

Sherwood Drive Traffic Calming Study

As We Heard It Report

March 2023

Introduction

The City of Ottawa is undertaking a Neighbourhood Traffic Calming (NTC) study for Sherwood Drive between Holland Avenue and Carling Avenue in response to traffic concerns raised by residents.

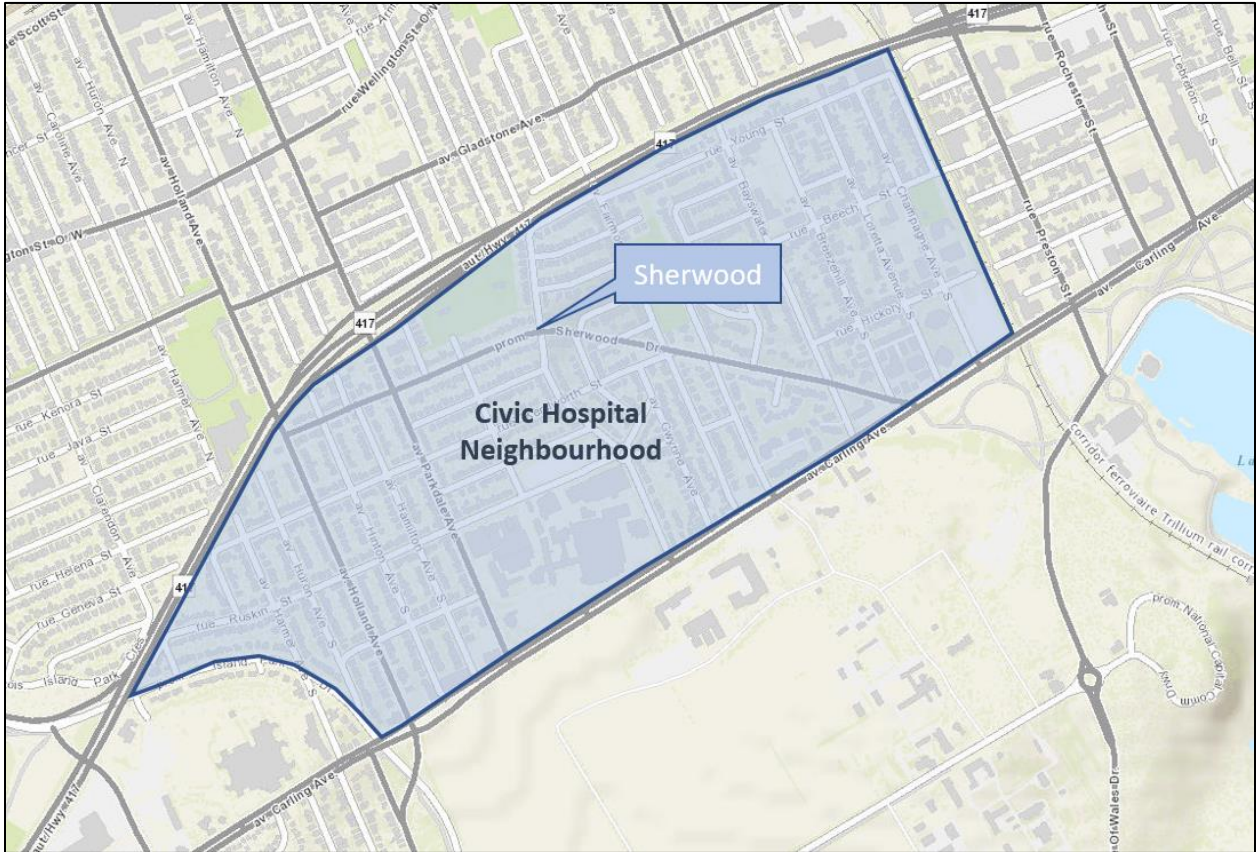
An initial online survey was held in the Fall of 2020 to confirm community support for the study, and to gain initial feedback from residents on the traffic concerns.

