

Sherwood Drive Traffic Calming Study

Kenilworth Street Trial Road Closure

As We Heard It Report

November 2022

Executive Summary

A trial closure of Kenilworth Street at the 5-leg intersection of Sherwood Drive / Fairmont Avenue / Kenilworth Street was conducted from June 21st to November 1st, 2021. The intent of this trial was to:

- provide residents with an opportunity to test out the potential benefits/impacts of a closure, and
- collect traffic data.

An online survey was subsequently held from April 28th to May 15th, 2022, to request feedback from the public on their experience with the trial closure and their thoughts on a possible permanent closure. A total of 329 responses were received for this survey.

The survey yielded the following key takeaways:

- 44% of respondents expressed that they felt the intersection is safe as it is. Many respondents did report facing recurring issues, with the most common problems being confusion over right-of-way (31%) and unpredictable motorist behaviour (31%).
- Close to half of respondents expressed concern for the safety of children/adolescent cyclists *and* pedestrians (46% and 45%, respectively). However, 36% reported no concerns towards any demographic group at this intersection.
- The most common benefits experienced during the trial closure were reported to be increased predictability (28%), and safer pedestrian (28%) and cyclist (25%) access.
- The most common issues faced during the trial closure were difficulty to get around the neighbourhood (51%), dislike for the aesthetic of the temporary concrete planter barriers (50%), and increased traffic on other streets (28%).
- The majority of respondents (64%) did not support the idea of a potential permanent closure of the street.

The results of this online survey will assist City staff in developing recommendations for potential modifications to the Sherwood Drive / Fairmont Avenue / Kenilworth Street intersection, as part of the Sherwood Drive Traffic Calming Study. Once a potential concept design has been drafted, the concept will be shared with the public for feedback.

Introduction

The City of Ottawa commenced the Sherwood Drive Traffic Calming Study in 2020. An initial survey requesting community feedback on existing traffic conditions along Sherwood Drive was conducted in late 2020. Areas of common concern were identified at various locations along Sherwood Drive, including at the 5-leg intersection of Sherwood Drive / Fairmont Avenue / Kenilworth Street. Feedback received in the initial survey about the 5-leg intersection generally included:

- Concerns about confusion and unpredictability
- Feeling unsafe as pedestrians
- Concern for children crossing at this intersection
- Experiencing or observing near-misses

Concerns about this intersection had also been expressed to the City and Ward Councillor's office for several years. In addition to the anecdotal concerns raised by residents, City transportation staff generally agreed that the intersection could be problematic given the 5-legs and that it warranted further investigation to assess possible modifications that could make the intersection more consistent with current roadway design standards and best practices.

Closing one leg of this intersection to make it into a more standard 4-leg intersection was considered and a trial closure of Kenilworth Street at the intersection was conducted from June 21st to November 1st, 2021.

Feedback received directly from residents throughout the trial closure generally included the following comments:

- Cyclists and pedestrians generally felt safer with Kenilworth Street closed.
- Some residents did not have any concerns with the existing 5-leg intersection – but others did have concerns.
- Desire for a “holistic approach” to traffic calming / needed clarification that other measures were still being pursued for the remainder of Sherwood Drive.
- Negative secondary impacts including:
 - additional traffic volume / increased speeds on their street
 - loss of their preferred driving routes
 - some residents felt there were new safety concerns for pedestrians (particularly for children on Barrie Avenue)

An online survey was held from April 28th to May 15th, 2022, to request feedback from the public on their experience with the trial closure and their thoughts on the idea of a possible permanent closure. Traffic data was also collected as part of the trial closure, and the results have been presented in a report on the project webpage.

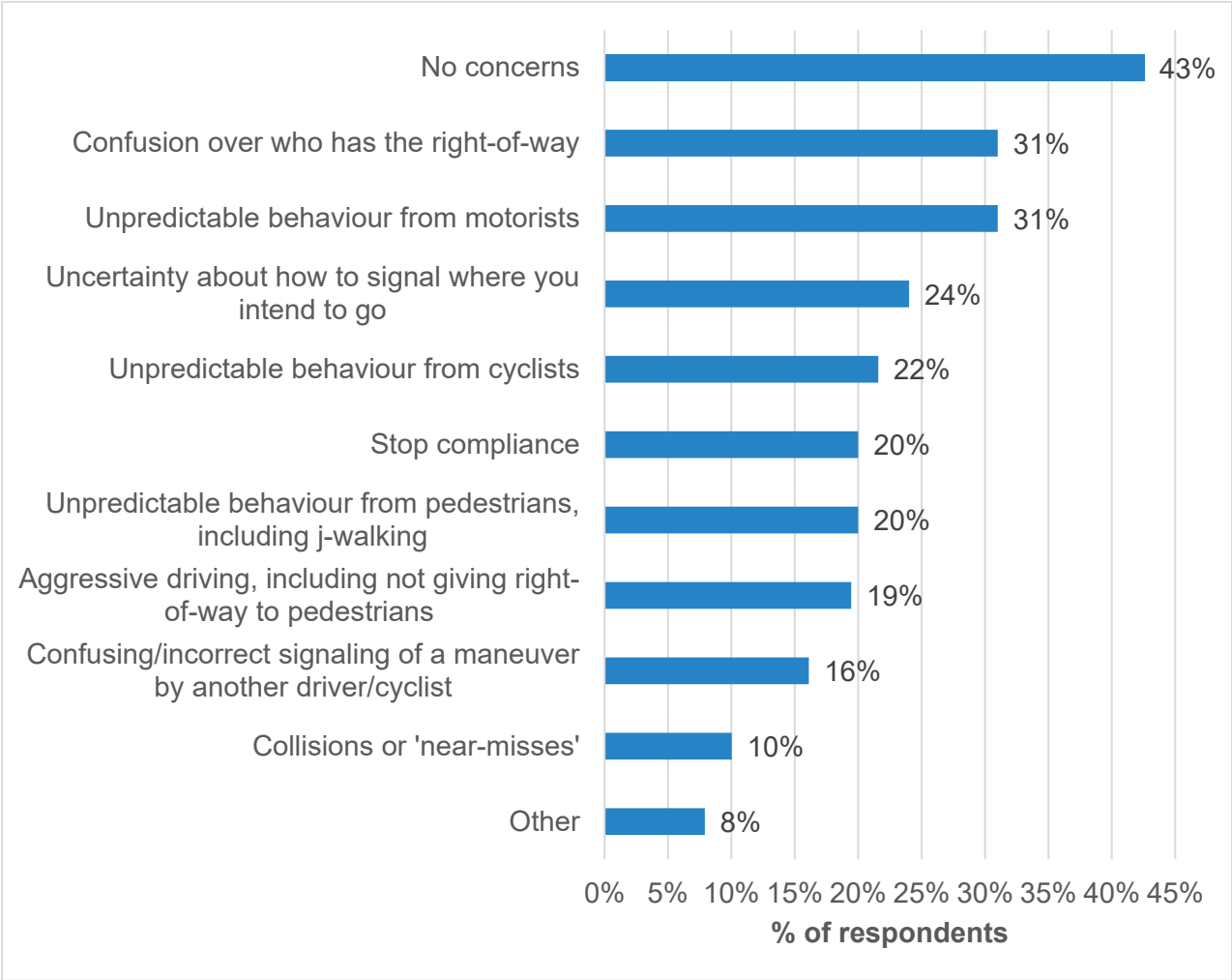
Kenilworth Trial Closure - Survey Results Summary

There was a total of 329 responses to this survey. The following provides a summary of the responses to each question. The majority of respondents (88%) reported living within the Civic Hospital Neighbourhood.



Select from the list below, recurring issues you have encountered while travelling through the Sherwood Drive / Fairmont Avenue / Kenilworth Street intersection.

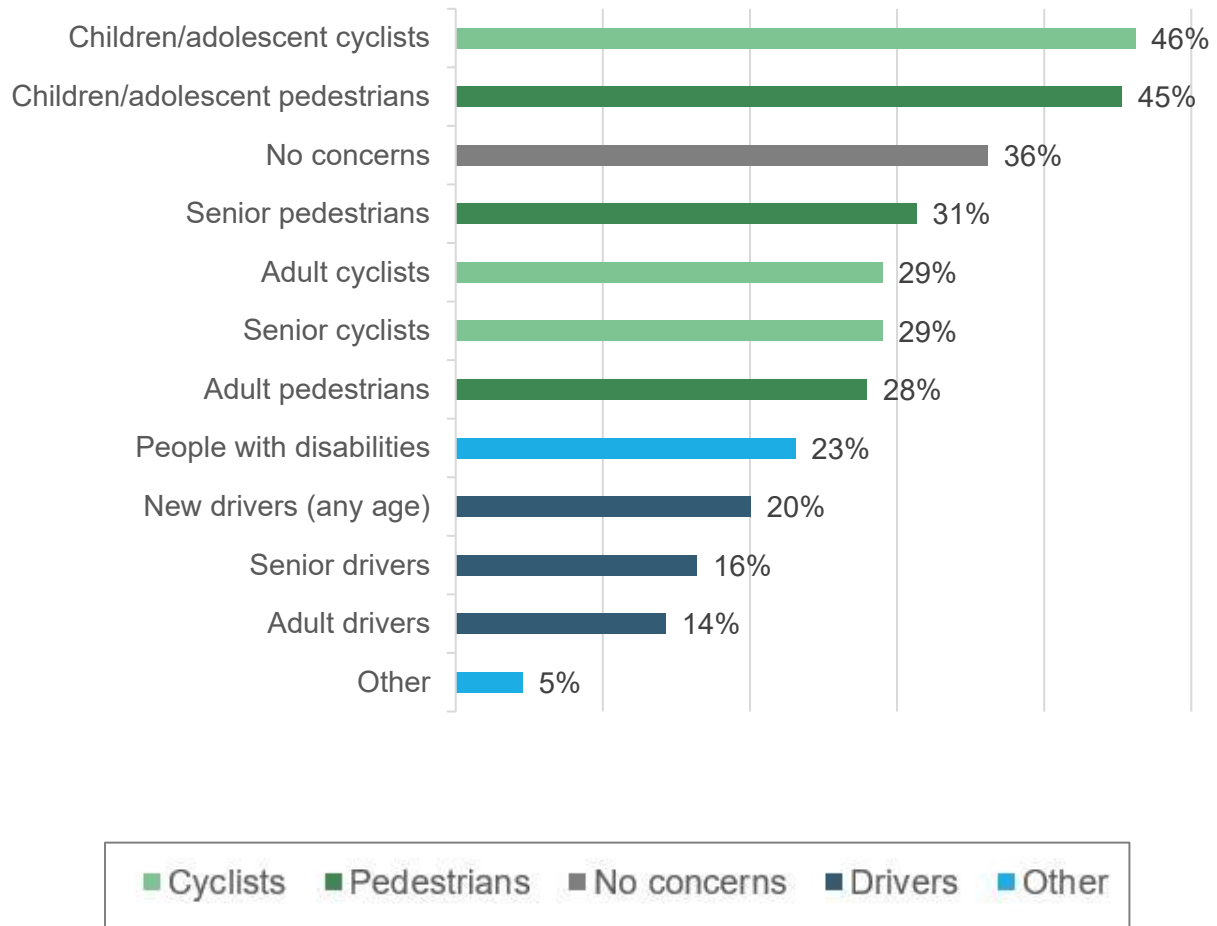
43% of respondents reported not having encountered any recurring issue while traveling through the intersection while 31% reported experiencing confusion over who has the right-of-way as well as unpredictable behaviour from motorists.



*Other includes visual overload for motorists, difficulty for various modes to navigate the intersection at the same time (cyclists and drivers), excessive honking, and difficulty to see cyclists.

Select any groups which you have safety concerns for as they travel through/around the Sherwood Drive / Fairmont Avenue / Kenilworth Street intersection.

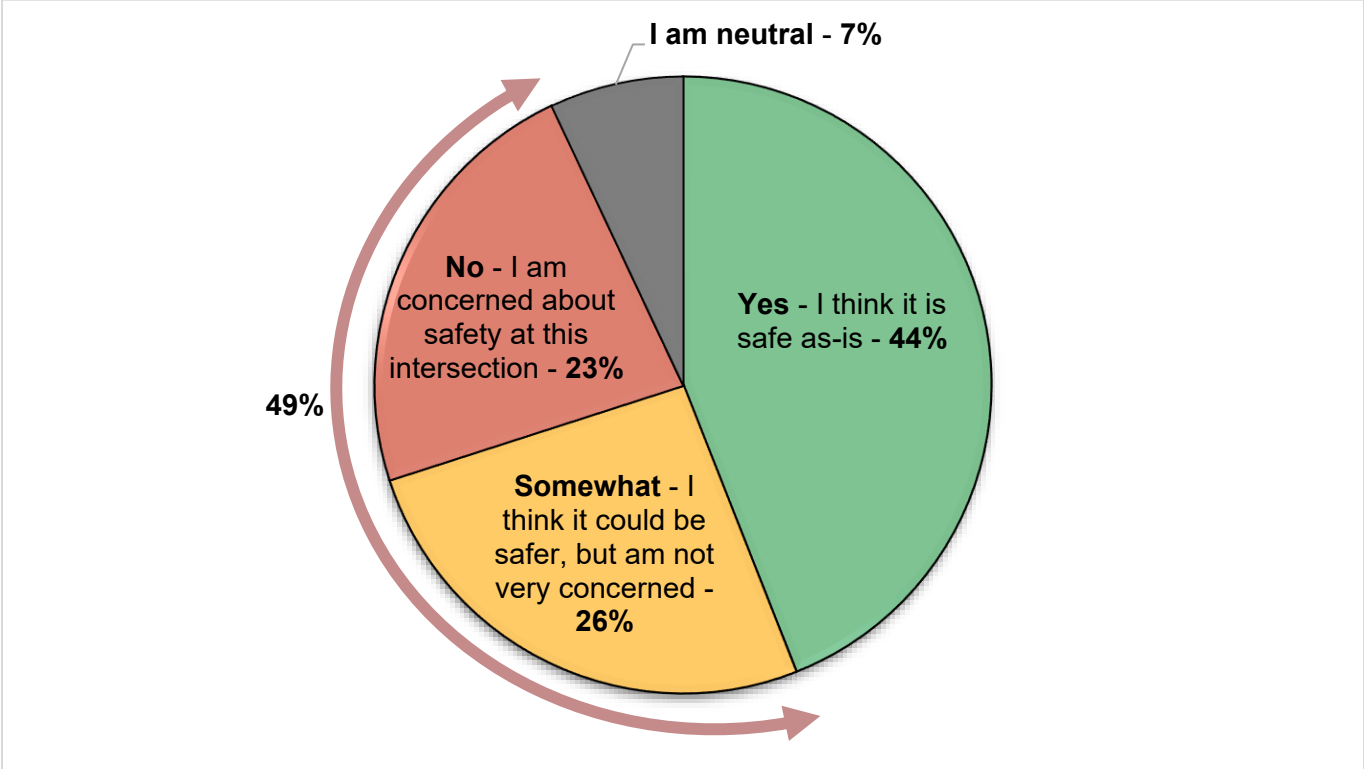
Respondents expressed the most concern for the safety of children/adolescent cyclists and pedestrians as they travel through this intersection, compared to other demographics. In general, there was more concern for cyclists and pedestrians than there was for drivers.



