

Craig Henry Drive Area Traffic Management Study

As We Heard It Report – Summer 2021

Summary

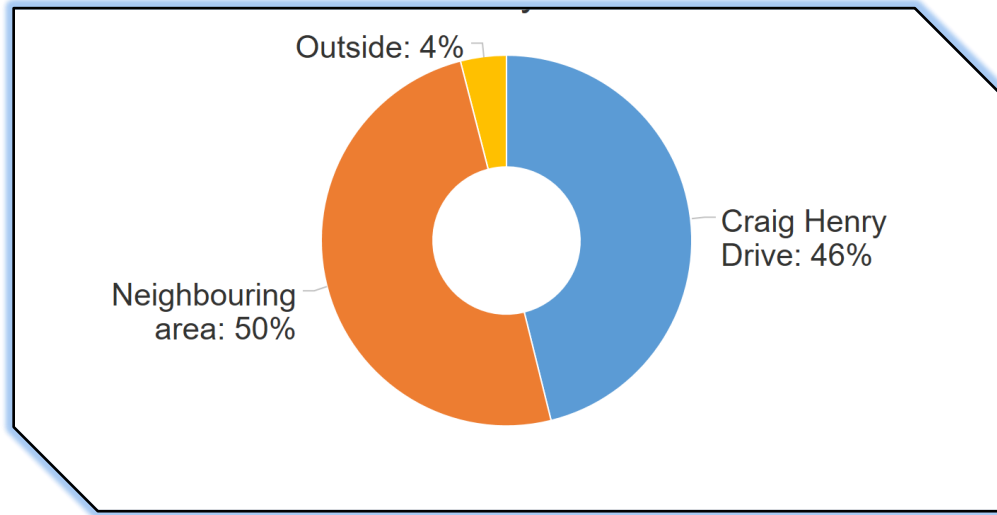
The second online survey for the Craig Henry Drive Area Traffic Management Study was undertaken between March 8 and April 24, 2021. 325 respondents completed the survey, and 161 (46%) of them responded that they live along Craig Henry Drive. Primary concerns of the survey respondents were speed (60%), pedestrian safety (44%), aggressive driver behavior (43%) and cyclist safety (35%). In general, traffic calming along Craig Henry Drive was supported by 62% of survey respondents.

Overall, the survey indicated a high level of support for the proposed pedestrian crossovers, sidewalks and edge lines, and a moderate level of support for the proposed ride-over cycle-friendly bulb-outs and speed cushions. The level of opposition for the proposed bicycle lanes was slightly higher than the level of support. 53% of the survey respondents indicated that they prefer Alternative 1 with cycle-friendly bulb-outs while 47% preferred Alternative 2 with speed cushions.

The survey results differed when comparing feedback from respondents who live on Craig Henry Drive versus those living in the neighbouring area or outside the neighbourhood. The majority of respondents who live on Craig Henry Drive preferred Alternative 2 with speed cushions and opposed the proposed bicycle lanes. On the other hand, the majority of respondents living in the neighbouring area preferred Alternative 1 with cycle-friendly bulb-outs and supported the proposed bicycle lanes.

Survey responses from all survey respondents

Where do you live?

