

As We Heard It

Sherwood Drive Traffic Calming Study Initial Online Survey - Fall 2020

Executive Summary

The Sherwood Drive Traffic Calming Study was initiated due to concerns pertaining to speeding, elevated volumes, and non-compliance of stop signs. The purpose of the study is to recommend traffic calming measures which aim to improve conditions for road users and residents along Sherwood Drive.

In Fall 2020, an online survey was conducted to gather feedback regarding traffic issue and to ensure that there was a reasonable level of community support to initiate the study.

The full survey results including the comments provided have been presented in this report. The survey yielded the following key takeaways:

- 1) 74% of respondents are supportive of this traffic calming study.
- 2) The primary concerns of respondents were cyclist safety, vehicle speeds and pedestrian safety.
- 3) Many respondents expressed concerns with intersection design and stop sign compliance.
- 4) Traffic calming measures with the highest levels of support were raised crosswalks and cycle-friendly bulb-outs, followed by speed humps, speed tables, and corner tightenings.
- 5) Most respondents supported the removal of at least some on-street parking on Sherwood Drive.
- 6) 70% of respondents supported the addition of formal cycling facilities to Sherwood Drive.

The results of the online survey will be used as City staff commence the planning/functional design of potential solutions to address public concerns and improve traffic conditions along Sherwood Drive. After potential solutions are drafted, the public will be consulted once again to provide their feedback on the recommended plans.

Background

The City commenced the Sherwood Drive Traffic Calming Study in early 2020. The study was initiated to address concerns including speeding, elevated volumes, and non-compliance of stop signs. The purpose of this Sherwood Drive Traffic Calming Study is to develop, evaluate, and recommend traffic calming measures which aim to improve conditions for road users and residents along Sherwood Drive.

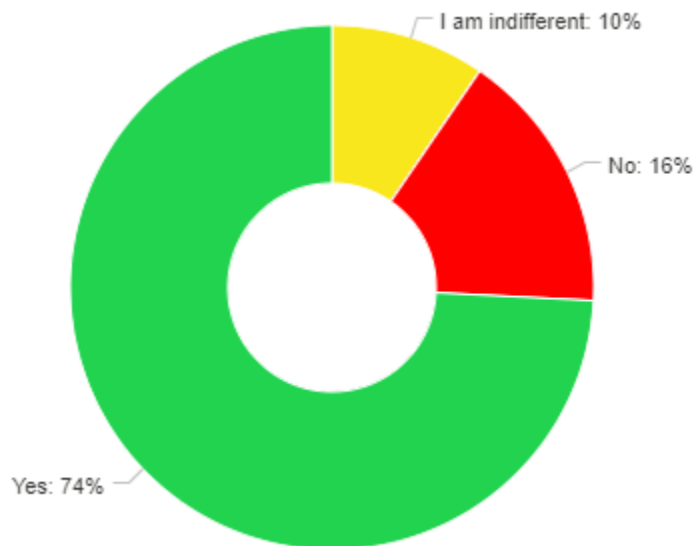
Summary of Consultation Activities to Date

In Fall 2020, an online survey was conducted to gather feedback regarding traffic issues along Sherwood Drive and to ensure that there was a reasonable level of community support to initiate the study. A flyer was mailed to residents and the surrounding neighbourhood to notify them about the upcoming study and associated online survey. The online survey was available to the public from October 7, 2020 to November 16, 2020. A total of 597 people responded to the public survey.

Initial Online Survey Results

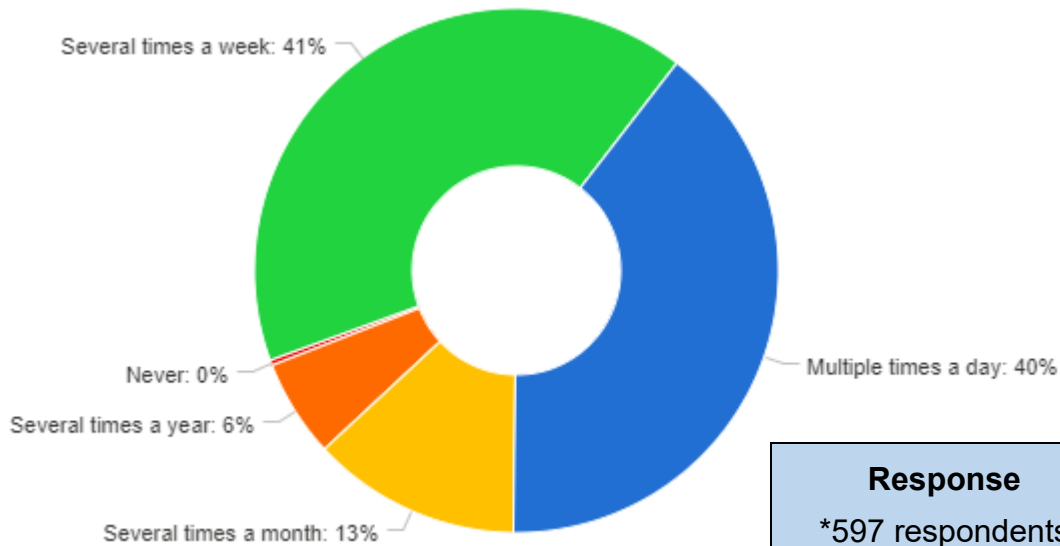
The following section presents the results from the initial online survey – including summaries of the individual comments received.

Question 1 – Do you support a traffic calming study that could lead to localized street changes on Sherwood Drive?



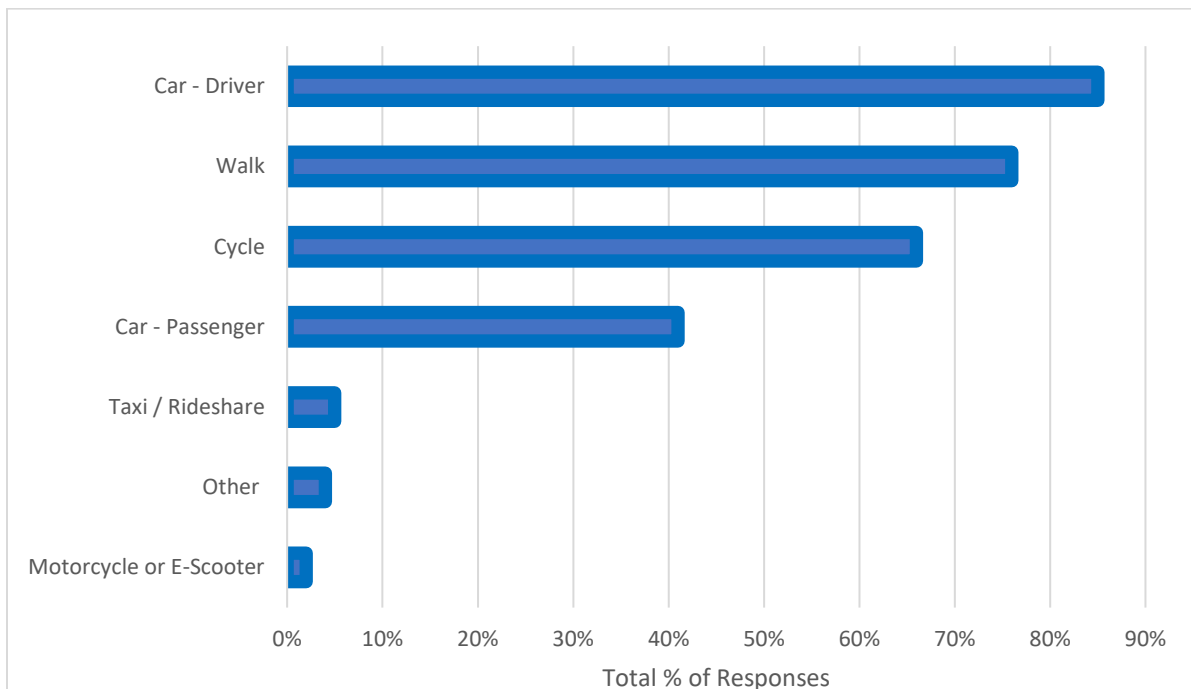
Response	Total % of Responses
*597 respondents	
Yes	74%
No	16%
I am indifferent	10%

Question 2 – How often do you use Sherwood Drive?



Response *597 respondents	Total % of Responses
Several times a week	41%
Multiple times a day	40%
Several times a month	13%
Several times a year	6%
Never	0%

Question 3 – What mode(s) of transportation do you use when travelling on Sherwood Drive? (Choose all that apply):

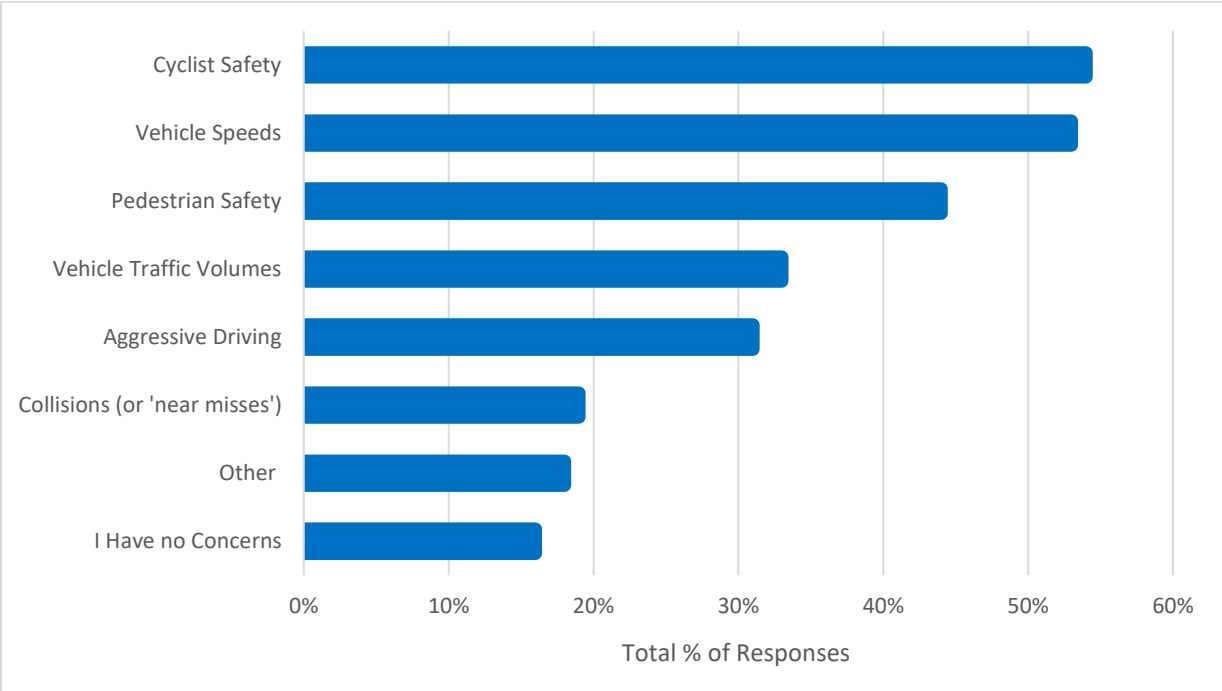


Response *597 respondents	Total # of Responses	Total % of Responses
Car - Driver	506	85%
Walk	453	76%
Cycle	392	66%
Car - Passenger	244	41%
Taxi / Rideshare	29	5%
Other (Please Specify) – see table below	22	4%
Motorcycle or E-Scooter	10	2%

Other (Please Specify) *22 responses (summarized)

Responses
Jogging/Running
Rollerblading
Roller Skiing
Non-Electric Scooter
Motorized Wheelchair
E-Bike
Bus

Question 4 – What are your primary concerns when travelling along Sherwood Drive? (Choose all that apply):



Response *597 respondents	Total # of Responses	Total % of Responses
Cyclist Safety	320	54%
Vehicle speeds	318	53%
Pedestrian Safety	260	44%
Vehicle Traffic Volumes	199	33%
Aggressive Driving	186	31%
Collisions (or 'near misses')	116	19%
Other (Please Specify) – see summary below	107	18%
I have no concerns	93	16%

Other (Please Specify)

A total of 107 written responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Speeding on Sherwood Dr and side streets is common
- There are issues with cars not fully stopping at stop signs
- The intersections along Sherwood Dr have several issues related to safety, including atypical/confusing configurations, lack of traffic lights, driver non-conformance to lights and poor visibility
- Excessive traffic and cut through, especially in peak hours and at the Parkdale Ave/Sherwood Dr intersection
- Aggressive driver behaviour, especially at the Parkdale Ave/Sherwood Dr intersection
- Lack of safe/comfortable facilities for cyclists, pedestrians and other modes of non-vehicular traffic, and issues with cyclists using the sidewalk
- There is a lack of consensus on the existing on-street parking
- Existing traffic calming measures:
 - The existing flex-posts are undesirable
 - The existing bulb-outs cause cyclists to enter the vehicular travel lane
 - The mix of existing traffic calming measures on Sherwood Dr and side streets is confusing
- There is a lot of wasted space on the street.
- Review of traffic calming measures, especially at the Parkdale Ave/Sherwood Dr intersection is required
- Traffic calming and it's impacts to side streets should be considered
- There are concerns with cyclists following traffic rules and pedestrians jaywalking
- A few comments indicated a lack of support for additional traffic calming.

