

## As we heard it report #2

### Bilberry Drive Traffic Calming Study

#### Introduction

This “As we heard it report” for the *Bilberry Drive Traffic Calming Study* provides the results from the online survey related to the final recommended traffic calming plan. The study area for this study includes the entire length of Bilberry Drive between the dead end and Jeanne D’Arc Boulevard (east intersection). Additional information about the study including background information, the final recommended traffic calming plan, and next steps can be found on the project webpage at <https://www.ottawa.ca/bilberrydrive>.

#### Summary of Consultation Activities

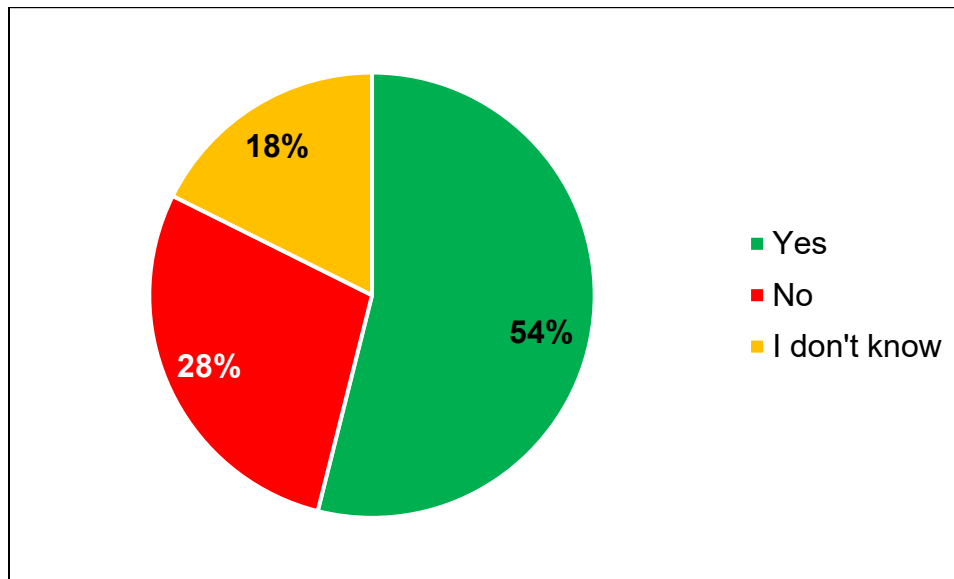
The first round of public consultation for the *Bilberry Drive Traffic Calming Study* was conducted in 2020. The consultation included an initial online survey to gather feedback on traffic issues and to ensure that there was a reasonable level of community support to initiate a traffic calming study along Bilberry Drive. Based on the feedback, recommended traffic calming plans were developed.

Over the fall of 2021, an online survey was conducted to gather feedback on the recommended traffic calming plans. The following section includes the results from the survey questions that were asked about the recommended plans. It also includes summaries of the individual comments received. A total of 102 people completed the online survey. The online survey was available from November 8<sup>th</sup> to December 13<sup>th</sup>, 2021.

**1. Do you think that the northern section of Bilberry Drive (north of Jeanne D’Arc Boulevard (west intersection)) would benefit from the addition of speed humps across from Luc Major Park?**

Response	Total % of responses	Total # of responses
Yes	55	54%
No	29	28%
I don’t know	18	18%