*Other includes e-scooters and all users

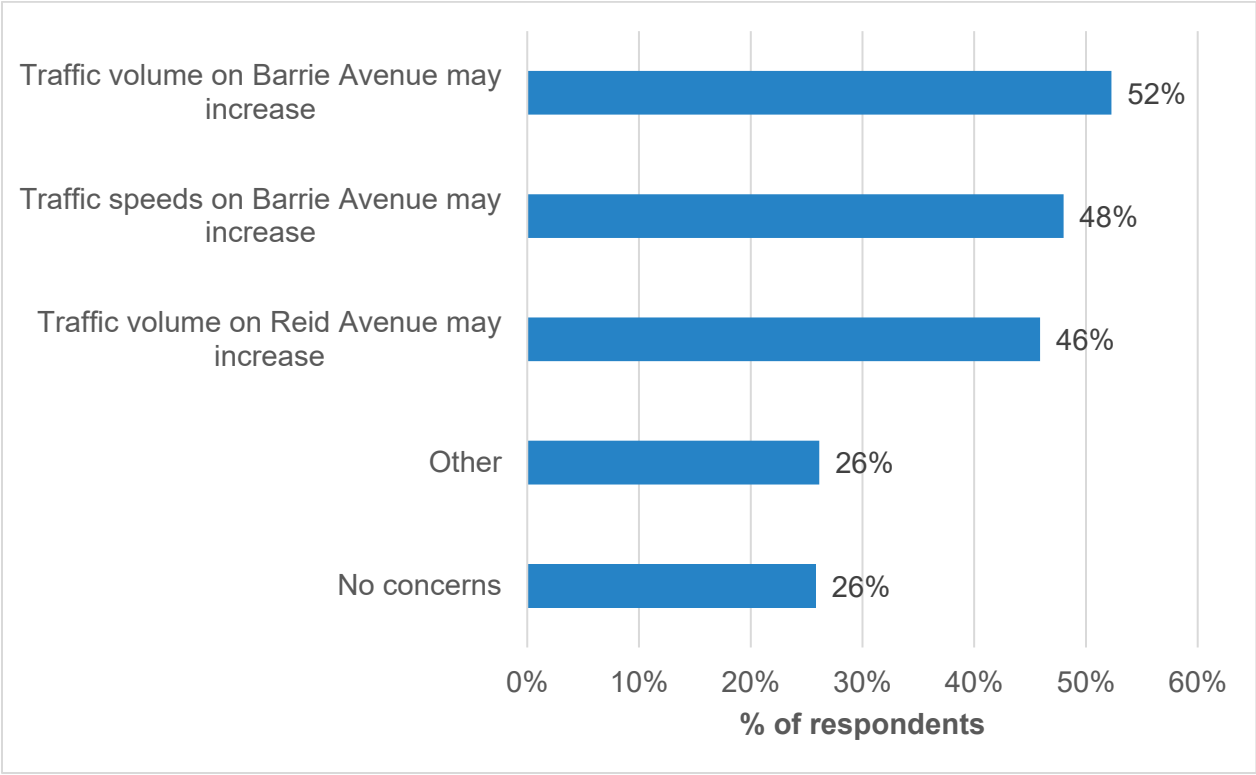
Is the intersection of Sherwood Drive / Fairmont Avenue / Kenilworth Street as safe as you would like it to be?

49% of respondents expressed at least some concern for the 5-leg intersection, while 44% of respondents indicated that they feel the intersection is safe as it is.



Please select any traffic concerns you have related to the possible permanent closure of the east end of Kenilworth Street.

