

As We Heard It Report

Forest Valley Drive Traffic Calming Study

Background

Forest Valley Drive traffic concerns have previously been qualified and prioritized for a traffic study under Neighbourhood Traffic Calming (NTC) program (formerly known as Area Traffic Management-ATM) in 2014. At the time, multiple public consultations were completed and a draft traffic calming plan was developed, however, the plan was never approved. The study was paused per the previous Councillor's request in 2016. The city received several complaints from residents in 2017 and after few years the study reinitiated again per the new Councillor's request.

The purpose of the *Forest Valley Drive Traffic Calming Study* is to develop, evaluate, and recommend traffic calming measures which aim to improve conditions for road users and residents along Forest Valley Drive.

Summary of Consultation Activities

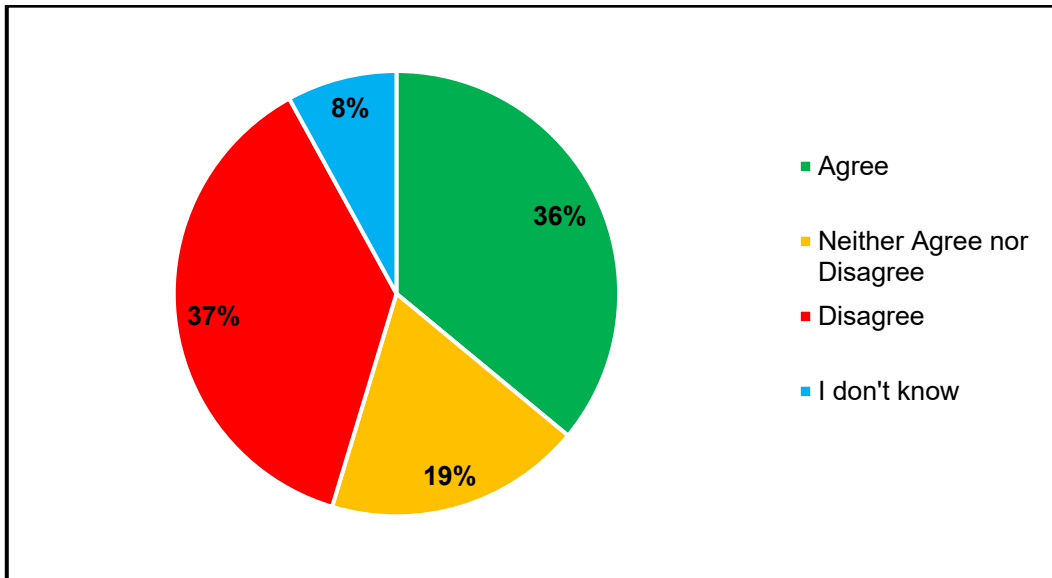
An online engagement was undertaken to share the recommended traffic calming plan for Forest Valley Drive with the community and to seek feedback. The online engagement included informational display boards and the recommended plan information on the City's website as well as an online survey. A flyer was mailed to residents and the surrounding neighbourhood to notify them about the upcoming online engagement and about the online survey. The survey was available from May 23rd to Jun 24th, 2022. A total of 150 people responded to the public survey.

City staff also attended an online public consultation on Jun 1st, 2022 organized by the Councillor's office. The City staff went over the display boards, shared the proposed traffic calming measures to help understand the process and details of the recommended traffic calming plan and gathered feedback.