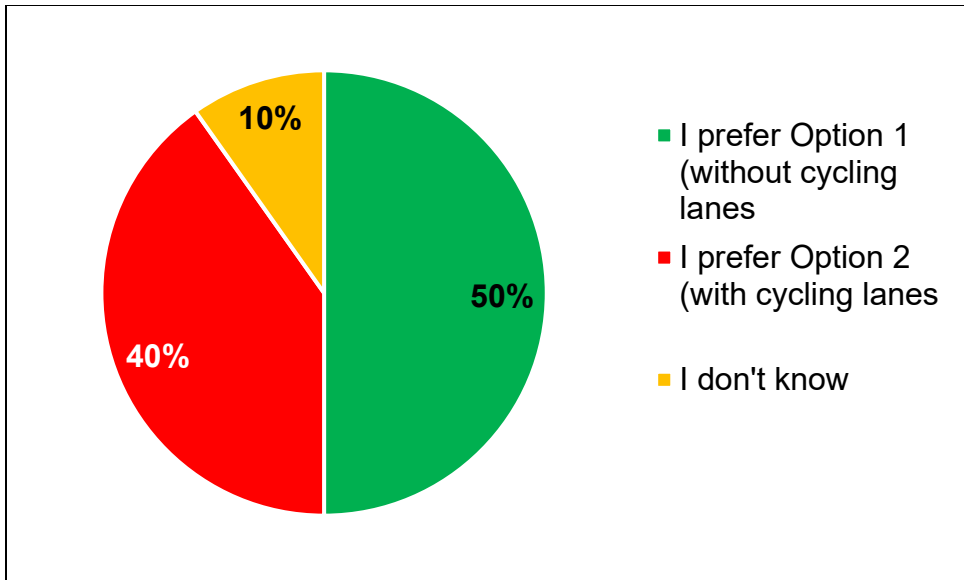
\*Total Number of Respondents – 102



**2. For the northern section of Bilberry Drive (north of Jeanne D’Arc Boulevard (west intersection)), do you prefer Option 1 (without cycling lanes) or Option 2 (with cycling lanes). Please note that if Option 2 is the final recommended option, the northern section would be signed no-stopping and all of the on-street parking would be removed.**

Response	Total % of responses	Total # of responses
I prefer Option 1 (without cycling lanes)	51	50%
I prefer Option 2 (with cycling lanes)	41	40%
I don’t know	10	10%

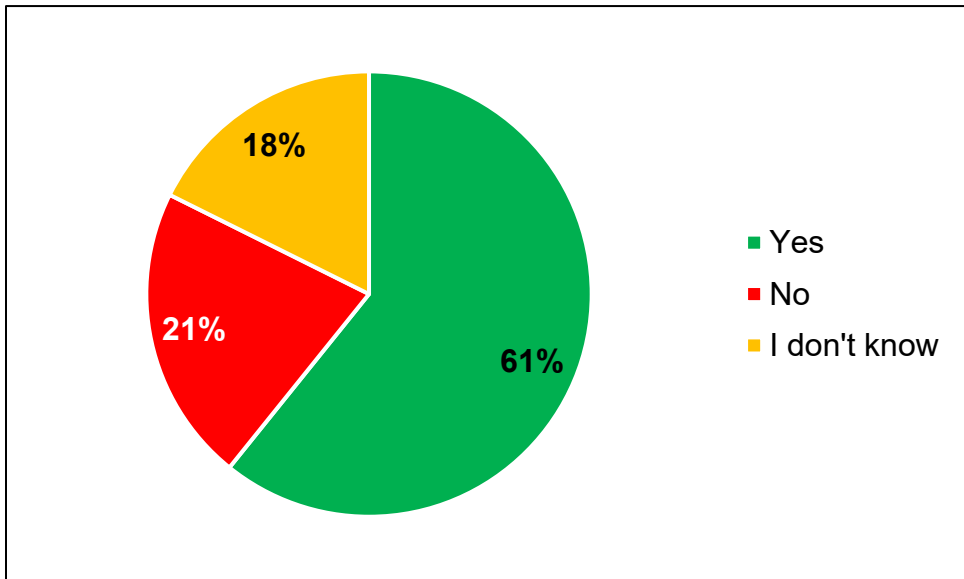
\*Total Number of Respondents – 102



**3. Do you think that the southern section of Bilberry Drive between Jeanne D'Arc Boulevard (east intersection) and Jeanne D'Arc Boulevard (west intersection) would benefit from the addition of speed cushions?**

