

Connaught Avenue Pedestrian Facility

As We Heard It Report

June 2021

Executive Summary

An online survey was conducted from February to March 2021 to gain public feedback on two options for a new sidewalk along Connaught Avenue. The two options presented in the survey included:

- **Option 1:** Sidewalk on the east side of the road from Carling to Severn, and the west side from Severn to Roman
- **Option 2:** Sidewalk on the east side of the road from Carling to Elmhurst, and the west side from Severn to Roman (no sidewalk from Elmhurst to Severn)

A total of 85 responses were received for this survey. The full survey results including comments provided have been presented in this report. The survey yielded the following key takeaways:

- The majority (76%) of respondents preferred Option 1, while 4% of respondents did not support either option.
- Improving pedestrian safety and protection of mature trees was a common priority of the respondents.
- Most respondents supported the proposed new pedestrian crossovers (PXOs), as well as raising the existing crosswalk at Henley.
- Several respondents requested additional elements/modifications, including a sidewalk on the north side of Severn Avenue, an additional raised PXO across Connaught at Elmhurst, and changing all the proposed PXOs to be raised for increased pedestrian safety and traffic calming.
- Some respondents did not feel that a sidewalk is needed along Connaught.

The results of this online survey will assist City staff in selecting and finalizing a functional design for this project.

Introduction

The City of Ottawa is proposing a new pedestrian facility on Connaught Avenue, between Carling Avenue and Roman Avenue, as part of the Pedestrian Facilities Program. A new pedestrian facility will provide greater walkability in this residential area. Two options were drafted, and an online survey was conducted to gain feedback from the public. The online survey was held between February and March 2021.

The two options presented in the survey are summarized below:

- **Option 1:** Sidewalk on the east side of the road from Carling to Severn, and the west side from Severn to Roman



- **Option 2:** Sidewalk on the east side of the road from Carling to Elmhurst, and the west side from Severn to Roman (no sidewalk from Elmhurst to Severn)



Both options also proposed:

- Two new pedestrian crossovers (PXOs), including a raised PXO across Connaught at Sackville, and an at-grade PXO at Severn
- Raising the existing crosswalk across Connaught at Henley

