

# HAIG DRIVE TRAFFIC CALMING STUDY

## AS WE HEARD IT

INITIAL PUBLIC QUESTIONNAIRE

DEC 1 TO DEC 31, 2020



## BACKGROUND

The Haig Drive Traffic Calming study was initiated in response to traffic concerns raised by the residents of Haig Drive. In order to determine community support and develop an understanding of the residents' priorities and concerns, an online public survey was hosted between December 1 to December 31, 2020. The results of the survey, along with the review of the land use context, traffic conditions and any past and future plans that may impact Haig Drive, will help the study team to develop a traffic calming plan which will address the community traffic concerns.

This report includes the results of the online survey and a summary of all the comments received through the questionnaire, by email or phone call. A complete transcript of all comments can be obtained by request.

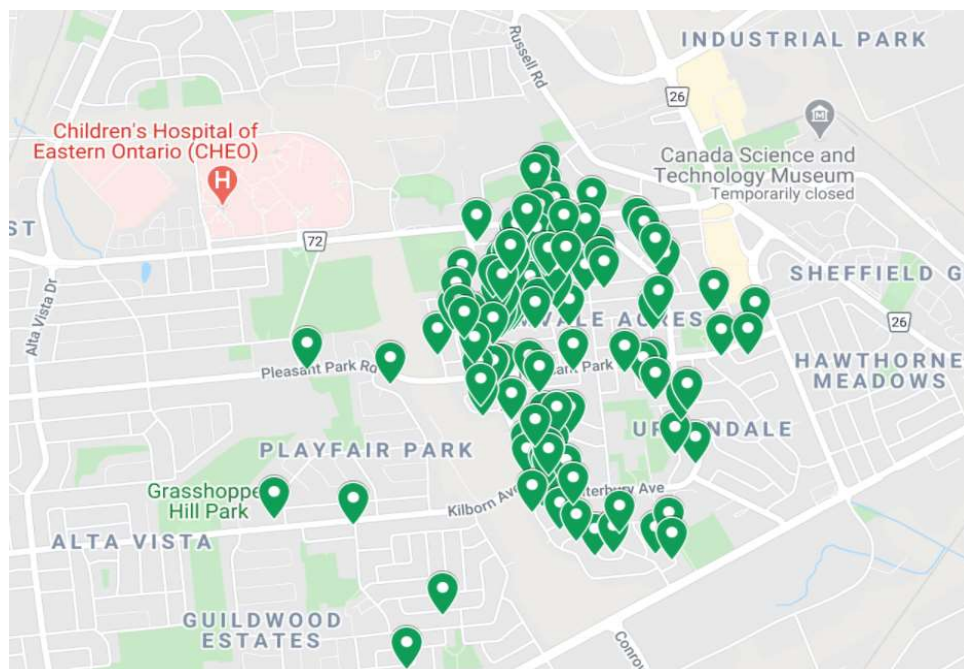
## CONSULTATION ACTIVITIES SUMMARY

Details of this consultation were communicated to residents using a variety of methods including:

- Information flyer delivered to residents along Haig Drive Avenue
- City of Ottawa Website [Ottawa.ca/Haigdrive](http://Ottawa.ca/Haigdrive)
- Community Associations website and social media feeds
- Ward Councillor's website and social media feeds