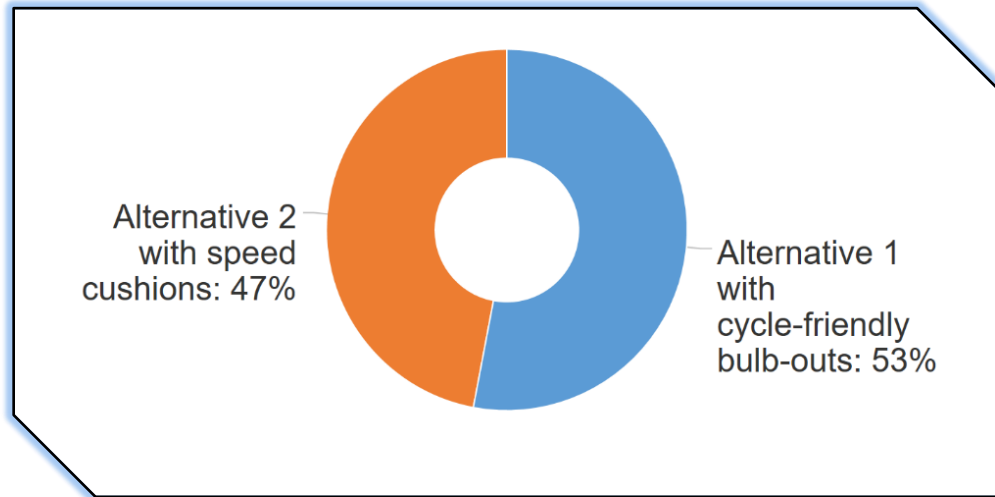


What are your primary concerns when travelling along Craig Henry Drive?

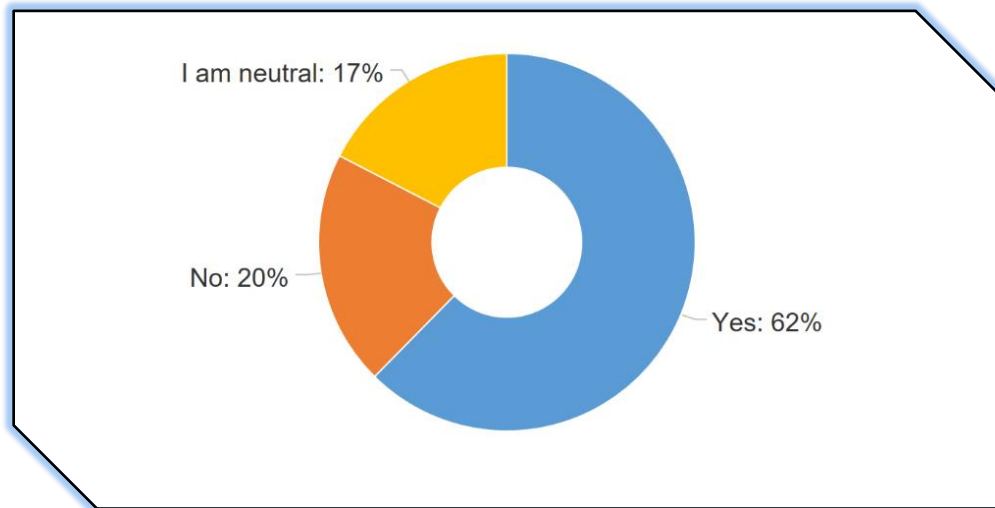
	% of responses	%
Speed		60%
Pedestrian Safety		44%
Aggressive Driver Behaviour		43%
Cyclist Safety		35%
Other, please specify		29%
Cut-Through Traffic Volume		24%
I have no concerns		11%
Collisions		5%

N 349

Preferred alternative by all survey respondents



Do you support traffic calming along Craig Henry Drive?



Feedback from all survey respondents

The results of the survey from all survey respondents shows that more respondents opposed the proposed bicycle lanes than supported them, but that more respondents supported the proposed edge lines than opposed them. Support for the proposed pedestrian facilities was the highest among all the proposed measures. More residents supported both the ride-over cycle-friendly bulb-outs and speed cushions than opposed them. The relative level of support for the ride-over cycle-friendly bulb-outs was slightly

higher than that for the speed cushions, but the relative opposition for speed cushions is moderately higher than that for the ride-over cycle-friendly bulb-outs.

