

Traffic and Safety Committee report to the NECA Annual General Meeting, Thursday, October 27, 2022

The committee has worked on a number of issues during the past year. Here are some highlights.

Incremental Traffic Calming Installments

We continued to push the City of Ottawa through our Councillor's office for continuous incremental improvements to street safety in New Edinburgh. Over time, frequent small enhancements can have a great cumulative effect. Perhaps eventually enough to repel interprovincial commuters from short cutting through our residential roads.

Solutions to traffic calming are always evolving as lessons learned locally and internationally rightly influence policy. Bollards, flexposts, speed humps or any other road elements that spur motorists to slow down have pros and cons to weigh in any scenario. Community members are asking for any and all of them, and the City has been implementing some in New Edinburgh throughout the year. We have our own preferences but defer to the City's discretion over which solutions get implemented since we believe this approach has the best chance of delivering results. The City has indicated it's preferable to install traffic calming during road reconstruction. The City's Construction and infrastructure projects webpage indicates construction planned this year on Crichton Street and Stanley Avenue, and construction is now underway. These are two streets whose residents appeal for anything that encourages motorists to yield to pedestrians at crosswalks. We look forward to seeing how these streets become more people-friendly, one way or another.

Scary Incidents from Motor Vehicles in our Residential Streets

Thankfully no one was hurt in any of the following incidents, but they're a frightening reminder of the danger drivers can pose in New Edinburgh. These incidents elicited many calls from our community for increased traffic calming measures in our neighbourhood.

1. Photo of an event witnessed just before 4:00 pm on October 28, 2021. It shows a car shortly after the driver ran over the traffic control ("Road Closed") sign that had been placed in the middle of the pedestrian crossing on the river side of Crichton Street at Dufferin Road. The Quebec licensed vehicle was turning left from Crichton onto Dufferin. After the car cut the sign off at the knees, the sign was dragged under the engine for half

a block.



2. On Sunday April 10, 2022 around 7:25 am, a driver was speeding down Crichton Street, lost control of the vehicle, and rolled the car over the sidewalk onto a resident's front garden as shown.



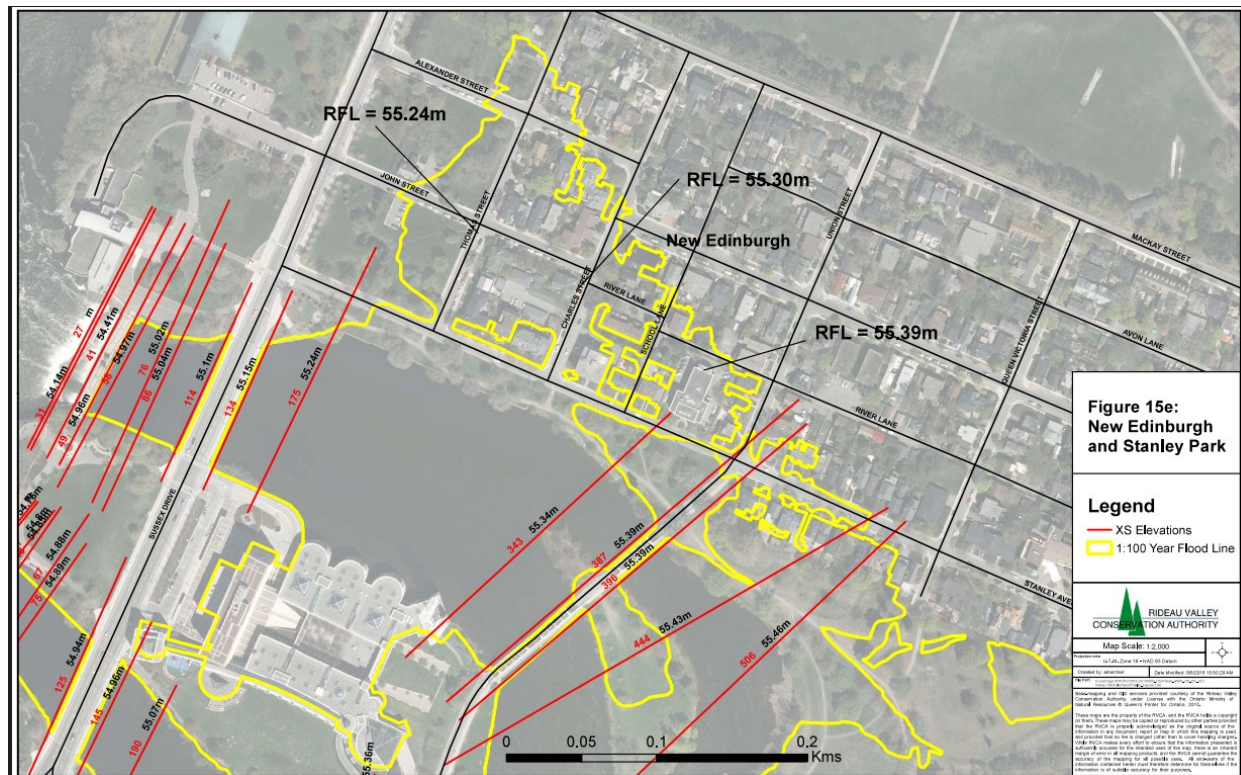
3. Excerpt from an email sent to the neighbourhood email listserv on September 15, 2022 :

