

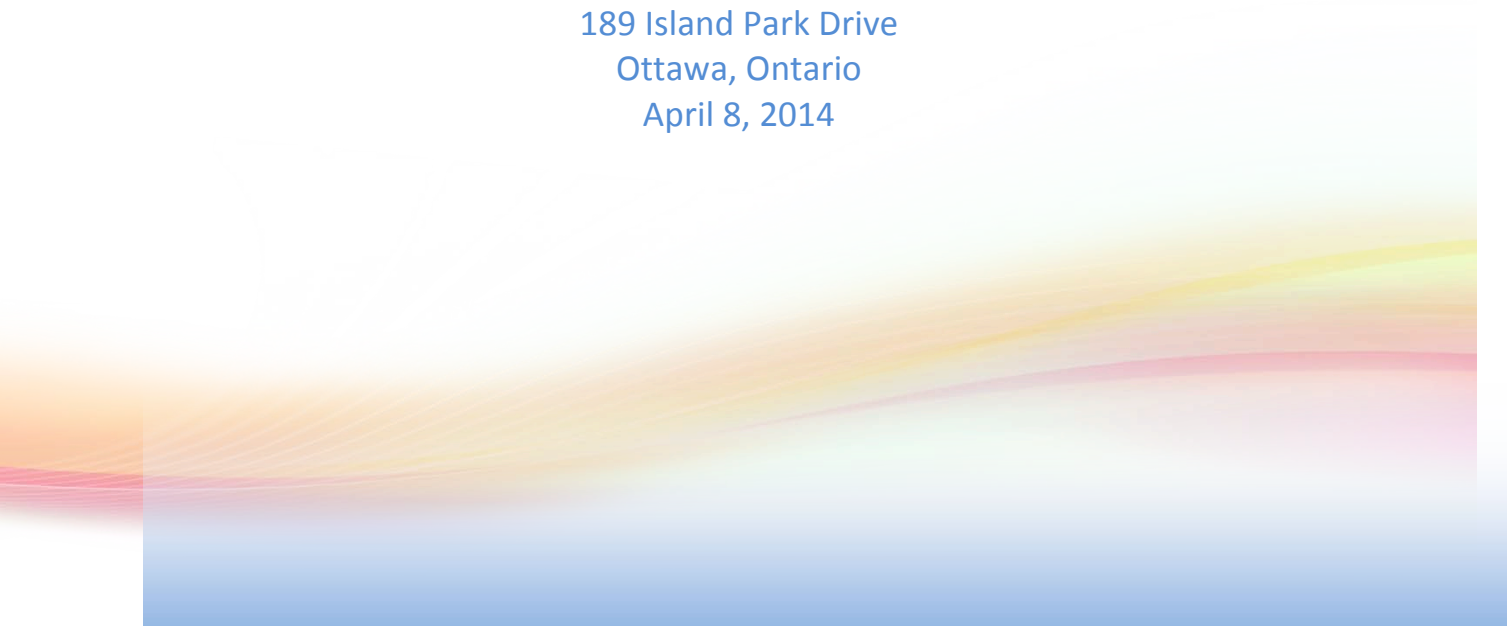
Updated NCC Policy for Parkways

Draft

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Updated NCC Policy for Parkways

1. Introduction

My wife and I are 37-year residents of Island Park Drive near Clearview. We are daily users of the NCC's parkway and driveway network.

We chose to live on Island Park Drive in large measure because of its special attributes, notably its connectivity to the Sir John A. MacDonald Parkway, the Champlain Bridge link to the Gatineau Park and the Driveway through the Experimental Farm, as well as its aesthetic differentiation from the surrounding urban and rural roadway network, all of which we much appreciate and value highly.

What initially attracted us to Island Park Drive is what the NCC identifies as the founding principle of its parkway network; namely that it was essentially a "scenic leisure oriented corridor".

That this founding principle remains one of the NCC's core values, one that it seeks to maintain and develop to the fullest extent practicable is not only welcome news, it is the essential justification for the NCC's retaining responsibility for the parkway system. Were it otherwise, that would beg the question as to why the NCC should remain in the parkway business at all?

The answer to that question, should it arise, is simple: no other level of government has a similar vision of responsible stewardship for one of the national capital region's defining features. No other level of government has demonstrated a willingness or the means to commit resources to sustain such a vision, even if it were to share it, of which there is no evidence.