Response	Total % of responses	Total # of responses
Yes	62	61%
No	22	21%
I don't know	18	18%

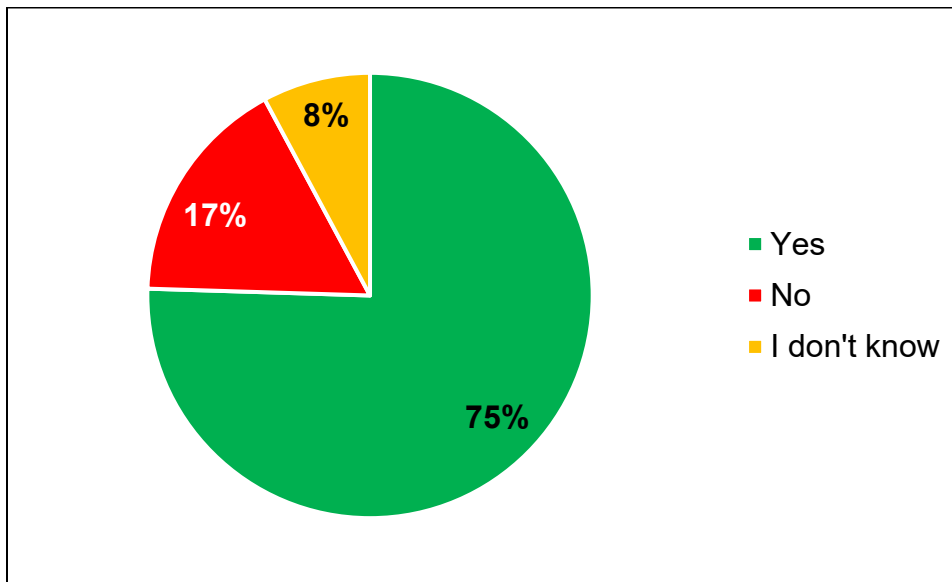
\*Total Number of Respondents – 102



**4. Do you think that a Pedestrian Crossover (PXO) across from Joe Jamieson Park would be beneficial?**

Response	Total % of responses	Total # of responses
Yes	77	75%
No	17	17%
I don't know	8	8%

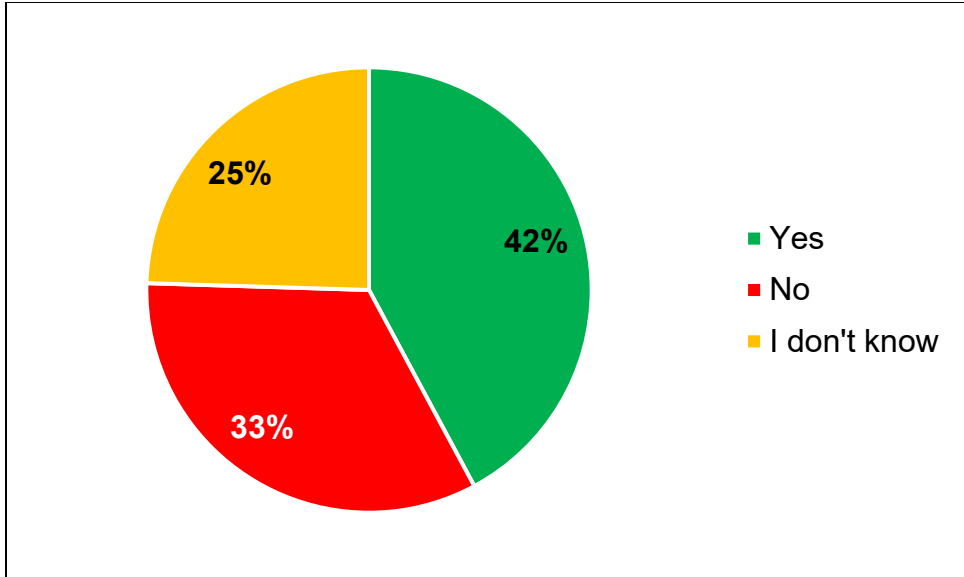
\*Total Number of Respondents – 102



**5. Do you think that narrowings at the Pedestrian Crossover (PXO) across from Joe Jamieson Park would be beneficial?**

Response	Total % of responses	Total # of responses
Yes	43	42%
No	34	33%
I don't know	25	25%

