



Memo

TO: Councillor Mathieu Fleury, Rideau-Vanier Ward 12, City of Ottawa

FROM: Peggy DuCharme, Chair, Clean & Safe Committee, Action Sandy Hill and Resident, ArtHaus Condo

CC: John Verbass, Chair, Transportation Committee, Action Sandy Hill
Susan Khazaeli, President, Action Sandy Hill
Charles-Albert Asselin, EA, Councillor Fleury's Office
Philippe Landry, Director, Traffic Services
Mathieu Gravel, Director, Issues and Outreach

DATE: June 16, 2021

SUBJECT: Ward 12 Gateway Speed Reduction Report Approved by City Council May 12, 2021 Missing the NW quadrant of Sandy Hill

Prepared by Peggy DuCharme in reference to the following documents and consultation:

1. Letter submitted to City Council on **May 11**, 2021 by Peggy DuCharme as a Resident at ArtHaus Condo (20 Daly Avenue at Waller) and concerned citizen of the NW quadrant of the Sandy Hill neighbourhood.
2. Consultation with ArtHaus Condo residents at 20 Daly Avenue on **May 15**, 2021 through Facebook Group ArtHaus Condo Network.
3. Background consultation meeting on **May 25**, 2021 with John Verbaas, Chair, Transportation Committee, Action Sandy Hill.
4. Consultation with Galleria Condos residents at 200 Besserer on **June 14**, 2021 through Facebook Group Sandy Hill & Byward Market Condo Network.

Purpose of Meeting

To prepare **recommendations** for post meeting with ward 12 Councillor Fleury and city staff following city council meeting approving Councillor Fleury's report and motion.

Objective

To **determine immediate and short-term solutions** to address the community's speed and traffic concerns in the section of Sandy Hill not included in the Ward 12 Gateway Speed Reduction Report.

Background

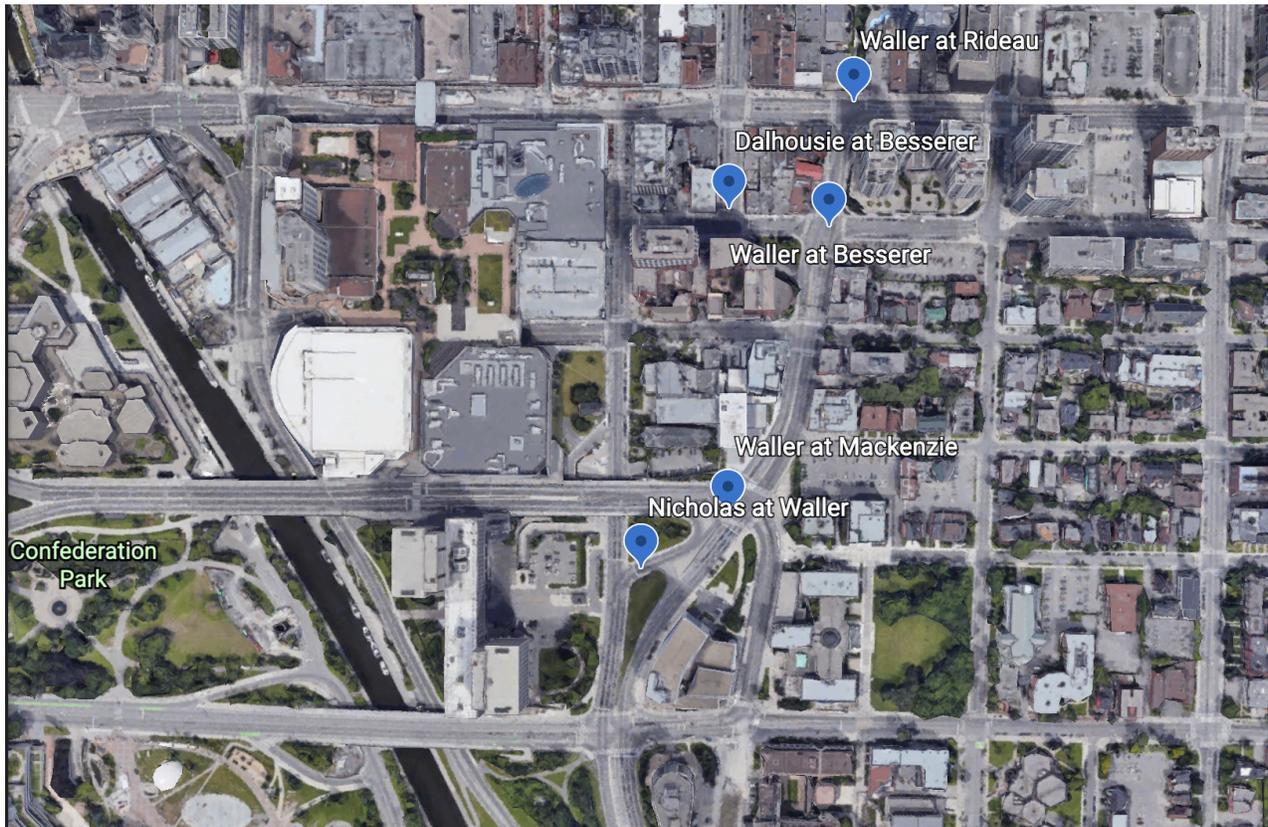
- Community consultation with:
 - Action Sandy Hill (ASH) Transportation Committee Chair
 - 20 Daly Avenue, ArtHaus condo residents
 - 200 Besserer Street, Galleria condo residents
 - Councillor's report to council
 - Council's discussion during debate
 - ASH members comments during council's report at board meeting
1. Discussion of speed reduction in past mostly focused on the southern part of Sandy Hill
 2. Previously, citywide residential streets speed was 50k
 3. Defined area of Sandy Hill permitted 40k (predominantly Sandy Hill south of Laurier)
 4. Rest of City wanted same (40k) and pursued through their individual ward councillors in the same manner/process as this recent report
 5. This recent report pursued further reduction in Sandy Hill from 40k to 30k and requested it ward-wide to include all of Ward 12 excluding a portion of the NW quadrant (north of Laurier/west of King Edward)
 6. Process is contrary to city policies (some councillor's feel the city should deal with the issue citywide rather than councillor's resorting to this practice that does not comply with applicable city policy)
 7. Councillor Fleury requested city staff collect speed data of new areas in Ward 12 to be added and prepared the report to present to council for approval
 8. Focus on gateway points to residential streets to be supported with signage (and existing updated)
 9. Councillor's budget to accommodate costs implemented over a few years
 10. Councillor advised ASH in early 2021 of his interest to proceed. Yes ASH was not included in the discussions leading up to the creation of the report.
 11. (ASH did not participate in the report's content or recommendations)
 12. ASH was unaware the report excluded the NW section of Sandy Hill and supports this section be included
 13. This initiative is part of Councillor Fleury's traffic calming initiative for Ward 12

