

# Pike Street and Lorry Greenberg Drive Neighbourhood Traffic Calming Study

## Public Engagement Feedback Report

*January 2025*

### Introduction

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The City of Ottawa is undertaking a Neighbourhood Traffic Calming (NTC) study along Pike Street (between Hunt Club Road and Lorry Greenberg Drive) and Lorry Greenberg Drive (between Pike Street and Conroy Road) to recommend solutions to reduce the negative impacts of motorized traffic and improve safety for all road users.

An online survey was conducted from November 1 to November 24, 2024. The primary purpose of this survey was to gather public feedback about the [proposed concept plan](#), which was developed after reviewing existing traffic data, coordination with stakeholders, and project constraints to assist City staff in recommending permanent roadway modifications in this study area.

The results of the online survey are summarized in this Public Engagement Feedback Report (PEFR).

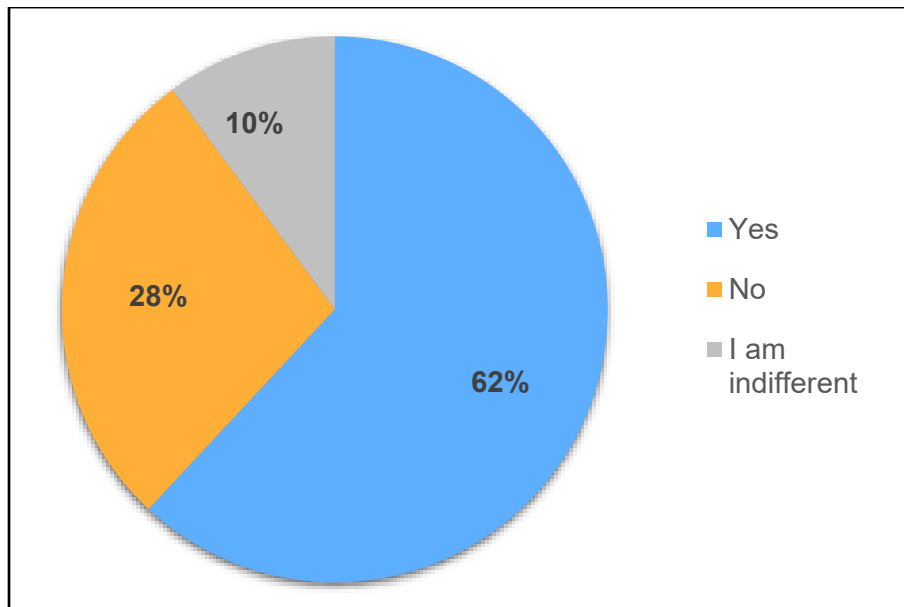
## Survey Results Summary

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A total of 247 respondents completed the survey. The following provides a summary of the responses to each question.

**The purpose of this study is to recommend permanent roadway modifications intended to improve safety, primarily by reducing vehicle speeds along Pike Street and Lorry Greenberg Drive. Are you supportive of this traffic calming study?**

62% of respondents indicated that they were supportive of this traffic calming study, 28% were not supportive and 10% were indifferent.



*Figure 1 - Traffic calming study support levels*

### What mode(s) of transportation do you use when travelling along Pike Street and/or Lorry Greenberg Drive? (Choose all that apply)

Respondents indicated that they use a variety of transportation modes while travelling along Pike Street and Lorry Greenberg Drive. The most common modes of transportation were by car as a driver (94%), walking/running (71%), cycling (42%), and by car as a passenger (40%).

Less common modes included OC or Para Transpo (19%), taxi or rideshare services (9%), motorcycle (4%), micromobility devices such as e-bikes or e-scooters (3%), and wheelchair or mobility device (less than 1%). Those who responded “Other” (2%) indicated that they travelled using a scooter, roller blades, or by school bus.

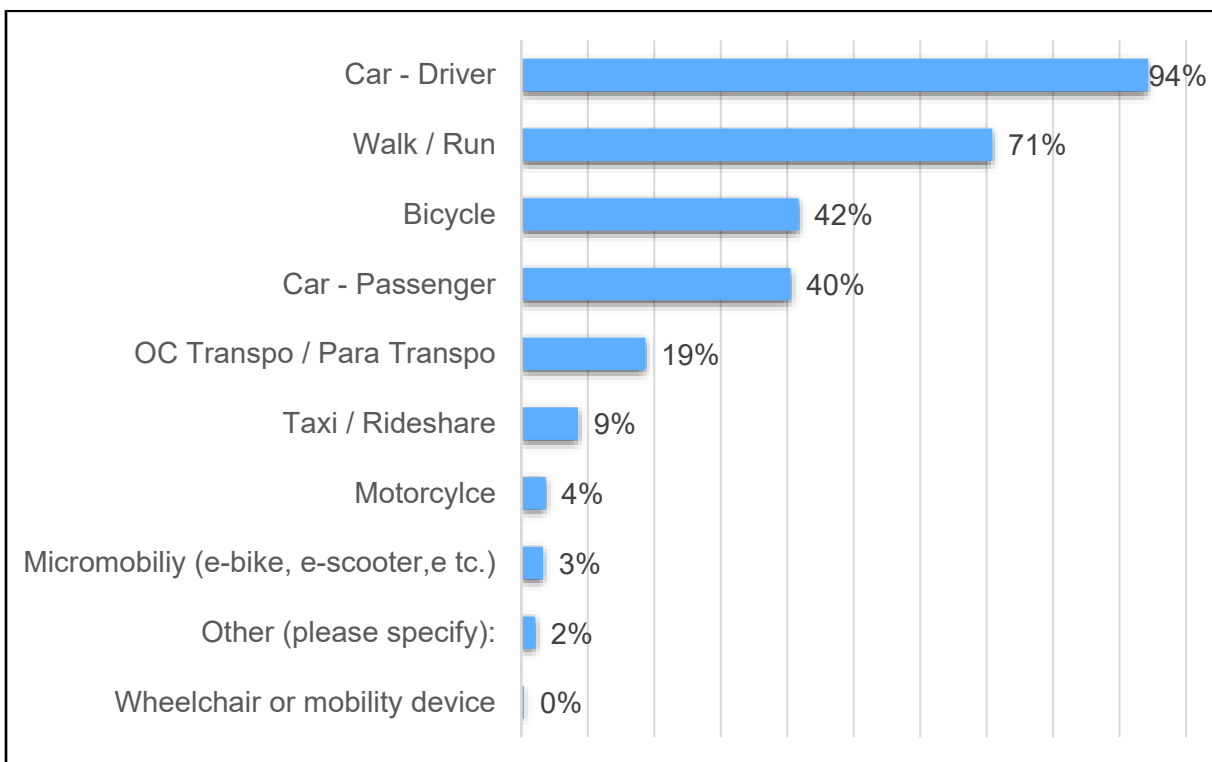
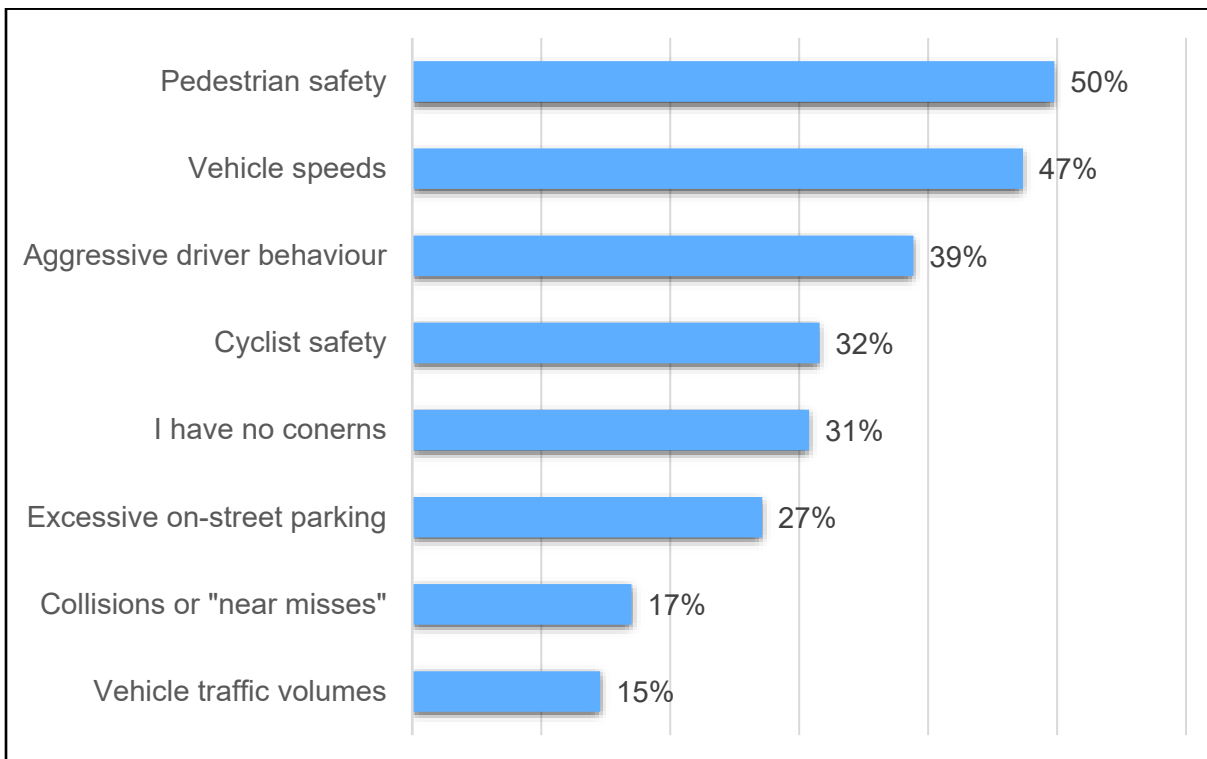


Figure 2 - Modes of transportation

**What are your primary concerns when travelling along Pike Street and/or Lorry Greenberg? (Choose all that apply)**

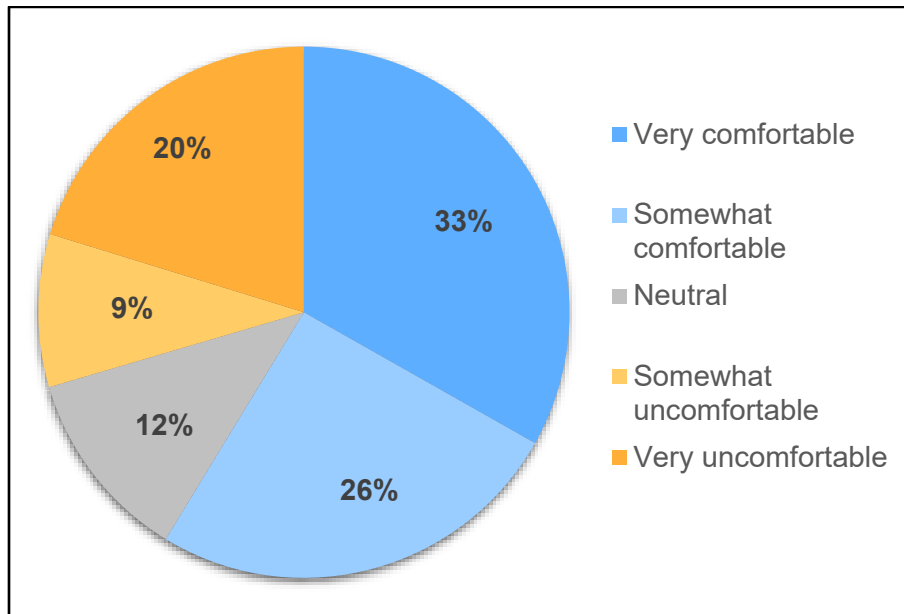
50% of respondents were concerned with pedestrian safety, followed by vehicle speeds (47%), aggressive driver behaviour (39%), cyclist safety (32%), excessive on-street parking (27%), collisions or “near misses” (17%), and vehicle traffic volumes (15%). Additionally, 27% of respondents indicated that they have no concerns.



*Figure 3 - Primary concerns along Pike Street and Lorry Greenberg Drive*

**Please indicate your level of comfort for the proposed conceptual plan.**

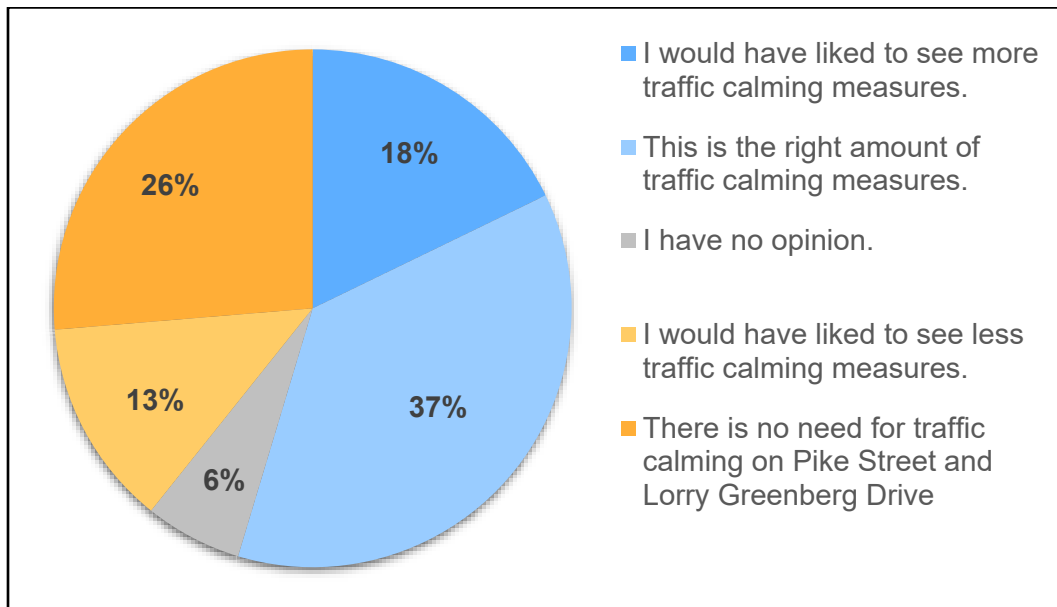
Overall, 59% of respondents indicated that they felt very comfortable (33%) or somewhat comfortable (26%) with the proposed plan. 29% reported that they were very uncomfortable (20%) or somewhat uncomfortable (9%). The remaining 12% of respondents were neutral.



*Figure 4 - Comfort levels for conceptual plan*

**Please indicate what your general opinion is with regards to the proposed conceptual plan.**

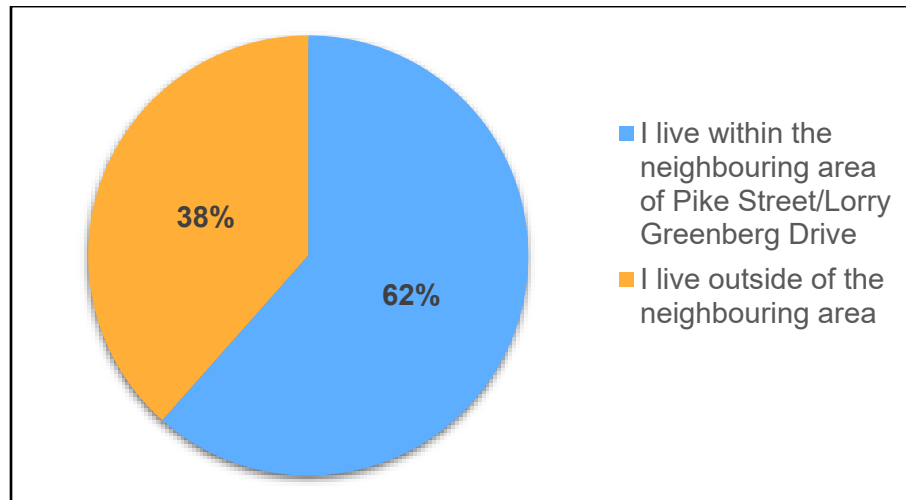
Most respondents (37%) felt that the plan contained an appropriate number of measures, while 18% of respondents indicated that they would have liked to see more traffic calming measures proposed. 13% of respondents would have preferred fewer traffic calming measures, while 26% felt that no traffic calming is necessary on Pike Street or Lorry Greenberg Drive. The remaining 6% had no opinion on the matter.



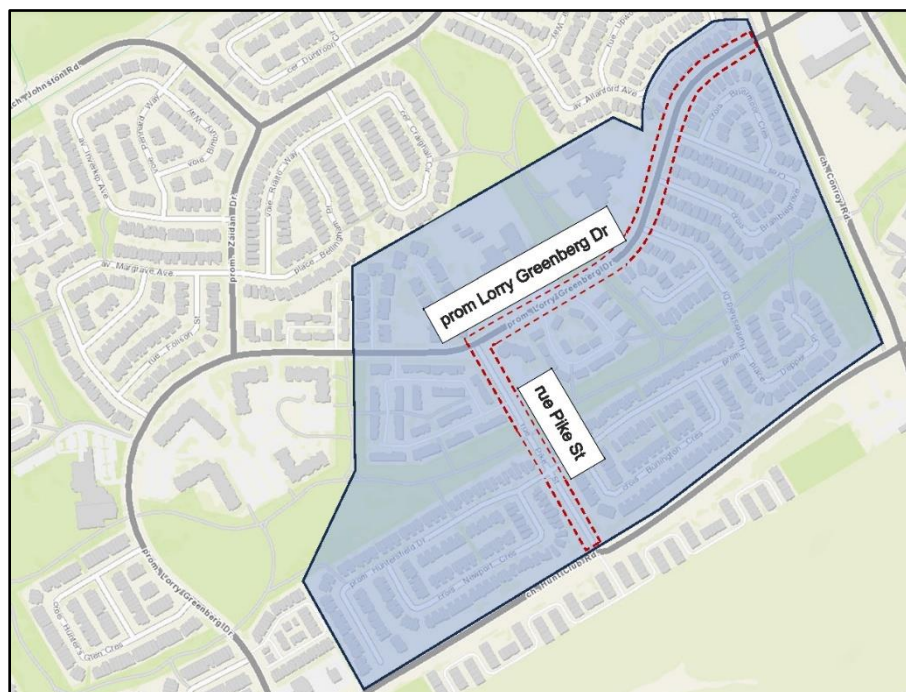
*Figure 5 - General opinions about the proposed plan*

**Please indicate where you live in relation to this project's study area.**

Overall, 62% of respondents reported living within the neighbouring area or adjacent to Pike Street or Lorry Greenberg Drive (within the blue area shown in Figure 7). The remaining 38% live outside of the neighbouring area.



*Figure 6 - Survey responses by area of residence*



*Figure 7 - Map of study area and surrounding areas*

### Comfort levels compared to area of residence.

The following chart correlates the comfort levels indicated by respondents in question 4: *“Please indicate your level of comfort for the proposed conceptual plan”* with the area of residence from question 6: *“Please indicate where you live in relation to this project’s study area”*.