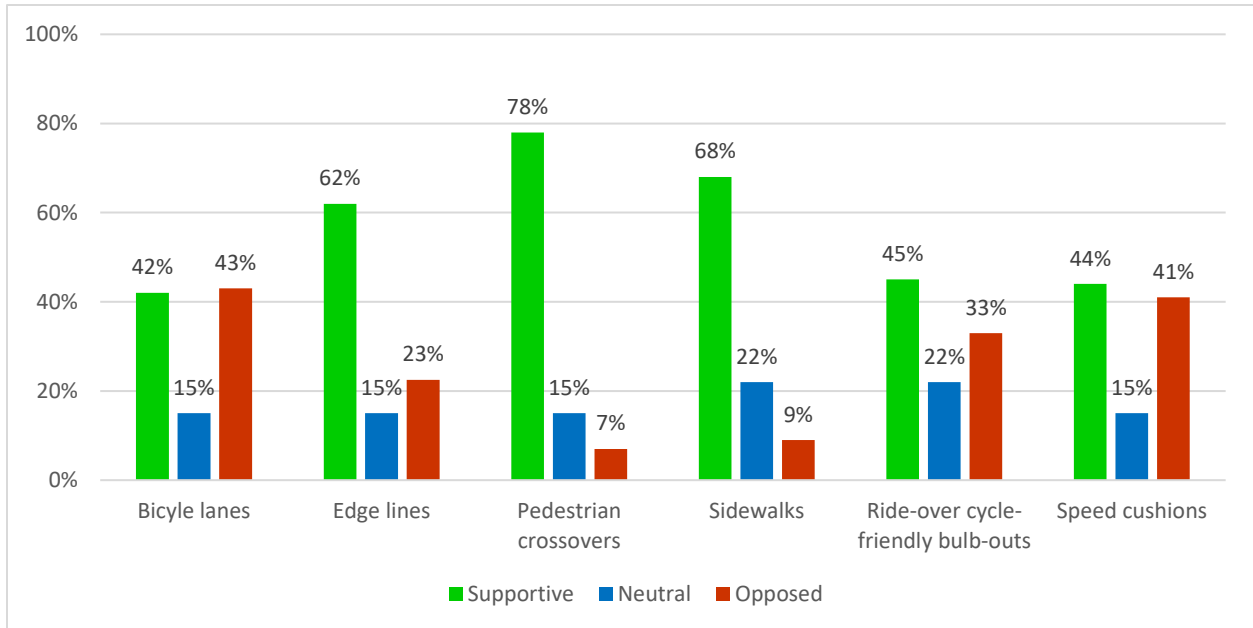


Figure 1 Support and opposition from all survey respondents

Survey responses from subgroups

Feedback from Craig Henry Drive residents

The results of the survey from Craig Henry Drive residents shows that the level of support for the proposed bicycle lanes was significantly lower than the level of opposition, but the level of support for the proposed edge lines was substantially higher than the level of opposition. Support for the proposed pedestrian facilities was also high, but slightly lower than that from all survey respondents. Support for ride-over cycle-friendly bulb-outs was lower than the level of opposition, but support for speed cushions was higher than the level of opposition.