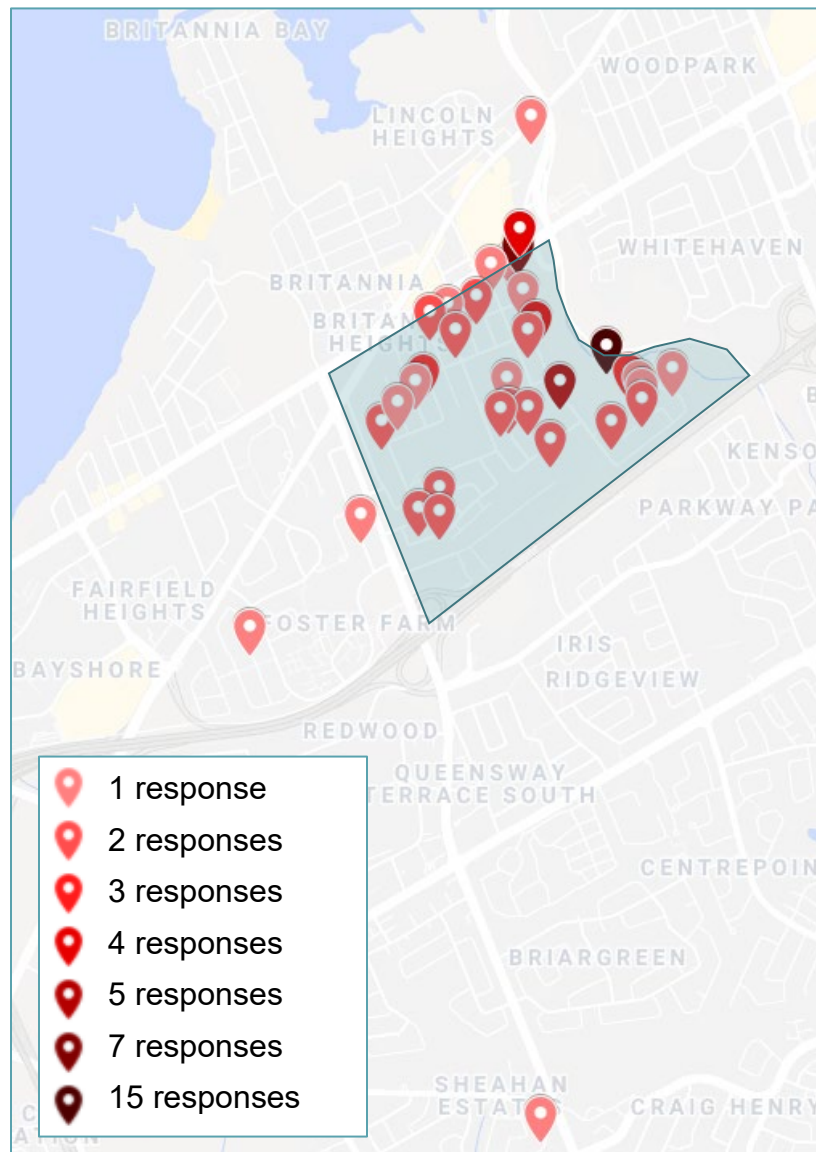
Survey Results Summary

A total of 85 responses were received for this survey. The following provides a summary of the responses to each question.

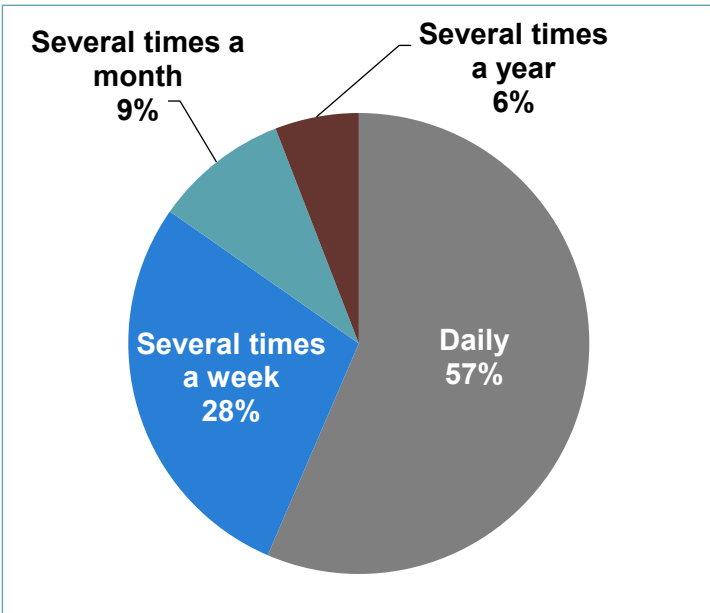
Question 1 / What is your postal code?

Out of 85 respondents, 83 provided their postal code. Postal codes provided indicated:

- 39 respondents live on Connaught Avenue
- 40 live within the neighbouring area bound by Carling Avenue, Connaught Park, Highway 417, and Pinecrest Road
- 4 live outside of the neighbouring area

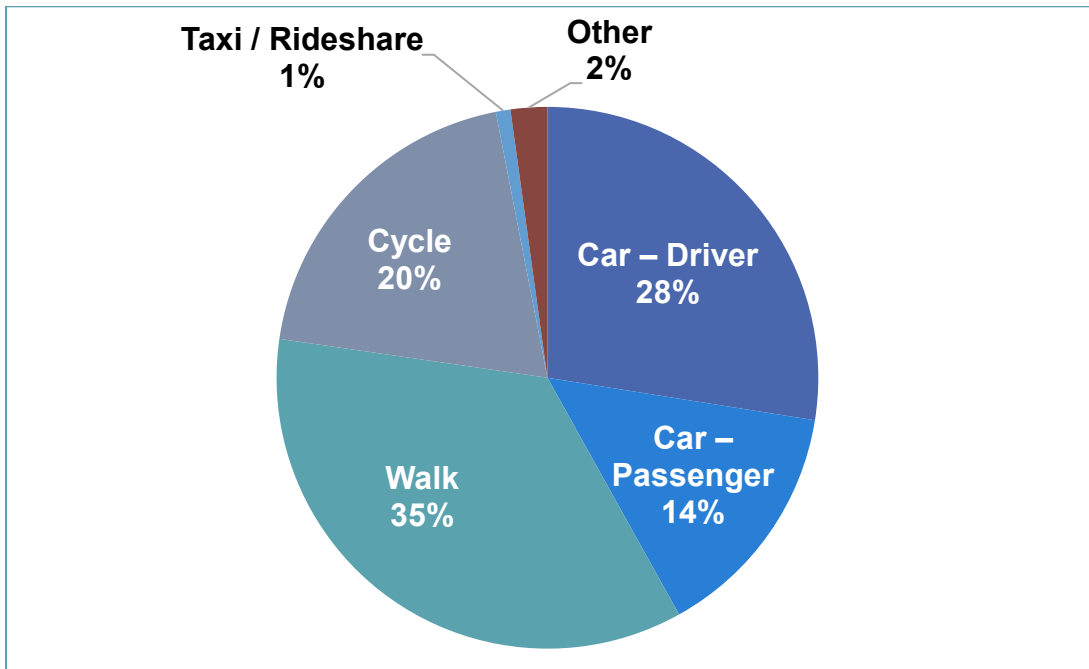


Question 2 / How often do you use Connaught Avenue?