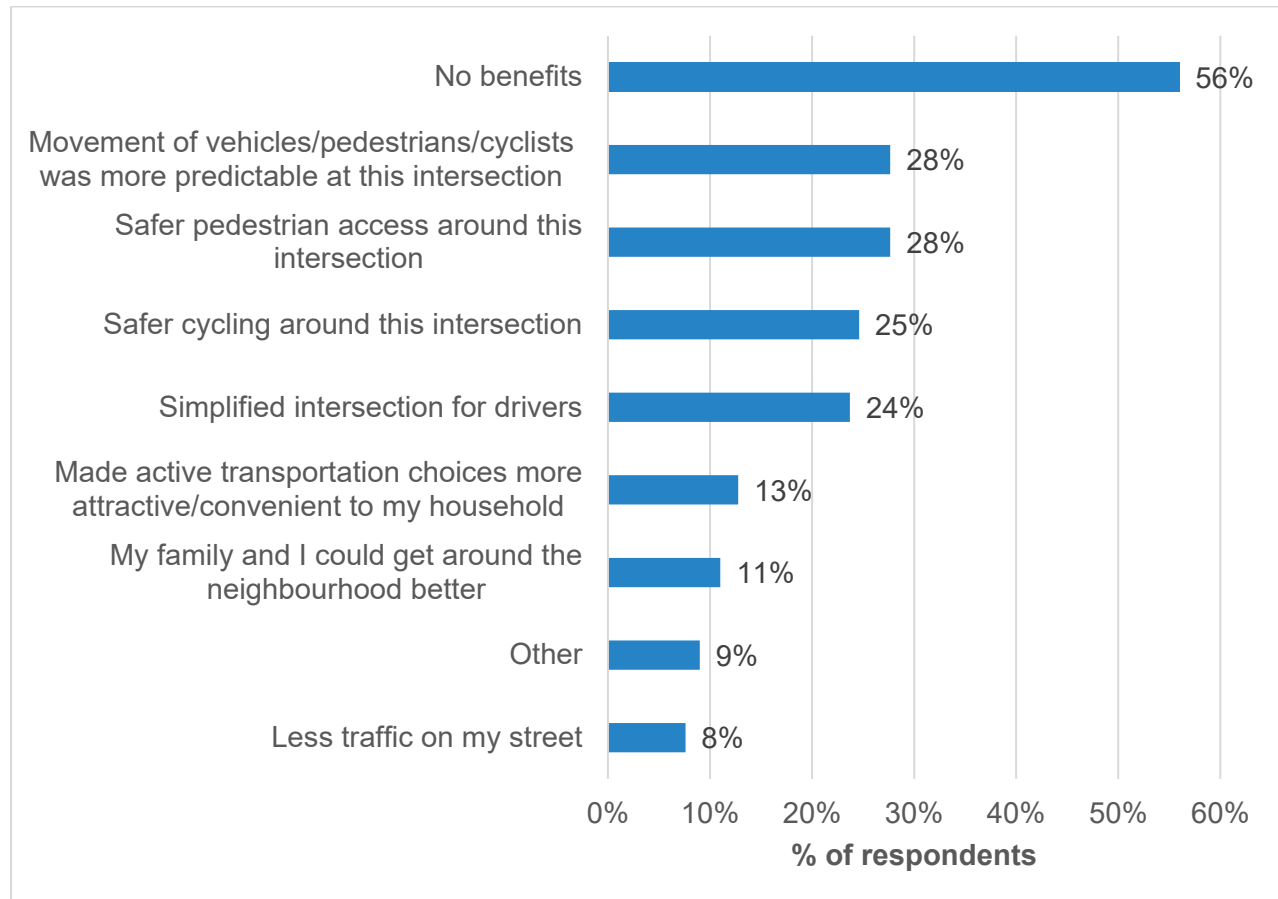
26% of respondents had no traffic concerns related to a potential permanent closure of the east end of Kenilworth Street. The other 74% were primarily concerned about the potential increase in traffic volume and speeds on nearby streets (particularly Barrie Avenue and Reid Avenue).



*Other includes increased traffic speeds on Reid Avenue, increase in traffic volume and speeding on Sherwood Drive and other nearby streets, U-turns on Kenilworth Street and more difficulty to get around the neighbourhood.

Please tell us about any benefits you experienced as part of the trial closure.

“No benefits” was the most common answer to this question (56%), while about a quarter of respondents reported experiencing a more predictable, safer and simpler intersection during the trial closure.

