



Hunt Club Community Association
3320 Paul Anka Drive
Ottawa, Ontario

Councilor Brockington
3320 Paul Anka Drive
Ottawa, Ontario

City of Ottawa
Ottawa, Ontario

27 February 2023

Object: Feedback on traffic calming measures proposed for the Hunt Club community

Dear Councilor Brockington,

The Hunt Club Community Association (HCCA) Transportation and Safety Committee has met and discussed the proposed traffic calming measures for the area. The following is our feedback with comments and suggestions, which we hope will influence proposed work in our area and foster a safer transportation network in our community.

1. **McCarthy Road**

Issue: Gap between Cahill and Paul Anka for pedestrians to safely cross street.

Remedy: A crosswalk warrant assessment will be requested. (This was done approx. 6 years ago and concluded the area near the fire station should be considered).

The HCCA is in full support of this proposition and hopes to see a full crosswalk at that location soon. The HCCA would further support it being a raised crosswalk and/or for curb extensions to be added at that location for additional safety of pedestrians crossing.

2. **Owl Drive**

Issue: School drop off (AM) and pick up (PM) congestion

Remedy: Ottawa Bylaw to be reminded of the need for periodic monitoring, encourage families to walk/ride bike to/from school.

The HCCA supports encouraging parents to pick up and drop off their children through active transportation. The HCCA believes that offering bicycle parking and cargo bike parking would support parents in making this choice, as well as providing safe infrastructure to enable families to access the school walking and cycling to and from the school. This includes a crosswalk at the corner of Owl Drive and Cahill to allow families to cross from the southern side of Cahill onto Owl Drive (and/or turn the intersection into a three-way stop).



3. **Paul Anka (between McCarthy and Uplands)**

Issue: Parked cars on both sides of the road cause congestion, sightline issues and dangerous conditions for cyclists

Remedy: Parking to be removed on south side of Paul Anka, between McCarthy and Uplands

The HCCA carried unanimously a motion to support the reduction in parking on Paul Anka between McCarthy and Uplands at its January 2023 monthly meeting. However, members and the Board are concerned about the effect this may have to speed traffic on this street. As such, the HCCA proposes that a protected bike lane replaces the lost parking. The HCCA is aware of children cycling on the sidewalk at this location demonstrating a need for protected cycling infrastructure that can access the community center.

4. **Pigeon Terrace**

Issue: Parked cars on both sides of Pigeon at McCarthy causes congestion at community mailbox, approx. 100m in length

Remedy: Remove parking on south side of Pigeon for approx. 100m.

The HCCA supports the reduction in parking at this location as per the motion carried at its January 2023 monthly meeting.

5. **Plante Drive**

Issue: Speed of traffic, lack of compliance at stop sign at Cahill intersection

Remedy: Yellow flex stakes down the entire stretch of Plante, McCarthy South to McCarthy North. Note: Yellow flex stakes were installed on the southern stretch.

Public will be reminded to complete a Service Request with the OPS for enforcement at stop sign intersection.

The HCCA supports the intent to slow traffic on Plante Drive. The HCCA believes that yellow flex stakes are most effective when they are close together and/or used in conjunction with another form of traffic calming measure. The HCCA would support a redesign of the street for a more permanent and effective traffic calming based in its design (including, for example, trees planted in the right-of-way grass between sidewalks and roads), especially since Plante Drive, with direct access to South Keys station, is expected to become an evolving area.

6. **Twyford Drive**

Issue: Speed of traffic, no formal crosswalk across street to connect to Paul Landry Park pathway

Remedy: Street to be assessed for yellow flex stakes, and pedestrian crosswalk

The HCCA supports the assessment for yellow flex stakes and a pedestrian crosswalk at this location to enable safer travel for vulnerable road users, especially children, seeking to access Paul Landry Park.

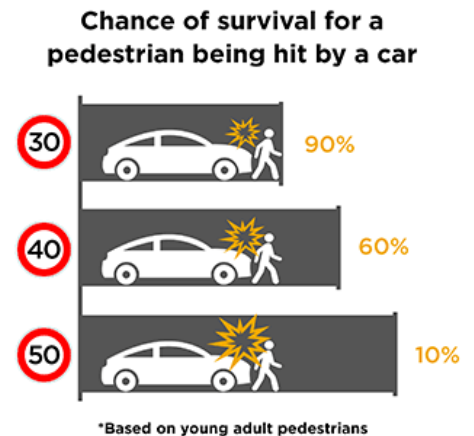
7. Uplands Drive

Issue: Speed of traffic, lack of crosswalk near Paul Landry Park

Past Work: Painted messaging added to street, yellow flex stakes added

Remedy: Request Traffic Services assess ways to make area around park safer Uplands Corridor, from Paul Anka to Riverside

The HCCA supports traffic calming measures near all its parks. Paul Landry Park is located south of Paul Anka Drive, between Paul Anka Dr. and Hunt Club. The HCCA believes this area strongly needs a protected crosswalk (with curb extensions) to enable safe access to the park. The HCCA further supports a crosswalk study at Uplands Park, north of Paul Anka Dr., between Paul Anka Dr. and Riverside. The HCCA would further request reducing the speed limit on the Uplands Corridor to at least 40 km/h, which significantly reduce the odds of serious injury to pedestrians.



8. Archer Square

Issue: Sightline concerns when exiting, looking to the east on Uplands

Remedy: Remove about 3-4 car lengths of parking on Uplands, north side, east of Archer.

The HCCA supports the reduction in parking at this location as per the motion carried at its January 2023 monthly meeting.