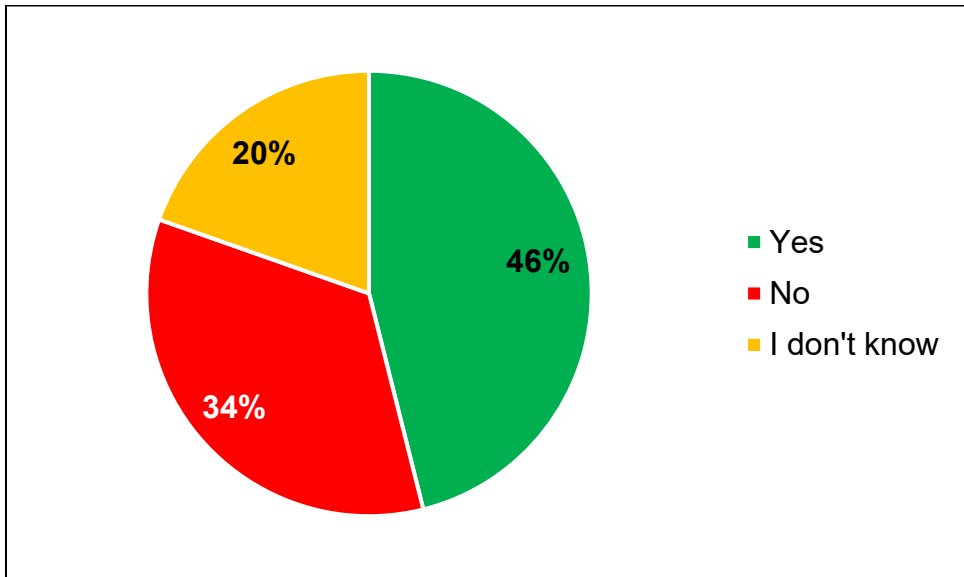
\*Total Number of Respondents – 102



**6. Do you think that the existing on-street parking should be removed along the west side of Bilberry Drive between parking lots 6799 – 6857 and 6859 – 6911 (approx. 1-3 parking spaces) and on-street parking be added to the east side of Bilberry Drive in front of Joe Jamison Park (where possible) and north of Du Bois Avenue (north intersection)?**

Response	Total % of responses	Total # of responses
Yes	47	46%
No	35	34%
I don't know	20	20%

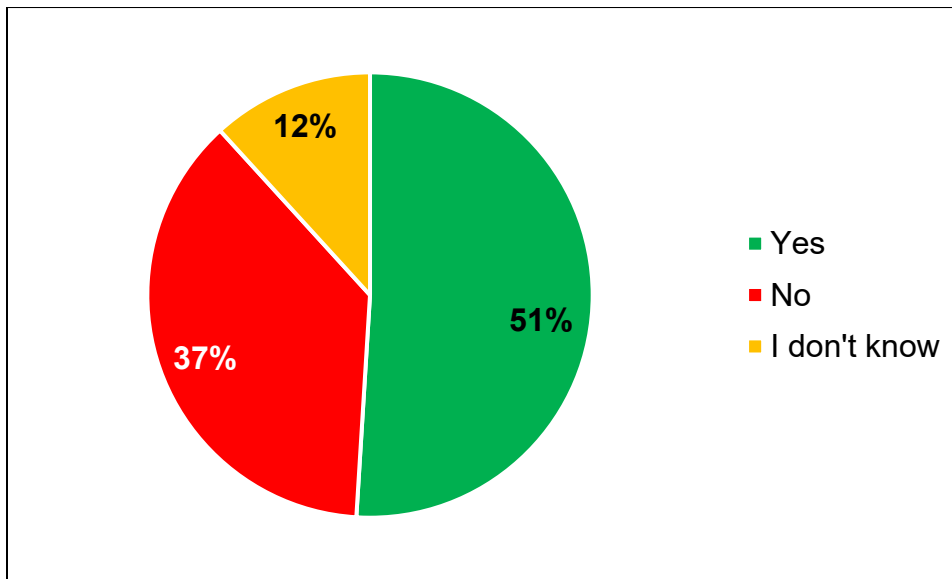
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7. The current on-street parking regulations along the west side of Bilberry Drive near the church consist of No-Parking, 7:00am to 6:00pm, Monday – Friday. The current on-street parking regulations along the east side of Bilberry Drive near the church consist of No-Parking anytime. Do you think that the on-street parking regulations on the west side of Bilberry Drive should be removed in order to allow parking at anytime (unsigned parking)?

