

As We Heard It Report II

Forest Valley Drive Traffic Calming Study

Background

The City has initiated a Neighbourhood Traffic Calming (NTC) study along Forest Valley Drive due to traffic concerns raised by residents including speeding and school safety. The purpose of the study is to develop, evaluate, and recommend traffic calming measures which aim to improve conditions for road users and residents along Forest Valley Drive.

Summary of Consultation Activities

The results from the first online consultation that occurred in early summer 2022 indicated that there was a lack of general consensus on the [Originally Proposed Conceptual Plan](#) along with concerns about the loss of on-street parking and extensive amount of proposed traffic calming measures. Thus, the City continued reviewing potential roadway modifications for Forest Valley Drive and developed two new options: [Alternative Option 1](#) and [Alternative Option 2](#), based on a review of background data and public input, to address identified traffic concerns on Forest Valley Drive. The main difference between the two options is: in Alternative Option 1, most of the geometric change (speed cushions, narrowings) that were proposed in the original conceptual plan have been removed. Whereas in Alternative Option 2, some of these geometric changes are still maintained in the vicinity of the schools and park where there are more vulnerable road users.

The second online public consultation was undertaken to share these two new alternative traffic calming options for Forest Valley Drive with the community and to seek feedback. A flyer was mailed to residents and the surrounding neighbourhood to notify them about this consultation/survey. The survey was available from December 15th 2022 to January 25th, 2023. A total of 188 people responded to this public survey.

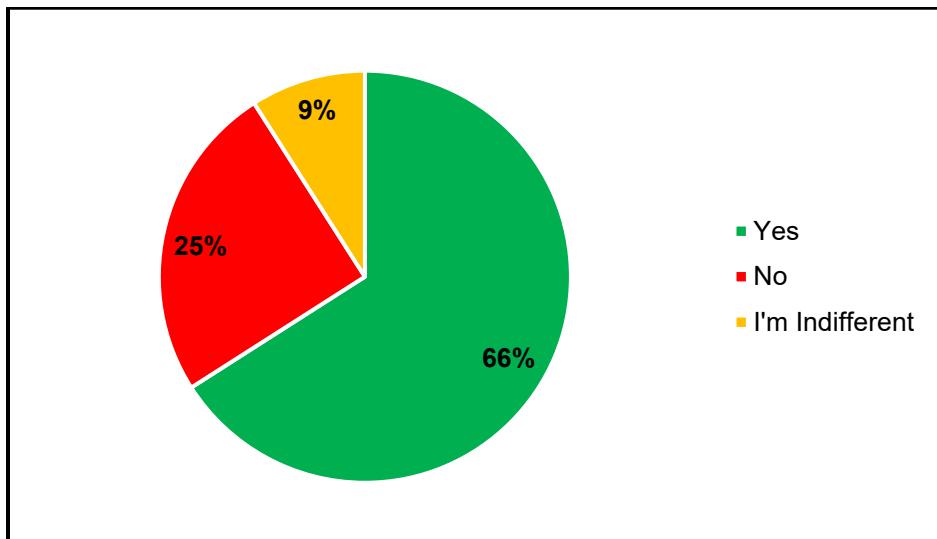
This ‘As We Heard It’ Report (AWHI II) is the result of the second online consultation.

Both AWHI Reports from the first and second online consultation events can be found on the project webpage at [Forest Valley Drive Traffic Calming Study | City of Ottawa](#)