Much as the NCC might wish it were not so, Island Park Drive no longer is the Arcadian bridal path that it originally was. Instead, it is now a major inter-provincial commuter route, one that for many hours of the day is characterized more by congestion than by continuous mobility, particularly as one gets progressively closer to the Champlain Bridge.

Island Park Drive increasingly resembles a failed street much more than it does the NCC's idealized notion of a parkway. The days when Island Park Drive served primarily as a "leisure oriented route" are long-gone. They are not coming back.

Continued growth of commuter traffic on the NCC's urban parkways is an inescapable by-product of irreversible demographic trends. As the region's population grows, so too will its commuter traffic even if the NCC, Ottawa, and Gatineau prove successful in their on-going commendable efforts to promote public transit, cycling and walking.

At current growth rates, 30 years from now there will be well over 50% more daily vehicle trips in the national capital region. For the policy update not to recognize this fact and for the NCC not to deal meaningfully with the attendant negative implications amounts to turning a blind eye to the NCC's responsibilities as stewards of the parkway network. It is to be hoped that is not what the NCC intends.

It looks very much as though the NCC has decided there is nothing that it can, or even that it should, do about congestion or its impacts on safety, environmental health, and the leisurely enjoyment of its urban parkways. That needn't and shouldn't be so.

Very disappointingly, nothing in the draft policy update suggests the NCC attaches any priority at all to addressing and dealing with what it acknowledges is a prime challenge.

Much could be done to mitigate the effects of congestion that is practicable, cost appropriate, and fully compatible with its vision statement. Some recommendations to that end are set out below. The NCC is urged to give them serious consideration.



Congestion, Island Park Drive at Scott Street



Congestion, Island Park Drive at the Merivale off-ramp



Safety, Island Park Drive

2. NCC Vision

“A continuous ribbon of renowned scenic corridors that provide access to and protect treasured Capital assets and places, convey unique stories, enhance quality of experiences, and promote healthy active lifestyles”.

Adopting a so-called “tiered family” approach to the parkway network, under the rubric of an “urban”, “waterfront ” and “natural” typology is the single most significant proposed departure from the NCC’s 1984 parkway policy. It is a long over-due step in potentially the right direction.

Getting it right however depends greatly on going beyond the grandiloquent principles of the draft policy statement and spelling out specific action plans, programmes and resources for each segment and sub-component of the NCC parkway system.

It appears those key details have not yet been decided upon by the NCC, at least not with respect to its so-called “urban” parkways. Or, if they have, they are entirely absent from the draft policy statement, unlike with respect to the “waterfront” and “natural” parkways.

More is the pity as that could have been very helpful in assisting the Commission to develop its new parkway policy and associated priorities, as well as in assisting the NCC in engage in a more fulsome, more constructive, and more informative public consultation.

As the NCC’s draft policy acknowledges: some segments of the parkway network no longer conform to the original intent and design; and the parkway system faces increasing challenges as a result of growing urbanization and traffic congestion.

Consequently, the 1984 “one-size-fits-all” approach is no longer well suited for coping with the growing challenges facing the parkway network; nor is it still suitable for seizing its prospective opportunities.

Adopting a three-tiered typology for classifying the NCC’s various parkway components may well prove to be a useful analytical tool but it also has its limitations.

In developing its policies, plans and programmes, the NCC should bear in mind that there are some fundamental differences not only between but also within its various classification categories. Those differences will not always lend themselves to similar treatment or similar solutions.

For example, the some of the attributes of the Airport Parkway, the Lac des Fées Parkway, the Driveway through the Experimental Farm, and Island Park Drive are

markedly different from each other even though the NCC classifies them each as “urban” parkways. Island Park Drive has many unique characteristics.

The issues each of these “urban” parkways faces, by in large, are not the same. The solutions most appropriate for one likely are not appropriate for the other even if they fall under the same classification. Odds are, the next 30 years will see an even greater divergence in the characteristics that best describe the various segments of the system.

The draft policy update sometimes speaks of “parkways and driveways”. At other times, it speaks only of “parkways” without reference to “driveways”. It is unclear whether the NCC regards the two as one and the same or as different things.