Frequency	Number of responses
Daily	48
Several times a week	24
Several times a month	8
Several times a year	5
Total	85

Question 3 / What mode(s) of transportation do you use when travelling along Connaught Avenue?

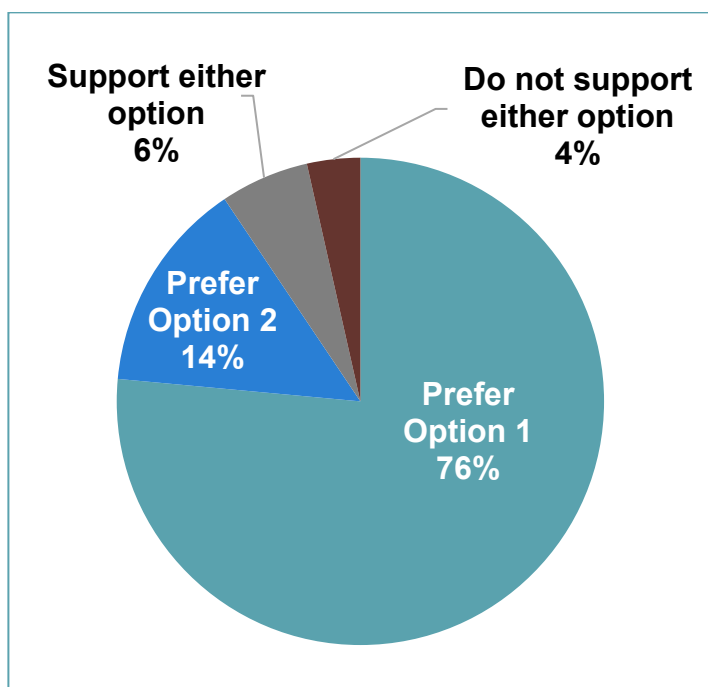


Transportation Mode	Number of Responses
Car – Driver	63
Car – Passenger	33
Walk	81
Cycle	45
E-scooter	0
Motorcycle	0
Taxi / Rideshare	2
Other	5

“Other” responses included:

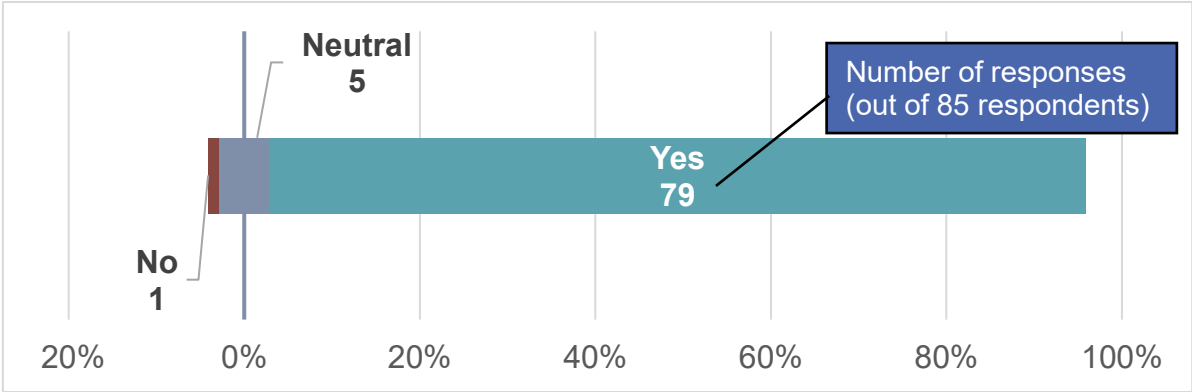
- Run/walk/cycle to Woodroffe High School
- Walk with a stroller and a toddler
- Walk with small children
- Dog walking
- Stroller

Question 4 / Do you: Prefer Option 1, prefer Option 2, support either option, or not support either option?