Online Survey Results

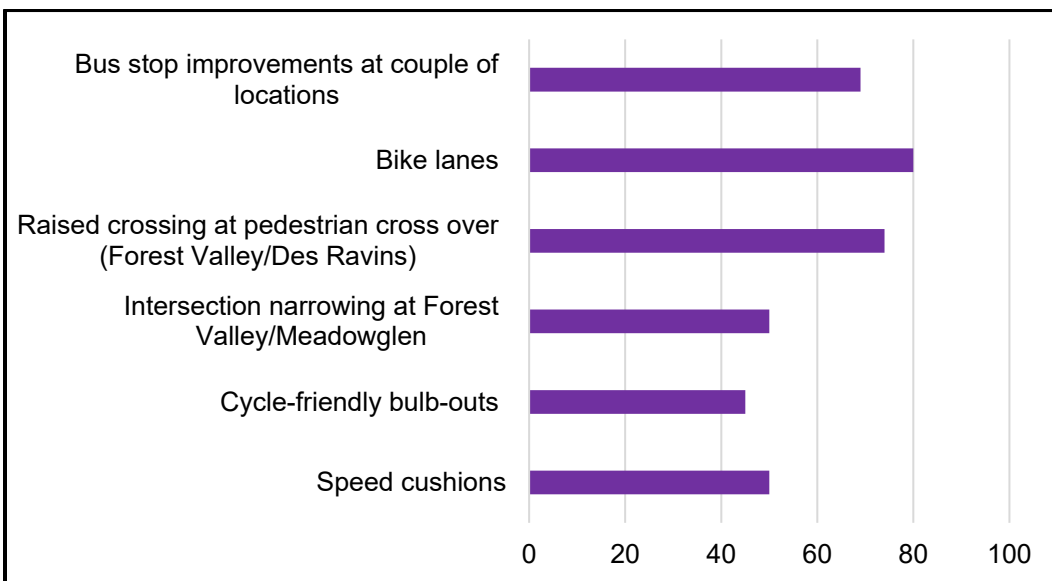
The following section includes the results from the online survey including summaries of the individual comments received.

1. Do you agree the draft concept design presented in the online consultation materials will help address community concerns along Forest Valley Drive?



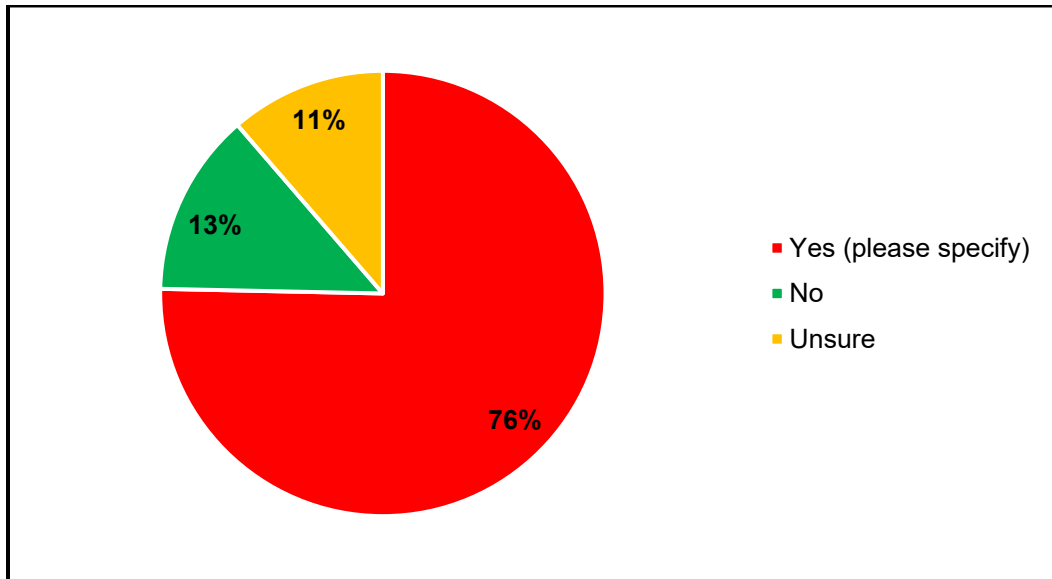
| Response | Total # of Respondents | Total % of Responses |
|----------------------------|------------------------|----------------------|
| Agree | 54 | 36% |
| Neither Agree nor Disagree | 28 | 19% |
| Disagree | 56 | 37% |
| I don't know | 12 | 8% |
| Total | 150 | 100% |