Response	Total % of responses	Total # of responses
Yes	52	51%
No	38	37%
I don't know	12	12%

\*Total Number of Respondents - 102



8. Please provide any additional comments you may have: (the following comments are not in any particular order).

Speeding / Speed Limits
There is extensive speeding along the northern section of Bilberry Drive especially at night.
Pedestrians will gesture at drivers to slow down but they do not know how fast the vehicle is actually going even though the speed board indicates that the vehicle is going 40km/h.
Speeding is an issue near the school and the church.
There is significant speeding on Bilberry Drive especially coming from the high school.

<p>Traffic turning from Jeanne D'Arc Boulevard north onto Bilberry Drive should be slowed down. Vehicles speed up once they make the initial turn because they can see that the road is very straight.</p>
<p>Speeding is not an issue. Most speeding happens from non-residents (people attending church / students from the high school).</p>
<p><b>Parking</b></p>
<p>There cannot be on-street parking on both sides of Bilberry Drive near Joe Jamison Park. With on-street parking on one side of the street, there is only room for one car to pass.</p>
<p>Removing on-street parking on Bilberry Drive will move parking to the side streets.</p>
<p>Vehicles are parked on the street all day along the northern section of Bilberry Drive. In the winter, snowplows plow-in these vehicles which create massive snow dumps. This makes access to the sidewalk a disaster for pedestrians.</p>
<p>Remove the on-street parking time restrictions near the church.</p>
<p>Removing the on-street parking time restrictions near the church will increase the number of accessible spaces for seniors and persons with mobility issues.</p>
<p>Removing the on-street parking time restrictions near the church will help slow down vehicles along this stretch of road. Parked vehicles act as traffic calming.</p>
<p>Removing the time restrictions near the church will provide more space for visitors to park.</p>
<p>Remove some on-street parking for turning lanes.</p>
<p>The addition of on-street parking along Bilberry Drive near the park and church will create an eyesore and will make the neighbourhood congested.</p>
<p>If on-street parking is added along Bilberry Drive, condominium residents will use the parking for their own personal vehicles. It is not the City's responsibility to provide parking for the condominium residents. The condominium supplies their residents with parking. If on-street parking is added, add signage that indicates the parking is for park users and church overflow only.</p>
<p>Vehicles parked on the street during the wintertime make the street very narrow. Snowplows have a difficult time maneuvering around the parked vehicles.</p>
<p>There is a blind curve near the church, allowing on-street parking here forces traffic to use the left lane heading into oncoming traffic.</p>
<p>Drivers will have nowhere to park along the northern section of Bilberry Drive if you take away the on-street parking for cycling lanes.</p>
<p>Consider removing the parking on the north side Bilberry Drive along the curve near the east intersection of Du Bois Avenue. This area has limited sight for incoming oncoming traffic, particularly in the wintertime.</p>
<p>All the houses along Bilberry Drive have driveways and garages, therefore the need for the current extensive street parking is not justified. Everything should be done to reduce street parking which is the primary hazard for drivers and pedestrians on Bilberry Drive. Additional parking in front of Joe Jamieson Park is not a good idea as it will increase the hazard of accidents, particularly involving younger pedestrians.</p>
<p>In the wintertime, the on-street parking and snow reduce Bilberry Drive to a single lane, making safe driving and walking significantly more difficult.</p>