Speed issues and traffic concerns identified on Waller and Nicholas streets (arterial roads)

Although the Councillor's report was intended for residential streets, it did include arterial roads in the Byward Market commercial zone. As a result, the residents of ArtHaus request the same "exception" be applied to the arterial roads and high-traffic destination properties surrounding ArtHaus: Ottawa Art Gallery, Arts Court Cultural Complex, CF Rideau Centre, Shaw Centre, University of Ottawa and Les Suites, Le Germain, Novotel and Westin hotels).

Consultation with ArtHaus Condo residents 20 Daly Avenue between Waller and Nicholas streets:

1. **Traffic lights are synchronized to accommodate a continuous flow (speed)** of high-volume, and large vehicle traffic along Waller and Nicholas, which encourages cars to speed to avoid red lights (creates a drag strip opportunity on Nicholas south to the #417)
2. The **traffic lights at the gateway are synchronized to accommodate vehicle traffic flow encouraging speeding** from #417 to Sandy Hill on Waller and Nicholas. Especially on Nicholas Street heading south to the #417. Residents are awakened often throughout the night from the sound of speeding cars on Nicholas Street.
3. **STO buses travel too fast** on Waller between Rideau and Mac Bridge adjacent to narrow sidewalks. They run amber and red lights and their elongated length is imposing to pedestrians and cyclists.
4. There are **no speed limit signs** posted on Waller or Nicholas between Laurier and Besserer informing vehicles of speed limit or to manage speed entering and exiting the residential neighbourhood to and from the #417 connection.
5. Balconies and windows facing south and east are most impacted by fast moving truck traffic on Waller Street. **The faster trucks move, the greater the rumbling of noise** from these vehicles created when they apply their brakes or hit bumps and potholes. This industrial sounding noise disrupts sleep and enjoyment of balconies at all hours of the day and night.
6. **Pedestrian wait times at traffic light crossings are too lengthy** at intersections in this quadrant of Sandy Hill to accommodate vehicle traffic flow, which increases speed. Pedestrians often cross against lengthy traffic lights to avoid excessive wait times, which is unsafe for them. Especially when cars speed turning a corner to avoid a stop light signal and a pedestrian is illegally crossing in the vehicle's path.
7. **Many intersections have restricted crossings** to accommodate traffic flow and speed in this section of Sandy Hill (2-3 points to cross instead of 4):
 - 7.1. Waller at Mackenzie King Bridge
 - 7.2. Waller at Besserer
 - 7.3. Waller at Rideau
 - 7.4. Dalhousie at Besserer
 - 7.5. Nicholas at Waller