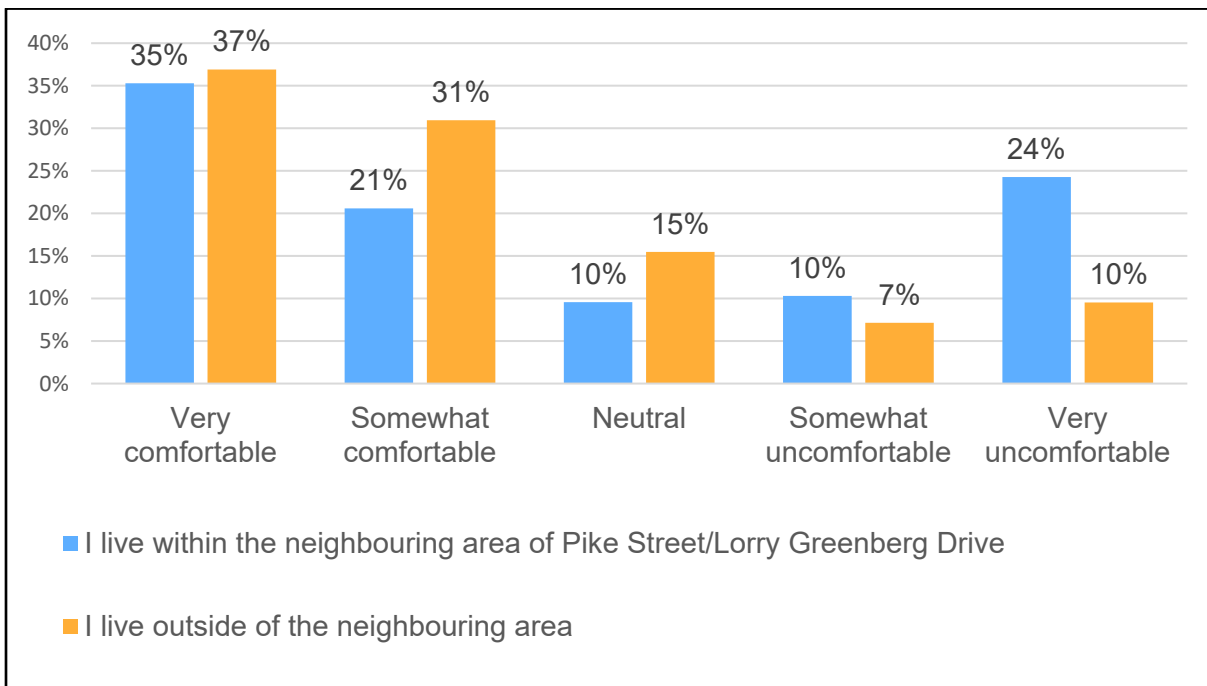


Figure 8 - Comfort levels by area of residence

This comparison suggests that area of residence did not play much of a factor for those who were very comfortable with the proposed plan. In fact, those who live outside of the neighbouring area generally indicated higher comfort levels than those who live closer to the study area.

The greatest difference can be seen among those who were very uncomfortable with the proposed plan, with a greater proportion of those who live near the study area indicating their discomfort. One possible reason for this could be that those who live in the vicinity of the study area and who may see traffic calming measures as an inconvenience are more likely to be affected by them regularly and would therefore be less supportive of the proposed plan.



**Do you have any general comments regarding the overall proposed traffic calming concept plan or any comments about specific proposed measures at particular locations?**

The following table provides a summary of the individual comments received through the online survey. The comments have been grouped based on their respective category. It should be noted that some of the received comments fit into more than one category.

*Table 1 - Open comments classification*

Comment Category	Number of Comments
Support proposed plan/traffic calming in general	49
Against proposed plan/traffic calming in general	22
Proposed cycling infrastructure is not necessary	16
Enforcement measures (speed cameras, police, etc.) should be considered	15
Concerned about speeding on Pike Street/Lorry Greenberg Drive	12
Traffic calming measures should also be considered on surrounding streets	12
Concerned with negative effects of traffic calming	12
Concerned about issues during school pick-up & drop-off times	12
Concerned about excessive on-street parking	10
No traffic-related issues on Pike Street & Lorry Greenberg Drive	10
Concerned about stop compliance at Pike Street & Lorry Greenberg Drive	8
Too many measures are being proposed	6
Proposed concrete centre island median is not necessary	6

Comment Category	Number of Comments
Concerned about pedestrian/cyclist safety	5
Proposed plan may negatively affect surrounding streets	3
Concerned about the loss of on-street parking on Lorry Greenberg Drive	3
Additional measures should be considered	2
Proposed speed cushions are not necessary	2
Concerned about traffic volume on Pike Street/Lorry Greenberg Drive	1
A more comprehensive study is needed	1

Several respondents reiterated their general support for traffic calming on Pike Street and Lorry Greenberg Drive and some expressed a desire for additional enforcement measures such as speed cameras or additional police enforcement. Some respondents felt that certain aspects of the plan were not needed such as the speed cushions, center-island median, or the proposed cycle lanes on Lorry Greenberg Drive. Others were opposed to traffic calming in general and felt that no traffic calming measures were necessary at all.

Several concerns were identified in the open comments including the following: excessive on-street parking, the negative effects of traffic calming, speeding, stop sign compliance at Pike Street and Lorry Greenberg Drive, issues during school pick-up and drop-off times, negative effects on surrounding streets, and pedestrian or cyclist safety.

## Conclusion

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247 respondents completed the survey, reflecting diverse community perspectives on the proposed traffic calming plan. The key findings are as follows:

- The community **generally supported conducting a traffic calming study** on Pike Street and Lorry Greenberg Drive, with **62%** indicating their support.
- Respondents indicated the most common **modes of transportation** were by **car as a driver**, followed by **walking/running**.
- **Pedestrian safety, vehicle speeds, and aggressive driver behaviour** were the top three issues that respondents were most concerned about.
- Most respondents felt **very comfortable** or **somewhat comfortable** with the proposed traffic calming plan.
- Most respondents felt that the proposed concept plan showed the **right amount of traffic calming measures** or would have liked to see **more traffic calming measures** proposed.
- Common themes from the general comments included **concerns about on-street parking, speeding, stop compliance**, and a **desire for more enforcement**. Some comments questioned the need for specific aspects of the proposed plan such as the **cycle lanes, speed cushions** or **center-island median**.