9. Gillespie Crescent

Issue: Speed of traffic, particularly along the curves

Past Work: Slow/Lent markings were added several years ago

Remedy: Street to be assessed for yellow flex stakes

The HCCA supports the intent to slow traffic on Gillespie Crescent. The HCCA believes that yellow flex stakes are most effective when they are close together and/or used in conjunction with another form of traffic calming measure. The HCCA would support a redesign of the street for a more permanent and effective traffic calming based in its design, such as a narrower street.

10. Uplands Drive

Issue: Speed of traffic, lack of stop sign adherence at Country Club-Riverwood and Gillespie-Fox Run.

Past Work: Stop Sign ahead markings added to Uplands, yellow flex stakes added beside Uplands Park and on Uplands between Gillespie-Fox Run and Bowesville.

Remedy: Assess the Gillespie-Fox Run intersection to potentially become a raised intersection

Remedy: Assess the street for one speed bump beside Uplands Park.



The HCCA supports traffic calming at the two proposed locations, including a four-way stop sign intersection, and raised intersection, as well as the speed bump (with a crosswalk) at Uplands Park. The HCCA further believes that brick for the raised intersection would support compliance and let drivers know that they are a guest in that area meant for pedestrians leading them to drive slower.

11. Kimberwick Crescent

Issue: Speed of traffic, cut through traffic

Past Work: Slow/Lent markings were added several years ago, speed bumps exist on northern section, original to sub division, yellow flex stakes were added along western stretch, then removed due to public complaints

Remedy: Yellow flex stakes to be added on south side, between Riverside and Chancellor

Future Remedy: Taggart Developments has committed to funding permanent calming measures on Kimberwick as part of their development plan on Riverside at Hunt Club. This commitment was reconfirmed in 2022 although a financial amount has not yet been established.

The HCCA supports much needed traffic calming measures on Kimberwick Crescent. The HCCA believes that yellow flex stakes are most effective when they are close together and/or used in conjunction with another form of traffic calming measure. The HCCA strongly supports the future remedy commitment, as permanent and effective infrastructure, including for example, speed bumps, street narrowing (through a redesign or use of concrete flower pots similar to the ones already in the neighbourhood), or making a segment of the crescent one way. The HCCA would defer to a planning expert to inform the community on the most appropriate options available for effective permanent traffic calming in this location to resolve the stated issues.

Finally, the Hunt Club Community Association requests formally for the speed limit on McCarthy Road and Uplands Drive to be reduced to at least 40km/h. This speed limit is highest limit that the community deems relatively safe even though many residents would be more comfortable with a speed limit of 30km/h. As a first step, before the implementation of further traffic calming measures, this reduction of 10km/h would be a step in the right direction to improve vulnerable road user safety in our neighbourhood.

The HCCA fully supports additional studies and assessments to make our streets safer and would be willing to contribute to these studies in any capacity possible. Safe streets for all residents of all ages and abilities is a priority for our community. Our goal is for our neighbourhood to be a 15-minute destination rather than a through-way for high-speed motor vehicles. The quality of life and safety of residents depends on these changes being gradually implemented over the coming years.

Summary of input and priority matrix:

Street/Intersection	Proposed modification	HCCA input	Priority Level
1) McCarthy Rd	Crosswalk warrant assessment to be requested	Agreed to the implementation of a protected crosswalk Reduce speed limit to 40km/h	High priority
2) Owl Drive	Ottawa Bylaw to be reminded of the need for periodic monitoring, encourage families to walk/ride bike to/from school	Families walking/riding bikes to school require safe infrastructure, including a crosswalk at the corner of Owl Drive and Cahill creating a 3-way stop intersection.	High priority
3) Paul Anka (between McCarthy and Uplands)	Removal of parking on south side of street	Replace car parking with a protected bike lane for children to restrict fast driving on a wider road	High priority
4) Pigeon Terrace	Remove parking on south side of Pigeon for approx. 100m	Agreed.	In progress
5) Plante Drive	Yellow flex stakes down the entire stretch of Plante	More effective and permanent traffic calming measures would be preferred	Low priority
6) Twyford Drive	Street to be assessed for yellow flex stakes, and pedestrian crosswalk	Agreed, and preferably a protected intersection for children's safety	Medium priority (because it is a smaller street, but high priority for our children)
7) Uplands Drive	Request Traffic Services assess ways to make area around park safer Uplands Corridor, from Paul Anka to Riverside	Protected crosswalk with curb extensions Reduce speed limit to 40km/h	High priority
8) Archer Square	Remove about 3-4 car lengths of parking on Uplands, north side, east of Archer	Agreed.	In progress
9) Gillespie Crescent	Street to be assessed for yellow flex stakes	More effective and permanent traffic calming measures would be preferred	Medium priority

10) Uplands Drive	<p>Assess the Gillespie-Fox Run intersection to potentially become a raised intersection</p> <p>Assess the street for one speed bump beside Uplands Park.</p>	Agreed, and requesting a raised intersection at the location of the speed bump as well for pedestrian crossing.	High priority
11) Kimberwick Crescent	Yellow flex stakes to be added on south side, between Riverside and Chancellor	<p>More effective and permanent traffic calming measures would be preferred.</p> <p>Implementation of flowerpots at the mid-point of the crescent allowing the passage of one car at a time for both directions and restricting right turns on red from Riverside Drive to reduce cut-through traffic.</p>	High priority

Thank you in advance for your dedication and support to our community.

Warm regards,

Audrey Bélanger Baur
President, Hunt Club Community Association

Melissa McIsaac
Chair, Transportation and Safety Committee