

## Ottawa To Implement Traffic Safety Measures On Centrepointe Drive

The City of Ottawa is moving forward with traffic calming measures on Centrepointe Drive in the Nepean area. The proposed changes aim to reduce vehicle speeds, enhance pedestrian and cyclist safety, and improve accessibility for vulnerable road users.

The Neighborhood Traffic Calming Committee completed a Centrepointe Drive Traffic Management Study after residents reached out to the City with concerns. Once they completed the study, it was revealed that there was an average operating speed of 50 to 55 kilometres per hour in a 40 kilometres per hour speed zone — meeting the criteria for action to take place.

The proposed measures for the area include bicycle lanes, edge lines, and lane reduction between Tallwood Drive and Baseline Road East. As well as a protected intersection at Hemmingwood Way West, where “an all lane stop would allow for formal pedestrian crossing,” said project manager Kunjan Ghimire, “alongside cycle-friendly bulb outs.”

There will also be an addition of speed cushions, curb radius reduction on Tallwood Drive, and median extensions and flex-posts.

However, there will be some repercussions of these adjustments, such as the curb-to-curb width becoming narrower to help slow drivers. As well as the removal of a portion of street parking in the area.

“If we’re implementing a bike lane. We would have to implement no-stopping-parking regulations along that area,” said Ghimire. “On-street parking will be removed mostly on the east side of Centrepointe Drive and on the west section, which is between Baseline Road West and Marble Arch Crescent. Unfortunately, On-street parking will have to be removed on both the east and west sides of Santa Pointe Drive.”

The committee reached out to the community of Centrepointe Drive a number of four times. During the first outreach in March of 2024, they found that 79 per cent of residents were in favor of traffic calming measures on their streets.

Many accessibility benefits will result from this change for Ottawa's vulnerable citizens. This includes improved safety for vulnerable road users, lower vehicle speeds, and shorter pedestrian crossing distances.

“All measures have been designed to meet City and AODA [Accessibility for Ontarians with Disabilities Act] accessibility standards. So we will be inserting curb depressions and textured surfaces that help people with low vision or blindness navigate safely,” said Ghimire.

“There are many factors that we have to keep in mind to keep our civilians with varying disabilities safe,” said project manager Wook Kang. “So I anticipate there will be many changes like these on Ottawa streets, where necessary.”

To learn more about the Centrepointe Traffic Management Plan, click [HERE](#).

## Sources

I attended the Accessibility Advisory Committee meeting that took place over zoom on the 21st of January. They discussed these plans with project managers written below. I called the both of

them following the meeting to acquire further information. I live along Alta Vista and we have our own “street” newspaper. If Centrepointe Drive had a newspaper similar to Alta Vista, this story would work perfectly in that paper.

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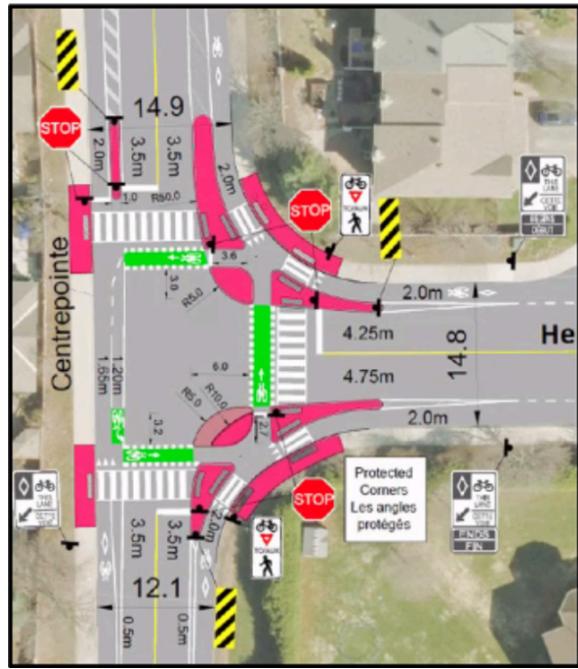
2) Wook Kang:

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Photos To be Submitted With Story



Photographed by Isabella Schroeter



Shared by the City of Ottawa Neighbourhood Traffic Calming Committee

Me joining the meeting via zoom:

