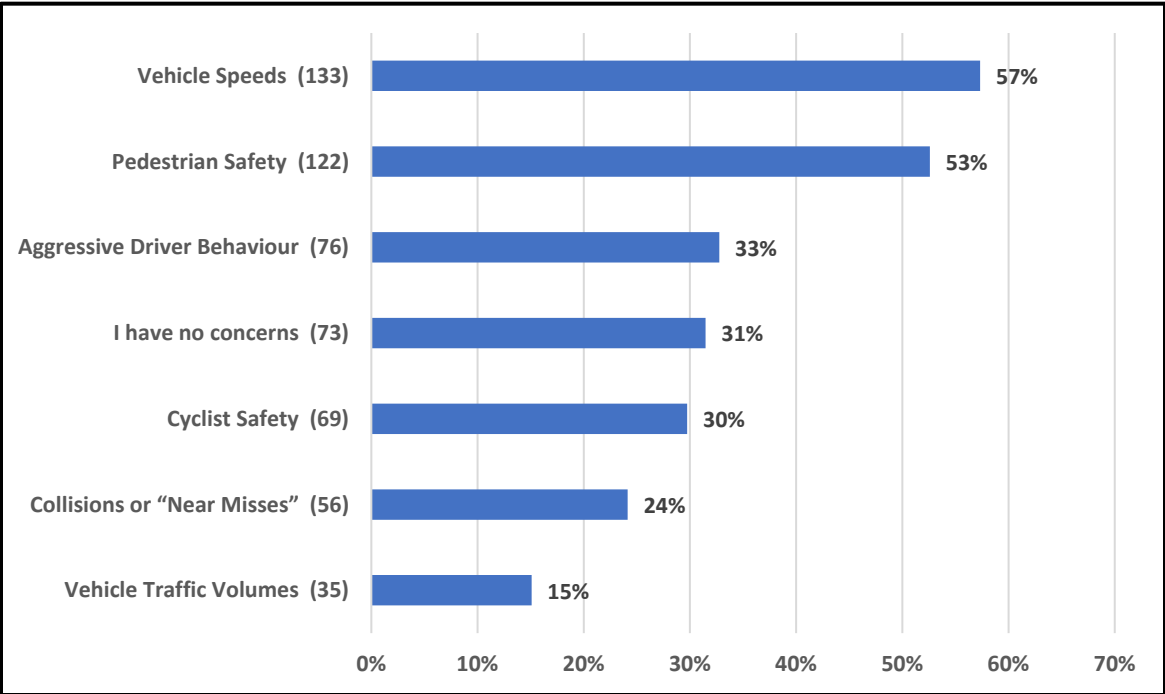


Figure 3: Primary concerns along Tapiola Crescent

The purpose of this study is to recommend permanent roadway modifications intended to improve safety, primarily by reducing vehicular speeds along Tapiola Crescent. Are you supportive of this traffic calming study?

The majority of respondents (62%, 145 respondents) were supportive of this traffic calming study.

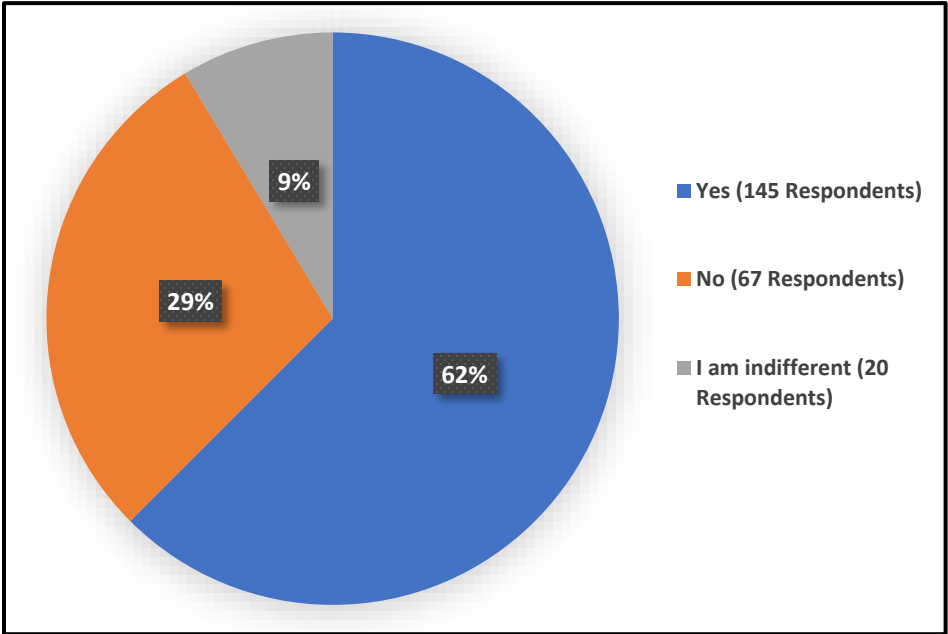


Figure 4: Level of support for the traffic study

Please indicate your level of comfort for the proposed concept plan

Overall, 54% of respondents reported feeling very or somewhat comfortable with the proposed plan, while 39% indicated they were somewhat or very uncomfortable. The remaining 7% of respondents were neutral. Figure 5 below shows the breakdown of responses to this question.

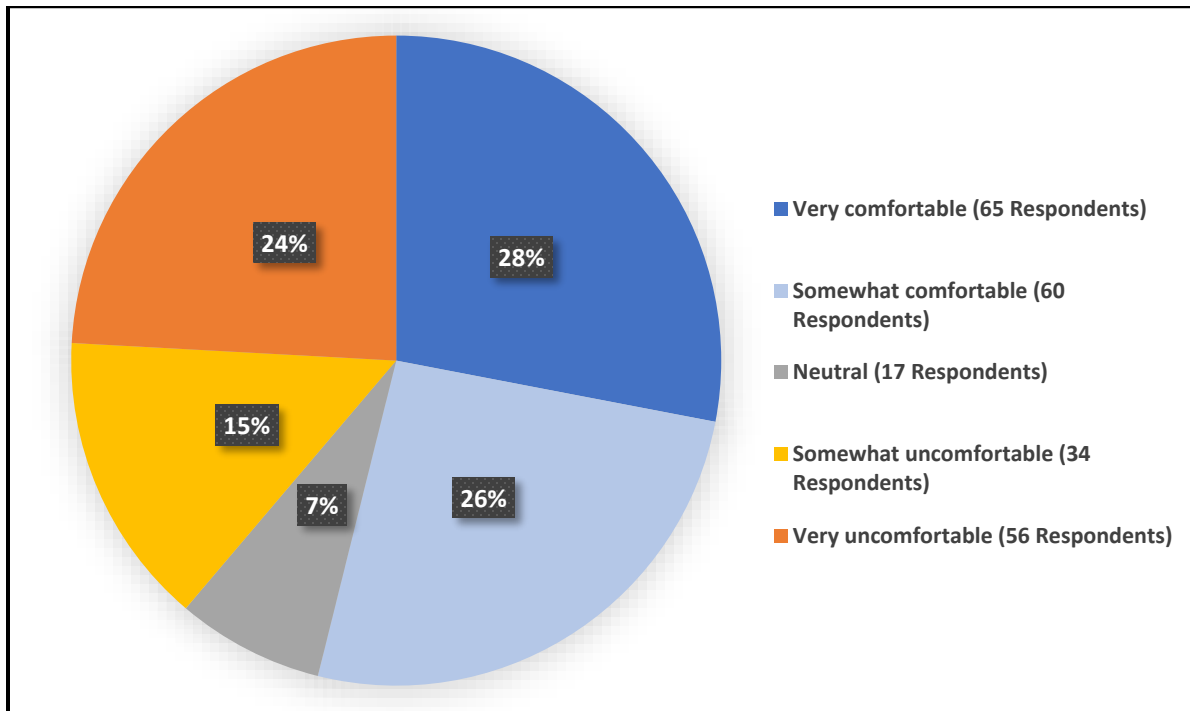


Figure 5: Comfort levels among all survey respondents

This graph presents a direct correlation with the findings from the survey question “*Please indicate your observations on the proposed plan*”, offering more detailed insights into the community's views on the proposed traffic calming plan. Notably, among the 15% of residents (34 respondents) who indicated they were somewhat uncomfortable with the plan, 21% of them (7 respondents) expressed a desire for more traffic calming measures. Conversely, of the 26% (60 respondents) who felt somewhat comfortable with the proposal, a subset of 8% (5 respondents) preferred to see fewer traffic calming measures implemented.

Please indicate your observations on the proposed plan

27% (62 residents) would have like to see more traffic calming measures. The majority of respondents (29%, 68 respondents) felt the plan showed the appropriate amount of traffic calming measures. 16% (38 respondents) would have preferred fewer traffic calming measures, while 24% (55 respondents) felt that Tapiola Crescent is safe as-is. The remaining 4% (9 respondents) had no opinion on the matter.