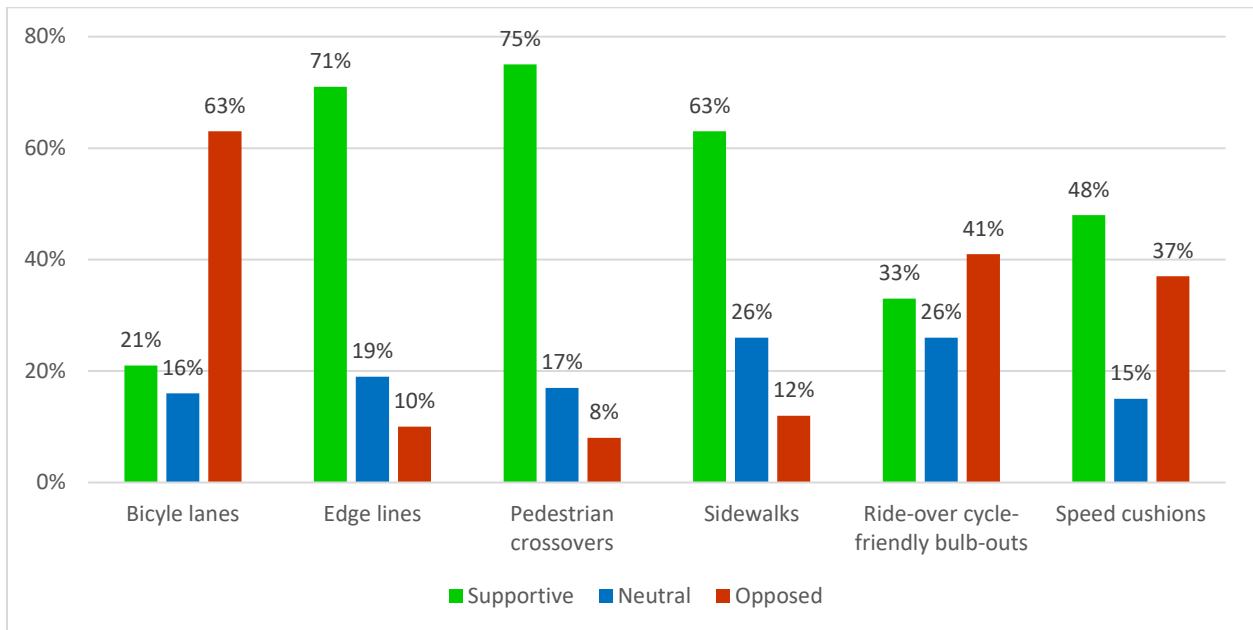
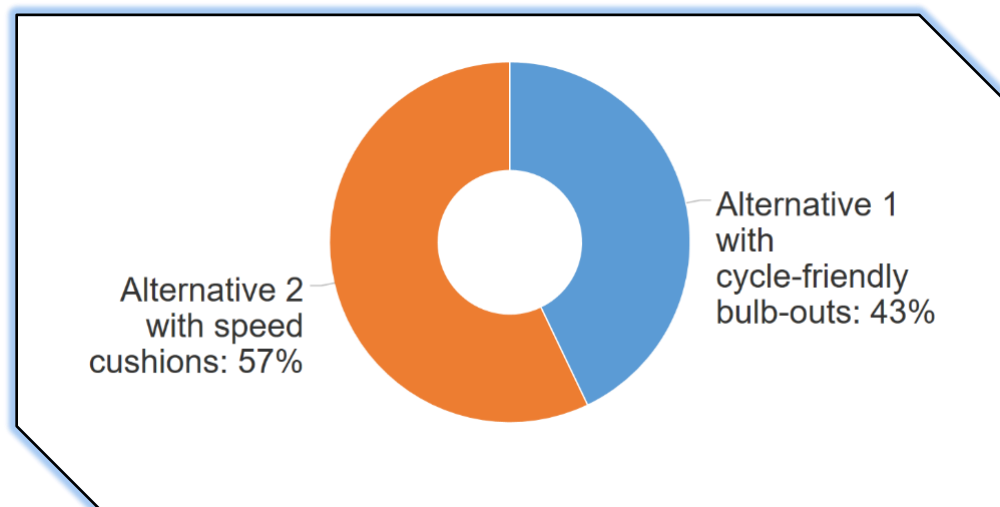


Figure 2 Support and opposition from Craig Henry Drive residents

Preferred alternative by Craig Henry Drive residents



Feedback from neighbouring area residents

The results of the survey from neighbouring area residents shows that support for the proposed bicycle lanes was significantly higher than the level of opposition, and support for the proposed edge lines was also higher than the level of opposition. Support for the proposed pedestrian facilities was also slightly higher than that from all survey respondents. Support for the ride-over cycle-friendly bulb-outs was significantly higher

than the level of opposition. Support for speed cushions was slightly lower than the level of opposition.