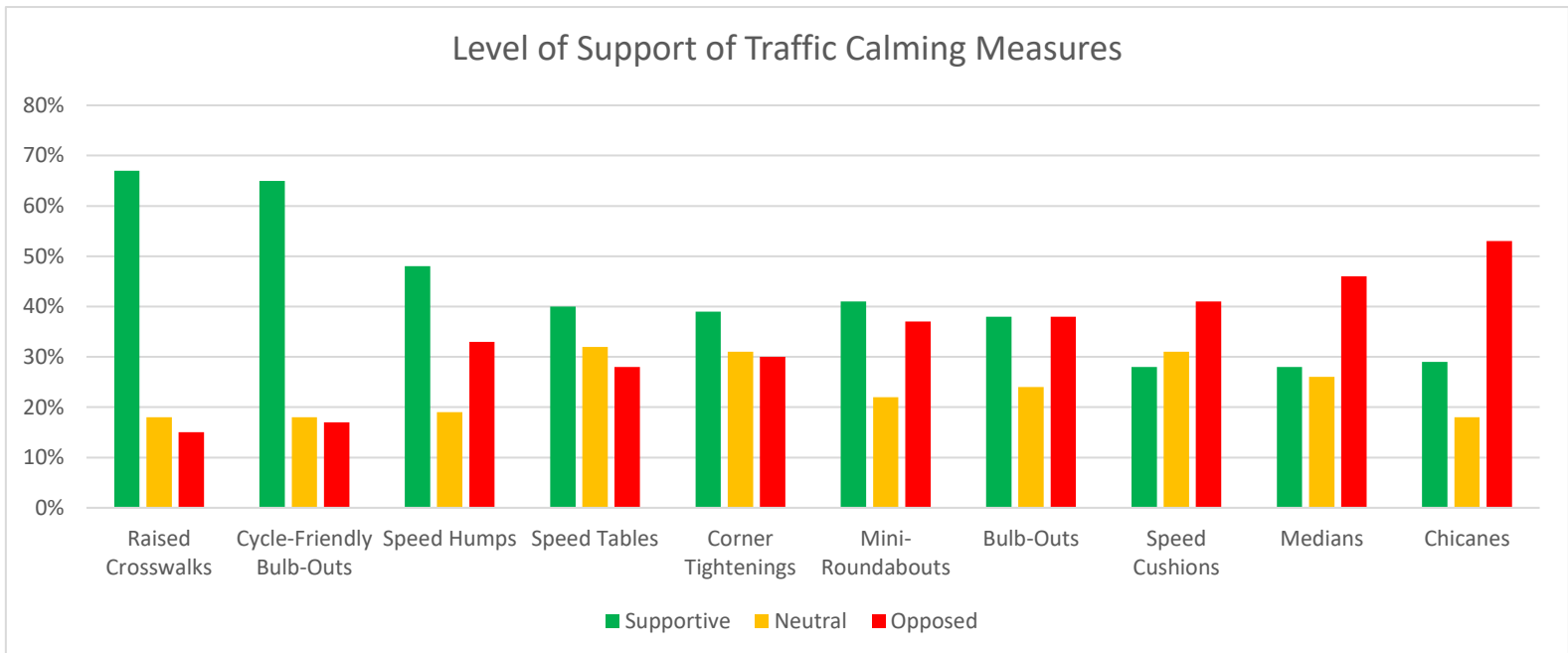
Question 5 – If you indicated concerns in the previous question, please specify the locations and describe in detail below. List your concerns in order of severity:

A total of 401 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Vehicle speeds on Sherwood Dr are an issue
- There are no speeding issues on Sherwood Dr
- There are concerns with most intersections along Sherwood Dr
- There are often near-misses and collisions
- There are some concerns with traffic volume, including congestion at intersections and concerns about the effect of construction traffic when the new Civic hospital is built.
- There are issues with the volume of cut-through traffic on Sherwood Dr and the nearby streets
- There are issues with aggressive driver behaviour including rolling through stop signs on Sherwood Dr and nearby streets
- In general, cyclists do not feel comfortable/safe due to sharing the road with cars, on street parking, and intersection configurations
- There are numerous pedestrian concerns, particularly at the intersections
- There is a missing sidewalk link on the south side of Sherwood Dr between Old Irving Pl and Bayswater Ave
- Existing parking lanes are used by cyclists and create the impression of cycling facilities for drivers, which can lead to confusion.
- On street parking can contribute to congestion
- Perspectives on the efficacy of current traffic calming measures is mixed, and some feel they are counter-productive
- Signage at the Sherwood Dr/Parkdale Ave intersection is not always adhered to
- There is minimal traffic enforcement on Sherwood Dr
- The road design, especially at select intersections, should be reconsidered
- Design ideas:
 - Dedicated cycling facilities including cycle-friendly bulb-outs would be welcomed
 - Reduce or remove on street parking
 - Reduce the speed limit
 - Fully signalize the Parkdale Ave/Sherwood Dr intersection
 - Limited use of speed humps may be appropriate
 - Consider a mini roundabout at the Sherwood Dr/Fairmont Ave/Kenilworth St intersection
 - Traffic from westbound Carling Ave turning onto Sherwood Dr should be slowed or restricted
 - Do not make Sherwood Dr too onerous for vehicular traffic
- Concerns along other neighbouring streets such as Parkdale Ave, Fairmont Ave, Kenilworth St, and Ruskin St due to traffic congestion, poor visibility, etc.

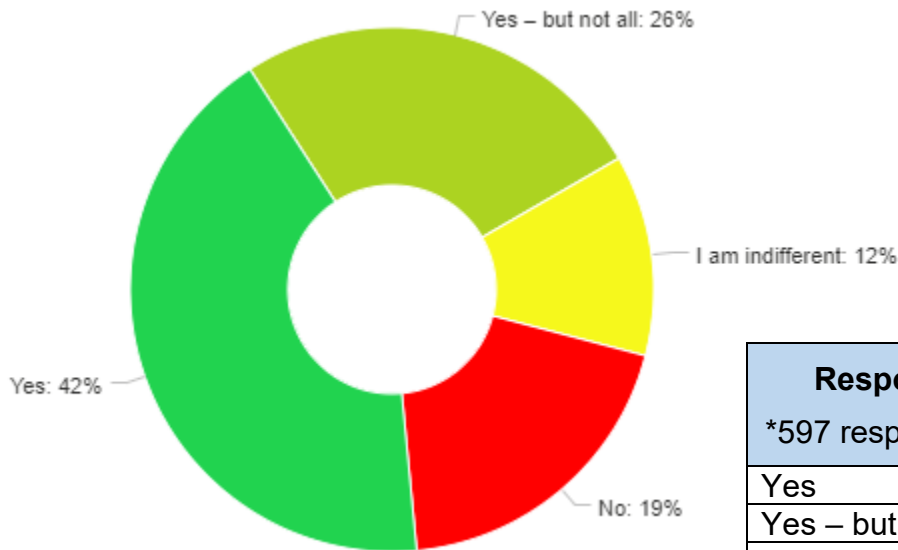
- Tow trucks idle on Sherwood Dr
- The Sherwood Dr sections between Carling Ave and Parkdale Ave and between Parkdale Ave and Holland Ave are very different and must be treated differently
- Traffic calming measures on Sherwood Dr should not result in traffic conditions along other streets being exacerbated
- Not all respondents support traffic calming measures

Questions 6 a) through j) – There are a variety of permanent traffic calming measures. The feasibility of each must be evaluated on an individual basis because each have unique benefits and impacts. To help us develop potential solutions to address your primary traffic concerns, please indicate your support of the following types of traffic calming measures:



Traffic Calming Measures	Supportive	Neutral	Opposed
Raised Crosswalks	67%	18%	15%
Cycle-Friendly Bulb-Outs	65%	18%	17%
Speed Humps	48%	19%	33%
Speed Tables	40%	32%	28%
Corner Tightenings/Curb Radius Reductions	39%	31%	30%
Mini-Roundabouts	41%	22%	37%
Bulb-Outs/Curb Extensions	38%	24%	38%
Speed Cushions	28%	31%	41%
Medians	28%	26%	46%
Chicanes	29%	18%	53%
*597 respondents			

Question 7 – Introducing permanent traffic calming measures may or may not result in losing some or all on-street parking along Sherwood Drive. Would you support the removal of on-street parking in exchange for traffic calming measures if necessary?



Response	Total % of Responses
*597 respondents	
Yes	42%
Yes – but not all	26%
No	19%
I am indifferent	12%

Question 8 –Would you be supportive of adding formal cycling facilities to Sherwood Drive?



Response	Total % of Responses
*597 respondents	
Yes	70%
No	17%
I am indifferent	13%

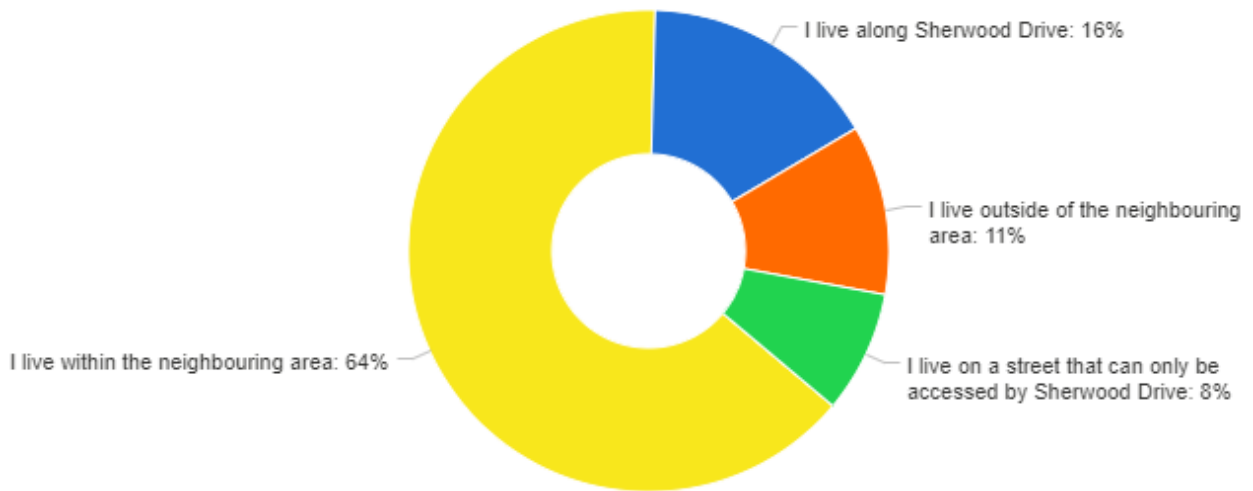
Question 9 – Please provide us with any general comments you may have regarding this traffic calming study