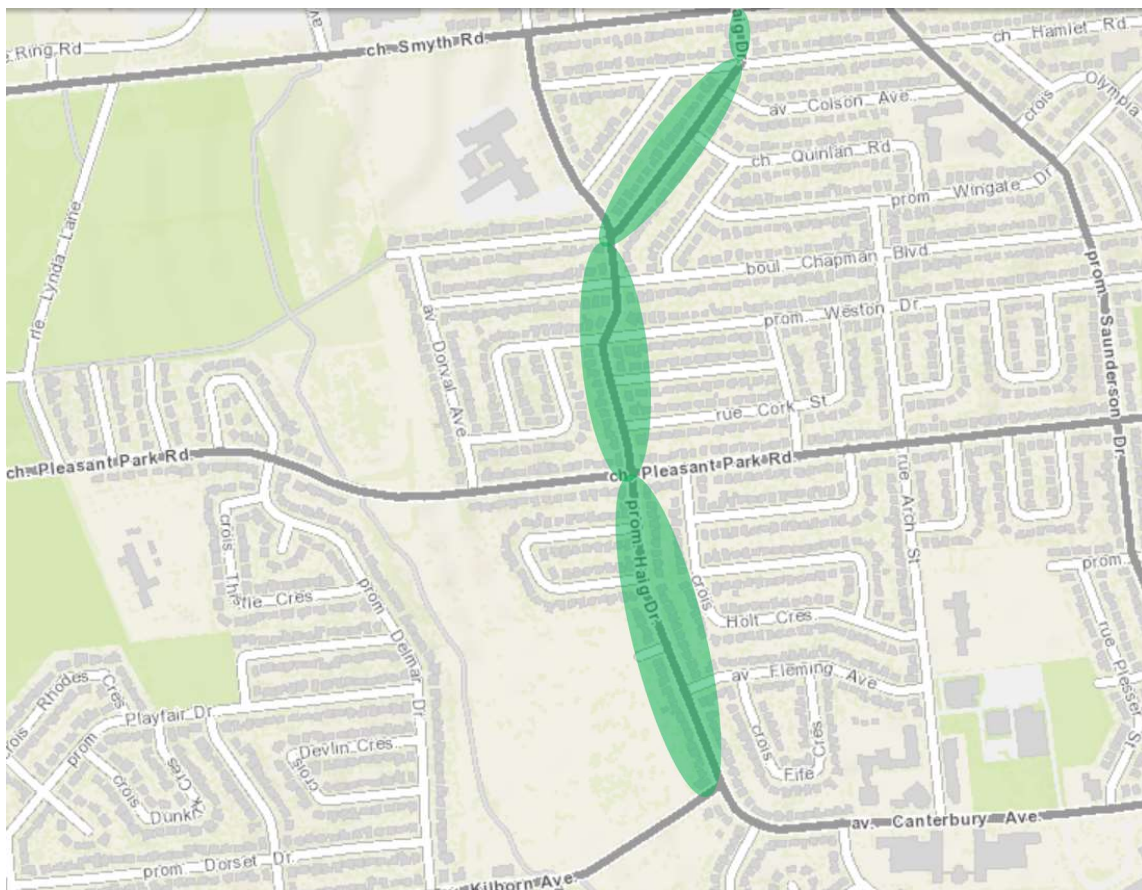
Approximately 200 residents filled out the survey and sent comments.


In terms of location, the majority of the responses were received from residents of the Elmvale-Canterbury neighbourhood. The map below shows the location of the respondents who provided their addresses.



Location of residents who filled out the survey and provided their addresses

The initial study limits were Haig Drive between Kilborn Avenue and Pleasant Park Road. Key considerations when defining the study limits included the nature and key segments of concerns, location and context of sensitive land uses, environmental factors (e.g. major streets, key intersections), opportunities and limitations such as resources and program budget. However, after reviewing all the comments received from the community the study limits were revisited. A significant amount of comments and concerns received were related to the section of Haig Drive between Pleasant Park Road and Smyth Road. Based on the results of the survey and discussions with the Ward Councilor, it was recommended to extend the study limits to Smyth Road. The new study limit is Haig Drive between Kilborn Avenue and Smyth Road. The map below shows the study area in green.