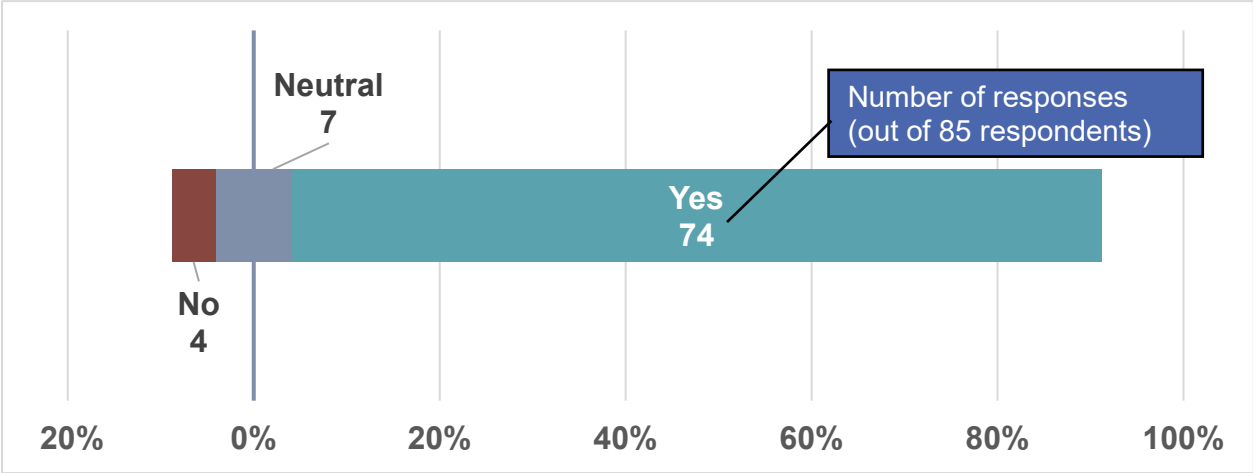


Option Preference	Number of Responses
Prefer Option 1	65
Prefer Option 2	12
Support either option	5
Do not support either option	3
Total	85

Question 5 / Do you support the narrowing of the sidewalk to assist in retaining the mature trees?

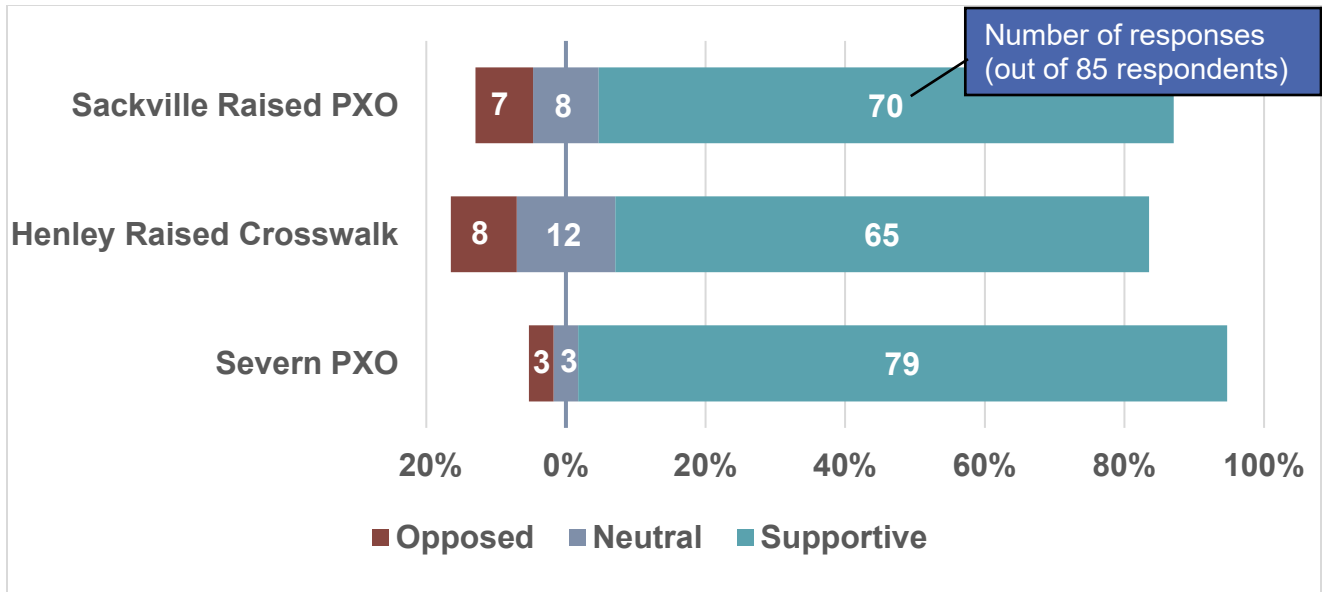


Question 6 / Do you support a new sidewalk knowing that on-street parking would be reduced?



Question 7 / To help us refine the recommended plan, please indicate your support of the following infrastructure:

- a) A raised pedestrian crossover (PXO) on Connaught Avenue at Sackville Street
- b) Raising the existing crosswalk on the north leg of the Connaught Avenue/Henley Street intersection.
- c) A pedestrian crossover (PXO) on Connaught Avenue at Severn Avenue



Question 8 / Please provide us with any further comments you have regarding this sidewalk.