A total of 597 responses were received and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Current vehicle speeds are unsafe, particularly for children
- Intersections along Sherwood Dr have difficult configurations
- Some respondents are concerned with vehicle traffic volumes
- Sherwood Dr is regularly used to cut through between Carling Ave and Parkdale Ave
- There are problems with aggressive driver behaviour
- Impressions of cyclist safety varied
- Pedestrians should be more vigilant
- Remove on-street parking – homes already have massive driveways
- Losing all on street parking on Sherwood Dr, especially between Holland Ave and Parkdale Ave, would be difficult for residents
- Opinions varied on the efficacy of the flexible post traffic calming measures, with some requesting more be installed
- Enforcement of speeds is preferred over built traffic calming measures
- Sherwood Dr needs to appear less like a wide-open road
- Design ideas:
 - Measures should be winter, pedestrian and bike friendly
 - Measures should not impede traffic flow
 - Safe cycling measures would be an improvement
 - Reducing the width of the street would improve safety – though some residents do not want a narrower street
 - Bulb-outs and chicanes are not always safe/desirable
 - Mini-roundabouts should be considered
 - Cycle-friendly bulb-outs should be supported
 - Cycle-friendly bulb-outs should not be supported as they are not actually cycle-friendly
 - Clearer signage for vehicles, cyclists and pedestrians is needed
 - Turn radii should be tightened to reduce speeds
 - Curb radii reductions are dangerous and should be discouraged
 - Some residents support vertical measures (especially speed humps) while others oppose them
 - Raised crosswalks would increase pedestrian safety
 - Speed tables should be considered
 - Raised intersections are desired
 - Install a small mini-roundabout at the intersection of Sherwood Dr and Bayswater Ave
 - The Carling Ave intersection needs major changes
 - Access to Sherwood Dr from Carling Ave should be narrower and allow for easier and safer pedestrian crossing

- There are concerns that traffic calming measures on Sherwood Dr will redirect cut through traffic to other side streets. A holistic approach should be considered.
- There should be no limit on the amount of traffic calming here to slow down speeders
- The character and aesthetic of the street should be maintained
- Anything that can be planned and executed in advance of the construction of the new Civic Hospital and other condo buildings would be appreciated
- There is significant support for this study overall
- There are some respondents that do not support the study and/or are unconvinced of traffic calming measures' effectiveness

Question 10 – Where do you live in relation to Sherwood Drive?



Response	Total % of Responses
*597 respondents	
I live within the neighbouring area (bordered by Island Park Drive, Highway 417, the Trillium Rail Corridor, and Carling Avenue) but not along Sherwood Drive or a street that can only be accessed by Sherwood Drive	64%
I live along Sherwood Drive	16%
I live outside of the neighbouring area	11%
I live on a street that can only be accessed by Sherwood Drive (such as Warwick Place or Larchwood Avenue)	8%

Conclusion

A total of 597 respondents completed the Sherwood Drive traffic calming study initial online survey. All respondents reported to be users of Sherwood Drive, and 81% of those respondents even reported using this street at least several times a week. Modes of transportation varied, but were predominantly focused on vehicle usage (85% drive a vehicle and 41% are passengers in one), walking (76%), and cycling (66%). Approximately 89% of respondents also reported residing within the neighbouring area, if not on Sherwood Drive itself.

Although survey results/answers varied and comments differed, below are a few key figures that stood out from this survey:

- 1) 74% of respondents supported a traffic calming study that could lead to localized street changes on Sherwood Drive.
- 2) Cyclist safety and vehicle speeds were nearly tied for the top spot as the primary (presented) concerns that respondents seemed to have along Sherwood Drive (with 54% and 53% respectively), followed by pedestrian safety (at 44%).
- 3) In the comments sections, a large number of respondents flagged various concerns at or near the Sherwood Drive intersections with Parkdale Avenue, Fairmont Avenue, and Carling Avenue (among several others). A general lack of stop sign compliance along Sherwood Drive and neighbouring streets was also a popular concern raised.
- 4) Raised crosswalks and cycle-friendly bulb-outs were the two proposed traffic calming measures with the highest level of support (67% and 65% respectively). High levels of support (when compared with 'neutral' and 'opposed' responses) were also expressed for speed humps, speed tables, and corner tightenings.
- 5) Only 19% of respondents reported not wanting removal of any parking spaces along Sherwood Drive.
- 6) 70% of respondents supported the addition of formal cycling facilities to Sherwood Drive.

Following the completion of the online survey as well as this report, City staff are now better equipped to begin the planning/functional design of potential solutions to address public concerns and improve traffic conditions along Sherwood Drive. After potential solutions are drafted, the public will be consulted once again to provide their feedback regarding the proposed and recommended plans.

Thank you for your participation in this initial online survey!

Appendix

Please find below the complete summary of different comments received for Questions 4, 5 and 9. Comments have been consolidated and grouped into common themes. Please note that responses that have already been captured for Question 5 have not been repeated for Question 9.

Question 4 – What are your primary concerns when travelling along Sherwood Drive? (Additional comments)

*107 responses

Speeds
Speeds on side streets to avoid traffic calming on Sherwood Dr
Dangerous speeding tow trucks
The speed limit is too slow, it should be 50 km/h
Speeding is common, especially when vehicles turn on Sherwood Dr or Kenilworth St from Parkdale Ave, and vice-versa
Cars speed south on Hamilton Ave S when attempting to bypass the eastbound bottleneck at the Sherwood Dr and Parkdale Ave intersection
Vehicles accelerate off of the Sherwood Dr five-way intersection at Fairmont Ave
Intersections / Traffic Controls
Intersection Safety
Generally concerned with several Sherwood Dr intersections including Parkdale Ave, Fairmont Ave, Bayswater Ave, Breezehill Ave S, and Carling Ave
Failure to properly stop at stop signs, especially at the Sherwood Dr intersections with Fairmont Ave (and Kenilworth St), and MacFarlane Ave
Poor visibility at intersections in general (especially when turning from Old Irving Pl onto Sherwood Dr) – due to stopped/stalled traffic as well as road design
Cars ignoring red light at the Sherwood Dr and Parkdale Ave intersection
Lack of traffic lights in all directions at the Sherwood Dr and Parkdale Ave intersection
The intersection of Sherwood Dr and Parkdale Ave is very confusing and difficult for all modes of transportation
The Sherwood Dr / Fairmont Ave / Kenilworth St 5-way intersection is very confusing for motorists
Lack of traffic lights at the 5-way intersection with Fairmont Ave and Kenilworth St
Traffic Volumes
Rush hour traffic backs up on Sherwood Dr at Parkdale Ave due to odd traffic light setup – this intersection is increasingly congested and it takes long for the pedestrian light to change after pressing the button
Excessive traffic – at all hours of the day – that will be generated as a result of the new Civic Hospital that will be built
Truck traffic seems to be increasing
Cut-Through Traffic
Cut-through traffic from outside the neighbourhood operating without concern for the local community (i.e. noise, litter)

Street used as a main thoroughfare from Carling Ave to Parkdale Ave, then also to Holland Ave – will also be used even more once the new Civic Hospital is built
People using side streets coming off of Sherwood Dr to avoid speed humps on Bayswater Ave
Aggressive Driver Behaviour / Collisions
Aggressive driver behaviour is common, especially when vehicles turn on Sherwood Dr or Kenilworth St from Parkdale Ave, and vice-versa
Cars bypass turning vehicles at the Sherwood Dr and Parkdale Ave intersection by driving up the curb and endangering pedestrians
I have witnessed/been involved with collisions at the intersection of Sherwood Dr and Parkdale Ave
Concerned by collisions/near-misses
Contractors drive their trucks aggressively to and from local jobs
Cyclist Safety
The intersection of Sherwood Dr and Parkdale Ave is dangerous for cyclists
Pedestrian Safety
Concerned with children’s safety, especially getting safely to (Fisher Park Public) school
Children crossing the 5-way intersection with Fairmont Ave and Kenilworth St
Wheelchair routes where no sidewalks exist
Ensuring cycling initiatives do not result in barriers for wheelchair users
Being run down as a pedestrian by a cyclist using the sidewalk instead of the road
Parking
Parking issues/concerns
Parked cars in winter when roads are narrow
Parked cars block the road
The parking bans in place leave a lot of wasted space that could be put to better use
Seems crazy to have such a nice wide street but not allow parking
Parking tickets for street parking residents
Use of adjacent streets for on-street parking
Trucks parking on residential streets when there are many alternatives nearby
Existing Permanent or Temporary Traffic Calming
Unnecessary barriers to automobile traffic – the street has become too busy
Colliding with traffic calming installations and vehicle damages
Existing permanent and temporary traffic calming measures have narrowed the driving lanes to a dangerous level, and distract drivers from pedestrians and cyclists
I am very much against temporary traffic calming measures as a pedestrian, a cyclist, and a driver
The flexible posts at the centre and side of the road are numerous, dangerous and expensive – they are especially hazardous when cars are parked nearby
Bulb-outs are too far into the road, and force cyclists to merge in with vehicular traffic
The traffic calming measures on nearby streets make travelling the area confusing and difficult for all modes of transportation
Road Design
Poorly designed lanes and markings

Street configuration leaves a lot of wasted space that could be put to better use
Design Ideas
Stop signs, bulb-outs, and other measures can reduce aggressive driving
No bumps or barriers to impede a safe, steady drive
Full signalization in all directions of the Sherwood Dr and Parkdale Ave intersection
A raised crosswalk should be installed at the Parkdale Ave intersection to enhance child visibility when crossing
Removing all daytime street parking between Holland Ave and Parkdale Ave (as is the case for the rest of Sherwood Dr) would increase cyclist safety
Eliminate (tow) truck traffic
Other Streets of Concern
The scope of the study is too narrow – Fairmont Ave should be considered as well
Traffic on surrounding streets will increase if traffic calming measures are put in place along Sherwood Dr
Flexible posts are hazardous and concerning on adjacent streets as well
Speed humps on Bayswater Ave are numerous and annoying
Miscellaneous
Concerned with potholes
Cyclists not following street signs and ignoring traffic laws
Cyclists ride in the street even though they have dedicated bike lanes
Running and bike groups do not follow safety by-laws
Pedestrians not stopping to check traffic at intersections
Jaywalkers at Fairmont Ave
No Concerns / Do Not Support Study
No concerns – Sherwood Dr is already traffic calmed
Traffic calming is not required – I feel safe walking and cycling in the area, and there is already barely any room for my vehicle to drive through
I have never had any of these thoughts in the 8.5 years I have lived in this area – please stop this process

Question 5 – If you indicated concerns in the previous question, please specify the locations and describe in detail below. List your concerns in order of severity:

*401 responses

Speeds
Vehicles drive above speed limit, at high speeds on entire Sherwood Dr length
Vehicle speeds are still an issue / increasing despite the reduction in speed limit and temporary traffic calming measures
Vehicles travel really fast especially between Bayswater Ave and Reid Ave (predominantly in westbound direction)
Cars race through Sherwood Dr between Carling Ave and Parkdale Ave (usually to get to the Hwy 417) – it is very easy to speed along this stretch
Cars speed along Sherwood Dr especially between Holland Ave and Parkdale Ave
Speeding is elevated near the Sherwood Dr and Parkdale Ave intersection
Speeding is elevated near the Sherwood Dr and Carling Ave intersection