A second online survey was held in the Spring of 2022 as part of the Kenilworth Street trial closure to gather public feedback on their experience with the trial closure and thoughts on a possible permanent closure.

The latest online survey was conducted between January 16 and February 10, 2023. The primary purpose of this survey was to gain public feedback on the proposed concept plan which was developed based on traffic data, coordination with multiple stakeholders, previous public feedback and project constraints, to assist City staff in recommending permanent roadway modifications in this study area. The results of this online survey are summarized within this report.

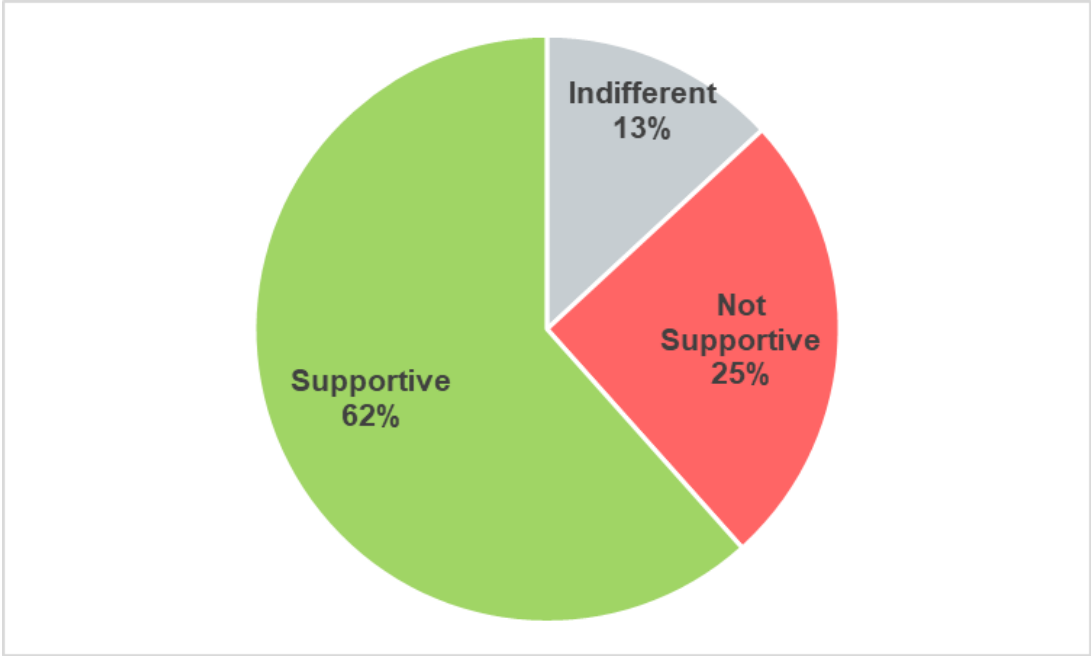
Survey Results Summary

A total of 376 responses were received over the course of the survey. The following presents a summary of the responses to each question. Most respondents (74%) reported living within the Civic Hospital Neighbourhood (bordered by Island Park Drive, Highway 417, the Trillium Rail Corridor, and Carling Avenue), and the remaining outside the neighborhood.