The common themes of the written comments are summarized below. The full responses are provided in the appendix.

- Concern for pedestrian safety, and particularly child/student safety (including requests for a sidewalk on the north side of Severn)
- Desire to protect the mature trees
- There are vehicle speed concerns, and traffic calming measures are desired
- Desire for additional raised crosswalks/PXO's
- Desire for other pedestrian improvement in the neighboring area
- A continuous sidewalk is needed along Connaught
- A sidewalk is not needed along Connaught

Conclusion

A total of 85 responses were received for this survey. The survey yielded the following:

- 1) 39 respondents lived on Connaught Avenue, 40 live in the neighbouring area, and 4 live outside the neighbouring area
- 2) Most respondents (57%) use Connaught daily
- 3) A variety of modes of transportation modes are used by respondents when they travel along Connaught Avenue, including walking (35%), car (driver – 28%, passenger – 14%), and cycling (20%).

- 4) The majority (76%) of respondents preferred Option 1. 14% preferred Option 2, 6% supported either option and 4% did not support either option.
- 5) Respondents were mostly supportive of local narrowings of the sidewalk to protect mature trees.
- 6) Most respondents supported the study, with 4 of 85 respondents opposed to a new sidewalk.
- 7) Overall, respondents were supportive of the addition/improvement of pedestrian crossings across Connaught, including: a new raised PXO at Sackville, raising the crosswalk at Henley, and a new PXO at Severn.
- 8) Improving pedestrian safety and protection of mature trees was a common priority of the respondents. Several respondents requested additional elements/modifications, including a sidewalk on the north side of Severn Avenue, additional raised PXO's, and changing all the proposed PXOs to be raised for increased pedestrian safety, and traffic calming. Some respondents did not feel that a sidewalk is needed along Connaught.

The results of this online survey will assist City staff in selecting and finalizing a functional design for this project.

Thank you for your participation in this survey!

Appendix

Full Responses to Question 8

A sidewalk is definitely needed for pedestrian safety and to keep the roads for driving. Communicate as you might, people still walk on the wrong side of the road and sometimes out in the middle of the road - they are on their phones and we have to blow the horn to get them to move.

All intersections should be handled similarly and in the most protective way for pedestrians as possible. Severn and Connaught will have many young school age children crossing and should be treated with as much protective measures as the other intersections.

As a bike user, I would feel better if there were a sidewalk so that pedestrians won't be hit by my bike on the road

As someone with little children in the neighbourhood, very appreciative of any sidewalk options. Having one continuous sidewalk is very much the preference since it helps to protect those walking with strollers and little ones, the full length of the street. The sightlines on Connaught are challenging, as when you are driving up or down the top of the hill, you cannot see oncoming traffic because of the incline. During the winter, having vehicles parked on both sides of the street makes it difficult to pass when there is a lot of snow. So I see that as being a good reason to support only having street parking on one side of the street. Lastly, although not part of this proposal - if there is any possibility to remove the one-way street restriction from Connaught to Carling, that would be greatly appreciated by residents. This limited area of one-directional traffic causes more problems than good. It's confusing, and forces more traffic into the neighbourhood. As well, there are limited options for entering and exiting the neighbourhood and having one more entrance would help.

Community-member all for the sidewalk project! A map showing the 2 options would have been useful in this survey though. It's hard to visualize and some folks may get confused.

Connaught needs a sidewalk the length of it! Please don't chop it up! Many students walk down Connaught to attend Severn, or up Connaught to attend Woodroffe. These children and their families deserve a sidewalk! Connaught can be busy and cars can travel too fast! Sidewalks would make it safer for pedestrians and drivers! Thank you for agreeing to narrow the sidewalks to preserve the mature trees! A stop sign at Connaught and Elmhurst is a good option for our neighbourhood. I really hope you select option 1 for this neighbourhood!

Excellent idea, slowing traffic will be a good thing as well. I am sure home owners along that stretch will want to see an example of the impact on their driveway parking if any.

I am in favour of any pedestrian improvements that maintain the mature trees on our street. Is it possible to identify the trees that have been identified as at risk?

I am looking forward to a continuous sidewalk the full length on Connaught. Walking on the street here has become more challenging and less safe with the increase of automobiles both parked and moving.

I am very supportive of the project. Every day I see many people including adults with young children and youth walking to school along the Connaught Ave. The traffic does not observe the speed limit and I am surprised that there has not been accidents involving cars and pedestrians.