2. What aspects of the design do you like the most? (Select all that apply)



| Response | Total # of Respondents | Total % of Responses |
|---|------------------------|----------------------|
| Speed cushions | 50 | 33% |
| Cycle friendly bulb-outs | 45 | 30% |
| Intersection narrowing at Forest Valley/Meadowglen | 50 | 33% |
| Raised crossing at pedestrian cross over (Forest Valley/Des Ravins) | 74 | 49% |
| Bike lanes | 80 | 53% |
| Bus stop improvements at couple of locations | 69 | 46% |
| Total - 150 respondents / 368 responses | | |

3. Are there any aspects of the draft concept design you do not like?



| Response | Total # of Respondents | Total % of Responses |
|----------------------|------------------------|----------------------|
| Yes (please specify) | 113 | 75% |
| No | 20 | 13% |
| Unsure | 17 | 11% |
| Total | 150 | 100% |

Yes (Please specify) - A total of 50 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Do not support speed cushion
- Do not support parking removal

- Do not support bulb out/narrowing
- Do not support bike lane
- Do not support project

4. Is there any modification you would bring to the recommended traffic calming plan? (the following comments are not in any particular order)

A total of 50 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

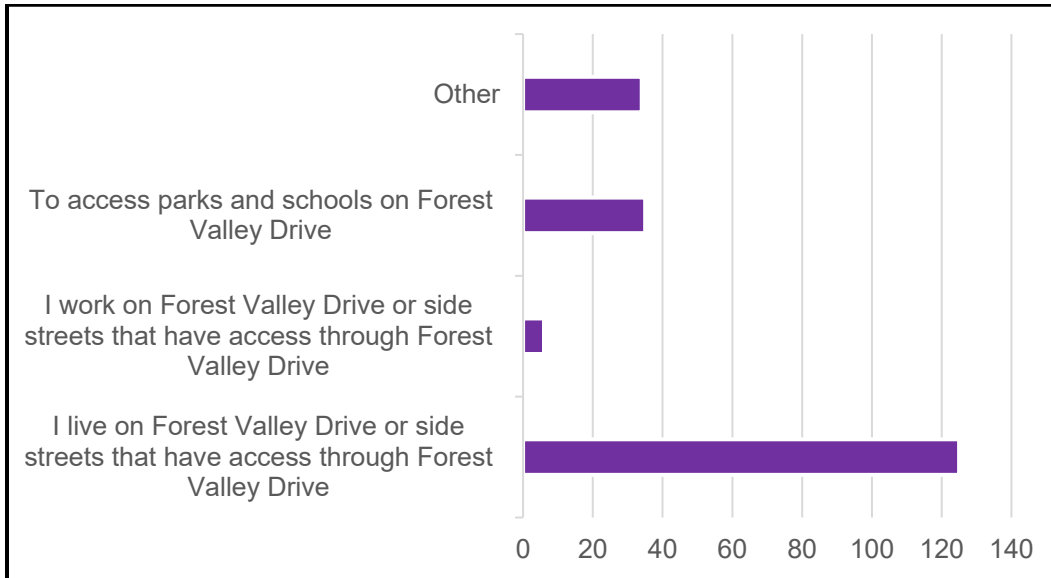
- Some speed cushions are too close
- Remove speed cushions
- Remove bike lane
- Drainage issue at Meadowglen
- Add speed camera
- Do not support project
- Maintain parking
- Implement light at PXO
- Add All Way Stop Control at other intersections
- Bike lane on both sides

5. Please provide additional comments you may have: (the following comments are not in any particular order)

A total of 50 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Parking needs to be maintained
- Not enough room for parking and bike lane
- Bike lane is a good idea
- Parked vehicles adjacent to flex stakes is creating a safety issue
- Install speed camera
- Do not support project as there is no traffic issue
- Support project