Cars weave through flex stakes going at very high speeds
Speed concerns are not often, and vehicles do not travel dangerously fast on Sherwood Dr
I worry about using Sherwood Dr due to speeds – which are higher than before
Speeding has caused a lot of accidents and near-misses
Speeds along Sherwood Dr make it difficult to turn into it from Hamilton Ave S
Cars come downhill too fast at the intersection of Sherwood Dr and Old Irving Pl
Racing tow trucks at Sherwood Dr and Warwick Pl
Motorists turn right into Sherwood Dr from Carling Ave at elevated speeds
Motorists turn into Sherwood Dr from Holland Ave at elevated speeds
Cars race between Bayswater Ave and Carling Ave to catch green light
Speeding from Carling Ave to Breezehill Ave S via Sherwood Dr
The speed limit at Holland Ave/Sherwood Dr is unreasonably slow at 30km/h – that is likely to cause more accidents than it prevents
Ottawa has a real issue with speeding drivers
Intersections / Traffic Controls
Concerns with all Sherwood Dr intersections, though especially at the following where vehicles often do not stop at stop signs (if applicable) / roll through stop signs / accelerate quickly from stop signs: Parkdale Ave, Holland Ave, Carling Ave, MacFarlane Ave, Reid Ave, Fairmont Ave, Old Irving Pl, and Bayswater Ave
I have felt unsafe as a pedestrian, cyclist, and driver at the Sherwood Dr and Parkdale Ave intersection
The traffic control configuration at the Sherwood Dr and Parkdale Ave intersection is confusing and dangerous, and cars turn illegally there
The lack of a 4-way traffic light configuration at the Parkdale Ave intersection causes numerous traffic and aggression issues
Stop line on Parkdale Ave northbound at Sherwood Dr not properly aligned to lights whereby drivers fill intersection and crosswalk during rush hour endangering east/west Sherwood Dr pedestrians and cyclists
Little opportunity for eastbound motorists along Sherwood Dr to turn left into Parkdale Ave – need to get out of car and push the pedestrian light to be able to turn
Difficult for eastbound motorists along Sherwood Dr to turn right into Parkdale Ave due to speed of southbound motorists on Parkdale Ave
Backed-up traffic at east approach of the Sherwood Dr and Parkdale Ave intersection block driveways and cause unsafe conditions for children going to school
Backed-up traffic at west approach of the Sherwood Dr and Parkdale Ave intersection reaches Hamilton Ave S and is a nightmare during rush hour
The crosswalks at the Sherwood Dr and Parkdale Ave intersection are offset from the road so it is not clear if the traffic lights are for drivers, pedestrians, or both.
Lack of crosswalk at north side of Parkdale Ave and Sherwood Dr intersection adds to complexity of the intersection and endangers pedestrians and cyclists
The 5-legged intersection between Sherwood Dr, Fairmont Ave, and Kenilworth St is unpredictable, prone to drivers failing to check all directions before proceeding safely, and is difficult to indicate there the intended approach when activating the turn signal (if activated to begin with)
Several near-misses (due to both cars and bikes) at the 5-legged intersection caused by rolling stops and the difficult 5-way intersection configuration

Dangerous/challenging to turn from Hamilton Ave S onto Sherwood Dr as cars speed along Sherwood Dr and there are huge blind spots
Challenging to turn from Hinton Ave S onto Sherwood Dr due to poor visibility caused by parking and downward slope
The Sherwood Dr and Bayswater Ave intersection is dangerous and turning vehicles often do not look before proceeding (and do so at a high speed)
Awkward intersection at Carling Ave and Sherwood Dr
Near-misses and collisions at the intersection of Holland Ave and Sherwood Dr as turning vehicles often have blind spots and make narrow turns
Traffic Volumes
Volume is the primary concern, and it must be reduced somehow
High traffic volumes along the entire street – especially during rush hours
Traffic volumes are higher than what they used to be / has increased dramatically over the past few years
No traffic volume issues / low traffic volume
High vehicular volumes that want to merge into Parkdale Ave to reach Hwy 417 – including large construction trucks
Traffic volume is elevated along Sherwood Dr (especially near Parkdale Ave) partially because of several schools in proximity
Traffic volume is elevated on Sherwood Dr between Holland Ave and Parkdale Ave
The 5-legged Sherwood Dr, Fairmont Ave, and Kenilworth St intersection is a high congestion area for vehicles and pedestrians (particularly children)
I am afraid Sherwood Dr will have heavy (construction) traffic and become an arterial road once the new Civic Hospital is built – this traffic should be directed away from Sherwood Dr
Ambulances and other emergency vehicles should not proceed on Sherwood Dr when the new Civic campus is built, but rather use other streets with less residential volume
Increased traffic volumes on several neighbourhood streets seem to originate from the newly built condos and infill in the area (i.e. Champagne Ave S and Preston St)
Traffic volumes on Sherwood Dr are dictated directly by the Queensway ramp usage and by the Parkdale Ave corridor
Cut-Through Traffic
A lot of cut-through traffic on Sherwood Dr – especially during peak hours and also during Queensway construction (when applicable)
Sherwood Dr is too ‘friendly’ to cut-through traffic and facilitates it – which imposes burdens on adjacent streets/community including noise, litter, parking, etc.
Drivers cut through Sherwood Dr to avoid the Carling Ave and Parkdale Ave intersections – this includes commercial/industrial traffic
Sherwood Dr is being used as a shortcut to Hwy 417
Sherwood Dr is often being used as a cut-through route to Gatineau
Cut-through rush hour traffic should be diverted to Holland Ave, Carling Ave, and Parkdale Ave instead of Sherwood Dr – or at least to other streets that have traffic lights at their intersection with Parkdale Ave
Something should be done on Sherwood Dr to deter drivers from using Civic Pl
The proposed densification in the neighbourhood will exacerbate traffic concerns such as cut-through traffic

Aggressive Driver Behaviour / Collisions
General driver behaviour on Sherwood Dr has been poor and/or aggressive for some time, and causes accidents
Motorists will tailgate and honk at other motorists when those respect and drive at the posted speed limit
Drivers upset by delay caused by stop signs and pedestrian crossings tend to speed afterwards and drive aggressively
Aggressive drivers come very close to cyclists, honk and swear at them – minor cycling collisions also witnessed
Drivers will harass and aggressively pass cyclists using the vehicular lanes
Aggressive driving is mainly evident during peak hours and especially when the Sherwood Dr intersections with Parkdale Ave and Carling Ave are backed up
Drivers are unwilling to wait their turns to access Parkdale Ave – they pass cars ahead of them on Sherwood Dr (or on Kenilworth St), even if driving on the wrong side of the road, to access and turn into Parkdale Ave quicker
Several accidents and near-misses near the Sherwood Dr and Parkdale Ave intersection due to speeding and aggressive/unsafe driving and turning
Aggressive driving along Sherwood Dr between Holland Ave and Parkdale Ave
Near-misses and collisions at the intersection of Holland Ave and Sherwood Dr – where a lot of drivers seem to be checking their phones while driving
Vehicles overtaking near the Sherwood Dr and Civic Pl intersection
Aggressive turning and acceleration by cars at the intersection of Sherwood Dr and Bayswater Ave and Sherwood Dr and Breezehill Ave S – without accounting for pedestrian or cyclist safety
Drivers travel in the wrong direction along Breezehill Ave S and into Sherwood Dr despite the restriction
Many near-misses in front of the Sherwood Market & Deli – pedestrians are especially at risk there around lunch time when drivers drive in and out of the parking lot fast and without looking
Contractors with pick-up trucks drive aggressively to and from jobs on Sherwood Dr and the surrounding streets near the Civic Hospital – they need to respect parking and driving rules too and should keep an eye out for pedestrian safety
Taxis are notoriously bad at veering into traffic like they own the right-of-way
Ottawa has a real issue with aggressive drivers
Cyclist Safety
I do not feel safe cycling on Sherwood Dr
Dangerous pinch points for cyclists at intersections due to bulb-outs – this causes near-misses and accidents
Drivers do not observe the ‘single file’ signs at intersections
Drivers ‘zoom’ pass cyclists at/near intersection bulb-outs as well as flex stakes, which can endanger cyclists
No space to comfortably cycle – swerving in and out of parking lanes whenever empty endangers cyclists when traffic speed is high, and also makes them more unpredictable from the point of view of drivers
It is intimidating to have to be in front of fast moving cars along this street on a bike
Motorists get annoyed if I take the lane and aggressively overtake, but biking in a parking lane and getting cut off repeatedly is not safe
No cyclist safety issues / lots of room for cyclists

Pleasant to bike on Sherwood Dr with nice, wide, and smooth lanes with low traffic volume
Anything that narrows the vehicular lanes such as flex stakes make it more dangerous for cyclists as drivers get closer to them
Wide car lanes make it unsafe for cyclists
No protected bike lanes – this lack of cycling infrastructure challenges cycling safety
There are a lot of children that use Sherwood Dr – pedestrian and cyclist safety should be the number one priority on this street
Cyclist safety is compromised and there are near-misses due to cars not stopping at stop signs
Cyclists that do not stop at stop signs create dangers and hazards
It is difficult to cross the street on Sherwood Dr due to high traffic speeds and drivers that do not let cyclists cross
Parked cars are a concern to cyclist safety
There are many large potholes that are a big risk to cyclists and likely not even noticed by drivers, and such potholes are difficult for cyclists to spot and avoid in the rain when they appear as regular puddles – road surface improvement is needed
Difficult for (westbound) cyclists to cross Parkdale Ave – we need to find a solution
Lack of crosswalk at north side of Parkdale Ave and Sherwood Dr intersection add to complexity of the intersection and endanger cyclists
Motorists do not look both ways when crossing or turning at the Sherwood Dr and Parkdale Ave intersection – that is dangerous to cyclists
The section of Sherwood Dr between Carling Ave (?) and Bayswater Ave could use more separation for cyclists
The intersection of Sherwood Dr and Bayswater Ave is dangerous and should be more cycling-friendly
Concerns for cyclist safety at the 5-legged intersection of Sherwood Dr, Fairmont Ave, and Kenilworth St
Sherwood Dr between Holland Ave and Parkdale Ave is dangerous for cyclists when there are higher traffic volumes due to parked cars and flex posts that create an obstacle course and demand single file cars and cyclists
Cars turning at the intersection of Sherwood Dr and Holland Ave pose a dangerous risk to cyclists due to blind spots
Sherwood Dr to Kenilworth St is an important cycling link. Speeding and aggressive behaviour make it dangerous and uncomfortable
Pedestrian Safety
Pedestrian safety is a concern
I worry about walking my dogs
Pedestrians are drivers' lowest priority along Sherwood Dr
Pedestrian safety is compromised and there are near-misses due to cars not stopping at stop signs – such as at the intersections of Sherwood Dr and Reid Ave and Sherwood Dr and MacFarlane Ave.
Aggressive and speeding drivers have no regard for pedestrian safety and do not accommodate them / let them cross
Cyclists ride on sidewalks for the length of Sherwood Dr
Cyclists do not follow traffic laws as they do not stop at stop signs and do not yield to pedestrians crossing the street – I've had far more negative interactions with cyclists than motorists

There is a lack of well-identified pedestrian crossings
Pedestrians do not check for oncoming traffic when trying to cross the road at an intersection approach where there is no stop sign
Hospital employees and visitors endanger pedestrians when going to/from the Civic hospital via Sherwood Dr, Ruskin St and parking lot/garages
No pedestrian safety issues
Pedestrians have sidewalks that are set back from the street – so no issues there
The intersections at MacFarlane Ave, Reid Ave and Fairmont Ave are all problematic since they are close to parks that are frequented by children, dog walkers, etc.
Backed-up traffic near the intersection of Sherwood Dr and Parkdale Ave causes unsafe conditions for children going to school.
Lack of crosswalk at the north side of the Parkdale Ave and Sherwood Dr intersection adds to complexity of the intersection and endangers pedestrians
Despite the pedestrian signals at the Sherwood Dr and Parkdale Ave intersection, there have been several near-misses as drivers run through the red lights to hastily reach the Queensway on-ramps
Speeding along Sherwood Dr between Holland Ave and Parkdale Ave threatens pedestrian safety and caused a near-miss with a young child
Near-misses with pedestrians crossing the Sherwood Dr and Bayswater Ave intersection – this intersection should be more pedestrian-friendly
Concerned with pedestrian crossing at the Carling Ave intersection due to speeding westbound vehicles making right-turns into Sherwood Dr
It is dangerous to cross Sherwood Dr towards the north side at Old Irving Pl to keep walking on a sidewalk – there is a missing crosswalk there
It could be a challenge and risky for pedestrians (many whom cross on an angle) to cross the 5-legged intersection at Sherwood Dr, Fairmont Ave, and Kenilworth St – especially during peak periods and also when vehicles do not signal which makes their destination approach unknown
Large trucks and vehicles turning corners often drive (on?) the sidewalk, especially at the 5-legged intersection
Concerned with the pedestrian crossing at the Sherwood Dr and Barrie Ave / Hereford Pl intersection
The intersection of Sherwood Dr and Woodstock St is increasingly risky for pedestrians
The east/west pedestrian crossing distance is very long at the Sherwood Dr and Breezehill Ave S intersection – it feels very unsafe crossing there
Sidewalks
Missing sidewalk link on south side of Sherwood Dr between Old Irving Pl and Bayswater Ave
Parking
The empty parking lanes are problematic as they create the illusion that there is a cycling infrastructure and encourages drivers to travel faster due to very wide road
Concerned with parking once new hospital is built
When cars are parked near bulb-outs, they force vehicles to drive on the wrong side of the road to pass them
On-street parking between Holland Ave and Hamilton Ave adds to traffic congestion
Street parking between Breezehill Ave S and Bayswater Ave narrows road to one lane