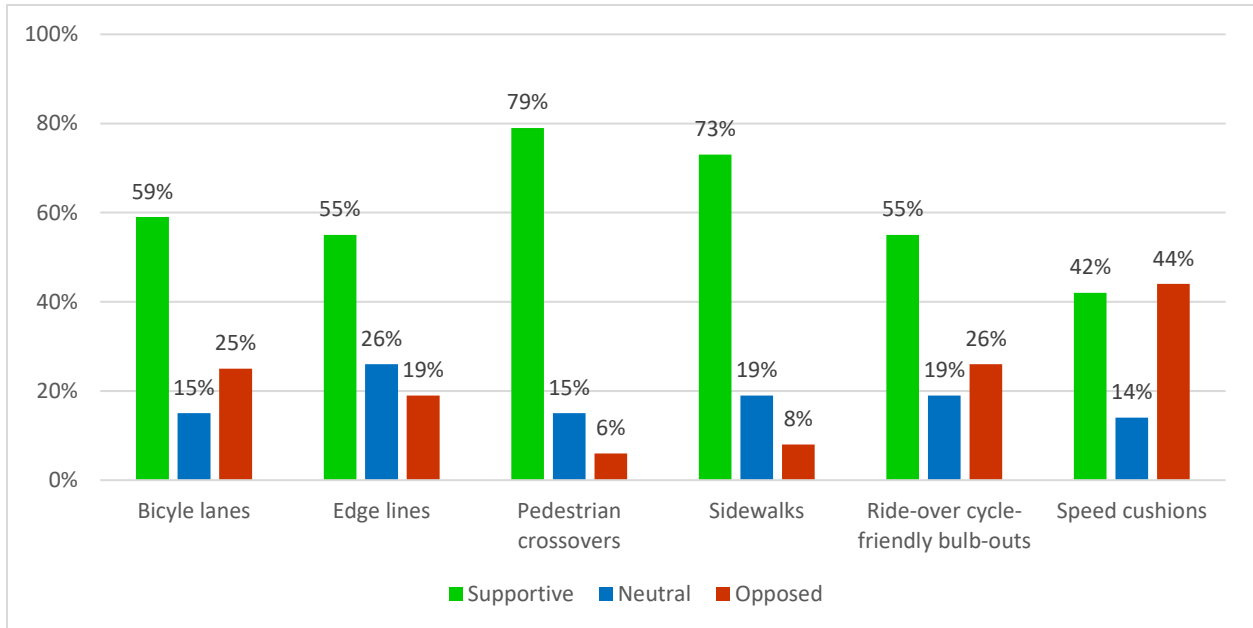
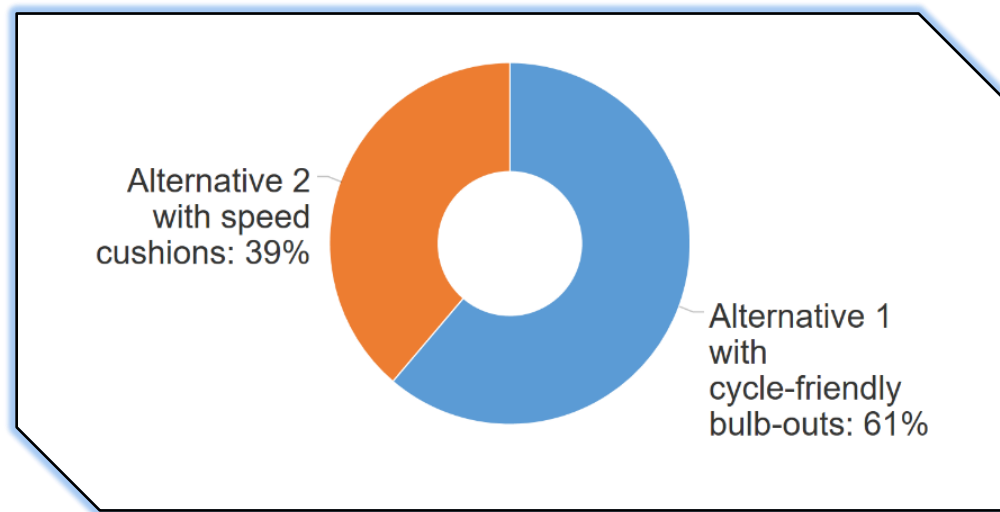


Figure 3 Support and opposition from neighbouring area residents

Preferred alternative by neighbouring area residents



Ride-over cycle-friendly bulb-outs and speed cushions

While the level of support for both the proposed ride-over cycle-friendly bulb-outs or the proposed speed cushions was higher than the level of opposition by all survey respondents, more Craig Henry Drive residents opposed the ride-over cycle-friendly bulb-outs and more neighbouring area residents opposed the speed cushions.