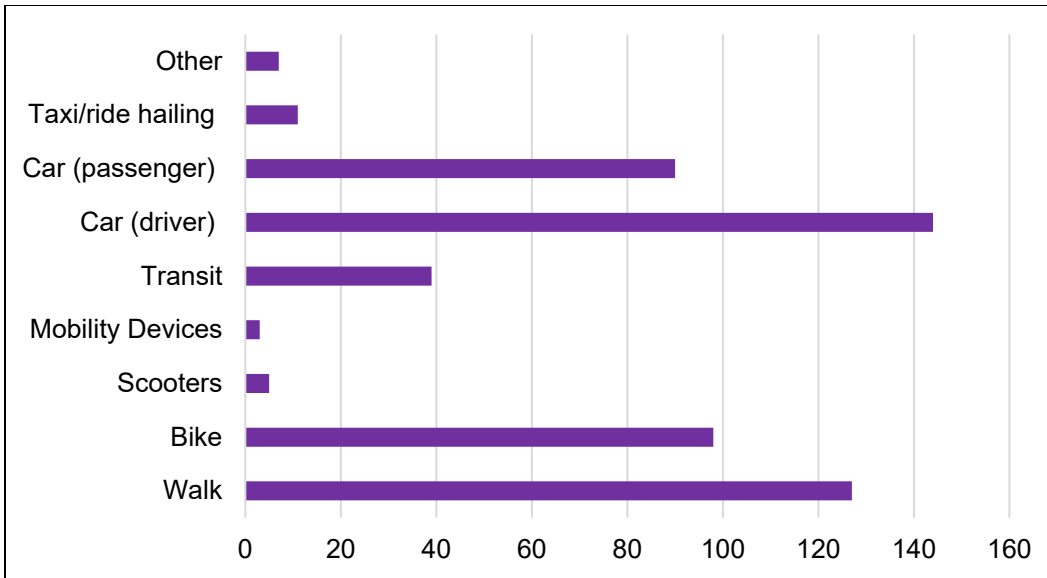
**6. What is the primary purpose of your travel along Forest Valley Drive?
(Choose all that apply)**



| Response | Total # of Respondents | Total % of Responses |
|--|------------------------|----------------------|
| I live on Forest Valley Drive or side streets that have access through Forest Valley Drive | 125 | 83% |
| I work on Forest Valley Drive or side streets that have access through Forest Valley Drive | 6 | 4% |
| To access parks and schools on Forest Valley Drive | 35 | 23% |
| Other | 34 | 23% |
| Total - 150 respondents / 200 responses | | |

The other category includes dog walk, drive through, bike, run and visit people etc.

7. What mode of transportation do you use when travelling along Forest Valley Dr? (Choose all that apply)



| Response | Total # of Respondents | Total % of Responses |
|--|------------------------|----------------------|
| Walk | 127 | 85% |
| Bike | 98 | 65% |
| Scooters | 5 | 3% |
| Mobility Devices | 3 | 2% |
| Transit | 39 | 26% |
| Car (driver) | 144 | 96% |
| Car (passenger) | 90 | 60% |
| Taxi/ride hailing | 11 | 7% |
| Other | 7 | 5% |
| Total - 150 respondents / 524 responses | | |

The other category includes running, motorcycle and uber.

8. What is your postal code?

Not applicable to this report.

Appendix

Below is the complete summary of different comments received for Questions 3,4 and 5. Comments have been consolidated and grouped into common themes and are not in any particular order.

3. Are there any aspects of the draft concept design you do not like?

| Speed Cushions |
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| They can be very hard on the vehicle's suspension system, even when driving very slowly |
| Speed bumps design. It needs to be even, like a full concrete bump. |
| Do not like Speed cushions and raised crosswalks |
| Prefer active enforcement of speed (e.g., photo radar) over speed bumps/cushions and narrow posts that punish/discomfort everyone, not just speeders. |
| Do not like speed cushions and bike lanes |
| Do not like speed cushions |
| Use of speed cushions is ill-advised. |
| Speed cushions are not required. Forest Valley is slow enough with the road sticks. |
| I do not like the speed cushions as I find they raise the level of annoyance with driving over them and drivers try to skirt them anyway. |
| Do not support speed cushions - as a driver |
| Do not support speed cushions, intersection narrowing, raised crossings |
| No cushions or speed bumps of any kind.... |
| Speed cushions only bring inconvenience to everyone |
| The proposed speed cushion located between Forestglen Crescent and Valley Field will not adequately slow traffic to satisfy the blind spot located between the Forestglen Cres. |
| Speed cushions, speed bumps. Not fun on the bus, not fun on the car. |
| Do not support speed cushions |
| I feel there a 2 speed bumps which are really overkill, the one by the schools makes sense but not the other 2 speed bump |
| Do not support speed cushions |
| Traffic is not too fast on my street. I drive a small car, and speed bumps and other pavement obstacles take my attention away from bicycles, pedestrians and other traffic. |
| Do not support speed cushion |
| Narrowing/bulb-out |
| The intersection narrowing on the east side of Forest Valley at the Forest Valley/Meadowglen intersection makes it hard to make a left hand turn from Meadowglen. Always have to go in the left-hand lane of Forest Valley. |
| Bump-outs for bikes are dangerous. Narrower corners for vehicles are dangerous. |
| Do not support bulb outs |
| I have found that bulb outs and intersection narrowing cause drivers to make very wide turns that have them entering the lane of oncoming traffic. I see them as safety |

