

Forest Valley Drive Traffic Calming Study

St. Joseph Boulevard to Orleans Boulevard

Online Public Consultation
May – June 2022



Overview

- The Forest Valley Drive Traffic Calming study was re-initiated in this Term of Council in response to traffic concerns raised by area residents.
- The purpose of this project is to address concerns over speeding and the safety of vulnerable road users and to recommend solutions to reduce negative traffic impacts.
- We welcome your input on any aspect of this study.



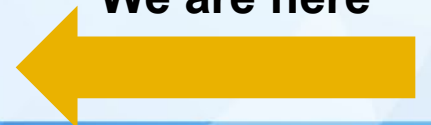
Purpose of Public Consultation

- **Highlight Existing Area Context**
 - A detailed review of the area context has been conducted, including a review of traffic data, area land use context, and existing transportation operations.
- **Present the DRAFT Traffic Calming Concept**
 - A DRAFT Concept Plan has been developed based on the existing conditions review and previous feedback received from the community and other City Departments.
- **Get feedback on the DRAFT Concept**
 - Please complete the online survey as we welcome your input on the DRAFT concept and any aspect of this study.

Background – How did we get here?

Pre – 2014	Forest Valley Drive qualified and prioritized for a Neighbourhood Traffic Calming Study (formerly known as an Area Traffic Management (ATM) Study)
2014 – 2016	An ATM study was initiated and included multiple points of public consultation
2016	Draft alternative options were developed, but never approved. The study was paused per the previous Councillor's request.
2019-20	Study reinitiated per community and new Councillor's request
June 2022	Online public consultation on the Draft Traffic Calming Concept

We are here



Area Context

- **Land-use Context**
 - Mainly residential (single family houses)
 - Forest Valley Elementary School, Chapel Hill Catholic School
 - Chapel Hill Park, Heritage Park
 - Small Plaza
- **Transportation context**
 - Neighbourhood Collector
 - 11 m wide roadway
 - 40 km/h speed limit
 - Transit route (between St. Joseph and Meadowglen)



Existing Cross-section

- **Between St. Joseph to 1401 Forest Valley Drive**
 - 8.5 – 9 m wide roadway
 - No parking
 - Transit route
 - Sidewalk and boulevard on the east side
- **Between 1401 Forest Valley to Willowbark**
 - 11 m wide roadway
 - Parking alternating on the east/west side
 - Transit route (between St. Joseph and Meadowglen)
 - Sidewalk and Boulevard on both side