However, the difference between the levels of support and opposition for speed cushions by neighbouring area residents is relatively small.

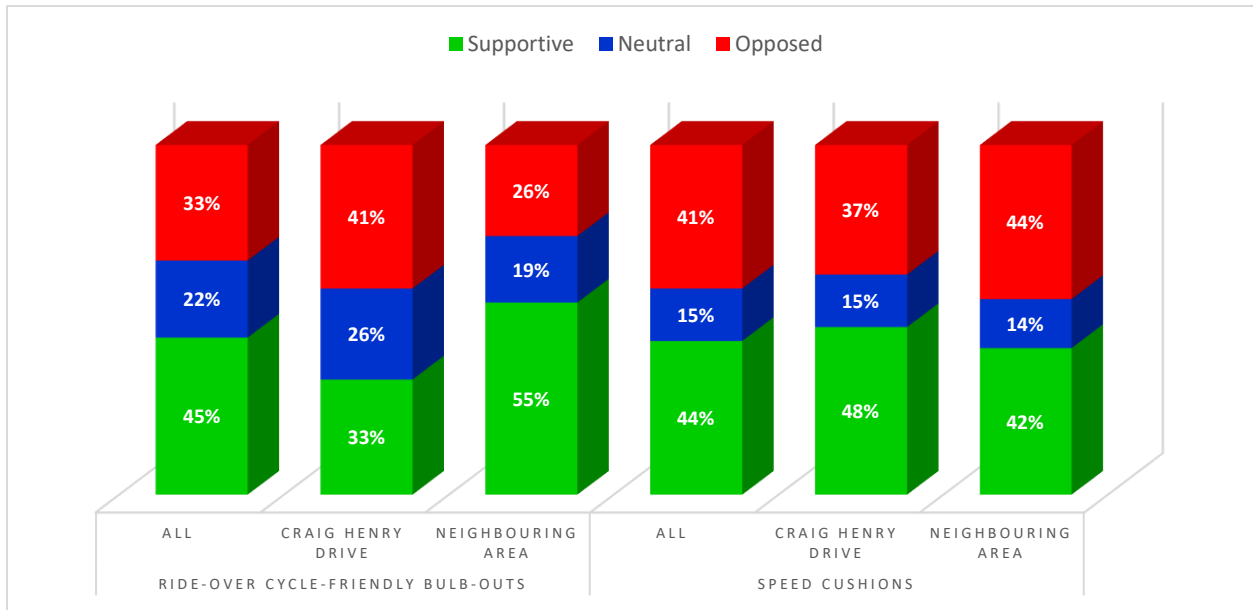


Figure 4 Ride-over cycle-friendly bulb-outs and speed cushions

Public Commentary

Many individual comments were received. The following tables provide a summary of these comments grouped into similar categories.

General Comments

Category	Comments	No.
Support/Opposition	Do not support either of the proposed alternatives.	8
	Support both alternatives.	6
Survey structure	Ranking preference of alternative plans is not appropriate because it does not allow the opposition to both alternative plans.	4

Traffic Issues

Category	Comments	No.
Cut-through traffic	Vehicles use Elvaston Drive to travel from Knoxdale Road to Greenbank Road.	1
	Drivers use Craig Henry Drive to avoid busier roads.	1
Volume	Volume has significantly increased on Craig Henry Drive.	1