Existing Permanent or Temporary Traffic Calming
Traffic calming including cycle zone delineators give drivers the impression that there is a bike infrastructure when in fact there isn't
The four-way stops along the street as well as current traffic calming measures such as bulb-outs are working – they slow down drivers and make the area safer
Too many bulb-outs (?)
Existing traffic calming measures on Sherwood Dr have proven to be ineffective and create unnecessary and quite possibly counter-productive barriers to safe and normal automobile traffic
Barriers along Sherwood Dr frustrate drivers and only compel them to drive faster and more recklessly, endangering cyclists – they should be removed permanently
The current bike protection is better than before but still not adequate to address speeding cars
I like the flex stakes and cycle zone delineators on Sherwood Dr as they slow down traffic and keep cyclists segregated
I do not like flex stakes and cycle zone delineators as they can cause hazardous and uncomfortable situations – such as when parking is not obeyed
The flex stakes and cycle zone delineators are too close together – especially near Kenilworth St but also along Sherwood Dr and other nearby streets
It is visible on the posts themselves how often they have been hit or run over by motorists – they are a hazard and lead to more collisions
There is a lack of speed humps
The temporary traffic calming measures are difficult to navigate at the 5-way intersection of Sherwood Dr / Fairmont Ave / Kenilworth St
Bulb-outs at certain Sherwood Dr intersections such as Macfarlane Ave and Reid Ave make turning very tight and difficult when there is another vehicle at the intersection
Bulb-out(s) at south side of the Sherwood Dr and Old Irving Pl intersection (and perhaps angle of corners as well) force cars into the westbound lane of Sherwood Dr and have caused multiple collisions
The traffic calming devices on Bayswater Avenue are a hazard to motorists and pedestrians alike, and should be removed
Signage
There should be signage added for cyclists
Not always easy to see stop signs as they may be obscured by trees
The stop sign on Old Irving Pl at Sherwood Dr is too far up, which makes it dangerous
Make both the directional one-way sign at the corner of Breezehill Ave S and Sherwood Dr and the no-entry sign at the intersection of Hickory St and Breezehill Ave S more visible
Could signage be added to alert drivers ahead of time that the intersection of Sherwood Dr / Fairmont Ave / Kenilworth St is a 5-way stop?
Signage at the Sherwood Dr and Parkdale Ave intersection not respected/followed
Enforcement
Enforcement is lacking at several locations along Sherwood Dr – I never see enforcement on Sherwood Dr or elsewhere when aggressive drivers break the law
By-law and the police do not enforce the one-way restriction at Sherwood Dr and Breezehill Ave S

The City would make a lot of money in fines if the Sherwood Dr and Parkdale Ave intersection was more closely monitored – especially for the lack of respect of the no through/turn signs
Road Design
Sherwood Dr is straight and wide – which encourages speeding
Sherwood Dr is far too narrow
Long stretches without intersections encourages speeding
Too many stop signs along Sherwood Dr
Some intersections provide turning radii that facilitate high turning speeds – which are inappropriate for the neighbourhood context
Some intersections have curb extensions whereas others don't and result in very wide road widths
City plows during winter pile the snow on the bulb-outs which restrict space and visibility
Wider lane widths between Bayswater Ave and Carling Ave cause speeding
Sherwood Dr and Bayswater Ave meet each other at an odd angle and cause near-misses with pedestrians crossing north from the southeast corner – the intersection should be redesigned
Sherwood Dr meets Carling Ave at a 45 degree angle, so fast westbound traffic on Carling Ave do not need to slow down to turn right into Sherwood Dr
Concerns with turning into Breezehill Ave S which feeds vehicles from a wide road into a narrow neighbourhood street
Design Ideas
Dedicated cycling facilities (preferably separated by curb and not paint) is the way to go to reduce confusion and danger to cyclists, and narrow the road to slow down cars
Sherwood Dr could be a great bike route/connection to Holland Ave and Wellington St W from Dow's Lake, and could connect to the future Carling Avenue bike facility and the path at Queen Juliana Park
Bike stencils are requested – one per block
Reconfigure existing bulb-outs to accommodate cyclists
Convert the parking lanes into bike lanes
Have parking spots beside a bike lane
Remove all on-street parking – homes have massive driveways so when owners occasionally host guests, the guests or the owners can park along side streets
Remove on-street parking on one side of the road
There should be no parking on Sherwood Dr between Holland Ave and Parkdale Ave during the winter
Street parking should remain as that would help with keeping speeds down
I (strongly) support ('green') chicanes
I support roundabouts / they are the only solution
I support speed humps
Speed humps would make the drive miserable
Reduce speed to 30 (or 35) km/h along Sherwood Dr and throughout the neighbourhood/city (especially on residential streets)
Speed cameras should be installed
I do not support bulb-outs
Use cycle-friendly bulb-outs (a great idea) instead of flex sticks

There should be raised intersections to force drivers to stop at these locations
Sherwood Dr should have zero stop signs, only yield signs at intersections
Please do not change current set-back sidewalks – leave them the way they are
Sherwood Dr, especially between Holland Ave and Parkdale Ave, should be limited to local traffic only during rush hour
Rush hour no turn signs are required on Holland Ave at Sherwood Dr (as well as at Kenilworth St, Ruskin St, and Inglewood Pl)
There should be all-way stop sign configurations at the Sherwood Dr intersections with Hinton Ave S and Hamilton Ave S
The traffic lights at the Sherwood Dr and Parkdale Ave intersection should be coordinated with the lights at the Queensway ramps
The Parkdale Ave and Sherwood Dr intersection need to be fully signalized in all 4 directions to protect and help cross vehicles, pedestrians, and cyclists
The Parkdale Ave and Sherwood Dr intersection should be a 4-way stop configuration
The Parkdale Ave and Sherwood Dr intersection should be a traffic circle or roundabout
The Parkdale Ave crosswalk at Sherwood Dr needs to be raised
It may be helpful to have a red light camera at the intersection of Sherwood Dr and Parkdale Ave
Tightly placed speed humps near the Reid Ave and MacFarlane Ave intersections would slow down motorists who do not stop at stop signs there
Make the Sherwood Dr and Reid Ave intersection smaller for pedestrians to cross
A mini-roundabout (or traffic circle) should be considered at the 5-legged intersection of Sherwood Dr / Fairmont Ave / Kenilworth St
Traffic lights are badly needed at the 5-legged intersection
Kenilworth St should be closed at its 5-legged intersection with Sherwood Dr
A direct crosswalk between westbound Sherwood Dr and the Kenilworth St sidewalk would be useful
Can the southbound right-turn channel at the Sherwood Dr and Bayswater Ave intersection be removed?
A mini-roundabout should be considered at the Sherwood Dr and Breezehill Ave S intersection
Breezehill Ave S should have a smaller throat width at Sherwood Dr with a bulb-out at the east approach to allow easier and safer pedestrian crossing
Measures should be implemented to slow down traffic that is turning from westbound Carling Ave into Breezehill Ave S via Sherwood Dr, and/or the intersection at Breezehill Ave S should be realigned to be closer to a 90 degrees angle
The intersection of Sherwood Dr and Carling Ave would be a prime location for a corner tightening and/or for further pedestrian protection and speed calming
The northeast corner at the Sherwood Dr and Carling Ave intersection should be expanded to give more space to pedestrians and to force drivers turning into Sherwood Dr to slow down
Major redesign into a roundabout for the Carling Ave and Sherwood Dr intersection should be considered
Can a bike signal and pedestrian priority signal be implemented for the north/south cyclists and pedestrians at the Sherwood Dr and Carling Ave intersection?
Convert Sherwood Dr near Carling Ave into a one-way street to only allow eastbound travel

Close off Sherwood Dr near Carling Ave to prevent cut-through traffic there
Allow more time for cars accessing the Queensway in either direction – this would reduce the backlog of cars on Parkdale Ave as well as inappropriate driving behaviour
Chicanes should be implemented along Kenilworth St to address frustrated and speeding drivers that will be using it to avoid Sherwood Dr traffic calming measures
Fairmont Ave also needs permanent traffic calming measures such as speed humps
Old Irving Pl south of Laurentian Pl E should be blocked off at location of ‘do not enter’ sign
Other Streets of Concern
Streets around Sherwood Dr which are far less able to handle a big influx of vehicles are often heavily used by City buses, tow trucks, tour buses, and ambulances when traffic along Sherwood Dr is at a standstill
Fisher Park Public School student pick-up and drop-off makes the area very unsafe
3 hours parking limit on Breezehill Ave S (?) between Hickory St and Beech St should be removed
High volumes of cut-through traffic on Civic Pl and Beech St
Motorists that want to avoid speed humps on Bayswater Ave turn into Civic Pl and Beech St at very unsafe speeds from Sherwood Dr, and rev up their engines at high velocities in the area – despite the fact that there is an elementary school nearby
Speeding is not only common on Sherwood Dr, but many other streets in the vicinity such as Parkdale Ave, Holland Ave, and Fairmont Ave
Parkdale Ave is too congested and witnesses many collisions – consideration should be given to this street as well
There is spillover traffic onto other side streets to avoid the light at Sherwood Dr and Parkdale Ave
The Hwy 417 interchange at Parkdale Ave should be revamped as it is unpleasant, inefficient, and creates bottlenecks and aggressive behaviour– that is the real issue here which we should be concentrating on instead of Sherwood Dr
The Parkdale Ave on-ramp to eastbound Hwy 417 is at a wide angle and vehicles looking to take that ramp endanger pedestrians trying to cross in the north-south direction there as they can’t see them until it’s too late
Another entrance/exit to/from the Queensway is needed to get traffic off of Parkdale Ave and Sherwood Dr – Rochester St should have on and off ramps
Fairmont Ave has cars parked all along and visibility is a nightmare. Sidewalks are also hardly ever plowed or salted in the winter
Missing sidewalk link on east side of Fairmont Ave between Sherwood Dr and Fairmont Park
Cars entering Sherwood Dr from Larchwood Ave and Old Irving Pl need to be slowed down because stop signs are being ignored there
Concerns all along Kenilworth St, and notably at Parkdale Ave
Kenilworth St needs temporary traffic calming as in other neighbouring streets
The flex stakes and cycle zone delineators are too close together along Kenilworth St and other nearby streets
Volumes/speeds are elevated along Ruskin St – and there is no traffic calming there
The stop sign at Ruskin St and Gwynne Ave is often ignored and turning to/from Gwynne Ave is fast and dangerous
Occasional high speed cut-through traffic along Orrin Ave
Cars speed along Bayswater Ave despite speed humps