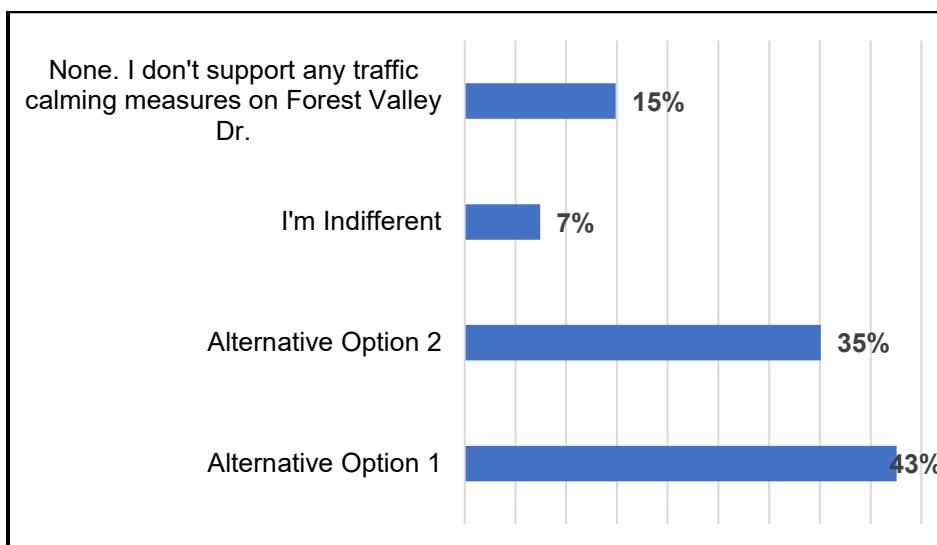
Online Survey Results

The following section includes the results from the online survey including summaries of the individual comments received.

1. Do you support one of the revised alternative options as traffic calming plan along Forest Valley Drive?



2. Between the two alternative options, please indicate your preferred option.



Response	Total # of Respondents	Total % of Responses
Alternative Option 1	80	43%
Alternative Option 2	66	35%
I'm Indifferent	14	7%
None. I don't support any traffic calming measures on Forest Valley Dr.	28	15%
Total	188	100%

3. Please include any general comments you feel are relevant:

(the following comments are not in any particular order)

Out of 188 respondents, 122 responses were received for this question and a representative summary has been prepared below. The full list of responses can be found in the Appendix.

- Speeding is an issue on Forest Valley. Support traffic calming measures.
- No issues on Forest Valley Dr. Traffic Calming not required.
- Speed cushions along with other proposed measures will help
- Speed cushions are not supported
- Designated space for bikes is helpful
- Modification of existing PXO is good. Suggest installing flasher as well
- Speed camera is effective means to reduce speed

4. What is your postal code?

Out of 188 respondents, 176 provided their postal code. 100% of the respondents were from Chapel Hill North Area.

Appendix

Below is the complete summary of different comments received for Question 3. Comments have been consolidated and grouped into common themes and are not in any particular order.

Traffic Calming measures along Forest Valley
This plan seems to cover our major concern which is the speed of the traffic in the schools and park area while having less impact on other areas along the street where apparently there isn't as much concern. Because the street is quite straight between the Forest Valley/Meadowglen north intersection and Forest Valley/Willowbark intersection there are times of the day when people seem to view it as a speedway. We are really hoping the speed cushions will be implemented in hopes that this will be reduced. Thanks for all your efforts.
The speeding that happens on Forest Valley is dangerous
With the construction of the splash pad in Chapel Hill park more kids will use the park hence better increase the speed limitation measures over keeping things as they are. Lot of cars are not abiding by the speed limit and pedestrian crossings signs.
Please help us protect our children and enforce a 30 KM/hour. There are two elementary schools, a park and wading pool just constructed.
As a resident of the area, I often see traffic speeding well over the limit.
It is incredibly worrisome to see that traffic calming measures have been removed in one of the options. There are vulnerable users everywhere, not only schools and parks. People live here and they all deserve to be safe when using a mode of transportation that is not a motor vehicle. It is incredibly disappointing that this plan was reviewed in the first place, based on comments from people who are against traffic calming because it inconveniences them. The city should be ashamed to cater to comments like those.
Cars travel too fast and anything to slow them is good practice
I am supportive of calming around the two elementary schools
We know very well that Forest Valley is a shortcut between St-Joseph and Orléans Blvd for the majority of users. Knowing this, it is therefore necessary for the city to use the means that you know better than us in order to reduce traffic on this street.
No 1 Problem is speeding, No 2 is passing
Will help with safety and reducing excessive traffic speed
The more strategies to reduce speed, the better for the neighborhood - Especially close to schools and strip mall.
I can't even cross the street in the morning. Without being fearful of being hit
Traffic speeds are consistently at or above 50Km on Forest Valley between the two entrances to Rivermill
Option 2 provides some good measures to address existing issues
The biggest issue is speeding
I chose Alternative Option 2 because it would add more additional safety measures - instead of removing them
Option 2 is the best and safest option for all road users, pedestrians, cyclists, and vehicles
Speed calming is necessary as well as improvement to cross walk safety