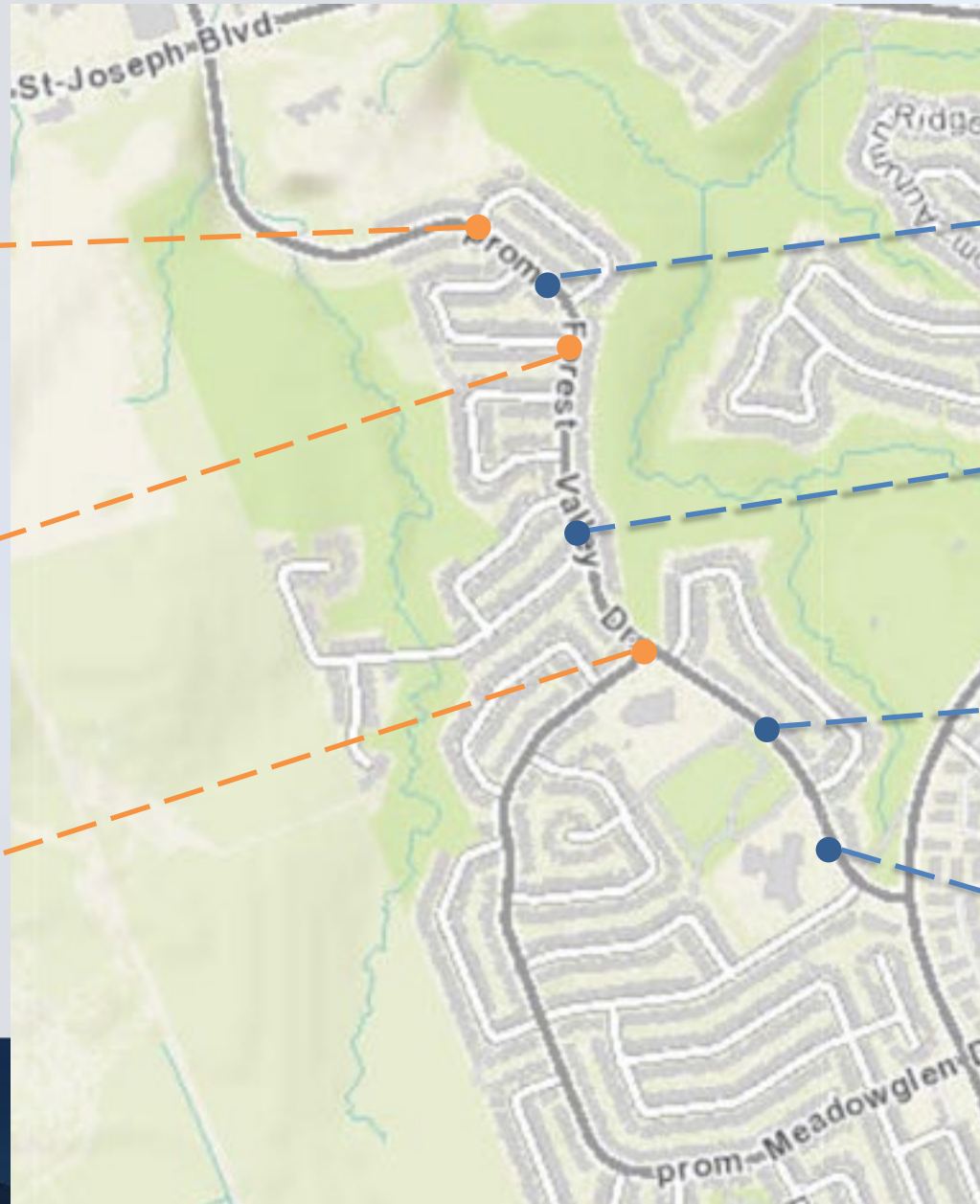


12-h Volume

Autos	4500
Pedestrian	85
Cyclist	4

Autos	4400
Pedestrian	48
Cyclist	70

Autos	4200
Pedestrian	129
Cyclist	10



Speed

Operating speed	54 km/h
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Operating speed	51 km/h
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Operating speed	51 km/h
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Operating speed	50 km/h
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Parking Demand

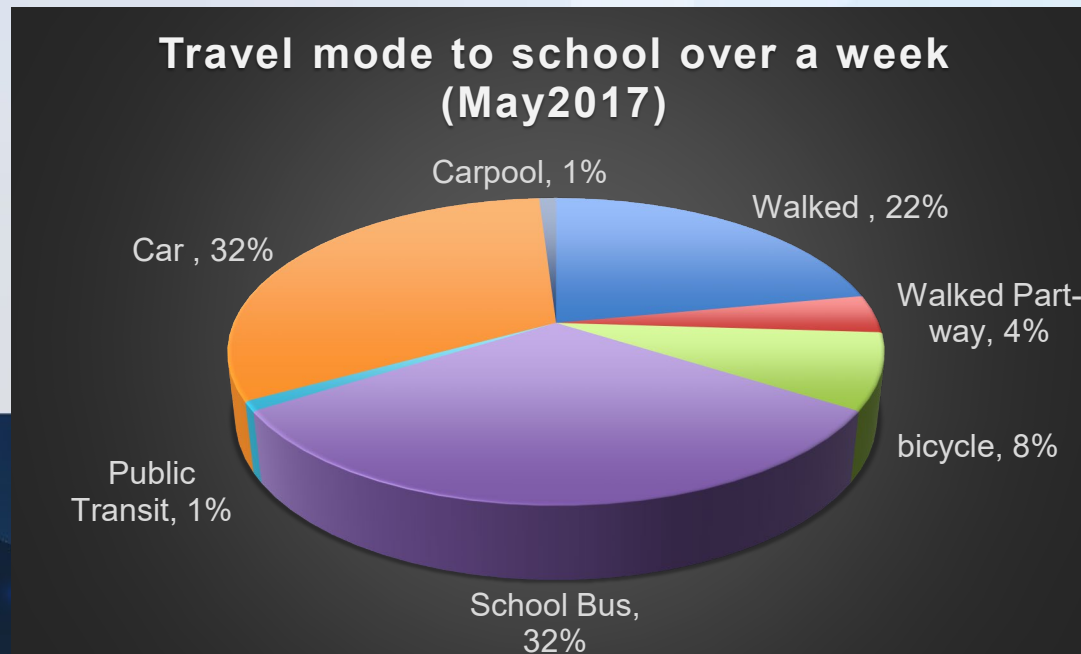
- A Parking demand survey was conducted along Forest Valley Drive on Wednesday October 20, 2021, during AM Peak, PM Peak and Off-Peak hours.