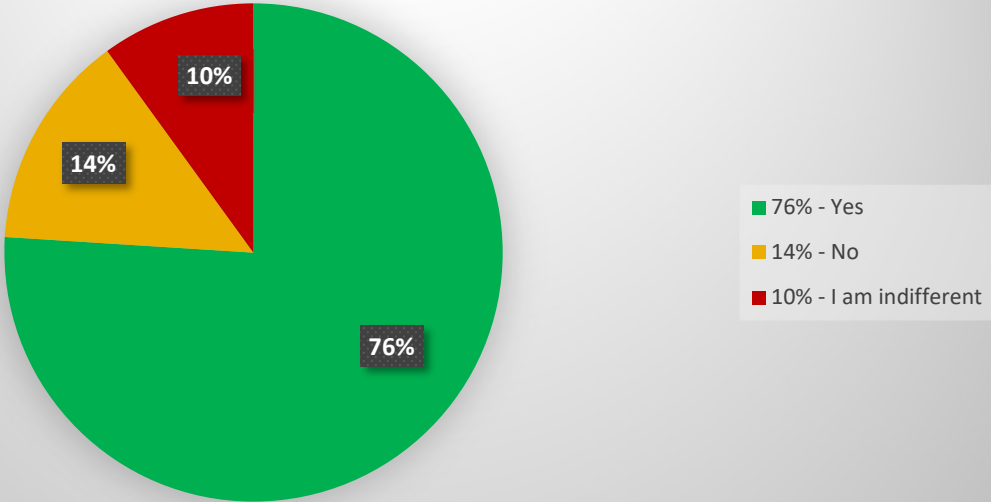


Map of the Study Limits 

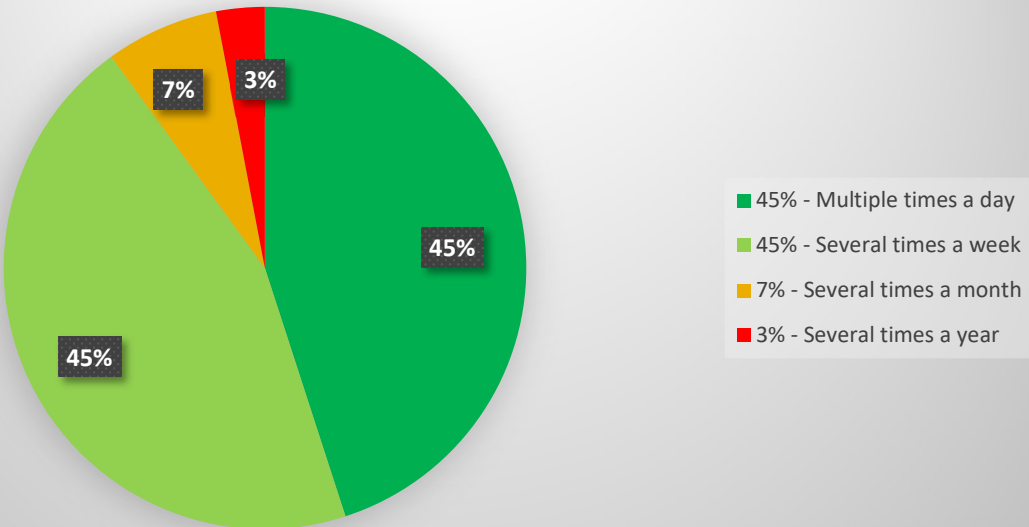
The following section provides a summary of the responses to each question in the questionnaire.