Because Island Park Drive’s defining characteristics are so different from those of the other “urban” parkways (as are the challenges it faces), it would be more analytically productive to create a separate “Driveway” classification for this component of the “parkway and driveway” network.

In any event, what is needed is a more flexible, context-specific, approach that is sensitive to the needs and opportunities of each sub-section of the network. If the NCC appears to be headed in that direction, the draft policy statement does not make this as clear as it might be.

Recommendation 2(a):

that the NCC commit, both as a matter of policy and in support of the Commission’s transparency objectives, to a fulsome consultation with all stakeholders, including the general public, when it sets out to define the operational plans and priorities that are to inform its new parkway policy.

Recommendation 2(b):

With a view to ensuring that the policy statement gives the NCC the tools required to cope with the continuing evolution of the parkway system, that the NCC more explicitly acknowledge in its vision statement that, not only between but also within each of the three proposed typologies, there are and will increasingly be core differences that call for differentiated treatments.

Recommendation 2(c):

that the NCC expand its proposed multi-tiered typology by the addition of a “driveway” category for Island Park Drive which it would then populate with its own distinct objectives, plans, and priorities.

3. The Principal Issues

“A principal challenge for the Commission is to define parkways and driveways in the present as well as future contexts”.

“Part of the challenge for the commission is to retain the distinction of the network separated from the modern reality of urban growth and mounting local transportation demands”.

That these are amongst the largest and most important challenges facing the NCC is self-evident to any resident of Island Park Drive.

One unmentioned but critical and no less obvious challenge facing the NCC is to acquire the financial and human capital needed to successfully do what it needs to do to realize its parkway policy objectives. Absent that, the NCC’s goals will remain no more than aspirational at best.

Although funding and human resource management traditionally may not be regarded as directly germane to the setting out of a new parkway policy, the NCC likely will not secure the resources that it would wish to have to undertake all it might like to do. The NCC is under pressure to do more with less. That speaks to the need to prioritize.

The NCC clearly sets out the challenges that it thinks should drive its short, medium and long-term priority endeavours. However, it does not explain or justify how it came to choose those priorities over the many other competing alternatives for the Commission’s scarce resources.

That is a key shortcoming particularly as there is a good case to be made for a different ordering of the NCC’s stated priorities, as discussed further below.

Recommendation 3(a):

that the NCC more fully explain the criteria and the process that it uses to decide what it needs to do in the short, medium and long- term.

4. Guiding Principles

“Transportation is secondary to the primary leisure and scenic functions of the network of corridors. Parkway support the appropriate use of the adjoining corridor”.

“Safety, scenic quality and enjoyment of the corridors are paramount to the consideration of parkway planning and management”.

These appear to be appropriate high-level principles for a parkway policy but it would be useful if the NCC could set out some examples of how it envisions operationalizing them.

Much as the NCC may wish transportation to be secondary to leisure and scenic functions, the reality is that the large majority of users, particularly of the so-called “urban” and “waterfront” corridors are commuters, not leisure drivers.

Like it or not, transportation is what matters most to the majority of parkway users. Regardless of whatever measures the NCC might reasonably adopt to make it otherwise, that is not about to change. If anything the percentage of commute drivers is going to grow.

The inference from the NCC’s first guiding principle above seems to be: notwithstanding that transportation has become the de facto primary function for most parkway users, the NCC intends to give only secondary or perhaps even no consideration to the consequences that flow from that unwanted reality. If so, the NCC needs to reconsider. Neglecting an unwanted reality is rarely benign.

In particular, growing commuter usage drives growing safety-related issues. If safety is one of the NCC’s paramount priorities, as it claims (and as it absolutely should be), then traffic-related safety deserves more than a fleeting mention as a guiding principle in the draft update.

Only speeding is listed in the draft update as being a safety concern. There is much more to speed-related safety than just posting lower speed limit signs at spots on the parkways.

According to recent City of Ottawa traffic data, when Island Park Drive is not congested, over 60% of drivers are travelling at more than 30k/h above the posted speed limit. Odds are, the profile is much the same for the rest of the parkway network.

Given that the current speed limit signage is more honoured in the breach than in the observance, the policy update should identify alternative options the NCC may want to assess and/or implement.

It needs to be underscored that congestion on the urban parkways has safety implications. It most certainly does on Island Park Drive.