I don't see a big problem with the traffic on Forest Valley but obviously the people closer than I think differently. As such, I find that option 1 would do the trick in the least intrusive way to all road users.
We haven't needed them for almost 40 years. Why now?
Still say this isn't needed, option 1 is less obtrusive if you need to make a change
I still don't see any need for any of this along this street
I still don't think that Forest Valley has a traffic problem
I'd rather have no calming measures
I don't think we need more traffic calming measures. The current posts are enough to slow traffic
Stop wasting taxpayers money, this is the 3 rd time you have tried to make changes to this road.
Everything just adds complication and danger to Forest Valley Drive.
Waste of taxpayer's fund. It does nothing good for community
I'm not aware of major issues
Enough wasting our tax dollars. Roads are for cars. Speed limits are enough and no 'road hazards' should be introduced. This creates havoc during winter.
Do not obstruct the roadway
Since the review began several years ago, the installation of two speed indicators/displays have drastically changed the concerns about excessive speed traffic calming is absolutely NOT necessary for all of the reasons cited in previous survey.
Traffic calming measures would have the opposite effect and aggravate drivers.
The proposed measures are an attempt by some Forest Valley residents to remake the street into something it is not, nor was it ever intended to be
Doesn't seem like a hazardous/problematic street, but perhaps I don't drive down it enough during peak school hours.
I think the current measures are working just fine and only limited measures, if any, should be considered to address any real/proven hazard to pedestrians and bikers.
I would prefer there are no changes
Forest Valley is fine the way it is
There has never been a traffic problem
I don't see how this will calm traffic at all. Most of the speeding occurs between River Mill and St Joseph
Alternative Option 1 seems like 10 yrs were wasted on these studies
Speed Cushions
We need speed bumps like the ones on Viseneau.
I appreciate the removal of the speed cushions from Alternative Option 1.
Not keen on speed cushions presented on Alternative option 2
Speed cushions only encourage motorists to increase speed between the cushions. Our roads are pot-hole strewn enough that I don't need extra stress on my vehicle.
I hate speed bumps and cushions and believe they are not that necessary with the speed indicator displays now on Forest Valley (most people appear to self-regulate on this street with the indicators in place)
I suggest removing the Speed Cushions as the signage in place is sufficient enough to warn drivers to reduce their speed when approaching schools and also at intersections.

These obstacles make it problematic when there are busses and garbage trucks on the road because people take risks to get around the obstacle and the bus etc.
Install speed bumps further down FV to discourage speeding that occurs on the rest of FV.
No bulb-outs and no bumps.
Cushions and mid block narrowing at Valley Field would help to slow down traffic.
Strongly against the raised speed bumps
Dislike large speed bumps
I do not want any speed cushions or bumps.
We can reach our goal without speed bumps
The raised speed bumps, cushions, which allow 'larger vehicles' to straddle, will inevitably cause ALL cars to prefer straddling instead of going over the bumps, which can cause accidents.
Please reconsider the speed cushions. I cannot understand how anyone who lives in the neighborhood would be against speed cushions to slow everyone down. You designed the original planned based off your expertise as road engineers and are pandering to individuals who have no background in road engineering and are simply looking out for themselves on their commute to and from wherever they are going.
Totally disagree with speed cushions and edge lines
Option 1 is preferred due to the absence of speed humps
Based my experience with the newly implemented speed cushions on Belcourt Blvd, I don't find this slow down general residential traffic except for perhaps exceptionally large vehicles.
SPEED BUMPS are the only thing that will work
I absolutely dislike speed bumps and speed cushions especially when they are not designed to be driven over at the posted speed limit.
Speed bumps are effective between Forestglen and Meadowglen but it does increase traffic along Meadowglen
Support speed bumps as well as more stop sign
As much as they're generally unpleasant, speed bumps do the trick!
Speed humps can potentially cause damage to suspension components under repeated use
Definitely need a bump to stop the daily non stoppers. Its Crazy, dangerous.
I would support the 2 speed cushions from the original proposal at the Valley Field area
Bike Route/Cycle Friendly Narrowing
Dedicated bike lanes encourage bike usage
Painted bike lanes on both sides of Forest Valley are a must have and will better define and delineate single vehicle lanes in both directions of travel.
Dedicated bike lanes are a good idea for the future and should still be considered.
I am very happy to see the emphasis on the bike lane
I am pleased to see the improved bike and pedestrian markings
The bike lane has too many potholes. Thus, forced to go on a travel lane due to poorly maintained roadway
Lines for bike lanes are OK as long as they still permit street parking
I do not support the bike-friendly narrowing suggestions