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| hazards, especially at schools. The intersection at Marwick and Scala is a classic example. Drivers don't slow down; they just go wide. |
| Cycle Friendly bulb-outs accumulate sand and debris. When cycling, to avoid them I ride in the motor vehicle lane at those locations |
| Narrowing at Forest Valley and Meadowglen would cause more traffic so would bike lanes. |
| No room for cycle bulb-outs on uphill section near St Joseph. Cars and bikes cannot pass together at point of signs. |
| Parking/bike lane |
| With the recent increase in online purchasing there is a requirement to support the large number of delivery vehicles delivering to the residents of Forest Valley. It is not acceptable to have this type of road integrated cycling infrastructure restricting stopping and parking in front of the residential units |
| Do not support restricted parking |
| Does the addition of bike lanes mean that no parking is allowed anywhere on Forest Valley? What does this mean for delivery vehicles that need to stop in front of a house for 5minutes to make a delivery? How many bicycles use Forest Valley? It would make it more difficult to accomplish day to day activities if no stopping is allowed on Forest Valley. |
| In my opinion bicycle lanes are unnecessary given the amount of traffic I am seeing on the street |
| I'm not sure the bike lanes are necessary. If the traffic speed limit doesn't decrease it will be one more thing to hinder getting out of my driveway |
| Both sides of Forest Valley don't have dedicated bike lanes on the sloped section, forcing motor vehicles to pass northbound cyclists by impeding into the oncoming traffic lane |
| In winter, I park on the side to access the rink. I would still like to park there to go skating. |
| Do not support bike lanes |
| Bike lanes cannot be filled with sewer grates, broken asphalt and debris. If the lane is not clean, cyclists will need to take the lane. |
| Stop control/Cross walks |
| Consider raised crossing at south side of Forest Valley - Meadowglen intersection |
| Pointless stop sign at the intersection of Rivermill/Forest Valley. Not a large enough junction to justify stopping there. |
| Lack of cross walk at Valley Field. It is impossible to cross in the morning to get over to the bus in the morning. We need another cross walk to support getting people across |
| Do not support raised crossing |
| Need a light at crossing, only 50% are stopping |
| There should be pedestrian activated yellow flashers at crosswalk near tennis courts |
| Bus stop |
| The bus stop relocation seems more prudent at the current stop intersection instead of just past it at the north end of Rivermill |