8. **Increased danger of accidents from speeding traffic** along Waller and Nicholas between Laurier and Besserer causing higher injury and fatalities (substantiated in the report's research on increased risk with speed).
9. **Speeders on Waller and Nicholas run red lights** turning onto side streets (Daly and Besserer) putting pedestrians in crosswalks at risk.
10. **Cyclists do not feel safe riding on the roadway** on Waller and Nicholas between Laurier and Rideau as vehicles are too large, roadway is too narrow and vehicles travel too fast making it difficult for vehicles to see cyclists or readily stop to avoid collision with cyclists. Reduced speed would help reduce fear and risk.
11. Similar to #4 above, **pedestrians do not feel safe walking on the sidewalk** on Waller and Nicholas between Laurier and Rideau as vehicles too large, sidewalk too narrow and vehicles travel too fast making it difficult for vehicles to see pedestrians or readily stop to avoid collision with pedestrians. Especially when turning corners where vehicles "pinch" the curb next to pedestrians standing on the sidewalk. Reduced speed would help reduce fear and risk.
12. **Noise from speeding cars racing southbound on Nicholas to the #417 impacts the sleep** of residents throughout the night and early morning.

Speed issues and traffic concerns identified on omitted residential streets in the northwest (NW) quadrant of Sandy Hill

Consultation with Action Sandy Hill of Waller to King Edward and Besserer to Laurier:

1. This section on the residential street area is the **only residential street section of Sandy Hill that was not included in the recent 30km/hr Gateway Speed Limit Report**. Action Sandy Hill (ASH) is requesting that this omission be rectified and **treated the same as the remainder of Sandy Hill residential streets**.
2. Wilbrod from Cumberland to King Edward is a unique situation. Although most cars are not speeding here, a subset speed horribly in order to race to the end of the street at King Edward to make the traffic light before it turns red on them. This situation has been exacerbated since the City changed the Laurier/King Edward intersection so that eastbound to northbound left turns were prohibited. As a side effect, a not insignificant number of **cars now cut through to Wilbrod in order to make this turn and consequently frequently put the pedal to the metal to beat the traffic light** when they see it is about to turn. ASH wishes to discuss this with city staff to see what can be done about it.
3. A similar equivalent to #2 above is on Stewart Street approaching King Edward from the east. In that case **speed humps have been installed to prevent this practice** from racing down the residential street to beat the traffic light at King Edward.

Consultation with Galleria Condo residents on Besserer between Cumberland and King Edward:

1. Residents in this area are **petitioning to open the “closed street/dead-end street” on Daly** at the intersection of Waller (east side of Waller at Daly in front of the Ottawa Mission) for the following reasons:
 - a. Would remove opportunity for groups of people to congregate on the road and thus help calm the social environment that is creating public disorder and public health concerns in the neighbourhood.
 - b. Would increase vehicle access to the street improving emergency vehicle response time.
 - c. Would improve street maintenance access for snow clearing and waste collection. Currently these large vehicles have difficulty turning around at the dead-end, and sometimes have to back up the street to exit.
2. Residents experiencing **difficulty exiting their parking garage on Besserer due to high volume and speed of vehicles**. Seeking possible traffic calming opportunities through the City to mitigate.
3. Residents support discussions with the **City to find immediate and short-term measures to mitigate the volume and noise of tractor-trailer trucks** in the vicinity.