Motorists that use Bayswater Ave and/or Fairmont Ave to get under the Queensway are aggressive and do not properly adhere to stop signs
The 'do not enter' sign along Old Irving Pl south of Laurentian Pl E is often ignored
There are no devices to limit speed down Old Irving Pl
People speed on Reid Ave and use it as a cut-through from Fairmont Ave / Young St to reach Sherwood Dr and to subsequently connect to Parkdale Ave
Miscellaneous / General
All listed concerns are very important
Concerns along Sherwood Dr in general, especially during the morning and afternoon rush, and between Holland Ave and Parkdale Ave and Bayswater Ave and Fairmont Ave
Concerned that traffic calming measures slow down emergency vehicles
Sherwood Dr is not a small side street, but a connecting road to main arterial roads
My primary concern for this whole neighbourhood as well as the Experimental Farm is the scheme to put the hospital extension on the Driveway and encroaching on the Farm and messing up traffic and general peace and quiet – there will be gridlock due to that work and the tower(s) on Preston St
We are concerned with access to the new hospital – Carling Ave and Rochester St would work far better to reach the new hospital as they are non-residential streets
I would rather Sherwood Dr be considered a pedestrian and cycling thoroughfare rather than the shortcut that drivers often do
Sherwood Dr is a great cycling route with no cycling facilities
Running groups not using sidewalks
I must use Sherwood Dr to access my driveway on Old Irving Pl due to it being partially one-way
Increase in heavy commercial vehicles in recent years along Sherwood Dr
Trucks are prohibited on Parkdale Ave but frequently use Sherwood Dr
Tow trucks post up on Sherwood Dr (especially near the Parkdale Ave intersection) and other area streets and constantly idle, throw garbage out of windows, and speed to be the first to tow – resulting in danger and poor air quality for nearby residents
Tow trucks should not be allowed to wait in residential neighbourhoods
Cars throughout Ottawa are getting aggressive towards cyclists and pedestrians. We need ideas to help out as enforcement resources are not sufficient
Traffic calming measures on Sherwood Dr should not result in traffic conditions along other streets (such as Kenilworth St) being exacerbated
The amount of construction and street closures around the Carling Ave O-Train station and the lack of parking on side streets have all made Sherwood Dr one of the few viable traffic arteries to avoid traffic congestion on Carling Ave and Preston St
The section of Sherwood Dr between Carling Ave and Parkdale Ave is quite different than the section between Parkdale Ave and Holland Ave – they must be treated differently
I am opposed to all traffic calming measures which are not necessary – there must be a good flow of traffic maintained on Sherwood Dr without unnecessary stops and slowdowns
No Concerns / Do Not Support Study
No concerns
Sherwood Dr is a quiet street that is already traffic calmed and does not need any more spending – no particular incidents or problematic spots/behaviour

Please do not complicate driving on this major thoroughfare because when you do so, it forces more people onto other cross-neighbourhood streets such as Young St
Since drivers not obeying stop signs at the intersections is the main problem, traffic calming is unlikely to solve it – and measures such as speed humps would hamper emergency vehicles which isn't appropriate/ideal given Sherwood Dr is in the Civic Hospital zone
I am far more concerned right now that the City be more stringent in their spending – this is unnecessary spending at this time and we cannot just carry on like it is business as usual while managing a pandemic

Question 9 – Please provide us with any general comments you may have regarding this traffic calming study:

*597 responses

Speeds
Speeds make it unsafe particularly for kids on bikes
Sherwood Dr always appeared to me as a street that was designed to move cars quickly along it
Please decrease speed on this thoroughfare that is being treated like a highway
Controlled car speeds is required since this neighbourhood street has high pedestrian and cyclist traffic
With all of the construction in the area, the large trucks and even fire trucks are very dangerous and disregard speed limits and pedestrian safety
Backing out of our driveway is perilous because of vehicles turning into Sherwood Dr from Parkdale Ave at great speeds (and seemingly out of nowhere)
Traffic Controls / Intersections
Intersections are tricky
I think many drivers may not be able to see stop signs when the sun is low in the sky
Pedestrians wait forever to cross the Parkdale Ave and Sherwood Dr intersection
Pedestrians and cyclists often disobey the signage and cross on the northern side of the Sherwood Dr and Parkdale Ave intersection – which adds to the danger
The traffic lights at the intersection of Sherwood Dr and Parkdale Ave are often ignored by cars, trucks, and even buses
The pedestrian signal button to cross Carling Ave at Sherwood Dr needs to be addressed as well – the wait is too long, which encourages dangerous crossing against flow of traffic
Traffic Volumes
The increasing traffic volumes have made several intersections unsafe
The problem along Sherwood Dr is more volume than speed – there are several stop signs that control the speed of traffic as well as bike lanes and flex stakes
Because of other nearby streets being traffic calmed, vehicles appear to be looking for other streets to get to their location quicker – so Sherwood Dr is seeing higher levels of commercial traffic
Volume of traffic varies considerably at different points on Sherwood Dr
As a pedestrian, a cyclist, and a driver, I would say that traffic along this road is typically non-existent to light
Vehicle traffic is necessary but needs to be moderated/reduced

Ever-increasing rush hour commuter traffic when there is traffic congestion on Carling Ave, Parkdale Ave, and the Queensway.

Due to the traffic congestion near the Parkdale Ave and Sherwood Dr intersection, impatient drivers then speed along Hamilton Ave S to avoid the backup – but just end up creating another backup on Kenilworth St

Police often pull drivers off of Parkdale Ave onto Sherwood Dr between Parkdale Ave and Hamilton Ave S – creating bottlenecks and making pedestrian crossings difficult

The area near the Sherwood Market & Deli plaza is very busy and causes on-street parking and turning traffic issues

Cut-Through Traffic

Sherwood Dr is being pressured to serve as an alternate north-south route between the Queensway and Carling Ave for westbound Hwy 417 traffic

Sherwood Dr effectively becoming a thoroughfare is currently the biggest problem, not speed

Too many vehicles cut through our neighbourhood to go between Parkdale Ave and Holland Ave – this issue is present at all hours of the day and has been getting steadily worse, especially on Sherwood Dr

It is important that Sherwood Dr be discouraged for use as an access to the (new) hospital or highway as a collector street – it is a residential street and non-local traffic should use non-residential streets such as Carling Ave for throughway purposes

Preserve Sherwood Dr as a scenic parkway by discouraging its use as a cut-through

Aggressive Driver Behaviour / Collisions

Problems with traffic on Parkdale Ave are compounding driver frustration on Sherwood Dr

Aggressive driving needs to de-escalate now (through traffic calming measures) before the volumes become much higher along Sherwood Dr due to the new hospital location

Cyclist Safety

I am eager to have more cycling safety and ‘ease of use’ on Sherwood Dr

Increasing vehicular volume and aggression threatens cyclist and pedestrian safety

The public has a human right to the dignity of getting around by their preferred mode of transportation in safety – including via cycling

There are already bike lanes on Sherwood Dr

Although the road is narrow and motorists and cyclists might be close to one another, there is no concern regarding cyclist safety since the speed limit is low

The majority of the proposed interventions adversely impact cyclist safety

I do not think recent increases in cycling routes are being done safely – many bike paths are ending at intersections, then cyclists are being told to walk across, etc.

Vehicles turning right into Sherwood Dr, then into Breezehill Ave S, from westbound Carling Ave are doing so really fast and endanger cyclists and pedestrians in this manoeuvre

Biking during the winter is challenging and I often ride on the sidewalk because I do not feel safe on the road

Pedestrian Safety

Children do not respect traffic rules (they walk and skateboard within the roadway) – which may compromise safety

Pedestrians must look both ways before crossing the street (not at their phones)

Sidewalks

I would like to see sidewalks on both sides of the street all along to increase pedestrian safety
Sidewalk repairs are needed – some areas are tilted and/or have cracks
Parking
There appears to be more parking spaces on Sherwood Dr than what is needed during the day
Due to existing heavy parking restrictions on Sherwood Dr as well as hospital workers currently using Fairmont Ave north of Sherwood Dr as their primary parking spot, parking removal along Sherwood Dr should not really be an issue
On-street parking is important for this street and neighbourhood – do not remove it
On-street parking is a good traffic calming measure that seems to work in combination with others – it slows down traffic by impeding a driver’s view of the road
If parking is completely removed for the segment of Sherwood Dr between Holland Ave and Parkdale Ave, we could no longer have any guests or service providers at the house – perhaps individual visitor parking windshield signs can be given to use for guests
If parking is lost along Sherwood Dr, cars will use side streets to park (people are always going to be searching for parking because of the proximity to the hospital) – which just relocates the problem
Sherwood Dr already has lanes on either side of the road for cyclists, and parking is not allowed during the day – additional measures would take away all parking
Due to no dedicated parking lot, the on-street parking in front of the church at the corner of Sherwood Dr and Parkdale Ave is essential to enabling members of the community to attend services on Sundays (including some who may have disabilities), as well as pick-ups/drop-offs of school kids
Parking is inconsistent with traffic calming – this is clearly evident on Bayswater Ave
We park on Sherwood Dr near Holland Ave since it is difficult for us to back directly onto Holland Ave when we park in our driveway which fronts this road
Existing Permanent or Temporary Traffic Calming
The inconsistency of traffic calming in the whole neighbourhood is confusing to cyclists, walkers/runners, and drivers
Keep those flexible posts / more are needed as they have already proven to be really effective while being relatively inexpensive
I fail to see what seasonal ugly flexible posts accomplish, and they certainly cost money – stop constructing them
Sherwood Dr is manageable with present traffic calming measures
Temporary traffic calming measures have done little, if anything, to slow traffic down or reduce the number of heavy trucks that should not even be using this route
I often wonder how school buses manoeuvre around flex stakes if there are cars parked on the street
Flex stakes slow down people to some extent, but they need to be paired with the cycle zone delineators to properly work
Bulb-outs must be maintained to ensure the narrowing of the road and reduction in pedestrian crossings lengths
The current bulb-outs narrow the road a bit but they do not really work and don’t have much of an effect – they don’t stick out far enough
Get rid of bulb-outs as they are before someone gets hurt

The speed humps on Bayswater Avenue are not constructed to the right size and should be replaced with the correct ones along with speed limit signs (?)
The flex stakes implemented along Parkdale Ave are ineffective, unsafe (cyclists are at risk of near-misses/accidents with drivers), and a hazard to residents (difficult for residents to back out of their driveways without hitting them, etc.)
Signage
We have to take it easy with traffic flow during construction, and signage is vital so that drivers know to slow down
The neighbourhood is getting inundated with signage – a lot of it repetitive, obvious, and an eyesore (such as at the roundabout intersection of Reid Ave and Ruskin St)
Enforcement
Enforcement is needed and would be helpful – especially for people not stopping at stop signs
How many speeding tickets have been issued?
The City does not properly fund police enforcement nor have the police chief focus traffic enforcement on key areas
I would like regular enforcement of speeds rather than major changes to the roadway – everyone should not have to pay for a few bad apples
Road Design
Sherwood Dr needs to appear less like a wide-open road
The road configuration at the Carling Ave and Breezehill Ave S intersections encourage fast turning and aggressive behaviour endangering both cyclists and pedestrians
Sherwood Dr between Holland Ave and Parkdale Ave is missing ‘cycling lanes’ as per the rest of Sherwood Dr
When travelling westbound on Sherwood Dr, I cannot currently turn left onto Old Irving Pl if there is a car on that side road waiting to cross or turn onto Sherwood Dr
Design Ideas
Traffic calming should always be winter, pedestrian, and bike-friendly – priority should be given to measures that hinder vulnerable users the least
Traffic calming measures that encourage a mixed traffic or single file environment will be largely unhelpful unless the parking is nearly full (which is unlikely)
Traffic calming should not impede proper traffic flow
Any traffic calming should impact all vehicles equally, including bikes
Sherwood Dr can be very narrow and difficult to manage in winter due to the lack of snow removal, and the worry is that some traffic calming measures such as curb radii reductions may narrow the road even more and cause driving to be more dangerous, as well as ineffective snow removal
Since traffic conditions vary considerably at different points on Sherwood Dr, it may be best to not consider a one-size-fits-all approach to road changes
Speed calming measures would help to control acceleration along Sherwood Dr, but there shouldn’t be too many – it is important to retain some common sense approach
Explore passive changes only – I am opposed to any disruptive changes to traffic flow
I would like to limit speeding, but some of the cures are worse than the disease
Turn Sherwood Dr into an all-ages safe cycling facility connecting up with Byron Linear Tramway Park and the Fisher Park Community Centre and Public School