Location	AM Peak	PM Peak	Off-Peak
In Vicinity of Forest Valley Elementary School	8 cars	9 cars	0
In Vicinity of Chapel Hill Catholic School	0	0	0

- There was almost no demand for parking for remainder of corridor during the AM, PM and Off Peak.

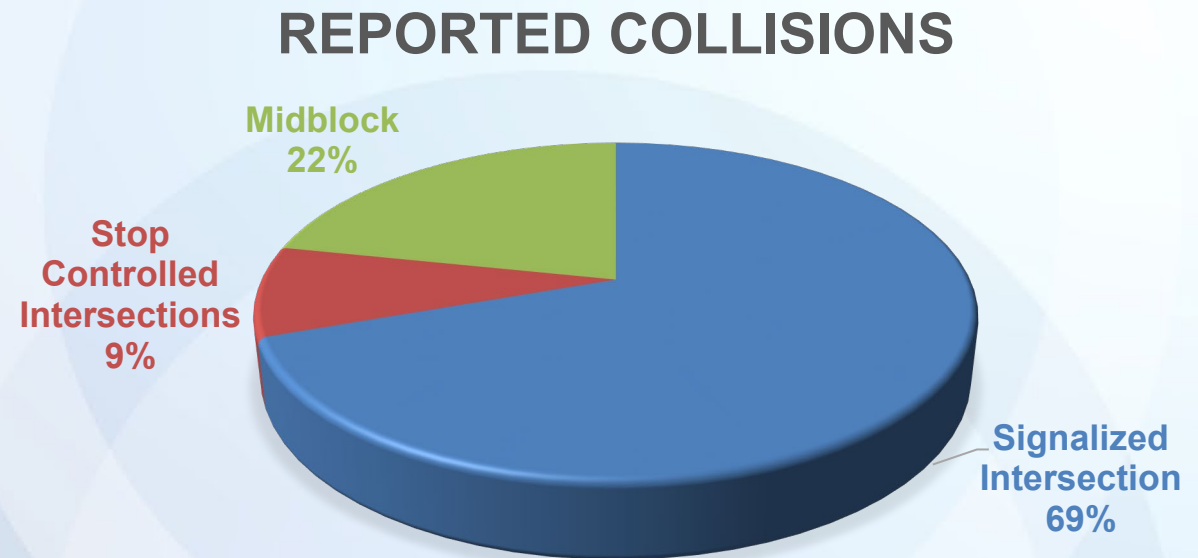
School Travel Consideration

- **Forest Valley Elementary School** and **Chapel Hill Catholic School** boundaries encompass the study area.
- A Crossing Guard is provided at Forest Valley / Meadowglen intersection.
- Chapel Hill Catholic School participated in the Ottawa School Travel Planning Program between Sep 2017 and Aug 2017.