<p>The night / daytime parking on the east side of Bilberry Drive between Titanium Private and Du Bois Avenue has a long established history of easy access street parking for the townhouses across the street. Most of the residents do use their garage for parking one vehicle at least during winter months, with hopefully a small second car in their driveway that doesn't need to hamper those pedestrians using the sidewalk.</p>
<p>The on-street parking should be removed across from DuBois Avenue. It is dangerous especially in the wintertime when going around the curve and vehicles are parked there. The street also is narrow at this location.</p>
<p>Bilberry Drive is narrow. Permitting on-street parking along the corners is very dangerous. Drivers have to get into the oncoming lane to pass the parked vehicles. Drivers cannot easily see what is coming especially along Bilberry Drive from Jeanne D'Arc Boulevard (closest to Champlain) in the wintertime when the street is narrower. On-street parking should be kept to one side of the street when possible and not switching back and forth every few yards.</p>
<p>Eliminating parking on the north side of Bilberry will provide the greatest increment to safety.</p>
<p>Adding on-street parking along Bilberry Drive at any location is strongly discouraged. The street is not wide enough to safely accommodate parking and two-way traffic. If the City chooses to allow or increase on-street parking, then the City should recommend that Bilberry Drive be made a one-way street and gauge community reaction to that recommendation.</p>
<p>The vehicle sight lines to the east when pulling out from Quarry Ridge onto Bilberry Drive continue to be compromised and unsafe due to vehicles parking on the north side of Bilberry Drive to east of this intersection. Cutting the conifer tree on the corner did not improve the sightlines. The tree was not the problem and it's sad that it was removed as the unsafe sight lines are caused by on-street parking too close to the intersection. Parking should not be permitted at any time on the north side of Bilberry Drive, east of Quarry Ridge for a distance of approximately 30 metres from the intersection.</p>
<p>Adding on-street parking (where possible) along Bilberry Drive in front of Joe Jamison park is strongly discouraged.</p>
<p>On-street parking on Bilberry Drive along the curve adjacent to the church should only be permitted on weekends and only during spring / summer / fall. There should be no on-street parking permitted at any time along this curve during wintertime.</p>
<p>More parking needs to be removed from Bilberry Drive. The street is too narrow and curved to support on-street parking.</p>
<p>On-street parking should be removed on the right-hand side headed towards the church between the first two condominium parking lots (right next to the common space across from the large field). This corner constantly has vehicles parked and it is impossible to see around.</p>
<p>More on-street parking.</p>
<p>Parking along the curve at 7010 Bilberry Drive needs to be reviewed. Nothing in the plan deals with that curve.</p>
<p>The on-street parking is dangerous especially when drivers do not pay attention the speed limits.</p>
<p>There are 7-8 parking spaces along the first curve on the west side of Bilberry Drive, eastern section. These vehicles are a major safety hazard given reduced visibility, winter</p>



road narrowing, setting sun in winter months and 10-12 school buses morning and afternoon that travel this route. These parking spaces could be moved to the west side of Bilberry Drive, north of the Du Bois Avenue intersection and alleviate this problem. Understand that narrowing allows traffic to slow down but most northbound vehicles tend to take up the entire roadway. Vehicles also do not park close enough to curbing which reduces road width and this becomes worse in the wintertime.

Parking should stay as is. The traffic from the school and church are heavy. The street is narrow and there is only space for one car to use the street.

Sometimes parents park illegally on both sides of the street.