Dedicated bike lanes segregated with concrete curbing impose additional and unreasonable demands for drivers to know what is around them in a 360 degree angle and also endanger cyclists by giving them a false sense of security
What about having a raised cycle track beside the sidewalk on the boulevard?
Please do not pave over the grass for the cycle track – just put it on the road
Building bike lanes will save the City money and stimulate the local economy – on top of being more sensitive towards climate change
Increasing the width of bike lanes will only reduce the lane widths for cars and will in turn increase the danger for cyclists
Have bi-directional segregated cycling on one side of the road and parking on the other – this would also narrow the street
We need the free parking for residents without driveways more than we need to maintain pedestrian/cyclist infrastructure that is barely used
Parking is already highly restricted on this street, and seeing that we are located 3 blocks from the hospital, why should we reduce parking even further
Maybe a ‘no parking’ sign at the east side of Bayswater Ave at Sherwood Dr could be implemented to improve circulation and relieve congestion
If no formal cycling facilities are provided on Sherwood Dr, please consider significantly short ending the parking bays so they do not appear to be bike lanes
Extenuating circumstances must be considered when designing parking restrictions
Please ensure changes do not promote parking on other side streets that are meant to be quieter
Have cycle-friendly bulb-outs at all intersections (like the proposed Alta Vista design)
It is not desirable to introduce cycling – as bike lanes would take away from the neighbourhood’s residential feel and would cause more danger to pedestrians since cyclists often do not follow any rules on the road
I’m neutral to several of the proposed measures, as long as these also support safe cycling as Sherwood Dr is close to several schools and pathways
The inclusion of cycling facilities depend on what other traffic calming measure will be adopted (i.e. no additional facilities required if only speed humps will be implemented, but other measures that narrow the road further such as chicanes or medians would need cycling facilities implemented as well)
The better solution for Sherwood Dr and other streets would be to allow bike lanes or car lanes but not both (just as has been done on a section of Byron Ave for instance)
Measures along Sunnyside Ave seem to have worked, so do the same
Measures such as the ones at the corner of Hilson Ave and Byron Ave are required (at existing stop signs locations)
Reducing the width of street/lanes would be very helpful in improving safety
I am against any traffic calming that squeezes traffic into a narrower lane
I would only support the proposed traffic calming measures and bike facilities if the roadway can be widened to accommodate all modes of transportation
Measures such as bulb-outs, chicanes and the like tend to direct cars into the oncoming lane – I cannot see chicanes working unless the street is one way
Chicanes create bottlenecks and force cyclists into car traffic suddenly and often in a way that results in aggression
I support chicanes only if there would be enough space between the existing curb and the chicanes for cyclists to keep going in a straight path

Bulb-outs are undesirable especially in winter – the plows take forever to clear the snow and I have to listen to them scraping the streets at all hours of the night
Bulb-outs only makes an intersection with poor sightlines (such as Ruskin St and Holland Ave) even worse – especially in winter
I am supportive of bicycle bulb-outs in theory, but am cautious of the way they have been previously constructed in Ottawa (less smooth and comfortable than the road)
I am absolutely opposed to any raised cycle facilities including cycle-friendly bulb-outs or raised cycle tracks
Cycle-friendly bulb-outs are not cycle-friendly – they are also difficult to manoeuvre when using a non-standard bike, such as a cargo bike (with a front bucket) or when pulling a trailer
Cycle-friendly bulb-outs and most other cycling infrastructure (such as green ‘boxes’) are a waste of money and dangerous because they are confusing and distracting
I support (‘green’) medians (with trees)
Traffic medians are a hazard in the dark
Medians should not take too much space if implemented
Sherwood Dr is not conducive to roundabouts / traffic circles (which aren’t pedestrian and cyclist-friendly) – cars must stop so that children crossing intersections are seen
I support mini-roundabouts
How about we implement painted mini-roundabouts on Sherwood Dr to see if they calm traffic better than all-way stops – if it works, we can have slightly raised mini-roundabouts then and if it doesn’t, we could just return the stop signs
I strongly support clear signage throughout for pedestrians, cyclists, and cars
Install entry gateway speed limit signs
I support PXOs which would help both pedestrians and cyclists
Turn radii should be tightened to reduce speed
I am against curb radii reductions as they encourage motorists to turn quicker – endangering pedestrians and cyclists as a result
Corner tightenings interfere with large emergency vehicles and school buses
I support vertical measures – I believe they are among the most effective measures
I do not support / strongly oppose vertical measures – there are already too many bumps and potholes on our roads, and Sherwood Dr will also soon become the main route for ambulances to reach the new hospital (we do not want to obstruct them)
I really like the idea of raised crosswalks which protect pedestrians
Raised crosswalks/cross-rides are recommended on local side streets where feasible
Speed humps may be (are) the most effective/important and least expensive option
I am neutral to speed cushions and speed tables, but really like speed humps
For speed humps, drivers slow down for them but then speed up afterwards again – and there are already multiple stop signs on Sherwood Dr to stop vehicles anyways
I prefer speed humps over signs to reduce speeds (especially along Loretta Ave S)
Instead of traffic calming measures that restrict road access, we believe that the use of shrubs and trees along the side of Sherwood Dr to create an optical illusion of a narrower street would aid in reducing traffic while still facilitating appropriate snow removal and emergency vehicle access
Adding speed humps or traffic islands would be trying to solve a problem that does not really exist
I do not think that speed humps work very well and find them to be an annoyance (as someone who does not speed) and not great when there is an ailing person in the car

As a resident that has a speed hump near my house, I can say that they are a nuisance because they vibrate nearby houses whenever vehicles go over them
Aside from speed humps, the other options can be difficult for seniors to navigate
I studied and drove over speed cushions and noticed that once drivers get used to them, they will begin driving as fast as they want and will not be slowed down much
I am opposed to speed cushions because they cause drivers to drive into the oncoming lane to avoid them (fast drivers swerve to get a set of tires through the gap)
I oppose speed humps or cushions if they are anything like what was implemented on Bayswater Ave (?) where they are numerous
I oppose speed humps or cushions if they encroach into the bike lanes – I am neutral towards speed tables in this case as they are easier to bike over
Long speed tables or cycle-friendly bulb-outs would appear to have minimal impact on traffic flow while still delivering real benefits to vulnerable road users
Sidewalks are required on both sides of Sherwood Dr for the full length
Find a better solution than stop signs – there are already too many on Sherwood Dr
Stop signs should be eliminated
Install flexible posts at middle and side of the road
I would like to see 40 km/h speed limit and no less as Sherwood Dr is adequately wide enough to support this speed
Speed display boards are a smart and useful means of reminding all to respect speed limits – this should be enough
The best traffic calming known is called a speeding ticket. Instead of using a lot of money on speed humps, Ottawa should use speed photo radars much more often – to make the city safer and also generate a lot of revenue (and therefore lower taxes)
If you are serious about making the road safer, at least put down a centreline (especially at Parkdale Ave)
Making it illegal to turn into or proceed through the neighbourhood at certain locations and during peak driving times should be explored
We would also support making Sherwood Dr a one-way street and limiting turning (like in the Glebe), and other like measures that would limit bi-directional cut-through traffic along Sherwood Dr between Carling Ave and the Queensway
Traffic calming measures on feeder streets would ease the burden on Sherwood Dr – the measures suggested in this survey would be appropriate on Fairmont Ave and Bayswater Ave
Do not remove any mature trees to implement these measures
Reduce pedestrian crossing distances and skew on side streets – especially at Woodstock St and Breezehill Ave S
I think speed deterrents would be especially helpful in the area between Fairmont Ave and Old Irving Pl which has a high concentration of kids headed to Fairmont Park
Converting the intersection of Sherwood Dr and Old Irving Pl into a four-way stop configuration would be an inexpensive and efficient measure to take to calm traffic
Corner tightenings would not work at Old Irving Pl since this side road is narrow and crosses Sherwood Dr at an angle
A stop sign at the Sherwood Dr and Civic Pl intersection could help slow traffic down, and so would speed humps
Install raised crosswalks at the east and west legs of the Sherwood Dr and Parkdale Ave intersection
Consider a mini-roundabout at the intersection of Sherwood Dr and Parkdale Ave

I think one of the best ways to calm Sherwood Dr would be to close off its access to Parkdale Ave to motorized vehicles – this would cut down on cut-through traffic volume and ensure only residents are using Sherwood Dr
Access to Sherwood Dr between Holland Ave and Parkdale Ave should be blocked off at Parkdale Ave on a temporary basis, and the results analyzed
Install 3 speed humps on Sherwood Dr – one between Bayswater Ave and Fairmont Ave, one between Fairmont Ave and MacFarlane Ave, and one between MacFarlane Ave and Parkdale Ave (given the presence of elementary private schools)
A raised intersection (perhaps with pedestrian signal) is needed at the intersections of Sherwood Dr with Parkdale Ave, Reid Ave, MacFarlane Ave, and Fairmont Ave
I would support raised crosswalks or speed tables at the intersections of Sherwood Dr and Fairmont Ave (and Kenilworth St) and Sherwood Dr and Reid Ave
Install a traffic choker at the west leg of the Warwick PI intersection
A PXO (type C or higher) should be considered at the 5-legged intersection of Sherwood Dr / Fairmont Ave / Kenilworth St
Installation of a red flashing light should be considered at the 5-legged intersection
I am very opposed to the installation of a traffic circle or any lights at the 5-legged intersection
I am concerned that a roundabout at the 5-legged intersection of Sherwood Dr / Fairmont Ave / Kenilworth St will not slow down vehicles and people will race through
I suggest a raised island at the Sherwood Dr and Bayswater Ave intersection
I suggest ‘raising’ the Sherwood Dr and Bayswater Ave intersection
Install a small mini-roundabout at the intersection of Sherwood Dr and Bayswater Ave, and minimize the width of the westbound turn from Bayswater Ave to Sherwood Dr to allow for cyclists only and not cars
The illegal turns off of Breezehill Ave S at Sherwood Dr need to be addressed via physical barriers as signs are being ignored
There should be some narrowing of sorts or some gateway features on Sherwood Dr at the west leg of the Breezehill Ave S intersection (due to wide road and traffic there)
The confluence of many roads near Carling Ave creates a unique traffic calming challenge that can only be solved by major intersection changes – adding speed humps would be wasteful
Carling Ave should have a smaller throat width at Sherwood Dr and allow easier and safer pedestrian crossing
Other Streets of Concern
Please look at / study the entire Civic neighbourhood (as part of this study or separately) – especially Holland Ave, Parkdale Ave, Orrin Ave, Kenilworth St, Hutchison Ave, Ruskin St, Inglewood PI, Fairmont Ave, Reid Avenue, Civic PI, Old Irving PI, Beech St, and Bayswater Ave
Numerous streets in the general west end of Ottawa need sidewalks on both sides
Several issues with existing traffic calming on Bayswater Ave (i.e. bulb-outs are made of poor materials and are full of weeds, the speed humps are too sharp, etc.)
Although the speed humps on Bayswater Ave have been reasonably effective in reducing speeds along that street, the basic design of Bayswater Ave is poor as it is too wide and very long and straight
Because of other nearby streets being traffic calmed, vehicles appear to be looking for other streets to get to their location quicker – so Bayswater Ave and Reid Ave are seeing higher levels of traffic (including commercial)

There is already speeding and cut-through traffic on Civic Pl and the lower part of Old Irving Pl and there will be an increase in traffic flow once the new hospital is built
Traffic calming on Sherwood Dr and Fairmont Ave seem to have driven vehicles onto Woodstock St
Kenilworth St and Ruskin St between Holland Ave and Parkdale Ave are atrocious with aggressive and inhospitable driving
A crosswalk should be installed at the intersection of Holland Ave and Ruskin St – as there are bus stops on both sides and it is not safe for pedestrians to cross
Carling Ave between the Civic Hospital and Preston St is a speedway – there are far more issues on Carling Ave than Sherwood Dr
You're better off trying to calm traffic on Holland Ave or other streets where houses and children play areas are closer to traffic
I am in support of measures that will make the streets around Sherwood Dr (especially Holland Ave) safer, slower, and less congested with traffic – the impact on Holland Ave from any measure taken on Sherwood Dr is my primary concern
Bike lanes on Sherwood Dr require bike lanes on Parkdale Ave in both directions (?)
It would help if the truck ban on Parkdale Ave was enforced
Because of no centrelines on Parkdale Ave, unfamiliar motorists may not realize that the road center shifts back and forth and may end up facing oncoming traffic when this seemingly straight road effectively curves
How will this study impact streets with more traffic such as Parkdale Ave?
Too many vehicles cut through our neighbourhood to go between Parkdale Ave and Holland Ave – for instance, at each intersection of Hinton Ave S and at all hours of the day, one has to wait for through traffic to progress
The Hwy 417 interchange at Parkdale Ave is inefficient and creates bottlenecks and aggressive behaviour– that is the real issue here which we should be concentrating on instead of Sherwood Dr
I am concerned that traffic on Sherwood Dr will be pushed to smaller parallel streets such as Orrin Ave, Kenilworth St, or Hutchison Ave which are narrower and less able to accommodate traffic speed and volume
It has become popular to drive quickly down Orrin Ave to enter Parkdale Ave ahead of the Parkdale Ave and Sherwood Dr intersection
As Orrin Ave is only two blocks long and 100% residential, could it become a 'local traffic only' street?
The corner of Reid Ave and Young St is worse than Sherwood Dr as cars come flying around that corner – speed humps are badly needed
It would be great to see a mini-roundabout-like feature at the intersection of Fairmont Ave and Fuller St, where people run the stop signs multiple times a day
There is a lot of police along Beech St between Preston St and Bayswater Ave, yet there are still so many reckless drivers not being penalized
Miscellaneous / General / Support Study
Thanks for sending out a flyer to inform me of the existence of this survey
Thank you for consulting widely – we appreciate it
Thank you for consulting all users of City streets
We are very supportive of this excellent initiative and greatly appreciate that it's being undertaken – we think this study is important, needed, and timely