Neither of these options will improve the safety of cyclists, and will thereby reduce the likelihood of increasing cycling to transit or to nearby destinations
I really like the idea of painted bike lanes and normal crosswalks.
Crosswalk and painted bike lanes are the answer as these measures do not have to be removed like all the metal posts for snow removal in the fall and then placed back every fall.
The best idea is to create a standard bicycle route (like on Bearbrook)
Bike lanes aren't perfect, yet I believe they're the best option.
Bike lane markings don't really help since they do not isolate bikes from cars. It is hard to see any solution that maximizes bike safety and car parking needs.
I agree with better safety for cyclists and pedestrians in the area of Chapel Hill Park.
Defined bike lane is unnecessary as roads are too narrow to maintain the road better and bikes will stay closer to curb
This plan is much better than original plan, I am however concerned about adding bike paths on this narrow road
Could you not build a bike path in that West forest near the walking paths that can allow cyclists to completely bypass Forest Valley?
Good that dedicated bike lanes have been removed and that parking remains with shared use for bikes and motor vehicles.
I like the improved bike lane
There should be dedicated bike lanes to make the design more future proof based on this information.
I don't support adding bike lanes or any narrowing of Forest Valley
I see no evidence of a cost/benefit analysis to adding bike lanes/routes to Forest Valley
I strongly support the elimination of bike lanes as is now proposed in both alternative options. This is great. I need on street parking
Please make sure bike lane area is paved and smooth
More bike lanes good
Installing bike lanes on each side of roadway will increase safety for all of us
Maintain bicycle friendly options and dedicated bicycle lanes.
Having a bike lane indicated on one side (uphill) ignores the fact that people descend the hill on the opposite side with NO bike lane. Therefore, the available overtaking space for a car is reduced INCREASING the danger for cyclists
Bicycle lane is great idea and will also lead to lower speeds
I disliked the 'cycle-friendly mid-block narrowing' presented in Alternative Option 2, as I feel that this will cause problems in the winter with snow clearing activities.
In Option 2, the bulb out at Rivercrest would make the left turn onto Rivercrest possibly more awkward and I am not sure what the point of these bulb-outs are on this road.
I'm against Option 2, specifically the narrowing at Willowbank
Raised Crosswalk
What is most important to our family is the raised crosswalk and reduced distance on the Des Ravins crosswalk for increased pedestrian safety for all. This is important due to the amount of accessibility requirements (including wheelchairs) for a number of families in the immediate vicinity.

Consider 3 rd alternative of putting in a more 'controlled' pedestrian crossing at the Des Ravins PI as used in BC.
Like the improved pedestrian crossing at Des Ravins.
One suggestion was to add flashing yellow lights to that cross walk. Why has that not been included in the new options?
Add flashing light at crosswalk now that there is an added child playground
The crossover by the school need light to indicate someone is crossing.
Crosswalk is dangerous
Flashing lights should also be installed for when pedestrians are using crosswalk. I use this crosswalk at least four times a day dropping my child off/picking up at school (Forest Valley Elementary) and there are more times than not that no vehicles stop when we are waiting at the crosswalk, speeding by with no regard
Speed Camera Request (not included as part of proposed traffic calming measures)
I feel that the best and most effective traffic calming measure is the use of speed cameras. They work! Witness Ogilvie Road by the new Costco.
Speed cameras will also be useful.
Put in speed cameras by schools as a deterrent.
Enforced 30km/hr zone with camera (works on Ogilvie in that school zone)
Photo radar is the only method to slow people down.
I suggest speed cameras are needed along Forest Valley, from Meadowglen Dr. to Orleans Blvd. across the school zone.
Add 30km/hr and speed camera
Speed camera is effective way to slow down the speed
I would prefer cameras
Need speed camera
A speed camera in front of the schools is better than any of the proposals
I think camera's those issues speeding tickets should have also been considered.
Adding Photo radar would slow drivers down and be less disruptive than a speed cushion.
There should be a permanent photo radar installation between the 2 schools.
Why not just put in a speed camera?
I would prefer to see better enforcement, including speed cameras, rather than physical changes to the road
A speed camera between the schools and/or fines doubled signage would be helpful also
What about speed cameras (2) facing both north and south at the Valleyfield area which would deter the speeding.
It's time to replace the electronic speed board with a speed camera
the best and only solution is a speed camera that leads to fine
Less is more regarding traffic calming so just install photo radar and be done with it
Flex Stakes (existing seasonal traffic calming measures)
The temporary traffic calming traffic measures signs that are on the roads are very dangerous. Its a road hazard. Stop putting them in the road.
I like the traffic signs in the middle of the road.