Category	Comments	No.
Speed limit	The speed limit is too high on Craig Henry Drive.	1
Speed	Vehicles travel too fast along Craig Henry Drive.	21
	Vehicles travel too fast along Conover Street.	1
	Vehicles travel too fast along Knoxdale Road.	1
	Vehicles travel too fast after the stop sign at Shoreham Avenue.	1
	Vehicles travel too fast around the bend at the Quickie store.	1
Speed display device	Speed display device on Conover Street lacks visibility.	1
Visibility	Snowbanks block sight lines.	3
	Parked vehicles block sight lines.	2
	The trees in the median on Craig Henry Drive block sight lines.	2
	Visibility at the Intersection of Craig Henry Drive and Bertona Street is limited.	1
	A hedge blocks the sightlines at the southwest corner of the intersection of Shoreham Avenue and Craig Henry Drive.	1
	Limited sightlines at the intersection of Conover Street and Craig Henry Drive.	1
Pedestrian safety	Difficult to cross Craig Henry Drive.	2
Sidewalks	The lack of sidewalks on the south side of Craig Henry Drive makes bus stops inaccessible.	1
Cyclist behaviour	Many cyclists travel on the sidewalks.	1
Driver behaviour	Vehicles do not stop at the pedestrian crossover on Bertona Street.	1
	Many drivers do not stop at stop signs on Craig Henry Drive.	1
Edge lines	Drivers assume that edge lines are a bike path on Craig Henry Drive.	1
Parking	Parking on Craig Henry Drive causes problems for pedestrians, cyclists and buses.	1
	Parked vehicles impede sidewalks.	1
	Parked vehicles make turning left from Aldridge Way to Craig Henry Drive difficult.	1
Pavement conditions	Craig Henry Drive needs to be resurfaced.	11

Proposed Measures

Category	Comments	No.
Bicycle lanes	Do not support bicycle lanes because of loss of parking.	38
	Do not support bicycle lanes.	9

Category	Comments	No.
	Propose bicycle lanes for the entire length of Craig Henry Drive.	7
	Does not support bicycle lanes because they will not address speeding.	3
	Support bicycle lanes.	2
	Support bicycle lanes if parking is not lost.	2
	Narrow Bicycle lanes to allow room for pedestrians to travel to the bus stop.	1
	The bicycle lanes are not useful unless they are extended to Knoxdale road.	1
Edge lines	Reducing the width of the traffic lane will make maneuvering of large vehicles difficult.	1
Parking	Concerned that there will not be enough parking.	5
	Loss of parking on Craig Henry Drive will lead to parking problems on side streets.	4
	Opposed to a parking ban.	3
	Removal of parking may cause illegal parking in reserved parking areas.	2
	The study did not consider variability in parking due to parking demands of Sir Robert Borden school.	1
Cycle-friendly bulb-outs	Do not support cycle-friendly bulb-outs.	3
	Support cycle-friendly bulb-outs.	3
	Cycle-friendly bulb-outs may not be visible during nighttime.	1
Cycle-friendly bulb-outs and speed cushions	Use a combination of cycle-friendly bulb-outs in high-traffic zones and use fewer speed cushions.	2
Speed cushions	Support speed cushions.	15
	Do not support speed cushions.	8
	Speed cushions may increase traffic induced noise and vibration.	2
	Nine speed cushions are too many and they are not spaced out enough.	2
	Speed humps are preferred to speed cushions.	1
	Do not support speed cushions because traffic will remain lower after COVID-19.	1
	Worried about the visibility of speed cushions at night.	1
	Support speed cushions if they are done on other streets that connect to Knoxdale Road.	1

Category	Comments	No.
Speed humps	Support speed humps.	4
	Do not support speed humps on bus routes.	1
Pedestrian crossovers	Support the addition of pedestrian crossovers on Craig Henry Drive.	4
	Add flashing beacons to the pedestrian crossovers.	3
	Pedestrian crossovers are only effective when a crossing guard is on duty.	1
Maintenance	Proposed measures will increase maintenance.	2
	Speed cushions and cycle-friendly bulb-outs may be damaged by snowplows.	2
Traffic diversion	Proposed measures may divert traffic to other nearby streets.	4