I believe that all of the intersections ought to be raised, and designed like the intersection at Henley. A safe north and south crossing of Connaught, and a safe crossing of Sackville/Elmhurst/Severn in addition to what is planned for Henley. I also would like to see the bollards eliminated from the plan for the MUP. They narrow the space, they are dangerous, and they are a hazard. I would like to see the MUP as wide as it can be, to accommodate cyclists travelling from Connaught to the MUP. If there could be a separate bike lane from pedestrian access to the MUP from Connaught, that would be best (like a protected intersection). Finally - I wholeheartedly support Option 1 and I am very happy to see this pedestrian and cyclist facility built!! Thank you!

I believe that the sidewalk project all along Connaught Avenue is critical. Lighting is low at night and it is difficult to see pedestrians. We're very worried that someone will get hit. To add to the problem is the amount of parking on the street between Henley and Severn, especially at the landscaping company. What is additionally disturbing is the number of people walking on Severn (with dogs and buggies) rather than using the sidewalk on Severn, which is normally plowed. Hopefully this practice on Severn will change when people no longer need to social distance.

I believe the POX at Henley could be at street level. we do not need two raised POX so close together since traffic will already be slowed down

I do not support either of the sidewalk options. Residents have not asked for this sidewalk. What new connectivity is now required. My understanding was there would be no pedestrian access to the Queensview LRT station through Connaught. Has this changed? I do support the crosswalks and the continued 40 Km speed limit. As a long time resident the street does not require this measure to add connectivity nor improve safety. The narrowing of the street and the reduced ability to park on both sides of the street is also a takeaway in my opinion. There have been very few incidents of car, bicycle or pedestrian accidents on the entire length of the street. Sidewalks need to be maintained and plowed during the winter. It is my experience that if this is not kept up then pedestrians choose the street as the safer option. Sidewalks attract bicycles and scooters and this is a safety risk that does not currently exist. On the financial side this is an expense that is unnecessary and places a future tax burden on residents for maintenance and plowing. I will however finish with this. If the decision is already made and there is no option #3 to have no sidewalk then I would prefer option #2 with a partial sidewalk.

I have lived on Connaught Avenue for 22 years and have used and observed vehicular and pedestrian facilities extensively during that time. I have not observed any need for a sidewalk on Connaught Avenue. The subdivision is relatively small and is contained by the Queensway on the south, the transitway on the east, Carling on the north, and Greenbank on the west. Has the City done a summer/winter pedestrian survey? If so, please send results to me.

I have small children and live at the middle intersection that will only have a sidewalk if Option 1 is selected. I am very very supportive of Option 1 as we walk to school daily and it is very scary on our street for my children. The speed at which people take the hill going north to Carling in front of my house is mind blowing. I was the one successfully petitioned to have the speed limit lowered to 40. My double stroller has been clipped by a car going by too fast with my children in it. I like to run and the street is really not wide enough for cars both directions, walkers with strollers and dogs. I am hoping that the sidewalk will reduce the speed naturally as it will narrow the road. I am very supportive of all the suggested crosswalks. I would much prefer the cross walk at Severn also be raised to my children can walk to school and cross safely. Thank you for all of the effort being put into this project. The presentation was well thought out and thorough.

I strongly recommend Option 1 as I have been observing daily, over the last three years, the increase in traffic and the danger for pedestrians. Cars are parked on both sides and pedestrians, cars, transports, buses have to zigzag and/or stop for oncoming traffic to go through. Also, many parents are walking with their children to/from the Severn school.

I support a crosswalk on Connaught at Sackville, but not a raised one. The hill there is very steep and it'll cause a lot of ice build up. A stop sign there would be more helpful. I strongly prefer option 1, but even if option 2 gets picked street parking should be reduced to 1 side the whole way regardless. It's hard to walk without a sidewalk with cars parked on both sides.

I think it's important to add a sidewalk on all of Connaught Avenue. Every day I see pedestrians walking on the street and having to wait for an oncoming car to go by because there's another car parked on the street. So without a sidewalk, pedestrians definitely don't have any type of priority, plus people tend to drive fast on Connaught. I would even support restricted parking on my street, like on Moncton Road. There will probably be more and more traffic on Connaught because of the LRT and I fear the avenue will be full of parked non-residents all day. It would be dangerous for pedestrians without a sidewalk.

I think maintaining the mature trees in the neighbourhood is very important, and glad to see that this seems to be a key factor.

I would like to see a pedestrian crosswalk implemented at Henley and Alpine for access to Frank Ryan and Elmhurst Forests. There is a lot of road traffic and pedestrians often have a hard time crossing, not to mention the issue of speeding on Alpine. I very much hope that the City considers a pedestrian crosswalk in this location similar to whatever is implemented on Connaught. Thank you!