I own the little yellow house on Ivy (184) at Bertrand. I have lived here since 2005. And since that time, I have personally witnessed 3 potentially fatal accidents at this corner. Scenario is always the same - car comes down hill on Ivy towards MacKay. Car heading north on Bertrand does not stop at stop sign. T-bone collision. Cars go flying. The last time this happened (May 2018) a car ended up right under my living room window. Miraculously it did not penetrate the house and or injure anyone. Today's results can be witnessed in the picture below



Flooding Risk

We interviewed an informed New Edinburgh resident and reviewed many documents related to a portion of the neighbourhood that is susceptible to riverine flooding from the Rideau River, as per the following image from a New Edinburgh Preliminary Flood Control Study commissioned by the City of Ottawa and submitted in March 2016.



The information we reviewed went back to 2014 when the [Rideau Valley Conservation Authority](#) warned of a risk of spring flooding in New Edinburgh which drove residents to establish a temporary flood barrier in Stanley Park with sandbags and other material. Fortunately, no flooding occurred in New Edinburgh that year or prior, however there remains concerns our flood zone will be increasingly threatened as the effects of climate change intensify.

According to the commissioned studies, the preferred solution for preventing floods in New Edinburgh is to raise a stretch of the lowest point of the river bank around Charles St. by about 8 inches. In 2019, the City of Ottawa indicated that 2/3 of about 68 homes on Stanley, John, Thomas, Charles, and River would need to approve funding for this by paying an annual levy of a few hundred dollars per household for 20 years. There's [a precedent for this at Britannia where residents successfully funded a berm that has protected the community, but there was great opposition to overcome to enable that to happen](#).

Establishing this flood barrier along a stretch of the river in Stanley Park was never pursued due to the daunting task of attempting to convince so many neighbours to agree to pay an annual levy to protect their homes from an event that isn't guaranteed to ever happen.

Motion to provide the basis for discussion with the City of Ottawa about the Terms of Reference for a Pilot Project on Stanley Avenue

Throughout the year, we pursued many discovery activities related to community and broader perspectives that shaped the following final wording in a motion for the NECA 2022 AGM:

Whereas policy 3-4 of the [draft Transportation Master Plan update](#) prescribes “pilot street designs that function as 'places'" and "seasonal repurposing of streets for place-making activities" whereby streets that border parks are among the most appropriate; and

Whereas the New Edinburgh Community Alliance (NECA) and the Crichton Community Council (CCC) wish to enhance the use of New Edinburgh Park for use by the community; and

Whereas Stanley Avenue between River Lane and the New Edinburgh Park Fieldhouse is non-essential from a motor vehicle through traffic perspective; and

Whereas the public space of New Edinburgh Park between the Rideau River and Stanley Avenue between Dufferin Road and the Fieldhouse is very narrow, thereby compressing the intensive recreational uses and natural functions of the vegetated landscape;

Therefore be it resolved that NECA in collaboration with CCC solicit the City of Ottawa to launch a two- to four-month trial of repurposing a segment of Stanley Avenue in front of the New Edinburgh Park Fieldhouse for place-making such that

- place-making is realized with amenities for public use added onto the repurposed road segment during the trial period. Examples of desired (none in particular are required) amenities are
 - seating
 - planter boxes with community volunteer installed/maintained vegetation or otherwise
 - art, cultural, or educational based installation(s)
 - game or activity based installation(s)
 - food and beverage service(s)
- only emergency, park maintenance and other such authorized motor vehicles are permitted to drive through the repurposed road segment during the trial period
- on-street parking availability is maintained for users of the Fieldhouse and surrounding public space; and

be it further resolved that the CCC in collaboration with NECA work with the City of Ottawa to activate the repurposed portion of Stanley Avenue with community programming and events; and

be it further resolved that during and upon completion of the pilot, NECA, CCC and the City jointly assess the degree to which the roadway's closure to motorized through traffic impacts

- the usage and user satisfaction of New Edinburgh Park and the Fieldhouse
- the volume of interprovincial and other motorized traffic cutting through New Edinburgh
- traffic elsewhere in the neighbourhood, e.g., along Crichton Street, River Lane or Mackay Street
- parking availability
- the neighboring community