If safety considerations are of the highest order, as the NCC's draft policy asserts, then they should be identified as being amongst the NCC's most immediate priority endeavours. Yet they are not. Instead they receive only fleeting mention as a medium term priority. That is not good enough.

What specific safety issues does the NCC think needs to be addressed, what it intends to do about them, and when? These are questions that need answering and sooner rather than later.

Recommendation 4(a):

That the NCC set out some specific safety goals and commit to achieving them as a top priority for the immediate short term, including:

(i) Install a four-way controlled crossing at Clearview, the northern-most east-west intersection of Island Park Drive before the Sir John A. MacDonald Parkway and the Champlain Bridge.

This has become a busy, accident-prone corner with too many near misses. It is the only four-way intersection on Island Park Drive without a traffic control signal.

More and more, drivers queue-jump the long traffic lines on Island Park Drive whenever the traffic is backed up even though turning northbound onto Island Park Drive from Clearview is prohibited during afternoon peak hours. As the RCMP does not have the staff to regularly monitor the intersection, more enforcement is not a practical solution.

A controlled pedestrian crossing such as the one installed further south at Iona is not a solution for Clearview. While there are similarities between the two intersections (e.g. the need to provide for the safety of young children en route to/from their respective local elementary schools), they have different traffic profiles that call for a different response.

At Iona, there is usually a continuous flow of traffic throughout the day. A controlled pedestrian crossing is sufficient there because the objective was to provide a break in the traffic flow to facilitate crossing by pedestrians and cyclists.

At Clearview, however, continuous traffic flow is routinely interrupted for about three hours in the morning and again in the afternoon. As a result, local area drivers making a legal southbound turn from Clearview onto Island Park Drive are often forced to do so blind to the on-coming traffic in the outer lane, a dangerous situation that rarely exists at Iona.

Island Park Drive is the only parkway in the NCC network with abutting private driveways. Most residents, as well as visitors and service vehicle drivers, have no choice but to use Island Park Drive as their point of entry and egress. The closer these private driveways are to the northern end of the parkway, the more challenging and less safe it is for them to exit onto Island Park Drive. They face the same issues as drivers making a similar turn off Clearview. A traffic light at Clearview would help in dealing with this problem.

(ii) Repair, re-configure, and segregate the bicycle lanes.

The bike lanes are an important link in the parkway bike network. They serve to connect the pathways along the Ottawa River with the Central Experimental Farm. They are much under-used.

Safety concerns cause many cyclists to use the sidewalks instead. There they pose a safety hazard for pedestrians, particularly for young children and for less mobile senior citizens. They also risk colliding with residents trying to enter/exit their driveways, particularly where the sight lines are poor.

The bicycle lanes are in a state of serious disrepair. Potholes are a safety hazard and need filling.

Some of the curves need to be reconfigured. Few drivers successfully negotiate them without traversing deep into the bike lanes.

Physically separating the bike lanes from the car lanes, as has been done in many cities around the world including notably in Montreal would greatly enhance cycle safety.

The visual cue of segregated bike lanes is a form of traffic calming that would prompt commuters to reduce speed on a parkway where speeding is endemic (as per the draft policy's "people first" provisions: 8.7, 8.14 & 8.15). There is no reason why this could not be done in an aesthetically pleasing way that does not obstruct access to the residential driveways and that, at the same time, is supportive of NCC design objectives.

(iii) Provide a connecting asphalted link between the bicycle/pedestrian paths at the Ottawa River and the Sir John A. MacDonald parkway near the Champlain Bridge.

While not seemingly directly safety-related, doing that would make it more inviting for cyclists to take advantage of the bicycle lanes on Island Park Drive. The more cyclists there are on Island Park Drive, the more car drivers will become accustomed to them and the safer it will be for cyclist to be there.

Recently, the NCC has left long stretches of the grassland along the Ottawa River unmown, including the area near the Champlain Bridge. This is visually attractive but people walking or cycling there to get to/from Island Park Drive are forced to trample with uncertain footing through the tall insect-infested grass, often stepping on unseen bird droppings and dog feces. Aesthetic visually pleasing enhancements are sometimes not without their practical safety drawbacks.

(iv) Install a bank of bike racks and some benches on the NCC parkette at Wellington/Richmond.