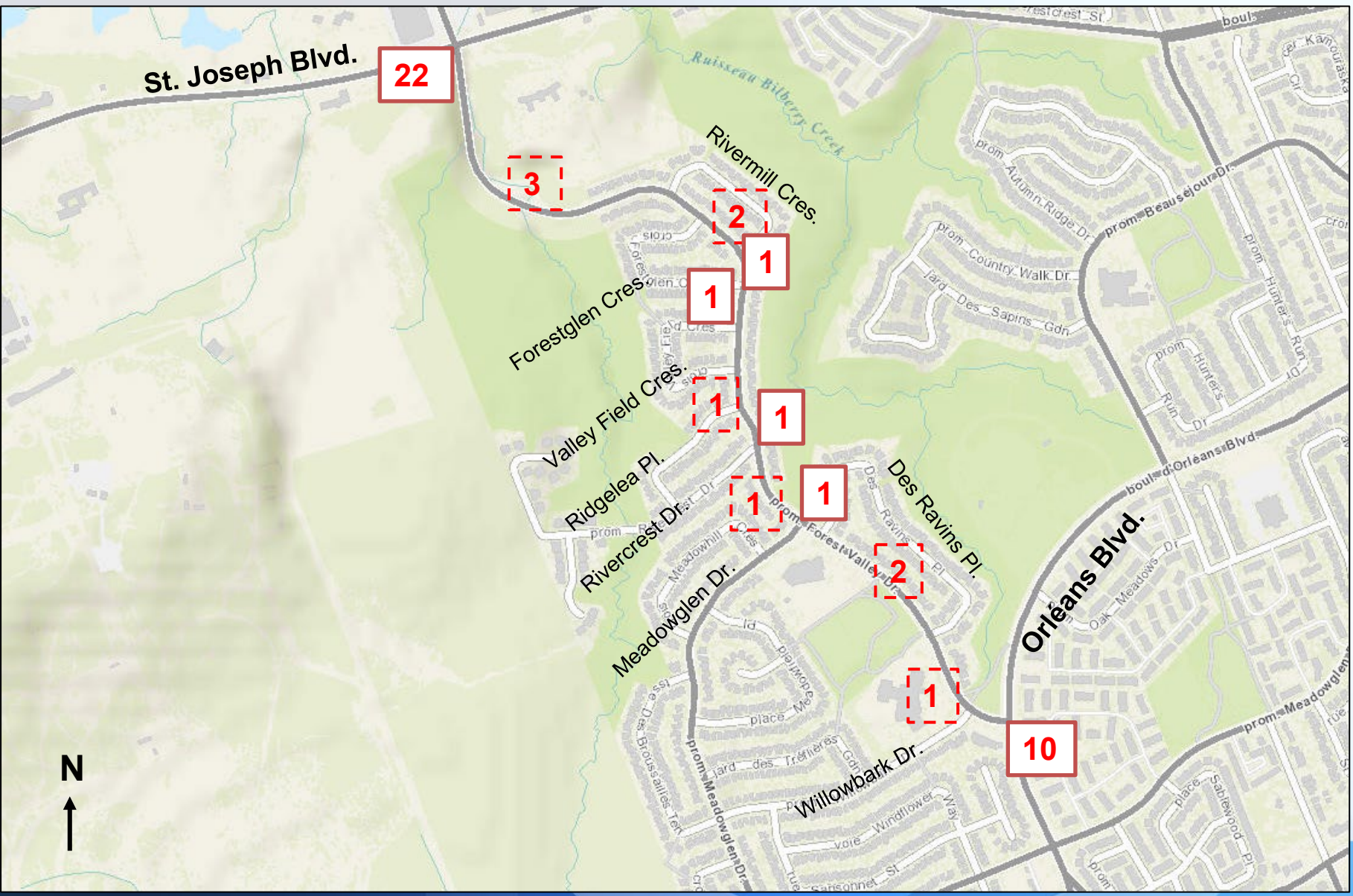
Collision Data Review

- Between 2016 and 2020, there have been **46 reported collisions** on Forest Valley Drive between St. Joseph and Orleans Blvd.
- Of the 46 collisions, almost 70% occurred at St. Joseph and Orleans Blvd intersections with Forest Valley.
- Majority of collisions resulted in **property damage** only (32 out of 46 reported collisions).
- Rest of collisions were **Non-fatal injury**.
- One reported collision was involved a vulnerable road user:
 - Bicycle and automobile
 - Forest Valley and Orleans intersection