# QUESTIONNAIRE RESULTS

1. Do you support a traffic calming study that could lead to localized street changes on Haig Drive?

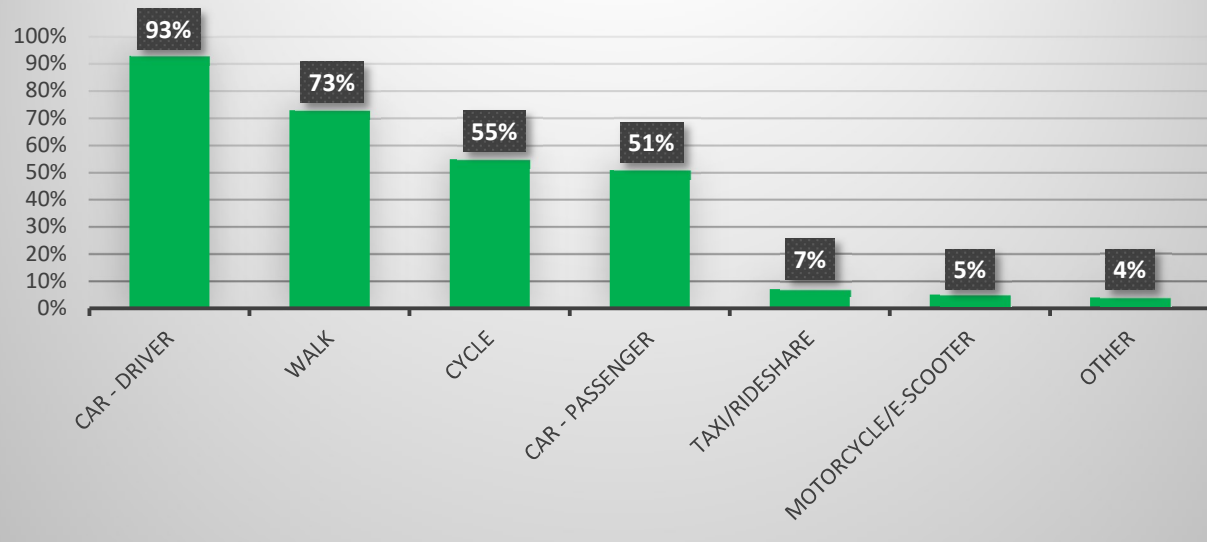


2. How often do you use Haig Drive?

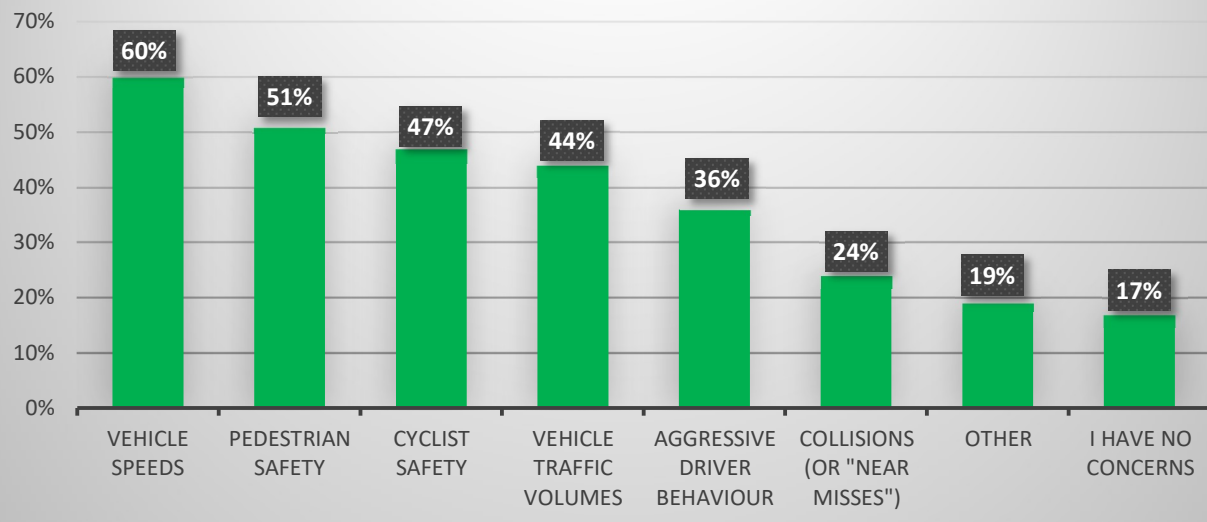




### 3. What modes of transportation do you use when