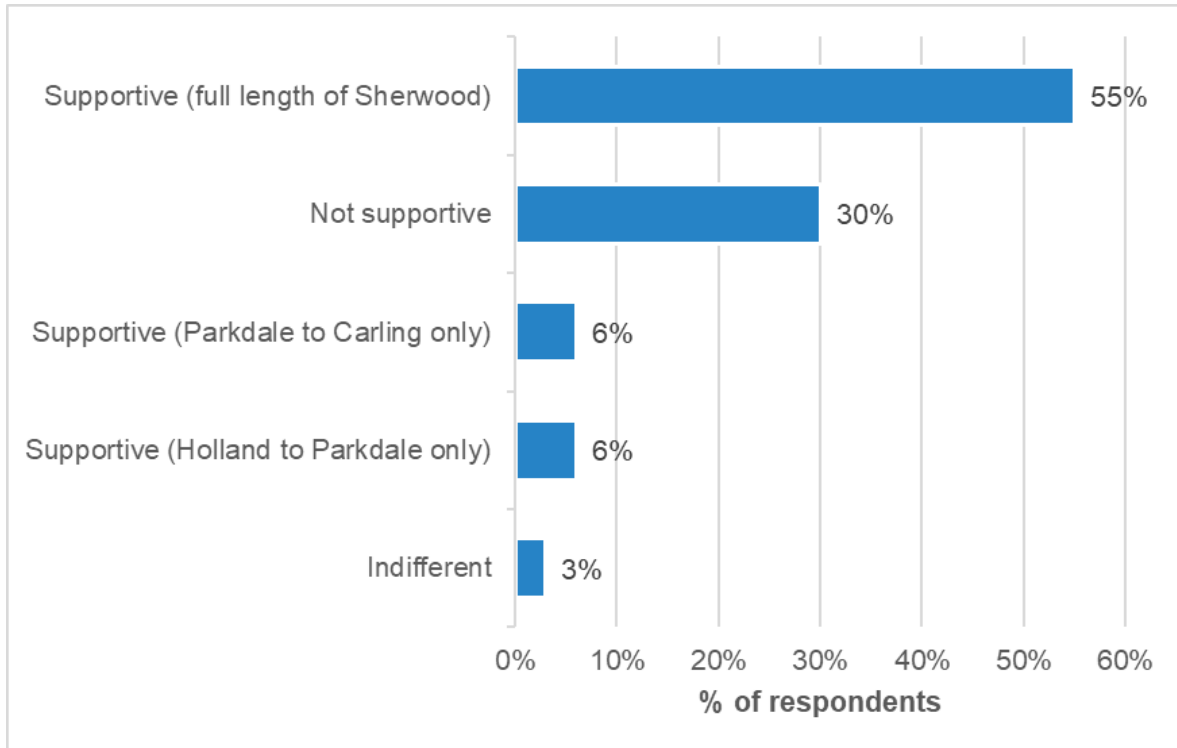
Please indicate your level of support for speed cushions

The majority (62%) of respondents expressed support for speed cushions along Sherwood Drive, while a quarter (25%) were opposed.



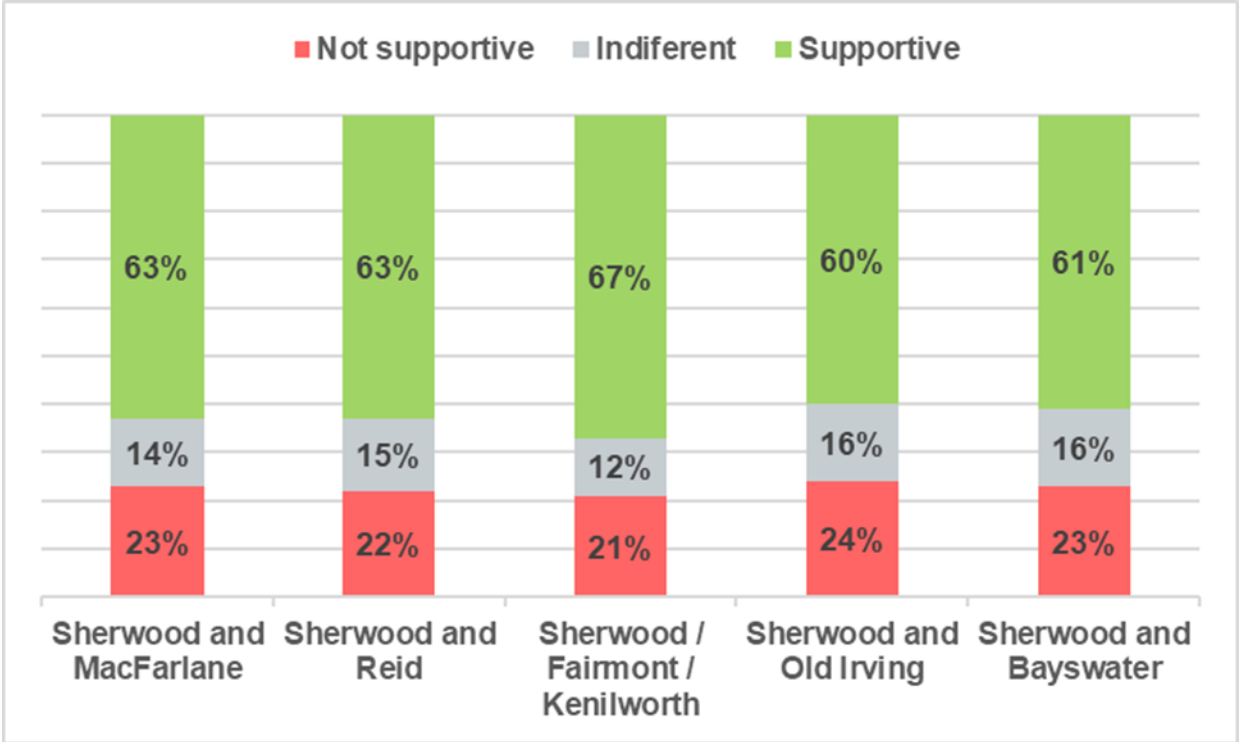
Please indicate your level of support for continuous cycling lanes