I would like to see the OC Transpo property between Connaught Ave. and the garage redeveloped into some useful green space such as a small park. If this is done, rather than have the sidewalk follow right beside Connaught, it could be curved and give it a more direct path to the future LRT station. This triangle property has not been utilized in the past. As long as some visual and sound mitigation is used, this would be an excellent addition of useful greenspace for the community. Since I expect 90% of the foot traffic travelling the block between Severn and Roman will eventually be heading to LRT, it would make sense to have the most direct route possible.

I would like wider sidewalks. 2m is not enough to social distance. How about 2.5m for the sidewalk? Shouldn't we build infrastructure that can help us for the next pandemic?

I would prioritize protecting the existing natural greenery over a connected sidewalk. The paths are much more heavily used than the road and I would hate to see more tree loss after what has occurred with the Lrt construction and general intensification.

I would very much like the crosswalk at Connaught and Severn to be raised as well. I understand that OC Transpo is opposed. However, it would improve pedestrian safety, and safety should come first. The buses never has anyone on it, and I don't understand why the still run (the routes were a stop-gap compromise when the local bus route was cancelled around 12 or so years ago). The bus may be cancelled once LRT Phase 2 is open, so why not put the raised cross-walk in now, as it will likely be years (if at all) before there is \$\$ available to put it in later. To me its a no-brainer to put in a raised crossing so close to an elementary school.

Il est impératif pour la sécurité du public qu'un trottoir soit implanté sur toute la longueur de Connaught. Il y a de nombreux piétons, dont des enfants qui vont à l'école Severn ou encore l'école secondaire. Les autos circulent par ailleurs beaucoup trop vite.

I'm in agreement with traffic calming. I'm not in support of the sidewalk.

I'm very supportive of the project, in particular ensuring none of the mature trees on Connaught are removed. Thank you!

Important to have a sidewalk on this street. Walking on this street, especially in the winter when it is dark, does not feel as safe as on many other streets in the neighbourhood. It is a more heavily used street (like Alpine) and so deserves a full sidewalk and measures to slow traffic and improve ability of pedestrians to cross.

In general, there are not enough sidewalks in the Queensway Terrace North neighbourhood, so I welcome this change. I also greatly appreciate the protection of mature trees and greenspace in the proposal as I would be less supportive if this was not the case.

It has been noted that since 2013, we have had issues with water accumulation in our basement resulting in necessity of a sump pump as well as accumulation of water on the south east corner of the property. Problems were very infrequent from between 1978 and 2013. Interested in knowing what would cause this and if the proposed sidewalk and calming measures could potentially rectify /impact water drainage conditions.

La section entre Sackville et Carling est très étroite avec le stationnement sur la rue des condos et appartements. Vous devriez considérer aussi d'améliorer l'intersection à Carling. Vue que les voitures doivent tourner à droite et que la visibilité est mauvaise pour les automobilistes. Sa arrive souvent qu'ils passe proche de frapper des piétons.

maybe a raised walkway next to the park for kids to cross safely, but in the winter it will make turning the corner awkward at connaught and severn. Can you reduce the side walks to 1.75m on the whole sidewalk to give better room on the street. there will NOT be enough room for cars to pass safely around parked cars on Connaught Ave.

Nous avons besoin à 100% de ce trottoir pour assurer la sécurité des piétons, surtout des familles avec de jeunes enfants, et faciliter la circulation automobile. Un trottoir du côté est fait le plus de sens, car nous serons ainsi desservis par un trottoir continu qui donne accès à la piste cyclable. Idéalement l'érosion au coin de Connaught et Sackville (coin nord ouest) serait remédiée par la même occasion même si il n'y a pas de trottoir à cet endroit: à chaque pluie substantielle, cette intersection devient couverte de gravelle et est particulièrement glissante.

Pedestrian safety should take priority. Students walk to Woodroffe High School along Connaught to access pedestrian bridge. On street parking should be discouraged as kids have to navigate around cars! Dangerous.

Please ensure that no mature trees are taken down or damaged as part of this process. Sidewalks on the east side of Connaught provide easier access to the MUPs for residents of Connaught however, I am wondering if you have considered where people walking on Connaught tend to go. Anyone travelling elsewhere in the neighbourhood would have to cross the street anyway to get to the MUP. If the majority of pedestrians are travelling to and from Severn School, it may be preferable/safer to have the sidewalk on the west side.

Question 7 C is misleading as it states the sidewalk will be on the west side of Connaught when previously it states the sidewalk will be on the east side of Connaught. (The existing crosswalk on the north leg of the Connaught Avenue/Henley Street intersection is proposed to be raised. It will connect the new sidewalk that will be built along the north side of Henley Street on the west side of Connaught Avenue, to the existing multi-use pathway on the east side of Connaught Avenue.' In my experience joggers race across Connaught to the multi-use pathway at Elmhurst, which is downhill, without checking for vehicles more so than at Sackville. Having cyclists actually stop at stop signs as well as for pedestrians is laughable in Ottawa, much less this neighbourhood. Cyclists rarely even stop for automobiles. The existing sidewalk on Severn is terrible, especially the western portion. Unfortunately much of the time pedestrians walk on the northern side of the road where there is no sidewalk. This is especially dangerous near Severna and Alpine. I hope people use the new sidewalks instead of the road. Thank you for the opportunity to provide feedback and for trying to making our neighbourhood a safer place.