travelling along Haig Drive? (choose all that apply)

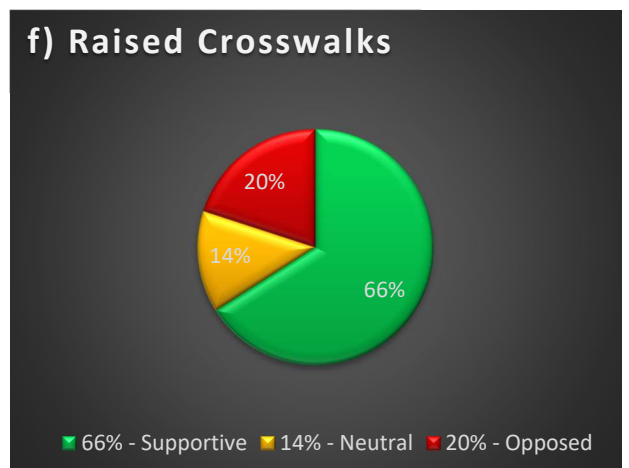
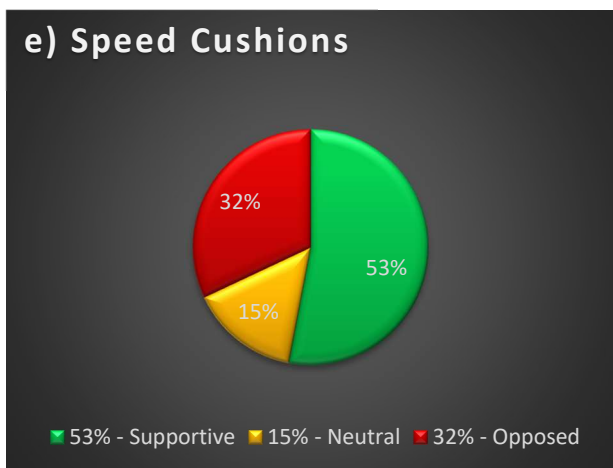
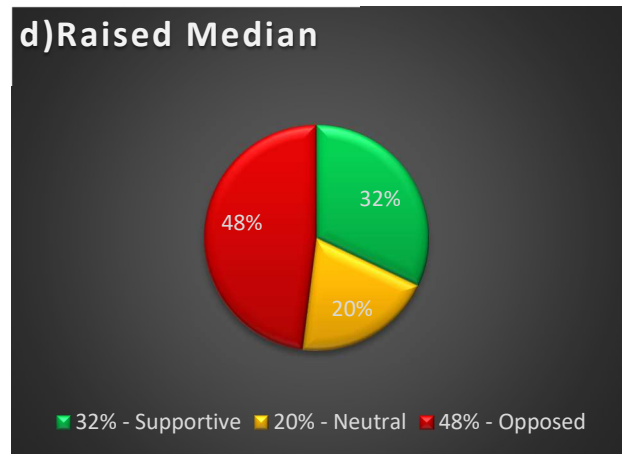
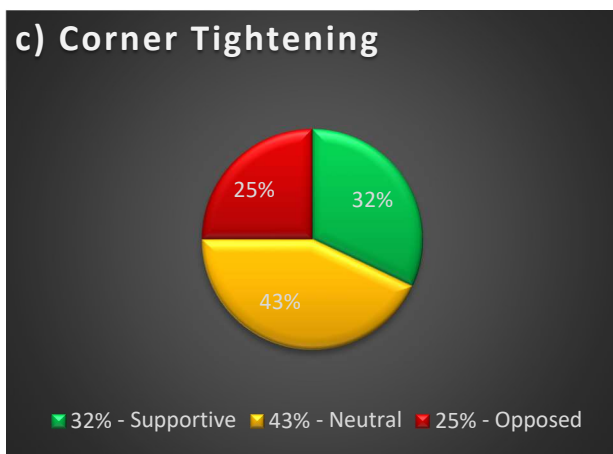
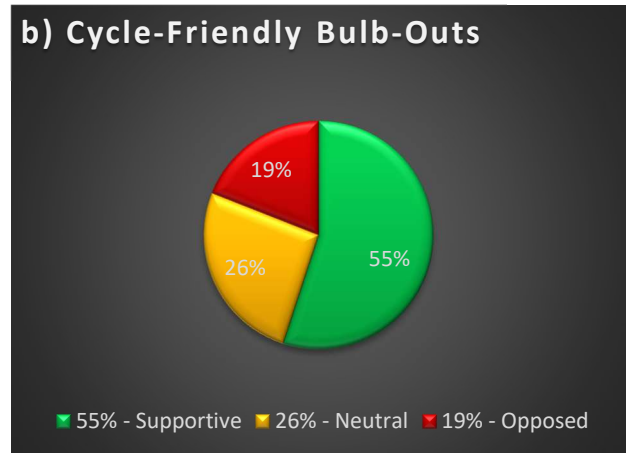
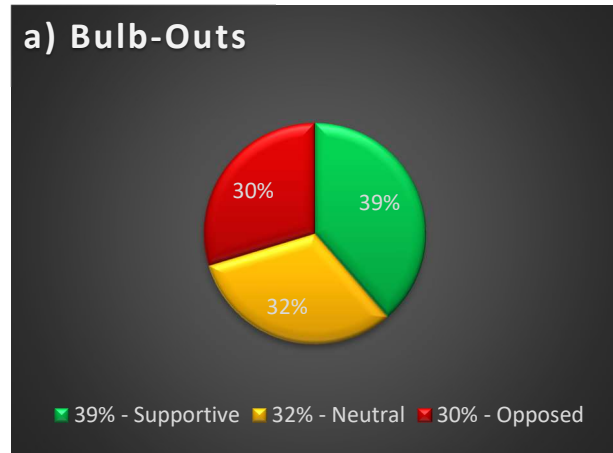