More than half (55%) of respondents expressed support for continuous cycling lanes along the full length of Sherwood Drive, while 30% were opposed. The other 15% were either partially supportive or indifferent.



Please indicate your level of support for the proposed modifications at these intersections.

Intersections with proposed roadway modifications along Sherwood Drive were presented in the survey. The proposed roadway modifications were supported by the majority (60% - 67%) of respondents, while approximately a quarter (21% - 24%) were opposed.



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

234 general comments were provided within the online survey, and various other comments were sent via email regarding the proposed traffic calming concept plan. The common themes of the written comments are summarized below.

Category	Comment
Benches	<ul style="list-style-type: none"> Some respondents have expressed a desire to see more benches. Some respondents don't support the installation of benches.
Bulb-outs	<ul style="list-style-type: none"> Some respondents have expressed support of the implementation of cycle-friendly bulb-outs. Current bulb-outs force cyclists into traffic. Removal of the existing bulb-outs is an improvement for the cyclists' safety.
Community Signage	<ul style="list-style-type: none"> Some respondents expressed the desire to have the community signage relocated from Parkdale to Holland. Some respondents don't support the installation of the community signage. Community signage will have no impacts / is not aesthetic / creates visual congestion.
Cycling Lanes	<ul style="list-style-type: none"> Some respondents have expressed support for the addition of cycling lanes. Some respondents have concerns about the impacts on on-street parking (see on-street parking section). Some respondents have concerns about the painted cycling lanes and would prefer to see fully protected cycling lanes. Some respondents are opposed to the addition of cycling lanes. Bikes lanes should be added on other neighbouring streets. Cycling lanes should not be considered as traffic calming. Painted bike lanes create a false sense of protection. Desire to see various additional measures for cyclists' protection at various locations / entire length (pinned curb, delineators, fully protected cycling facility, enlarge sidewalk, multi-use pathway in the boulevard, bi-directional, etc.). There are no issues with cycling on Sherwood / very bikeable as-is.