Reported Collisions on Forest Valley Dr (2016 – 2020)

- Intersection Collision X
- Midblock Collision X



Broader Transportation Plans

- **Stage 2 LRT Expansion**
 - Stage 2 LRT, currently under construction, will extend the existing O-Train Line 1 east to Trim Road, including a station at Jeanne D'Arc interchange.
- **Orléans Blvd Cycle tracks**
 - Councillor Dudas has engaged City transportation staff to design cycling infrastructure for the length of Orléans Blvd, from Innes Rd to the Ottawa River. Funding for this project has yet to be confirmed and public consultation will be an integral part of the project as it progresses.



What We Heard Previously From Community

The first public open house for the Forest Valley Drive Area Traffic Management Study held in 2014.

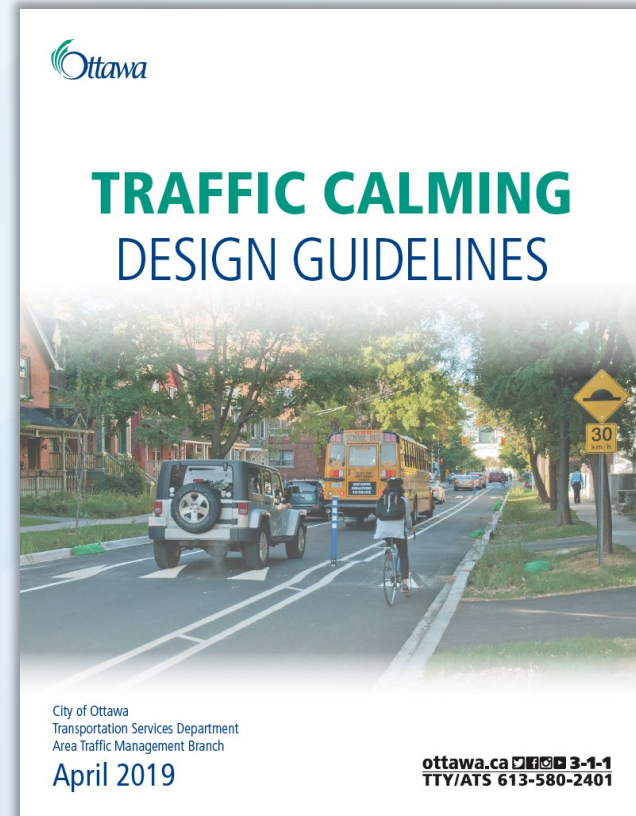
Summary of key concerns raised by the community:

- **Speeding**
- **High traffic volume**
- **Lack of stop sign compliance**
- **Difficulty existing driveway**
- **blind corners at Forestglen Cres and Rivercrest Dr intersection**

Technical Considerations

The recommended traffic calming design concept has been prepared considering a variety of factors including (but not limited to):

- Effectiveness in addressing the problem or opportunity;
- Contribution to overall City policy and objectives;
- Effects on traffic safety;
- Universal accessibility;
- Cost of implementation;
- Potential changes to noise, vibration and environmental effects;
- Impact on emergency response, school buses, and transit
- Constructability and durability;



Draft Traffic Calming Plan

Please see drawings at [Ottawa.ca/Forestvalleydrive](https://ottawa.ca/Forestvalleydrive)