Suggested Solutions

Category	Comments	No.
Road geometry	Add a right turn lane at the intersection of Craig Henry Drive and Knoxdale Road.	3
	Widen Craig Henry Drive.	3
	Add roundabouts along Craig Henry Drive.	2
	Expand Knoxdale Road to four lanes.	1
	Widen the edge lanes on Craig Henry Drive to allow parking.	1
	Add a roundabout at the intersection of Chartwell Avenue and Craig Henry Drive.	1
Median	Remove the center median along Craig Henry Drive.	3
	Narrow the median on Craig Henry Drive.	1
Sidewalks	Add sidewalks all along Craig Henry Drive.	7
	Add a sidewalk on Craig Henry Drive eastbound from Conover Street to Chartwell Avenue.	2
	Repair the sidewalks on Craig Henry Drive.	1
Visibility	Double the length of sight lines at street corners, across medians and blind curves.	1
Traffic signal	Add a left turn phase on Greenbank Road at Craig Henry Drive.	10
	Increase left turn phase on Woodroffe Avenue at Knoxdale Road.	2
All-way stop control	Add more All-way stop controls along Craig Henry Drive.	6
	Add All-way stop control at the intersection of Craig Henry Drive and Conover Street.	5

Category	Comments	No.
	Add All-way stop control at the intersection of Craig Henry Drive and Bertona Street.	2
	Add All-way stop control at the intersection of Craig Henry Drive and Bainbridge Avenue.	2
	Add All-way stop control at the intersection of Craig Henry Drive and Chartwell Avenue.	1
Driver behaviour	Improve awareness of stop signs at Craig Henry Drive and Shoreham Avenue.	7
School zone sign	Add a school zone sign near Craig Henry park.	1
Bicycle lanes	Improve bicycle lanes along the hydro corridor.	1
Edge lines	Hatch the area between edge lines to indicate that they are not for pedestrian or bicycle use.	2
Cycle-friendly bulb-outs	Add cycle-friendly bulb-outs but no bicycle lanes.	1
	Add speed humps on Shoreham Avenue and Elvaston Avenue.	2
Speed humps	Add a speed hump before the stop sign at Shoreham Avenue and Craig Henry Drive.	2
	Add a speed hump on Conover Street to slow down traffic coming from Craig Henry Drive.	1
	Add a speed hump near the Craig Henry parking entrance.	1
Pedestrian crossing	Create an easier crossing at Craig Henry Drive from Centerpointe heading down Shoreham Avenue.	1
	Add a pedestrian crossover at the intersection of Conover Street and Craig Henry Drive.	3
Pedestrian crossovers	Add a pedestrian crossover on the westerly intersection of Chartwell Avenue and Craig Henry Drive.	1
	Add a pedestrian crossover at the intersection of Bertona Street and Craig Henry Drive.	1
	Improve safety at the intersection of Greenbank Road and Craig Henry Drive.	1
Pedestrian safety	Add more pedestrian safety measures along Craig Henry Drive.	1
Speed limit	Increase speed limit to 50 km/h on Craig Henry Drive.	2
	Add a speed display device on the north side of Craig Henry Drive.	1
Speed display device	Support the addition of speed display devices on Craig Henry Drive.	1
Speed management	Calm traffic only during school hours.	1
Parking	Remove parking entirely from Craig Henry Drive.	5

Category	Comments	No.
	Build an off-road parking garage.	2
	Add time limited parking signs.	1
	Remove parking along Sovereign Avenue, Ivylea Street and Beechcliffe Street.	1
	Remove parking on Craig Henry Drive in front of Courts Garden Homes.	1
	Prohibit parking at entrances and exits to Carling Realty Townhome Complex.	1
	Restrict parking from Aldridge Way to Knoxdale Road.	1
	Require paid parking permits for Craig Henry Drive.	1
	Add no parking signs 20 feet before intersections on Craig Henry Drive.	1
Enforcement	Support increased police patrol along Craig Henry Drive.	6
	Enforcement for parking violation along bicycle lanes	1
Automated speed enforcement	Support automated speed enforcement.	17