	<ul style="list-style-type: none"> • Concerns that drivers will disregard the parking regulations (no stopping) and stop or park their vehicles in the cycling lanes. • Desire for winter maintenance of the cycling lanes. • Speed cushions shouldn't go over the cycling lanes. • Cyclists do not feel safe cycling along Sherwood Drive. • Cyclists are ignoring the rules of the road.
Enforcement	<ul style="list-style-type: none"> • Additional enforcement is desired to address speeding and stop compliance. • Desire for speed cameras.
General Comments	<ul style="list-style-type: none"> • Concern over pedestrian and cyclist safety due to speeds, volumes and stop compliance issues. • Desire for timely and thorough snow clearing in the winter. • Add greenery / reduce concrete. • Resurfacing/enlarging/addition of sidewalks. • Efforts should be made to consolidate signage (signage clutter). • The existing measures are adequate/excessive, and there are no issues on Sherwood Drive. • Various lanes width designs proposed. • Relocating the stop bars will create sightlines issues. • Concerns about permanent traffic calming measures delaying emergency response time. • Desire to see other physical measures (diverters, chicanes, etc..) on the proposed concept plan.
Hospital	<ul style="list-style-type: none"> • Desire for the study to use a holistic approach including addressing projected increased traffic volumes due to the new hospital site. • Concerns about increased traffic on Sherwood Drive and through the neighbourhood because of the new Civic Hospital. • The new hospital will bring heavier vehicular volumes on Sherwood. • Concerns about ambulances using Sherwood to get to the new Hospital. • Ambulance traffic should be redirected to another route / review ambulance designated route. • The on-street parking regulations will likely push hospital traffic on side streets.
Intersections	<p>Holland:</p> <ul style="list-style-type: none"> • Dangerous left turn from Holland (southbound) onto Sherwood, cutting into the Sherwood (westbound) oncoming lane.

- Desire to modify the existing bulb-out on Holland at Sherwood to make it cycle-friendly.
- Desire for vehicular turning restrictions.

Parkdale:

- Congestion and safety concerns (for pedestrians, cyclists, and drivers) at the intersection (various reasons).
- Desire to see various traffic calming/safety measures at Parkdale through this study (bike box, pinned curb, raised crossing, ladder markings, etc.).
- Addition/modifications of vehicular turning restrictions.
- This is the most dangerous intersection of the entire study.
- Some respondents have expressed support for traffic signals at the intersection.
- Some respondents are opposed to traffic signals at the intersection.

MacFarlane:

- Stop compliance issues.
- Safety concerns for young pedestrians due to the walking school bus.

Reid:

- Stop compliance issues.
- Sightlines issues due to shrubs/edge/trees.

Fairmont/Kenilworth (5-leg intersection):

- Some respondents have expressed their support for the previously considered closure of the Kenilworth leg.
- Desire for a diagonal crosswalk in the intersection.
- Desire for a mini-roundabout.
- Desire for traffic signals.
- All crosswalks should be raised.
- Opposed to the addition of the bulb-out at Fairmont.
- Confusion/stop compliance issues/safety concerns at the intersection (various reasons).

Old Irving:

- Stop compliance issues.
- Addition of vehicular turning restrictions.
- Modify to an all way stop control (stop signs).

	<ul style="list-style-type: none"> • Desire to see ride-through bulb-outs on the east side of Old Irving. • Sidewalk missing link. • Desire to keep the existing bulb-out. <p>Civic Place:</p> <ul style="list-style-type: none"> • Desire for traffic calming measures at/near the intersection. <p>Bayswater:</p> <ul style="list-style-type: none"> • Some respondents have expressed support of the right-turn channel removal. • Some respondents have expressed a desire to keep the right-turn channel open for bikes only. • Some respondents are opposed to the right-turn channel removal. • Desire for raised crossings at the intersection. • Sightline issues due to existing hedge. <p>Carling:</p> <ul style="list-style-type: none"> • Desire to see traffic calming measures at Carling through this study.
Nearby Streets	<ul style="list-style-type: none"> • Concerns that permanent traffic calming measures on Sherwood Drive would have negative impacts on neighbouring streets. • There are speeding, stop compliance and volume concerns on nearby streets as well. • All way stop control (stop signs) should be added on Sherwood Drive at various/each cross street(s). • Desire to see traffic calming measures on side streets as well.
On-street Parking	<ul style="list-style-type: none"> • Some respondents have expressed support of the removal of on-street parking on Sherwood Drive. • Some respondents have expressed concerns about current and future lack of on-street parking on Sherwood Drive and on neighbouring streets. • Some respondents have expressed concerns about the removal of parking near St. Stephen's Presbyterian Church (various events, community activities, and groups using the building). • Some respondents are opposed to the removal of on-street parking on Sherwood Drive. • Support for cycling lanes, but the removal of on-street parking is too inconvenient.