### 4. What are your primary concerns when travelling along Haig Drive? (choose all that apply)

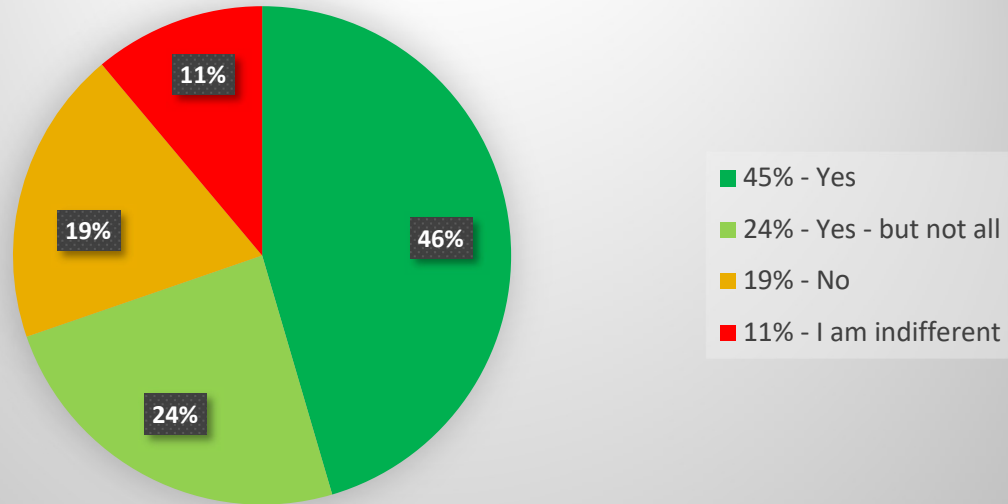


In question five (5), respondents who indicated concerns in the previous question were asked to specify the locations and describe their concerns in detail. The responses to this question are summarized at the end of this report.

6. To help us develop potential solutions to address your primary concerns, please indicate your level of support for the following types of traffic calming measures.



**6. Would you support the removal of on street parking in exchange for traffic calming measures?**



**OPEN-TEXT RESPONSES**

This section is a summary of the concerns raised in question five and any additional comments that were received as part of the questionnaire, by email or phone call.

THEME	COMMENTS
<b>SPEEDING</b>	
	Vehicle speeds is well above 50km/h, especially during high traffic hours when kids are going to (coming from) school
	Speeds from Kilborn to Pleasant Park are very high
	People speeding and blowing through the intersections despite heavy pedestrian use
	Most non-residential traffic is speeding fast enough to be dangerous
	Trying to get out of driveway on Haig is often difficult due to number of cars and the fact that drivers simply speed up between stop signs thus not leaving enough time to get out of driveway
<b>PEDESTRIAN SAFETY</b>	
	Implement sidewalks and pedestrian crosswalks along Haig
	It is challenging to cross midblock during peak times
	High traffic volumes make it difficult to safely cross Haig near Fleming into the green space
	Due to aggressive driving and lack of stop sign compliance, it is dangerous for pedestrians crossing the road