| No Concerns / Do not Support Study |
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| Almost all of them. Waste of taxpayer money. You must remove it all every winter. We have a 40 Km speed limit and stop sign plus a speed indicator to remind traffic to slow down |
| We need cameras. Stop spending & visually polluting the street. Start ticketing and collecting \$\$\$. |
| Considering the number of accidents from 2016 to 2020, i.e. in four years ten incidents while there are 4500 vehicles a day travelling in Forest Valley, I see no need to spend money to modify Forest Valley |
| I very much disagree with the intersection narrowing, speed cushions, and raised pedestrian crossings. I think it's more important to teach children about road safety, rather than to put all these barriers and restrictions for cars which make our street look like its baby proofed. These excessive precautions will only make kids, bikers, drivers less observant and cautious when on the road, as some of their responsibility has been transferred to these traffic aids. |
| Please remove all obstacles (speed sticks) from the road. Please do not impede traffic. Do not narrow road. Do not make conditions more difficult for drivers |
| I drive this road twice daily and the 40 km speed and the sticks coming out of the ground is sufficient form. I do not see excessive use of speed. Maybe disallow parking on the road in front of Chapel Hill Catholic school as that seems to be a hazard. |
| It does not address speeding, high traffic volume, lack of stop sign compliance, difficulty exiting driveway - makes it worst) or blind corners at Forestglen and River rest! |
| This has been an ongoing debate for years and wish this could end as it's ridiculous to keep bringing this up. Since 2017 when the complaints we made there are already the ridiculous yellow signs in the street which slows down traffic and is more than enough. |
| Miscellaneous |
| The design is deceptively presented. Lane width reduction will be accompanied by a speed limit reduction to 30km/h. This should have been stated explicitly. |

4. Is there any modification you would bring to the recommend traffic calming plan?

| Speed Cushions |
|---|
| There should be speed cushion or raised crossing at Forest Valley/Willowbark Drive |
| The 2 speed bumps near Valleyfield crescent seem too close together, what is the reasoning for this |
| Remove speed cushions |
| Forget speed cushion |
| Keep as is with some more speed cushions, improved bus stop |

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| Move the speed cushion that has been proposed to be between Forestglen Cr and Valley Field to actually be BEFORE the Forestglen Crescent. Hence, between the Forestglen Cr. (Between entry and exit to the crescent) |
| I do not agree with speed cushions or speed bumps of any kind. Where I have seen them in operation, I have seen drives rush up to them, slow modestly to get over and speed up. It seems to make more erratic driving than what we intend to create |
| Do not add the 2 speed bumps not adjacent to the schools, also a raised cross walk would mean 3 speed reducing bumps at the schools? which is too many |
| Eliminate speed cushions |
| Narrowing/bulb-out/drainage |
| Do not use intersection narrowing or bulb outs. |
| Flooding occurs on south crossing at Forest Valley and Meadowglen. - can this be repaired |
| Please first address major issue with water accumulation where Meadowglen meets Forest Valley. For years, there is often a high amount of water there due to poor drainage causing pedestrians to avoid the sidewalks. |
| Parking/bike lane |
| Remove the planned cycling lanes. If you look at your data, over a 12-hour period there were four (4) cyclists in the northern section. It makes zero sense to develop hundreds of meters of cycling infrastructure on a route and significant hill, where there are no users. |
| I would like to see bike lanes between St. Joseph to 1401 Forest Valley Drive and better lighting. |
| No dedicated bike lane. |
| Eliminate the bicycle lanes. |
| Other than bike lanes, I believe these changes are completely unnecessary |
| Have dedicated bike lanes on both sides of the Forest Valley on the sloped section. |
| Further road narrowing will only make an already dangerous roadway more dangerous for cyclists. It is already too narrow to accommodate two vehicles and bike safely. A raised bike lane should be built separately from the roadway with no reduction of current lane widths. Cyclists and drivers would be safer with no bike lane if this cannot be accommodated. |
| Preserve parking at least on one side - removal of all will move problems from FV (when traffic should be) onto side streets. |
| Do not allow parking on Forest Valley. 1 day of looking at parking is not a valid representation of the parking that is on that street. Since the addition of those speed 'sticks' the street is more crowded. The main time street parking is at its busiest is a Sat or Sun. |
| Stop control/Cross walks |
| Light at PXO |
| Addition of a few more cross walks specifically at Valley Field or where there is a bus stop supporting people to take the bus in to town. |
| Adding an all way stop at either; Valley Field, Rivercrest, or Ridgelea |