Wellington Village and Westboro (with their many shops, restaurants and services adjacent to Island Park Drive) have become destination magnets for residents and visitors from across the region on both sides of the Ottawa River.

Bike racks and benches at that location would make it that more attractive for cyclists to take advantage of the NCC's wonderful bike network and, as suggested above, the more bike users on Island Park Drive, the safer and more appealing it will be for all.

As there is an adjacent city-owned green space, the NCC should co-ordinate with the City of Ottawa to consider what might best be done jointly.

(v) Convert the HOV lane on the Champlain Bridge into a regular lane and optimize the traffic signals at the two ends of the bridge.

Doing that could materially improve the continuous flow of traffic for a greater number of drivers from both side of the Ottawa River.

Providing incentives to commuters to car pool is a commendable idea. Whether HOV lanes actually accomplish that in substantial numbers is far from clear.

What is clear however is that HOV lanes reduce the efficiency of bridge utilization and contribute to congestion on the bridge as well as on the approaches to the bridge.

At a minimum the NCC should undertake an analysis of the cost and benefits of the alternatives, bearing in mind that many drivers ignore the HOV rules anyway because enforcement is limited at best.

5. Proposed Policy Direction: The Collective

“... A compelling shift in thinking that questions the default notion of the parkway as a roadway and turns attention to how we can make the parkway more about its surrounding corridors”.

“ The proposed policy update subscribes in part to the aesthetic category, and confirms the unique scenic emphasis of the network, independent from the local transportation network and therefore not serving regional transportation functions”.

“8.4. Recognize the Sir John A. Macdonald Parkway, Rockcliffe Parkway, Colonel By Drive and Queen Elizabeth Driveway as scenic gateways that provide visitors with exceptional views along the Ottawa River and Rideau Canal, and provide pleasurable user experiences”.

“8.7. Planning of parkways must put people first, giving priority to accommodating pedestrians, cyclists and other recreational users. . .”

“8.8. The parkway and driveway network differs from conventional local roadways as follows - 8.8.4. Avoids built-up communities and avoids traffic congestion”.

“8.27. Regularly monitor and evaluate the vocational performance of parkway corridors to ensure safety, user enjoyment and balance of users in a progressive manner, including lower traffic speed limits and enforcement . . .”

We highly commend the NCC for wanting to turn its attention to making the parkways more about its surrounding corridors. There are many exciting possibilities in pursuing this new strategy.

That however does not mean that the NCC should entirely abandon the notion of the parkway as a roadway, as it seems to be doing. Like it or not, its parkways will always be roadways too.

Cars are not at a standstill all along Island Park Drive at 3 o'clock on most afternoons because people are enthralled by the aesthetic pleasure of getting to and across the Champlain Bridge at a snail's pace.

If the NCC is to fulfill its responsibilities as a custodian of its parkway network, it needs to acknowledge that congestion on its parkways is not a product of their scenic or aesthetic functions, but rather of their functions as roadways.

Limiting the volume of car traffic on its parkways except perhaps under special, time-limited, circumstances admittedly is not be an appropriate role for the NCC but, as previously discussed with respect to its proposed “guiding principles”, there

are other things the NCC can and should do to cope with the unwanted side-effects of congestion on its parkways.

For greater clarity, it should be noted that this is entirely separate from the question of whether the NCC's parkways should have a role serving regional transportation functions and, if so, how it might best fulfill that role. As a guiding principle, the NCC should be open to providing support to the regional roadway system where doing so is compatible with the NCC's plans and priorities for its own parkways.

With respect to 8.4 above, it is unclear why the draft update singles out the "waterfront" parkways for special mention and therefore supposedly for special priority attention. It is by no means obvious that the "waterfront" parkways offer more exceptional views or more pleasurable experiences than say the ones classified as "natural". As discussed elsewhere, the NCC should provide a more expansive discussion of how it came to its recommended priorities.

As for Section 8.7's, "putting people first": those are words to live by. The NCC's should infuse that policy principle deeply into its corporate culture throughout the entirety of its organization. The NCC should make putting people (i.e. pedestrians, cyclists, and **residents**) first a prerequisite for all its policy and planning decisions.