Since the city puts posts in the streets in the spring/summer and fall, I think they have succeeded in slowing traffic.
The seasonal signs which appear in the middle of the road during spring, summer and fall are very frustrating and they cause more danger when there is a parked car near one of the signs AND a cyclist.
Don't see value of speed sticks I just see car/bus damage
Please stop wasting money putting up the useless sticks along the road every summer. They do absolutely nothing in regards to traffic calming
Miscellaneous
My husband cycles frequently in the summer and takes Forest Valley to St. Joseph to reach the parkway. The hill from St. Joseph on Forest Valley is particularly treacherous with the side of the road having many drains or other impediments to safe cycling.
Would encourage that the solar powered speed detection displays remain indefinitely as a reminder to motorists.
Three way stop at Meadow Glen and Forest Valley should be clearly restricted to single vehicle lanes in all three directions to prevent the regular current occurrence of through traffic and turning traffic forming two lanes, due to the width of the roadway and absence of painted markings, which is dangerous to pedestrians and cyclists.
Why are you narrowing the intersection of Forest valley and Meadowglen? Very opposed to that and I say that as someone who crosses it as a pedestrian daily.
I think the biggest issues are in front of the catholic school where people let off their kids. This should not be allowed. Parking for the new water park on forest valley also should not be allowed. People cycling up and down forest valley where there are no houses has always been a problem. I cycle on the sidewalk. Much safer
I'm interested in the south end of Forestglen Crescent. It's at the back end of a curve in the road which make it's difficult for a car to emerge from there (especially in the winter time when snowbanks are high and even more so for an individual
While riding either my bike or my scooter, the sensors at the 2 lighted intersections (north and south) do NOT recognize my presence.
Consider snowploughs and the difficulty they will face in clearing the road in areas with raised pavements/radii - the snow will not be cleared properly
Proposed bus stop changes make sense. Reduced crossing distance at Forest Valley and Meadowglen makes sense.
The two (2) existing bus stops on Forest Valley between Ridgelea and Rivercrest are cumbersome as they are in a winding part of the road. When a bus stops, it creates a dangerous situation where cars tend to pass the bus when there is limited visibility ahead due to the winding road ahead. A simple solution would be to move the bus stop out to Meadowglen and Forest Valley.
Current electronic speed indicator is effective.
Traffic calming should start at the source, St Joseph Blvd. There are no traffic calming structures on that street.
Keep things as simple as possible. The more complex the plan, the more both drivers, cyclists and pedestrians get confused.
I believe the current speed detector is a good reminder to drivers to slow down

I do find that the speed indicator on Forest Valley is very helpful in reminding people of their speed and to slow down. I do see speeders slow as they pass it. Perhaps invest in more of those.
When looking at the accident statistics they occur mainly around St Joseph/Forest Valley. Perhaps it would make more sense to look at that intersection and how its safety can be improved.
Forest Valley needs to be widened along the park so that there is sufficient space to drive.
Is there any way to put a timed left turn lane from Orleans Blvd onto Forest Valley, which would be red otherwise. This would reduce the 'through' traffic on Forest Valley and return it to a primarily residential access road, rather than a convenient shortcut between Orleans Blvd and St. Joseph.
If you proceed with standard bicycles route designation, then the designation should indicate that bicycle are required to obey all traffic signs (this includes stopping at stop signs).
Don't change the speed limit, 40 km/hr is a perfect speed for this neighbourhood. 30 km/hr is overkill.
Please try not to cut down any trees / green shrubs along Forest Valley Drive to accomplish these modifications.
If motorists are delayed on FV or elsewhere they will attempt to make up the lost time on other roads which reduces overall safety.
Add a Solar speed indicator
Consider negotiations with NCC west of Chapel Hill for alternate north/south route
It may be helpful to add a second speed display (like the one near Valley Field Drive) on the opposite side of the street near the school zone.
Agree with removal of bus stop at top of hill, proposed stop at Rivermill not needed, close to next stop
Digital speed display sign should stay
Consideration of pedestrians and cyclists should be a priority
People do not pay attention to the 40 km/hr speed zone on FVD, and also more often than not do not stop for pedestrians crossing at the implemented sign just north of Orleans Blvd at Des Ravins Place
We need another stop sign, probably at Rivercrest or Forestglen
I do not support the additional all way stop at Rivermill, it is completely unnecessary.
I love that you are meeting all the accessibility standards for the bus stops. This should not be optional.