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| Speed Camera |
| Add photo radar, especially near the school zones. Should also add/develop automatic failure-to-stop detection |
| Speed cameras |
| Install speed camera and give tickets to those who exceed speed limit |
| Photo radar around both schools |
| No Concerns / Do not Support Study |
| Get rid of it all. |
| I recommend removing all obstacles on the road and abandoning all plans to change the road |
| Keep what you have in place now. This is a through street from Orleans Blvd. to St. Joseph. It will have more traffic and what you have in place now is sufficient. |
| There are already measures in place with the signs in the middle of the road forces ppl to slow down therefore this really should not even be an issue anymore. Where is the evidence that there is speeding that we need to address? I travel this street all the time and I don't see the issue! |
| I would like to see a plan which prioritizes bicycles and pedestrians, without adding obstacles for cars. I do not think that Forest Valley has a traffic problem. I have never had a problem with too much traffic or traffic that is too fast. |
| Miscellaneous |
| Multiple raised pedestrian crossings along Forest Valley drive. The Metal dividers to keep cars from going to the curb lines only exist in the summer and I do not want large vehicles travelling it into the opposite lane coming towards me when I'm driving |
| Try removing the roadside digital speedometer - it may decrease the average excessive speed of some drivers along with the other modifications |
| Widening both Forest Valley and Meadowglen to four lanes and include both bike lanes and transit lanes would be the best long-term solution. |
| Extend it to Meadowglen dr as the issue is the same on our street with cars speeding up to 70 in 40KM zone. Many complaints to the city but never did I saw a police car paying attention to the speeding. |
| Less is more. |
| No left turns on St. Joseph 7til 10 am |
| Keep the speed limit at 40km/h along Forest Valley. |
| Increase police enforcement of stop compliance & jaywalking. |
| Recommend removing those road sticks. I applaud the garbage trucks who run them over |
| Have the light at Orleans Blvd have no left turn to Forest Valley at rush hour. This will slow people from driving from Chapel hill south. Enforce the current speed limits |
| Prevent drive through from Innes to St Joseph at rush hours and school hours |
| Reduce the speed to 30km/hr. |

5. Please provide any additional comments you may have:

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| Speed Cushions |
| I also object to any road change that has the potential to delay, slow, damage emergency vehicles (such as proposed raised crossing) |
| Are evenly spaced speed cushions optimal or is there a reason for 2 bumps closer together? |
| Parking/bike lane |
| Not allowing parking on this street would also make it safer for cyclists |
| Since parking is allowed on one side of the street it can be more dangerous for bikes especially if the car is parked close to the bike lane post. |
| Bike lanes overdue |
| The numbers associated with parked in close proximity to schools seems to be reversed. The Catholic school has considerable number of cars parked morning and night whereas the public school has none. |
| Good idea with the bike paths. These marking will make it safer for cyclists. Kids ride their bikes on the sidewalk anyway, so keep traffic moving and protect pedestrians walking on sidewalks. |
| There is certainly not enough room on forest valley for a bike lane and parking. Also consider that the chapel hill park will become more popular when the water park is finished. Parking needs to be a consideration. |
| Winter skating, parking on the side of the road to access the rink easily. |
| the removal of parking on FV will push parking related traffic onto side streets - increasing traffic there when children are playing/biking; no stopping signs on both sides of FV do not consider impacts on deliveries and services; what are the set up and ongoing maintenance costs? |
| Bike lanes will cut down space for parking along Forest Valley |
| Do not add a bike lane on both side of the street as there will not be enough room as people park on the street. |
| I am concerned 2 bike lanes will potentially create too narrow of a street especially on Forest Valley hill where corner is, the slope of this corner was not built correctly, it's flat which is not standard construction., there should be some degree on bank. |
| I have lived on Forest Valley (across from the park) since 2014. I have never observed a traffic problem. There is almost NO traffic on this street except at rush hour (and school drop-off), and it is very quiet here the rest of the time. I've never had any problem exiting the driveway, and never observed any speeding. I am very bothered however by the lack of safe bicycle paths in this entire neighborhood, which leads to bicycles on the sidewalks, which is very unsafe for pedestrians. I would like to see a network of safe bicycle paths on Forest Valley and on Orleans Blvd, to connect with the paths by the river |
| Flex stakes |
| With the metal dividers in place during spring summer and fall a lot of cars parked very close to them and some cars are not parked right near the curb so I have to |