As regards Section 8.8.4 above, it's as though the NCC is in denial or is being willfully blind to the conditions on Island Park Drive. The draft update treats Island Park Drive as an orphan child that it has abandoned and would just as soon forget.

If the NCC regards Island Park Drive as a non-conforming section of the NCC parkway system, one that it evidently does not know what to do about, then perhaps the Commission should classify Island Park Drive in its own separate "driveway" category and deal with it accordingly.

It is ironically telling that the NCC considers Island Park Drive to be an "urban" parkway that "avoids built-up communities and avoids traffic congestion". Perhaps its time for NCC executives to get on their bicycles and do an updated reality check.

While they are at it, they should try walking across the un-signalized intersection at Island Park Drive and Clearview during rush hour with young children in tow, attempting to get them safely to/from nearby St. George Elementary school. Good luck to them if they do.

With respect to Section 8.27, regular monitoring and performance evaluation against specific goals and related standards is essential. Setting targets and knowing what to measure is integral to assessing performance and knowing what needs to be done to help achieve success.

Recommendation 5(a):

that the NCC develop policies, plans, programmes, and priorities that speak to the parkway network's continuing functional role as a roadway, particularly with respect to congestion-related safety issues on its "urban" network.

Recommendation 5(b):

that the NCC consider providing support to the regional roadway system but only where doing so is compatible with the NCC's plans and priorities for its own parkways.

Recommendation 5(c):

that the NCC delete section 8.4 and expand its discussion on how it establishes its priorities.

Recommendation 5(d):

that the NCC incorporate "people first" as an integral part of the policy update's Vision Statement and adopt it as a core foundational value in all its associated policy and planning activities.

Recommendation 5(e):

that the NCC either retract Section 8.8.4 or revise its multi-tiered classification system so as to categorize Island Park Drive as a "driveway" as distinct from a 'parkway'.

Recommendation 5(f):

that the NCC set out suitable metrics to track progress in achieving its parkway policy goals and that it include the results yearly in its Annual Report.

6. Proposed Policy Direction: The Urban

“8.34. The number of light fixtures should be kept to a minimum required for traveler and user safety purposes”.

The lighting at some areas of Island Park Drive needs to be brighter, most notably at the Scott Street intersection. Better lighting would make it safer for pedestrians and cyclists, many of whom wear dark clothes, which in turn makes it difficult for drivers to see them in the dark.

Many houses especially at the north end of Island Park Drive are set back far from the street making it is difficult for emergency vehicles and taxi drivers to see the house address numbers even when exterior door lights are on. On a street with many senior citizens, getting rapid service from emergency vehicles can be critical. More and better street lighting would help.

“8.35. Local roadway access to parkways would be considered by exception provided that these – . . . 8.35.3. Do not necessitate traffic control signals”

Notwithstanding 8.35.3, the NCC has installed new traffic lights in recent years at several points along its parkway network to facilitate roadway access, for example at Booth Street near the War Museum and near Tunney’s Pasture.

The NCC should not foreclose on the possibility that it will someday want to do so elsewhere when circumstances justify it, for example, hopefully at Clearview/Island Park Drive.

Recommendation 6(a):

that the NCC review the lighting on Island Park Drive and elsewhere on its parkway and driveway network as appropriate with a view to installing more and/or brighter street lighting where needed.

Recommendation 6(b):

that 8.35.3 be supplemented with a proviso allowing for traffic control signals when in support of other parkway policy objectives such as promoting safety.

7. Priority Endeavours: Short Term

“9.1. Develop plan for the Sir John A. Macdonald Parkway corridor....”

“9.2 Branding strategies for individual parkway and driveway corridors”

Both endeavours would be well worth undertaking. The problem is that the draft policy update paper offers no guidance as to how or why they were chosen over other possibilities. The paper says nothing about what assumptions or rationale underlie their selection as short-term priorities.

Absent any explanation, it is impossible to understand why the NCC thinks resolving safety issues is a lower priority than developing a parkway design plan and branding individual parkway corridors. Safety should always come first.

Section 9.2 is ambiguous. When the NCC speaks of branding “individual” parkways and driveways, does it mean to include each and every one of them or just some of them selectively?

If it is the former, the paper should say so more clearly. If it’s the latter, as seems to be the case, that would be troubling, especially in the absence of more extensive public consultation explaining why. At a minimum, the NCC should say which ones are to be branded and why not the others.