Direct quotes from ArtHaus Condo residents

1. **“The truck situation needs to be addressed.** Having the traffic lights synchronized DOES accommodate trucks (and cars) driving way too fast. It is noisy and dangerous. At a minimum, they **should synchronize the lights to prevent traffic from moving too fast**, or have police frequently monitor traffic or even put traffic light cameras and have speeders get automatic tickets. You have my total support”.
2. “Since there is no safe place to cycle, people are forced onto the already crowded sidewalks. Not a good situation. Also, at the speeds vehicles are driven, cyclists are just not seen. **Crossing at either intersection (Waller/Daly and Waller/Mackenzie King Bridge) is an act of courage**”.
3. “The **drag racing** on Nicholas is out of hand”.
4. “There needs to be **automated enforcement of red lights and speeds** on Waller and Nicholas here”.
5. “Since Waller and Nicholas both **lack cycling infrastructure, speeds need to be reduced so the streets can become safe connections** to the Canal and the Market”.

Direct quotes from Galleria residents:

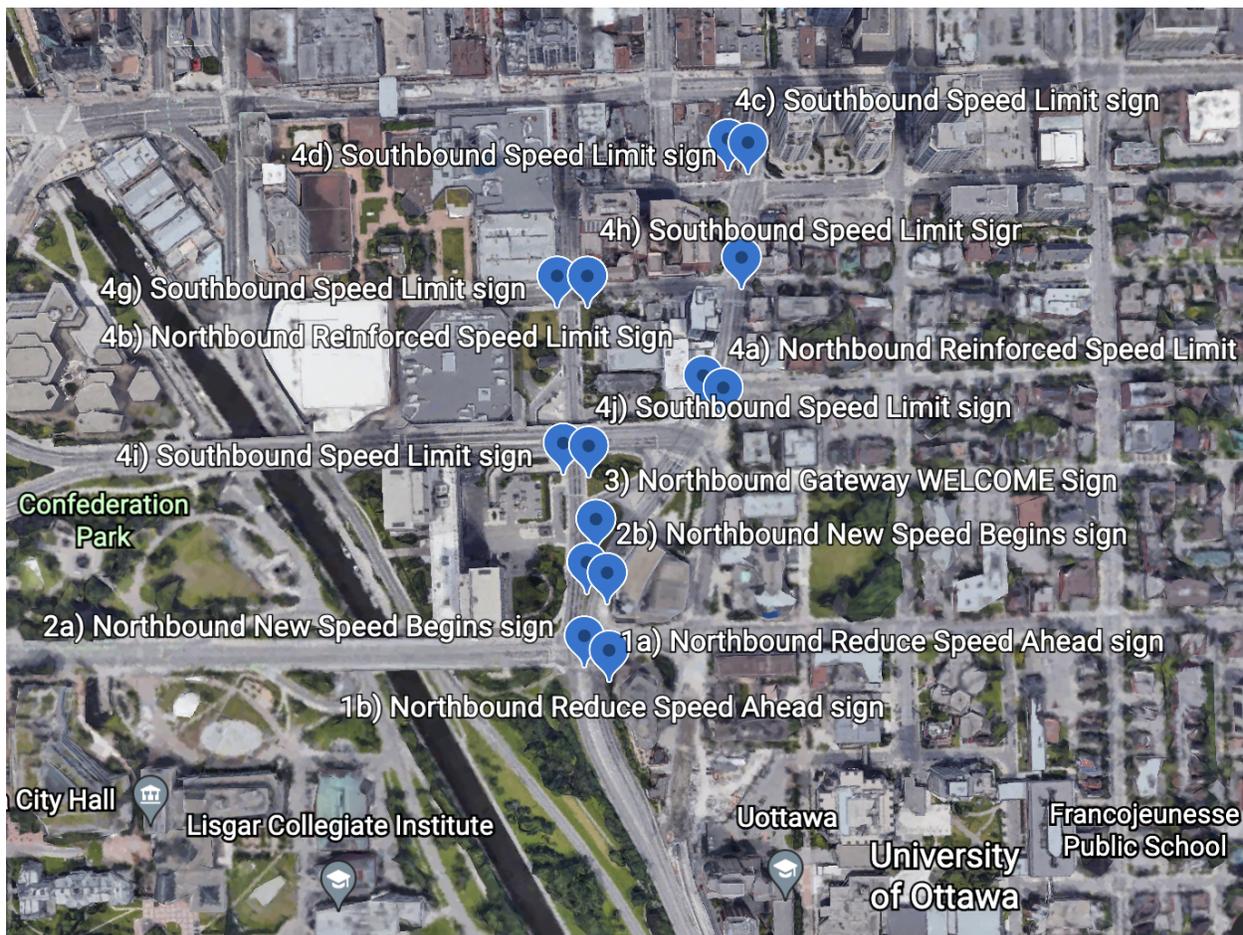
6. **I'd like to see the dead end at Waller/Daly opened.** It would have potential to calm the gatherings taking place in the middle of the roadway and along the street (between Waller and Cumberland).
7. **I support opening the “dead-end” closure on Daly at Waller** and have a petition in circulation obtaining signatures of area residents and businesses that support this request.
8. Our condo is **asking the City to examine traffic once construction is completed.** We find that exiting our garage is difficult and may want traffic calming for this.
9. Any action to **get semi tractor-trailer trucks out of the area** is welcome.