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| <p>move a bit over the yellow line in order to pass those vehicles right where I have to go through the metal dividers</p> |
| <p>Many ppl park on the road and especially near the speed sticks and cause challenging conditions. I especially hate the 2 sticks at the corner of Meadowglen and Forest Valley when turning left. Trucks and buses struggle to make the artificially tight turn.</p> |
| <p>Speed Camera</p> |
| <p>A need for police enforcement or photo radar to record the cars not stopping at the pedestrian crossings</p> |
| <p>I think that the installation of speed cameras on Forest Valley will do much more to decrease speed of traffic than will installation of speed humps, bump-outs, and narrowing the width of Forest Valley.</p> |
| <p>Need speed cameras</p> |
| <p>I would like to see speed cameras in place, especially close to the schools</p> |
| <p>If speed is the issue, put up speed cameras like in front of Gloucester High School.</p> |
| <p>No Concerns / Do not Support Study</p> |
| <p>Speed bumps are a pain for cars, trucks and cyclists... cars will try to avoid them and move into cycling paths, consider adding more stop signs instead. I have noticed a slowing of traffic since the addition of speed tracking device and the addition of traffic slowing posts.</p> |
| <p>People need cars. Stop the social engineering nonsense of trying to get cars off the road or making it difficult for people to drive.</p> |
| <p>Please stop trying to regulate traffic flow through our area. The results of these experiments in other areas have failed miserably.</p> |
| <p>I have lived here for over 20 years, and there were never any major problems on this road. I believe better education for future drivers going forward, and especially better traffic safety education for children is much more important, and longer lasting than these superficial fixes.</p> |
| <p>The traffic speeds along FV are erroneous...I travel the street daily, the speeds you suggest are not the true speeds experienced along FVD</p> |
| <p>This issue has been going on for so long and it seems be caused by a few very local ppl and not representative of most and is waste of taxpayer dollars to still be talking about this</p> |
| <p>Support</p> |
| <p>Measure at Rivermill/Forest Valley as vehicles often fail to stop there despite a 3-way stop</p> |
| <p>I really support the addition of bike lanes, as adults cycling without children often use the sidewalks, forcing pedestrians and dog walkers to move off the sidewalk.</p> |
| <p>I joined the on-line presentation recently and was pleased to learn how the city team arrived at the techniques being used to promote the traffic calming on this street.</p> |
| <p>Overall excellent project and helpful</p> |

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| thank you for your efforts. I can see the traffic calming effect the electronic speed signs have, those are great! More of those would be great. |
| Thank you for considering my feedback and for looking after my neighborhood. |
| Miscellaneous |
| When traveling from Youville Drive (crossing St Joesph) to Forest Valley you cannot activate a green light when you are cyclist (without cars), even if you hit the pedestrian crosswalk button, it still doesn't work. |
| Consider adding a signaled left-turn lane at north-bound Orleans Blvd - Forest Valley intersection that allows only 4-5 cars per advance turn, and red after that. This will reduce morning through traffic. |
| The plan doesn't consider that despite residents complain about speed it is the residents who are often the speeders. As someone who lives in the area, I can tell you that many times the person in front of me who is speeding ends up turning into a driveway along Forest Valley or one of the side street. |
| The traffic calming measures that benefit Forest Valley Drive need to be implemented on Willowbark Drive, which is absorbing some of that speeding traffic that try to avoid Forest Valley. |
| Majority of collisions are at major intersections. The proposed changes will not address that collision issue |
| Forest Valley/Orleans intersection does not register my bike at the light from Forest Valley |
| Let's be fair to everyone without penalizing motorists |
| These consultation processes to need to proceed more quickly - they take far too long to see results |
| Blind corners at Forestglen, Rivercrest |
| Blind spot is found between Forestglen Crescent and Valley Field. |
| People who live on Forest valley road have to realize that this is a route linking Orleans to Ottawa. We cannot stop all traffic. Chapel hill south is growing. Children cross Orleans Blvd. for school. This is a more dangerous road. |
| Forest Valley was a feeder and bus route when people bought. Get over it. |