To develop a branding strategy for something before knowing what the overall plan is for that thing makes no sense. It’s putting the cart before the horse. The broader plan should be the road map for the branding strategy, not the other way around.

Does the NCC intend to present its branding strategies for each of the individual parkways and driveways together all at one time or to do so serially over some extended period of time? If it’s the latter, what is the time line and what criteria will be used to prioritize them? Stakeholders should have an opportunity to provide input on this.

The purpose of branding each of the parkways should be to support the overall plan for each parkway. The broader parkway plan is the road map that guides the branding plan, not the other way around.

Recommendation 7(a):

That the NCC, as an immediate priority, do a safety audit of its parkway and driveway network and put forward an action plan based on its findings.

Recommendation 7(b):

That the NCC make more clear whether it plans to brand all of its parkways and driveways or just some of them.

Recommendation 7(c):

That the NCC defer its branding plans until after it decides on the plan for each of its parkways and driveways so that the latter can inform the former.

8. Priority Endeavours: Medium Term

“9.3 Develop plans for the other parkway corridors in natural and along waterway settings...”

Section 9.3 refers to planning for the other “natural” and “waterway” corridor settings, presumably meaning other than the Sir John A. Macdonald Parkway, which seemingly will have its branding plan, developed as a short-term priority.

The NCC is strangely silent on what, if anything, it intends for its “urban” corridors. That silence suggests the NCC is giving up on the “urban” parkway corridors. If so, the “urban” corridors deserve better and we deserve an explanation. If not, and hopefully that is the case, the NCC should clarify its planning intentions.

“9.4 Encourage more extensive use of parkway and driveway corridors for active mobility through the enhancement of safe, reliable and sustainable mobility choices”.

Encouraging active mobility is certainly worthwhile but what is the plan to make it happen? Will the NCC seek public input into that plan and what specifically is the NCC’s planning horizon for this endeavour?

Wanting to make the waterfront parkways more scenic is all well and good but is that more important than promoting better health? If the NCC is intent on putting people first; if it is keen to encourage walking, cycling and other forms of active mobility, why is endeavour 9.4 not a short-term priority?

The NCC should define “Short”, “Medium”, and “Long-Term” terminology to make them more date-certain, for example 1, 3 and 5 years. Doing that would assist the NCC in better measuring progress for each of its endeavours.

Finally, the NCC needs to set out performance metrics to guide it in its decision-making and to help it monitor progress in the pursuit of its goals. Benchmarking performance is essential to transparent accountability and accountability drives better performance.

Recommendation 8(a):

Re 9.3 that the NCC clarify whether it intends to develop plans for its “urban” parkway and driveway corridors in addition to the “natural” and “waterfront” ones.

Recommendation 8(b):

that the NCC make encouragement of active mobility a short-term rather than a long term priority.

Recommendation 8(c):

that the NCC set out performance metrics to guide it in its decision making and to help it and others to monitor progress in the pursuit of its goals.

9. Summary/Conclusion

Over the last 37 years, we have witnessed a steady erosion of Island Park Drive.

Island Park Drive is a long ribbon of deteriorating asphalt that separates neighbour from neighbor, and community from community, because it has become so difficult to cross, especially at the northern end where there is over a kilometer between signalized crossings.

When traffic is heavy, there is constant street noise and air pollution. When traffic is light, speeding well above the limit is endemic.

Safety concerns make it challenging for pedestrians and cyclists and motorists to cross the street.

Potholes need filling and some curves need re-engineering to make them safer for cyclists.

Commercial traffic and speed restrictions are seldom enforced.

Illegal northbound turns from Clearview onto Island Park Drive during the afternoon traffic peak are frequent. Enforcement is spotty.

The boulevards are poorly maintained.

This once majestic thoroughfare is rapidly becoming a failed street, which, judging from the draft policy update, is about to be left by the NCC to languish on its own with no pro-active remedial measures being proposed by the NCC.

We call upon the NCC to work with Island Park residents and other stakeholders in the short term to develop an implementable action plan aimed at once again making Island Park Drive one of the jewels of its parkway network.

Thirty years is far too long between parkway and driveway policy updates. At a minimum, the NCC should report annually on the state of its parkway planning and undertake a policy review no less often than every five years.