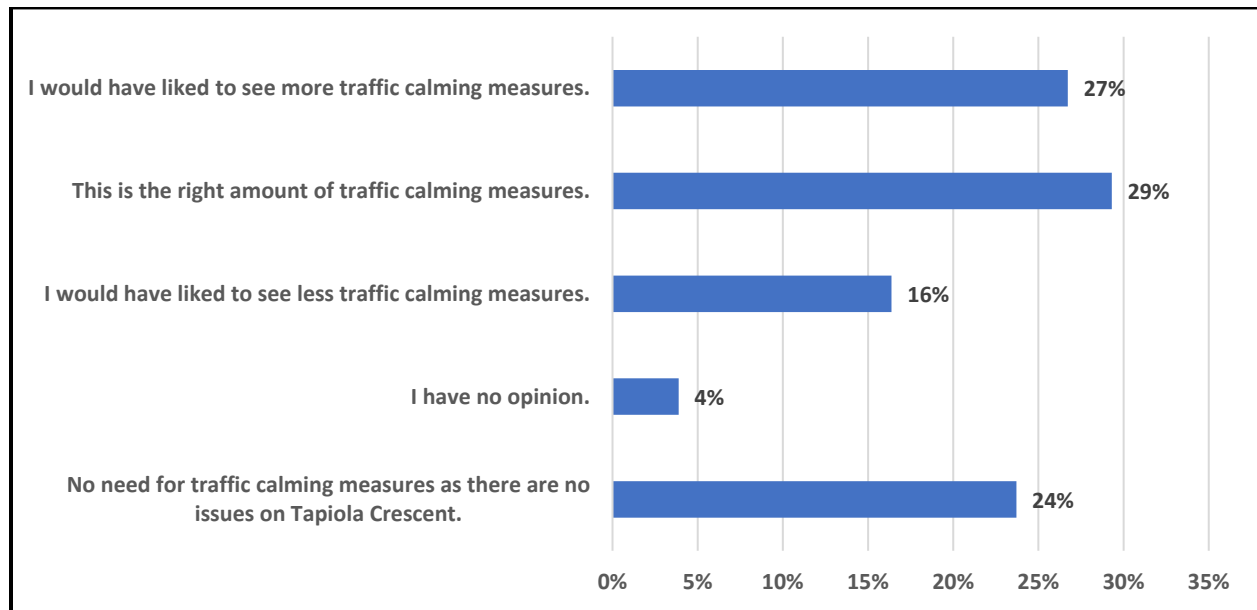


Figure 6: Observations on the proposed plan

Do you have any general comments regarding the overall proposed traffic calming concept plan or any comments about specific proposed measures at particular locations?

The following table provides a summary of the individual comments received through this online survey. The comments have been grouped together based on their respective category and classified as general/suggestive, supportive or concerned comments. It should be noted that some of the received comments fit into more than one category.

Table 2: Open comments classification

Comment Category	Number of Comments
Concerns over / do not support on-street parking removal or reduction	60
Concerns over / do not support concrete medians	40
Speeding in various sections of Tapiola Crescent or on side streets	26
Curves near Somero Private and Greenboro Crescent are dangerous / require additional measures	21
Current on-street parking is causing issues (obstructed sightlines, winter snow clearing, road width reduction, etc.)	21
Parking reduction / removal will negatively affect surrounding streets	20
Against proposed plan / traffic calming in general	18
Desire for vertical measures (speed humps, raised crosswalks)	17
Support proposed concept plan or traffic calming in general	16
Support for pedestrian crossovers (PXO)	15
The proposed measures may affect winter maintenance	15
Crossing the road is dangerous / challenging in various sections of Tapiola Crescent or on side streets	15
Desire for sidewalk where missing / poor sidewalk conditions	15
Desire for additional traffic calming measures on Tapiola Crescent (flashing beacons, stop signs, longer medians, other peds/cyclists facilities)	13
No issues in Tapiola Crescent	13
Concerns about concrete medians with large vehicles	12
Support parking removal / reduction	10
Additional reinforcement such as speed radars, by-law enforcement, police presence, and educational component for drivers is required	10
Various transit OC Transpo concerns (vibrations, bus speeds, route, double decker, sightline, shelter, etc.)	7

Existing traffic calming measures are sufficient / effective (speed display board / centerline flex-stake)	6
Concerns over the Johnston Rd intersections (East and/or West)	5
Desire for traffic calming measures on side streets	5
Concerns over bus stops location	5
Desire for resurfacing on Tapiola Crescent / side streets	4
Stopping compliance issues at the proposed crosswalks, on side streets and/or Johnston Rd intersections	4
Do not support bulb-outs	3
Temporary centerline flex-stakes pose a hazard for cyclists / pedestrians	2

Conclusion

The survey conducted along Tapiola Crescent gathered 232 responses, reflecting diverse community perspectives on the traffic calming measures. The key findings are as follows:

- Respondents indicated the most common **modes of transportation** were by car as a driver (93%), followed by walking/running (76%).
- **Vehicle speeds, pedestrian safety and aggressive driver behaviour** were the three existing issues that respondents indicated the greatest level of concern over, followed by cyclist safety, collisions or “near misses”, and vehicle traffic volume (in that order).
- **Community support for this study was confirmed**, with 62% of respondents indicating they are supportive.
- The majority of respondents felt *very* or *somewhat comfortable* with the **proposed traffic calming plan**.
- **Observations about the proposed traffic calming plan:** the majority of respondents would have like to see more traffic calming measures or felt the proposed concept plan showed the right amount of traffic calming measures.
- Common themes from the general comments included **on-street parking removal, concrete medians, speeding, curves at both ends, and existing on-street parking issues**.