Residents will park multiple vehicles in their driveway. Driveways are too small for multiple vehicles. A portion of the vehicle blocks the sidewalk and / or encroaches into the street.

### **Pedestrian Safety**

The small pathway from Avignon to Bilberry Drive North leads nowhere. Consider adding a curb cut and connection at this location to allow for a connection to the sidewalk. Otherwise, people walk along the road and in the future, the cycling lanes. The connections would also help with winter accessibility, and for users of all ages to access the sidewalk safely.

Implement the PXO.

Get pedestrians to use the sidewalk along the northern section of Bilberry Drive instead of walking in the middle of the street.

Implement a crosswalk at the pathways on the east side of Bilberry Drive North.

Implement a sidewalk along the northern section of Bilberry Drive on the east side of the street so that pedestrians do not have to cross the street to access the sidewalk on the west side.

Implement a PXO along the northern section of Bilberry Drive.

Pedestrians are always walking along the street.

It is dangerous for pedestrians to walk along the sidewalks because the sidewalk cuts through driveways and the vehicles parked in the driveways block the sidewalks. Move the sidewalks to the other side of the street and implement a PXO to link the sidewalks together.

Implement the PXO at Joe Jamison Park.

Crosswalks for children and parents are always appreciated.

Along the northern section of Bilberry Drive near the pathway to Avignon Court (on the east side) there is no access to the sidewalk on the west side of the street. In the winter it is very dangerous. Pedestrians have to walk in the street due to snowbanks and parked vehicles. Add 15 feet of sidewalk directly across from the Avignon Court access. This would allow for safe crossing of the street.

A pedestrian cross-over with narrowing must be implemented at the paved pedestrian pathway between Bilberry Drive and Copperwood Street. A pedestrian safety barrier should also be implemented where the pathway meets Bilberry Drive to reduce risk of pedestrians slipping into Bilberry during winter, or young bicyclists unable to stop before the street curb. The pedestrian cross over at this location must be barrier free / universally accessible.

More crosswalks
Restricted visibility at the Avignon Court pathway and at Joe Jamison Park. Lots of kids crossing to get to the parks.
An additional PXO should be considered in front of Joe Jamison Park near the Playground. Many children and young families cross at this location from the townhomes.
Perhaps signage could be added as an option to enhance safety and pedestrian access issues.
The crosswalk is a waste of resources. Most pedestrians will not walk there to use it.
<b>Traffic Volumes</b>
Bilberry Drive was not designed for the current volumes of traffic.
<b>Cycling Lanes / Cyclist Safety</b>
Implement the cycling lanes along the northern section of Bilberry Drive.
The northern section of Bilberry Drive connects to one of the premier cycling facilities in the City. Do not cater to on-street parking.
Cycling lanes are unnecessary along the northern section of Bilberry Drive. Drivers already park on Chantenay. If cycling lanes are implemented, the situation would be compounded tremendously.
The street is too narrow for cycling lanes unless all on-street parking is removed.
Cycling lanes should be encouraged to entice more people to be active.
Cycling lanes along the northern section of Bilberry Drive will bring a very marginal benefit to cyclists. It is not a busy street, there are very few intersections, intersections that exist are 3-way intersections, and the road leads to a dead end and enters into a neighbourhood that is not friendly to through-traffic, so traffic is very predictable.
More cycling lanes.
<b>Permanent Traffic Calming Measures</b>
Bilberry Drive is built on clay. Implementing speed humps / cushions will cause vibrations in dwellings.
Speed humps / cushions are damaging to vehicles.
Speed humps / cushions are expensive to maintain.
Implement speed humps along the northern section of Bilberry Drive.
Do not implement speed humps along the northern section of Bilberry Drive.
Drivers exiting the private street along the northern section of Bilberry Drive closest to Jeanne D'Arc Boulevard do not stop before turning onto Bilberry Drive. The speed humps will make this issue worse because it will give these drivers the sense that drivers on Bilberry Drive are slower so they can run the stop sign even more.
There is no need for speed humps. There is hardly any traffic along the northern section of Bilberry Drive except in the morning and afternoon rush hours. Traffic somewhat exceeds the speed limit, which is very low at 40 km/h with no housing abutting the road and few that do at the extreme north end have a sidewalk, so there is no interaction with traffic.
Implement speed cushions near the church and park where speeding is an issue. There are a lot of children that play in these areas.
Implement the speed cushions at Joe Jamison Park.