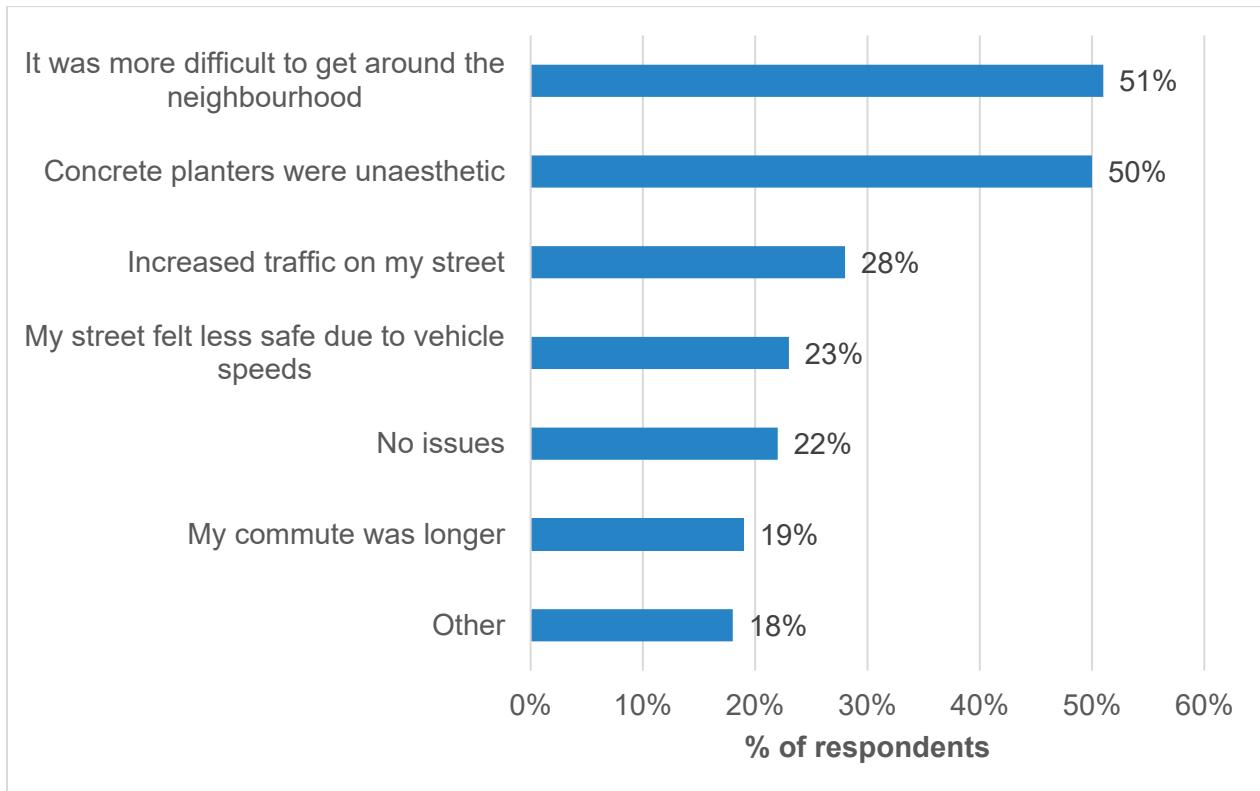


*Other responses included:

- At the Sherwood Drive / Fairmont Avenue / Kenilworth Street 5-leg intersection:
 - Less aggressive drivers (fewer “road rage” incidents).
 - Safer pedestrian access to Fairmont Park.
 - More comfortable/less confusing.
 - Improved compliance at the 5-leg intersection (stop compliance and respecting right-of-way).
- On surrounding streets:
 - Gwynne Avenue and Kenilworth Street feeling safer.
 - The temporary dead-end on Kenilworth Street provided a place where kids could play/bike safely.
 - Reduced aggressive driving at the Gwynne Avenue/Ruskin Street intersection and the Ruskin traffic circle.

Please tell us about any issues you faced related to the trial closure.

The most common issues reported were that it was harder to get around the neighborhood (51%), and that the concrete planter barricades had an unaesthetic appearance (50%).