Re: Henley Sidewalk: Please consider measures across Alpine similar to those being proposed for Connaught. Many residents use this route to get to Frank Ryan Park. Traffic on Alpine tends to be fast and this location is in a downhill slope of Alpine. Alpine will likely need repair because of the sewer project. It seems a good time in include some measure to improve pedestrian crossing at this high-use point.

SEVERN AVENUE badly needs sidewalks on the North side of the street (same side as the school) from Alpine Ave running east on Severn Ave to school property, and again running east from school property to Connaught Avenue. The lack of sidewalks on the North side of Severn Avenue is a huge hazard as families frequently have to walk on the road where multiple school buses and vehicles coming and going swerve going around parked cars and opening/closing vehicle doors, etc. all as people are rushing to get their kids to school on time or to arrive on time to pick up their young children. The sidewalk on the south side of the road is insufficient for volume in those peak periods. Almost weekly, two passing school buses often get stuck at the corner of Alpine and Severn Avenues because it's a narrow 90 degree turn and cars are parked on the road for dropping kids off. Sidewalks are needed to get kids off the road!!!

Should parking be reduced on Connaught will the city provide allowance and absorb cost to expand driveway surfaces and curb cuts/ repaving (on city property) to accommodate home owners expanding their car parking surfaces?

Strongly support Option 1. Even more sidewalks are needed in this community. Consider connecting Severn PS to this network as well on the north side of the street, and consider traffic calming on Severn Ave. in front of the school. Hard to believe there is a school there and not even a cross walk.

The lack of a sidewalk on Connaught is increasingly dangerous. There are many young children in the neighborhood and there is currently a lack a safe way to travel on the street. This is especially important given it is one of the main streets for kids to walk to Severn School. Also, many adults and families enjoy walking in the neighborhood and a lack of sidewalks is unsafe. Many families have baby strollers and this increases the amount of road they take up, thus needing more space from traffic for safety. As the population density increases in our neighborhood the traffic is increasing as well. As a major exit street in the neighborhood, people currently travel at very fast speeds well above the 40km speed limit on Connaught with regularity. The proposed traffic slowing measures would be a good addition to our street. In fact I would encourage even more traffic control additions.

The presentation contains this statement: 'No removal of mature trees anticipated ahead of construction'. Based on this statement I assume that trees may be removed 'at construction'. Correct? If Option 1 is chosen and if tree removal is identified ahead of construction, I would like the residents to be re-canvassed. They should have the opportunity to re-consider Option 2 if it is found that we will lose tree coverage. I would vote Option 2 if I knew we would lose trees.

The sidewalk down the length of connaught will be great for the neighbourhood, thank you for preserving our mature trees!

This is an important and long overdue project. It is disappointing to see some people in the neighbourhood fearmongering about it, and I hope that does not cause any delays to the project.

Traffic calming measures/additional crosswalks unnecessary in this area. There are plenty of places to cross and traffic in this area is low.

Very supportive of raised intersections. The ability for pedestrians to avoid puddles cannot be understated! The safety benefits are great as well, speeding is a routine complaint of my neighbours on severn and Connaught. Raised intersections should be replaced at Henley and Tavistock, Henley and Connaught, Severn and Connaught, alpine and clarenda

We could definitely use more sidewalks around here. And Connaught is a great candidate.

We live on the east side of Connaught between Sackville and Elmhurst. We are supportive of the plans and especially adding a stop sign at the corner of Elmhurst and Connaught. Our only concern is losing the tree at the corner of our neighbour's property which is pretty close to the road.

We need the sidewalk on the west side of connaught so that kids walking to severe don't need to cross connaught ...the speeds on conbaught are terrible and with the new transitory the traffic will increase

Will reducing the potential number of vehicles parked in driveways on the east side of Connaught due to a shortened driveway increase the number of vehicles parked on Connaught?

With all the infill in our neighbourhood Connaught Avenue has become very busy with traffic leading to Carling Avenue. A 4 way stop at Sackville would slow traffic down especially with the hill between Sackville and Carling - visibility is poor and with two way traffice and cars parked on the side of the road it has become increasingly dangerous for cars and pedestrians. Looking forward to the sidewalks which would definitely make it safer for at least the pedestrians