	<ul style="list-style-type: none"> • Various concerns about the removal of on-street parking : delivery-vehicles, visiting family/friends, contractors, maintenance, health-care person, etc. • Various modifications to on-street parking regulations proposed (hours/times/schedules changes). • Concerns that the removal of on-street parking on Sherwood Drive would have negative impacts on neighbouring streets. • Allow vehicles to park on one side of Sherwood Drive. • On-street parking reduces vehicle speeds. • Most residents have off-street parking (driveways and garage).
Raised Crossings / Crosswalks	<ul style="list-style-type: none"> • Some residents have expressed support for raised crossings. • Some respondents don't support raised crossings. • Raised crossings should be on both sides of the intersections. • All crosswalks should be raised. • Raised crossings do not slow down vehicular speeds. • Raised crossings will cause wear on vehicles using this roadway often. • Desire for painted ladder markings at all crosswalks.
Speed	<ul style="list-style-type: none"> • Concerns over speeding in various sections of Sherwood Drive. • Desire for measures that will reduce vehicular speeds. • Desire for a lower speed limit to be posted. • There are no speeding issues on Sherwood Drive.
Speed Cushions	<ul style="list-style-type: none"> • Some respondents have expressed support of the implementation of speed cushions. • Some respondents have expressed a desire to see fewer speed cushions on the proposed plan. • Some respondents don't support the installation of speed cushions. • Desire for speed humps over speed cushions. • Concerns over winter maintenance and drainage. • Desire for vertical measures between Parkdale and Holland. • Desire for vertical measures between Fairmont and MacFarlane. • Speed cushions could delay emergency services response times. • Speed cushions encourage drivers to straddle them and are not as efficient. • The speed cushions design creates safety issues for cyclists. • Speed humps/cushions encourage drivers to speed between them

Traffic Volumes / Cut-Through	<ul style="list-style-type: none"> • Speed cushions will push traffic on side streets. • The proposed measures are not adequate for the expected future vehicular traffic volume increase. • The focus of the study should be on more towards volumes, and less on speeds. • No issues with volumes on Sherwood Drive. • Sherwood Drive will be used as a thoroughfare. • Neighbouring streets are also experiencing cut-through traffic.
Trees	<ul style="list-style-type: none"> • Some trees currently interfere with signage visibility and/or create sightlines issues. • Opposed to cutting trees. • Concerns to know if the trees will be replaced. • Concerns about losing the context of the roadway and neighbourhood “feel” by cutting down trees. • Support for cutting down trees to prioritize safe cycling infrastructure / safety of vulnerable users. • Desire to see measures that will mitigate damage to trees.

Conclusion

A total of 376 responses were received for this survey. The survey yielded the following:

- 62% of respondents were supportive of the proposed speed cushions on Sherwood Drive, while 25% of respondents were opposed.
- 55% of respondents showed support for continuous cycling lanes throughout the whole extent of Sherwood Drive, while 30% were opposed and 15% were either partially supportive or indifferent.
- 60% to 67% of respondents were supportive of the proposed modifications at the different intersections mentioned in the survey, while 21% - 24% were opposed.
- Some suggestions for modifications included fully protected bike lanes, reviewing the number/location of speed cushions, removing or relocating the community signage, and reviewing impacts to on-street parking (either full length, or near the church).
- The main concerns respondents expressed in the open comment section regarding this proposed concept plan were cyclist safety, vehicle speeds, impacts to on-street parking, and vehicular volumes.