This is an important study given the volume of traffic along this street – we should ensure to account for all modes of transportation and proper traffic flow along Sherwood Dr and neighbouring streets
This is a good spot to focus on at this area – I hope this study helps the area
I am glad that this traffic calming study is being undertaken (long overdue) and hope that the changes will be such that Sherwood Dr (particularly around the intersections with Parkdale Ave and Holland Ave) better meets the needs of the neighbourhood and makes it safer
Making this street safer is important to me and my family and will contribute to a more vibrant and lower carbon neighbourhood – keep up the good work
It would be great to have permanent ways to calm the traffic along Sherwood Dr – the City must find and use traffic calming measures that remain in place all year
Great questions, and nice to see and be asked about the many traffic calming options
Providing a safer environment for pedestrians and cyclists on this beautiful street (through evidence-based traffic calming measures) while reducing vehicular speeds and noise would be wonderful and very pleasing – we already cede too much real estate to vehicles in this city (both parked and moving)
This is very much needed (thank you very much for doing this), as we have many kids in the neighbourhood and this street is not currently safe in its existing configuration
I strongly support projects that aim to add bike facilities – it currently feels like existing speeds make it unsafe particularly for kids on bikes
I have lived in the area for almost 30 years, and can see that Sherwood Dr really does need better cycling accommodations as there aren't really any
I am positive that the right measures will be identified and appropriate actions taken – which makes me as a pedestrian feel safe and happy
This is an excellent idea – but I recommend a moderate approach; remember to make the traffic calming measures reflective of the issues and to respect drivers as well
There should be no limit on the amount of traffic calming here to slow down speeders
I support any and all traffic calming measures along Sherwood Dr – all measures should help, and the newer traffic calming will be a significant improvement from what is already there and will benefit both local residents and regular users of the street
It is essential that permanent traffic calming measures be implemented as soon as possible on Sherwood Dr – this street and the neighbourhood must be made a priority for better traffic management and safer streets before we see serious incidents
I would like to thank Councillor Leiper and staff for helping on this
It is time to improve this area for the people that live here and make it safer – cut-through traffic (experienced in the Civic Hospital area more than ever) will have to adapt to the new reality and modify their old ways
This is great – if we have enough measures, hopefully we can slow down traffic and get commuters to actually stop at stop signs and crosswalks
These are safety innovations that should also (?) be used in other residential areas with cut-through traffic – I wish my neighbourhood would also make the changes suggested in this survey
We have lived on Sherwood Dr for 11 years and have seen far too many close calls and certainly too many accidents – we are happy to see something getting done
Please help calm the traffic so it doesn't become like Island Park Dr - a highway with high GHG emissions and little green spaces
Limiting and diverting the flow of traffic into Sherwood Dr during rush hours would reduce from the potential dangers that currently exist

The fact is, this street is a collector road and residents on this street knew this when they moved into it – I have no issues with slowing down traffic, however this street should not become an obstacle course with measures contributing to visual pollution (a driver’s primary focus should be on pedestrians, cyclists, and other vehicles)
Sherwood Dr is currently designed for cars/trucks – the safety of all should be considered as a central tenet throughout every stage of design, construction, and maintenance of road
I find that the project may less be about speeding and more about really communicating that this is an important cycling route to connect people to places they need to go
Sherwood Dr is a wide street and needs to not only be cyclist and pedestrian-focused
Sherwood Dr is not only a residential street – there are businesses near Carling Ave
Sherwood Dr is the safest, quietest, and most direct east/west corridor for this part of the city for walking and cycling
I’d like the adverse effects on automobile drivers and passengers to be specifically taken into account in making traffic calming decisions (e.g. estimating the total amount of extra time required for trips and putting a dollar value on that time)
Active transportation such as cycling should be prioritized in Ottawa far more than it currently is
Many ideas have merits, but I worry about the drawbacks
Many speed humps and speed cushions are too sharp for my small car – these measures need to be of a consistent height across the City, and one should generally be able to drive close to the speed limit even in traffic-calmed areas
Not sure how speed humps and speed cushions differ in their effects
Some traffic calming is acceptable/needed, but traffic calming is generally getting out of hand and the Civic neighbourhood has become a visual cacophony as a result – creating danger to all modes of transportation
This study should be considered along with any changes anticipated in the neighbourhood related to the Covid-19 hospital construction
Can there be a joint hospital-neighbourhood sub-committee that can liaise/work together to address transportation and traffic issues resulting from the new Civic Hospital on our neighbourhood – both during construction and thereafter?
Anything that can be planned and executed in advance of the construction of the new Civic Hospital and other condo buildings would greatly improve the situation and quality of life of neighbourhood residents – both current and future
There should be limited truck access to Sherwood Dr during hospital construction in the future – Carling Ave should be used instead
Although there is an agenda to slow down traffic overall in the neighbourhood, we cannot slow traffic down on every street – we have to accept that a few roads like Sherwood Dr will need to be traffic-friendly
There needs to be a balance between functionality of Sherwood Dr for cars and efforts to reduce speed
A lot of measures are unnecessary and only aim to reduce traffic on this through street
Traffic pertaining to all modes of transportation is reduced now due to COVID – I hope this is taken into consideration during development of any recommendations
This is a good survey but it does not include the stop signs option on Sherwood Dr between Parkdale Ave and Holland Ave – which would be helpful to slow down speeders around this area along Sherwood Dr (which is the most problematic area)

The most problematic area is Sherwood Dr between Carling Ave and Bayswater Ave
There are no proposals that would discourage a motorist from using Sherwood Dr to cut through (from Carling Ave to Parkdale Ave for instance)
I am concerned with project cost – look for cost-effective solutions that make sense
Please consider long-term impacts of these traffic calming measures
Limiting speeds on Sherwood Dr will also create increased traffic in peak hours
All-way stop signs on Sherwood Dr reduce average speeds, but not peak speeds
Important to know that the most vocal individuals (?) in our neighbourhood may not be the majority
Don't overdo it – please consider winter
Examples provided are helpful but must be considered in actual contexts
We do not want to encourage increased truck traffic on this residential road – it is absurd to consider the convenience of large vehicles on a quiet residential street like Sherwood Dr
Please await confusion that will result from LRT
Seeing that this area will soon have several new apartments and associated main street traffic, gentrifying the residential roads would be a good idea
The biggest problem as I see it is a lack of self-safety measures being used by cyclists and pedestrians – some means of education is needed for cyclists
I am opposed to the philosophy that seems to be in play – which is that by making roads more dangerous, people will drive slower
Do not lose the beauty/character of this nice wide street because of people who do not live in the neighbourhood and that cut through it to shorten their commute
Given the width of Sherwood Dr, I believe that we should consider it a community resource for outdoor activity
Give more weight to information provided by residents of Sherwood Dr and explain the justification
Little weight, if any, should be given to people who use Sherwood Dr as a commuter lane to the suburbs
I only observe what is happening on Sherwood Dr when I drive along the street – residents there would be more aware than I as to what the issues are, and so I would defer to what they request
Sherwood Dr is no different than most residential streets
No General Comments / No Concerns / Do Not Support Study
N/A / None
This study is not required and this road should not be the City's priority (there are other areas in the City more worthy of traffic calming budgets) – leave Sherwood Dr alone
I am surprised that traffic calming on Sherwood Dr is an issue
No need to reduce the speed limit even more as drivers have already become more attentive to the road
There are already some significant traffic calming measures on Sherwood Dr, and very little will prevent careless and dangerous drivers anyways
There are already flex stakes and cycle zone delineators – you're lucky if you could drive down Sherwood Dr at 20 km/h
It would be best to remove existing traffic calming measures than add even more – I don't think we need measures to make turning more difficult

I don't think Sherwood is any worse than most streets I travel on in Ottawa currently – failure to stop at stop signs for instance is a systemic traffic problem not limited to driver behaviour on Sherwood Dr
As a resident of this neighbourhood who primarily gets around by foot or by bike, I have never encountered any issues with traffic patterns along Sherwood Dr
I have not noticed any significant problems on Sherwood Dr (other than the intersection with Parkdale Ave, and issues may exist between 4:00 p.m. and 6:00 p.m. on weekdays) – there are already bulb-outs (it would be nice if they were made cycle-friendly, but not essential), flexiposts, and many stop signs
I could understand needing traffic calming in neighbourhoods that do not have sidewalks and where residents are walking along the side of the road, but that is not the case with Sherwood Dr where there are huge sidewalks and a beautiful grass curb appeal (boulevard)
Sherwood Dr is already a nice wide street with houses and sidewalks set far back from the street – I am happy with the street the way it is
There will always be those who choose to speed, but they are not common enough on Sherwood Dr to require additional measures
I think all of the signs that have been put up on Sherwood Dr have done the majority of the necessary work, and that focus should instead be shifted to other less affluent areas in the neighbourhood that are worse off and are more unsafe
When encountering other traffic-calmed thoroughfares in the city such as Byron Ave, I find it very frustrating to drive on these streets
My neighbours and I believe that the motivation for this study is not necessarily to calm traffic, but actually to prevent cut-through traffic from going to the new hospital – and we are opposed to this and disappointed with the review
I am opposed to traffic calming measures because my experience is that they make the street less safe for both drivers and cyclists, and needlessly impede reasonable traffic flow as well as interfere with effective snow removal
People are launching off speed humps all day in front of my house – one day someone will lose control and cause an accident
Making this an obstacle course does not actually improve safety – and you need to be a race car driver to manoeuvre around all the bumps and protrusions
Traffic calming causes more problems than it solves, it for instance increases local air pollution from the braking and acceleration, is confusing and distracting to drivers, and damages cars
Traffic calming measures act to concentrate more traffic onto other surrounding streets, which prompts residents on those streets to in turn seek remedy as well – the result is road rage and traffic ends up being concentrated on fewer and fewer streets
Having lived with traffic calming measures in our neighbourhood for several years now, I am unconvinced of their effectiveness/necessity and they strike me as the wrong solution for safety – I do not believe / have not encountered any work/studies to prove that traffic calming can be a correct and positive solution
I have never met any rational person that likes traffic calming
Traffic calming is unnecessary and expensive to implement and maintain – this is a waste of taxpayer money / better spend the money on resurfacing many areas
This road is the only one besides Carling Ave that goes to Parkdale Ave and Holland Ave – and Carling Ave is unfavourable as it is very commercial, noisy, and busy
It seems to me that there's a group harboring fond hope of traffic calming being a silver bullet, without prior assessment of the underlying causes

This is a categorical waste of time and resources triggered by a small group of entitled homeowners who are making a mountain out of a molehill

To spend limited resources to increase the property value of a small number of well-off citizens is simply unacceptable

There are many more users who either walk along or drive on Sherwood Dr than the limited number of families who actually live on Sherwood Dr and who feel they could be accommodated by needlessly expensive traffic calming measures

Demands for traffic calming are often really a demand by affected residents not to make their streets safer, but to move the traffic into someone else's street – it is a form of NIMBYism as residents believe that their street ought to be considered an extension of their driveway rather than a shared public resource