	Haig does not always have sidewalks on both sides of the road, which means pedestrians have to cross more often than necessary at exactly those intersections where there is a lot of traffic, no clear visibility and drivers who simply ignore stop signs
	Challenging for pedestrians to cross Haig at Ellen Ave and Sandra Ave, to access the sidewalk on the east side of Haig Dr
	the 4-way stop at Pleasant Park and Haig can be dangerous at times because there are only markings on the road on 2 of 4 sides for pedestrians to safely cross
	Some cars are driving too fast and even being on the sidewalk doesn't feel safe at times
	My children and I have difficulty with safe crossings at Haig Drive and Pleasant Park Drive when walking to or returning on foot from a local school, as well as when we are cycling in our neighbourhood.
<b>CYCLIST SAFETY</b>	
	No actual bike lanes and cars parked on the street which put the cyclist in danger
	Parked cars on the road make the road narrower and harder for cyclists to navigate
	I feel particularly unsafe as a pedestrian or a cyclist at the intersection of Haig and Pleasant Park
	When I am on my bike on Haig and passing a parked car, the cars coming up behind me will not always slow down. Making for a tight squeeze.
	There have been frequent incidents or near incidents with cyclists particularly at Haig and Kilborn intersection, as the bike lane ends and there are schools nearby (with no bike lanes or other cycling infrastructure)
	Drivers do not yield to pedestrians, and do not provide cyclists with one metre of distance if there are parked cars on both sides of the road
	Parked cars on the street force bikes to merge with traffic
<b>TRAFFIC VOLUME</b>	
	Haig Dr. has become a short cut from Smyth to Conroy
	Traffic northbound from Kilborn to Pleasant Park during morning peak periods and southbound during late afternoon peak periods is extremely heavy, at times making it difficult to turn from side streets Ellen Ave or Sandra Ave
	Rush hour traffic on Haig, Kilborn and Pleasant Park is heavy
	Trying to get out of my driveway on Haig and Pleasant Park near the stop sign at almost any time of day is extremely difficult because of the high volume of cars using Haig to get to Smyth or to Walkley



	Large volume of traffic cutting through neighbourhoods from Walkley Road to Smyth Road
	Drivers are using Haig as a main thoroughfare, especially hospital employees who live south of Ottawa
<b>STOP SIGN COMPLIANCE</b>	
	Regular stop sign violations observed on Haig between Kilborn and Smyth
	Observed vehicles failing to stop at several intersections along Haig including at Pleasant Park, Dauphin and Hamlet
	Cars do not stop completely at intersections
	Drivers are often going through the stop signs especially at Haig and Dauphin
	Cars rolling through stop signs at Haig and Weston
	The stop sign at the corner of Haig and Hamlet is often run, with cars not fully coming to a stop
	I watch countless cars roll through the stop sign at Haig and Kilborn
<b>VISIBILITY ISSUE</b>	
	Poor visibility at the intersections of Haig and Dauphin, Haig and Weston. since the streets don't align properly. It can be hard to see pedestrians as a driver
	There seem to be a number of cars regularly parked on the side of the road of Haig, near the Fleming intersection, which obstruct my view when I'm turning into Fleming, from Haig
	The intersection at Haig and Hamlet is very confusing, the bend in the road reduces visibility
	Two strangely angled intersections at Haig Dr and Dauphin and again at Haig Dr and Weston Rd remain a problem, in spite of stop signs
<b>ENFORCEMENT</b>	
	Enforcement from traffic control wanted
	Would like to see more enforcement at intersections and better signage and design of intersections so that pedestrians feel seen/ comfortable to walk
	Requires more police supervision on Haig Drive until measures are in place
	More police presence during high traffic times to enforce the speed limit and stop signs would be recommended
<b>GENERAL</b>	
	Extend the study limits to include the segment of Haig Drive north of Pleasant Park to Smyth Road
	We need to prioritize the safety of our kids and people living in the neighbourhood, rather than the needs of drivers just passing through
	Reduce speed limit from 50 to 40 km/h

<p>There is a sidewalk on only one side of Haig. With more people walking/cycling during the pandemic to get exercise and fresh air the sidewalk and street can get very crowded</p>
<p>High traffic volume and speed along Haig make it very noisy</p>
<p>With the development going in at Othello, the issue of traffic volume on Haig is going to become more of a problem</p>
<p>Residential roads in this neighbourhood often don't have sidewalk which is unsafe for pedestrians</p>
<p>Living on Fleming, I notice cars often use my street as a shortcut to Haig and drive at high speeds</p>
<p>I am worried that further restrictions on Haig will increase the volume of nonresident traffic on Delmar Drive</p>