Requested action

To address omission of NW section of Sandy Hill from Gateway Speed Reduction Report and to respond to speed issues to calm traffic:

1. **Install northbound “reduce speed ahead” signs** located on SE corner of Nicholas at Laurier
 - a. Left curb
 - b. Right curb
2. **Install northbound “speed limit of ? begins” signs** located on NE corner of Waller at Laurier
 - a. Left curb
 - b. Right curb
3. **Install northbound gateway “welcome” signage** on Waller/Nicholas at Laurier (possibly in the “island” between the Waller and Laurier on north side of Laurier):
 - a. Welcome to the Sandy Hill heritage neighbourhood and Downtown Rideau shopping district.
4. **Reinforce speed limit signs at:**

- a. Northbound NE corner of Waller at Mackenzie King Bridge (right curb)
- b. Northbound NE corner of Waller at Mackenzie King Bridge (centre island)
- c. Southbound NW corner of Waller at Besserer (right curb)
- d. Southbound NW corner of Waller at Besserer (island)
- e. Southbound NW corner of Waller at Daly (right curb)
- f. Southbound NW corner of Waller at Daly (island)
- g. Southbound SW corner of Nicholas at Daly (right curb)
- h. Southbound SE corner of Nicholas at Daly (left curb)
- i. Southbound SW corner of Nicholas at Waller (right curb)
- j. Southbound SE corner of Nicholas at Waller (left curb)



- 5. **Install red-light running speed cameras** to fine drivers speeding on:
 - a. Nicholas northbound between Laurier and Besserer
 - b. Nicholas southbound between Besserer and Laurier
- 6. **Install real-time speed indicator solar signs** to inform drivers who are speeding on:

- a. Nicholas northbound between Laurier and Besserer
 - b. Nicholas southbound between Besserer and Laurier
7. **Review and enforce, illegal car muffler noise enhancement equipment** installed on vehicles to make them sound like power/muscle/race cars.
 8. **Install photo-radar cameras** to fine speeding drivers.
 9. **Pursue a community safety zone** based on adjacent educational institution Ottawa University
 10. **“Un-synch the traffic lights”** to disrupt the high speed flow of traffic and require vehicles to stop more often to increase frequency for pedestrian crossings at intersections.
 11. **Request police frequently “speed trap” on Nicholas** southbound drag strip.
 12. **Pursue restricting truck route from nighttime use** to dedicated hours during the daytime to address sleep disruption caused by their rumbling noise.
 13. **Re-pave the bumpy, pothole-lined stretch of southbound Waller Street** between MacKenzie King Bridge and Besserer that results in trucks rattling causing noise disruption to residents enjoying their balconies.
 14. **Review opportunity to remove a lane off each of Waller and Nicholas to accommodate cycling lanes and wider sidewalks** to address cyclists’ and pedestrians’ safety concerns on narrow roadway and sidewalks.
 15. **Review opportunity to restrict truck traffic on weekends during summer months** (reroute to other truck routes) to create more cycling and walking leisure opportunities for the community similar to the NCC’s closures of Colonel By on Sundays during the summer. This objective also supports the City’s Official Plan policies to improve north/south pedestrian connections between the University of Ottawa, Rideau Street shopping district and Byward Market.
 16. **Reinstate missing crosswalks removed from the five restricted intersections** (see Speed Issues and Concerns Identified #7 above) to provide safe crossing for pedestrians who will not wait through 3 sets of traffic lights to go around an intersection to simply cross the road.
 17. **Open the dead-end on Daly at Waller to reclaim the roadway** to improve the social environment, emergency response access, city surface roadway operations maintenance and residential waste collection services.
 18. Consider options to mitigate the impact from turning restrictions at Laurier/King Edward has had on Wilbrod between Cumberland and King Edward. Such as **install a speed bump on Wilbrod eastbound before the intersection at King Edward** to discourage speeding to make it through the traffic light.