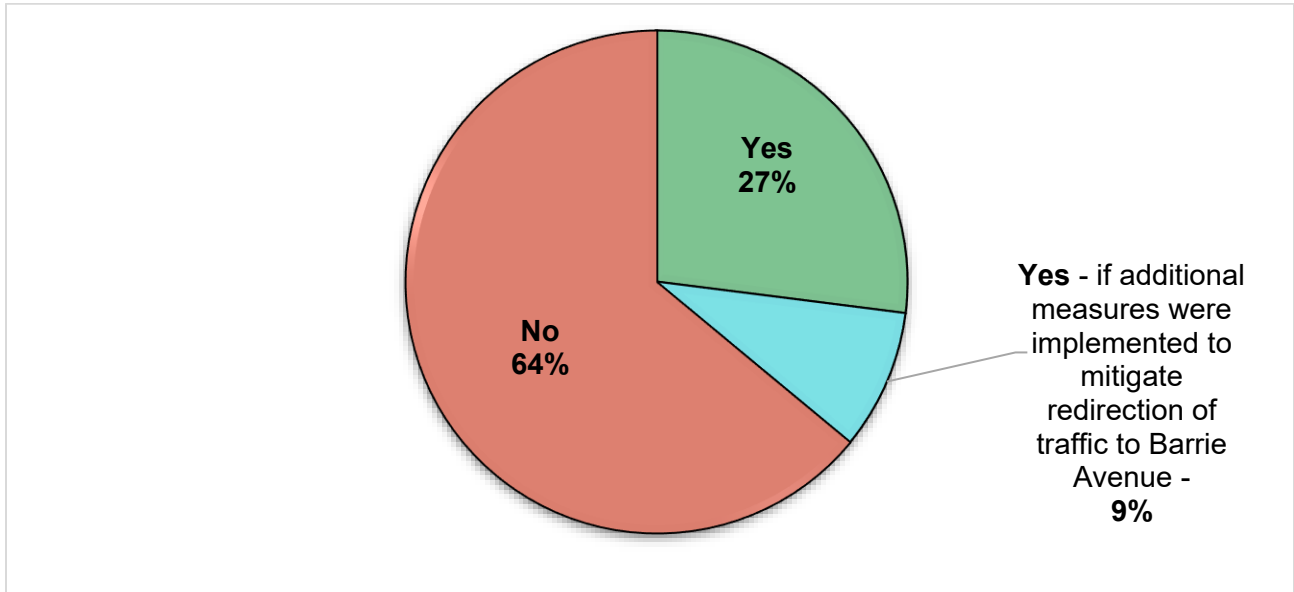


*Other responses included:

- At the Sherwood Drive / Fairmont Avenue / Kenilworth Street 5-leg intersection:
 - Confusion, frustration and inconvenience.
 - A decrease in stop compliance / felt the unusual nature of the 5-leg intersection (prior to the trial closure) had promoted caution.
 - Increased concern for the safety of cyclists and pedestrians.
 - Issues with the temporary concrete planter barriers (visual distraction, not enough space for bike trailers/cargo bikes).
 - Not clear enough to drivers that cyclists could still enter the intersection at Kenilworth Street.
 - Did not address j-walking at the intersection.
- On surrounding streets:
 - Increased traffic volume particularly on Barrie Avenue and Reid Avenue.
 - Concern for safety of children playing on Barrie Avenue.
 - Aggressive driving at the Kenilworth Street / Barrie Avenue intersection.
 - Increased speed and aggressive driving.
 - More difficulty accessing the Civic Hospital.

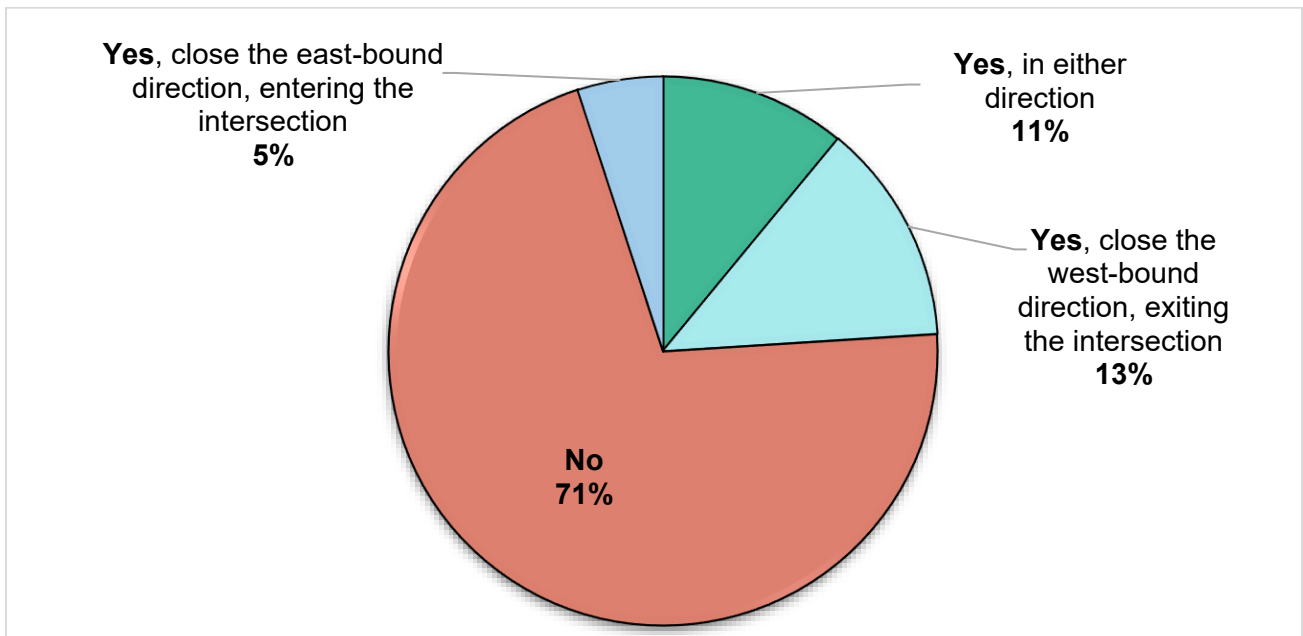
Would you support a full closure of Kenilworth Street at this intersection?

64% of respondents opposed the idea of a permanent closure of Kenilworth Street at the 5-leg intersection.