The smoother speed reduction proposed is a stunning advantage to the speed bumps of old.
Speed humps are a great idea.
On the northern section, Bilberry Drive North-East corner at Jeanne-D'Arc Boulevard North (western section) intersection, the road should be narrowed. Many cars travelling westbound on Jeanne-D'Arc Boulevard North turning right on Bilberry Drive North, speed up to turn the corner at the crossing intersection when they see people on the sidewalk approaching it. The turning space at that intersection of Jeanne-D'Arc Boulevard North and Bilberry Drive North (western section) is too rounded off and easy to speed up.
More speed humps.
Implement speed cushions.
Bilberry Drive has become quite dangerous for everyone especially with a high school, sports park, toddlers park, and a church.
Pleased that speed humps are being considered.
Bilberry Drive from the church to Jeanne D'Arc going north requires speed control. Drivers tend to speed on the straight stretch so that they can get to the red light.
Do not implement speed humps or bulb-outs. They cause drivers to be more aggressive.
Question whether during snowstorms, the snow will lessen the raised levels of the speed humps / cushions.
<b>Temporary Traffic Calming Measures (flex stakes / speed boards)</b>
Add a speed radar camera that issues speeding tickets near the high school.
The camera is not working. Drivers are speeding because there are no consequences.
Moving of the speed board near the church has had a positive effect on drivers heading south from Jeanne D'Arc Boulevard (west entrance) to the church.
Prefer installing flex stakes along the southern section as long as it doesn't interfere with buses.
<b>Traffic Lights</b>
Implement traffic lights at Bilberry Drive and Titanium Private.
<b>Stop Controls / Crosswalks</b>
Consider installing all-way stop controls instead of speed humps / cushions.
Implement all-way stop controls at Bilberry Drive and Titanium Private.
<b>Other Areas of Concern</b>
The speed limit is too low when school is closed along Jeanne D'Arc Boulevard. Add flashing lights during school hours in AM and PM and all other times the speed limit goes back to 60km/h. Make pedestrian overpasses instead of always through traffic. Consider implementing crosswalks at all-way stop controls / lights, where pedestrians cross all at once including diagonally like in New Zealand.
<b>Enforcement</b>
By-law needs to ticket parked vehicles that extend from driveways into the street.
A chronic parking issue in the eastern section of Bilberry Drive between 6798-6830 has been identified. During winter months, several residents who have two cars, park one of them which extends onto Bilberry with the rear tires actually on the paved portion of

Bilberry Drive. The nose of their vehicles also block 75% of the sidewalk. This results in city crews not being able to clear sidewalks properly and snowplows driving around the parked vehicles. This again narrows the road by 6-10 feet especially in the curve at the top of the hill in front of the City bus stop near 6828. City By-Law could enforce this and clear up this problem quickly. This has been reported previously and enforcement has occurred.

**No Concerns / Do Not Support Study**

There are no problems along Bilberry Drive near Luc Major Park.

This study is a waste of money and resources.

There are no issues along the northern section of Bilberry Drive.

**Miscellaneous**

The southern section of Bilberry Drive would benefit more than the northern section of Bilberry Drive because there are dwellings fronting onto the street, parks, a school, a church, and more pedestrian activity.

Vibrations from the LRT can be felt in the dwellings along Bilberry Drive.

Drivers going to / from St. Matthews High School.

Excellent proposal.

Snow removal should be prompt including the removal of snowbanks as these render the street is too narrow for two cars to meet.

There are three poor sightlines.