Would you support a one-way closure of Kenilworth Street at this intersection?

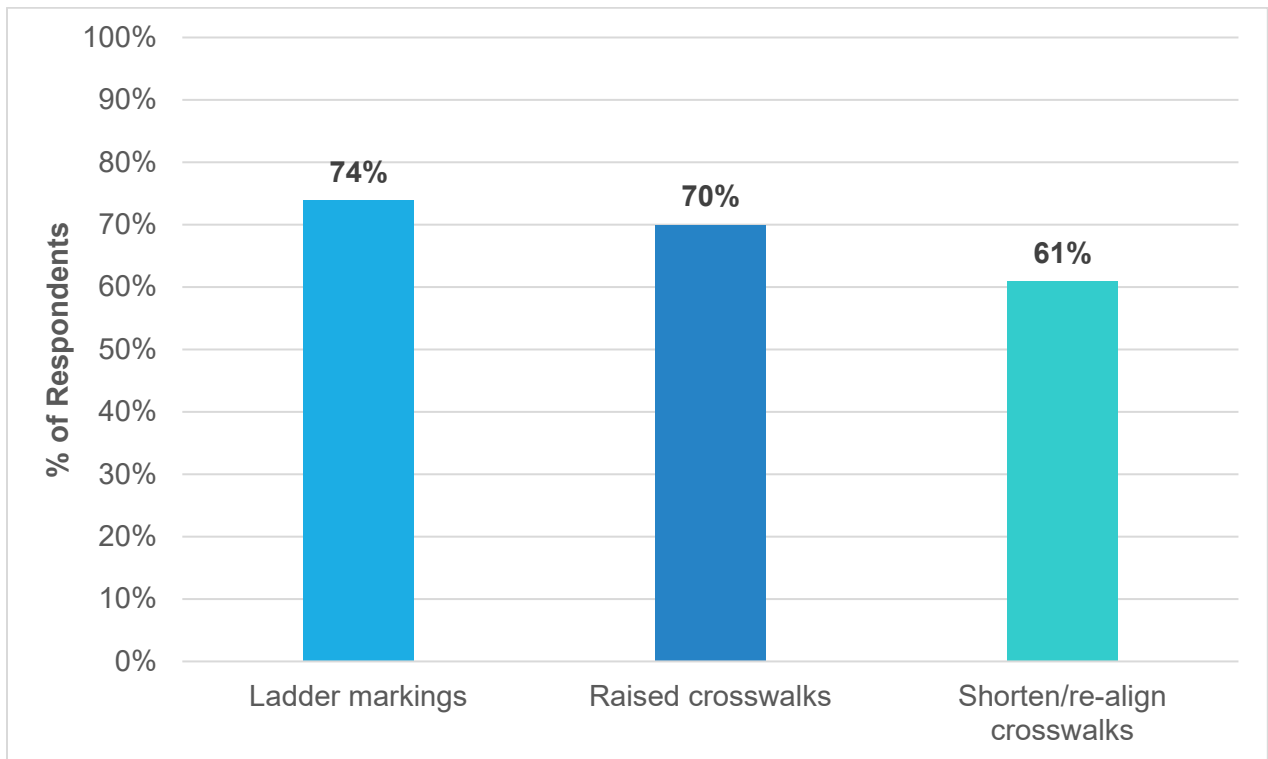
71% of respondents opposed the idea of a one-way closure of Kenilworth Street at the 5-leg intersection.



The City is considering other measures for this intersection, including re-aligning the crosswalks to better match pedestrian travel paths, adding raised crosswalk(s), and/or painting ladder markings on additional legs of the intersection.

Please select any options below that you would support.

74% of respondents expressed support towards the addition of painted ladder markings, while raised crosswalks were supported by 70% of respondents and shortening or re-aligning crosswalks were supported by 61%.



Conclusion

An online survey was held from April 28th to May 15th, 2022, to request feedback from the public related to the trial road closure of Kenilworth Street at the 5-leg intersection of Sherwood Drive / Fairmont Avenue / Kenilworth Street. A total of 329 responses were received for this survey.

Responses were divided with some respondents feeling there are no issues with the current 5-leg intersection, and others feeling that the intersection is confusing and unpredictable.

When asked about benefits experienced during the trial closure, about a quarter of respondents reported increased predictability, and safer pedestrian/cycling access. Conversely, when asked about issues faced, about half of respondents expressed issues such as difficulty getting around the neighbourhood, and increased traffic on other streets.

The majority of respondents did not support a permanent closure of the east end of Kenilworth Street nor a one-way closure.

Respondents were generally supportive of potential alternative measures at the intersection, including painting ladder markings, adding raised crosswalks, and shortening/re-aligning the crosswalks.

The results of this study will assist in assessing and recommending permanent roadway modifications for the 5-leg intersection of Sherwood Drive / Fairmont Avenue / Kenilworth Street.