Key design features

- Narrowing down Forest Valley / Meadowglen intersection and add a crosswalk
- Raise the existing pedestrian cross-over at Forest Valley / Des Ravin intersection
- Improve pedestrian crossing conditions at the Forest Valley / Rivermill intersection by adding a crosswalk
- Adding bike lanes
- Speed cushions
- Cycle-friendly bulb-outs
- Improve several bus stops along the corridor

Speed Cushion

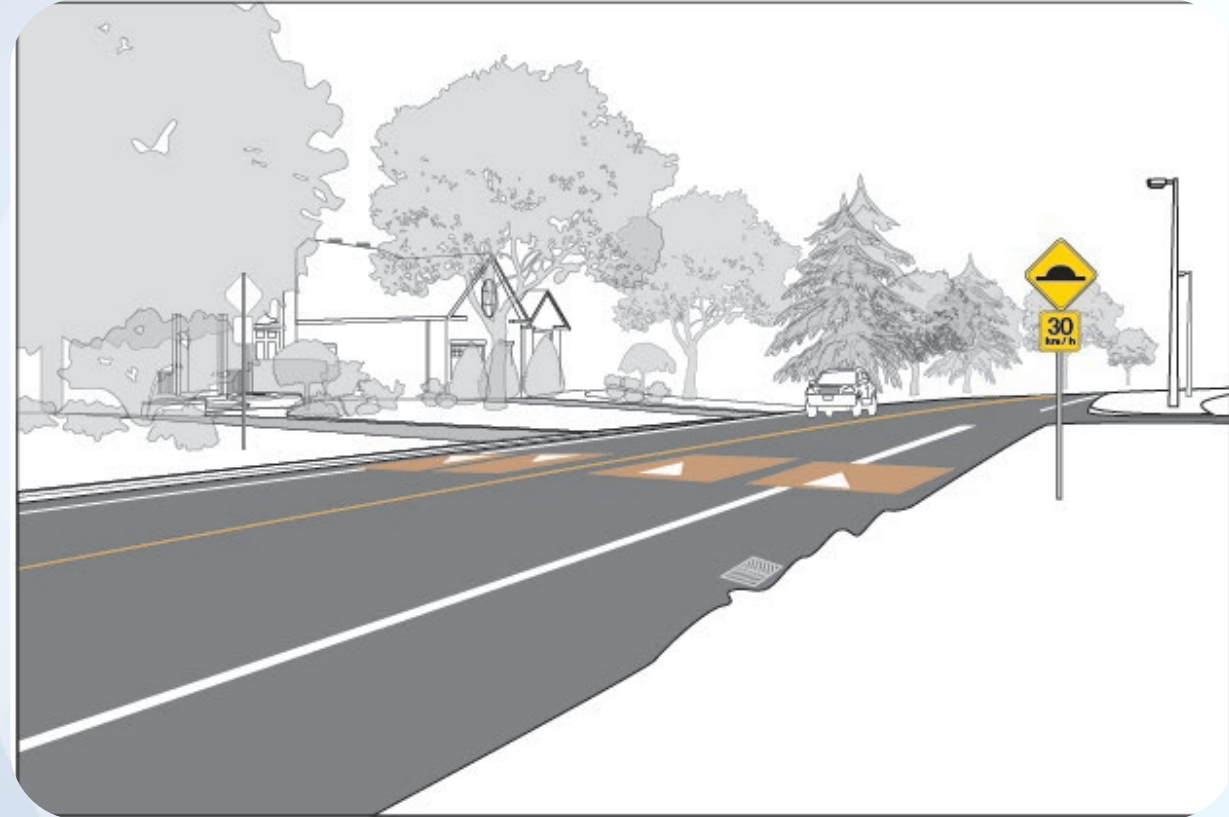
Speed cushions are raised areas, similar to speed humps, but not covering the entire width of the road. They are designed to allow large vehicles to “straddle” the cushions, while smaller vehicles are vertically deflected.

PROS

- Reduces vehicle speeds at / near measure
- Self-enforcing

CONS

- May increase traffic induced noise and vibrations
- May impact emergency response activities
- May increase vehicle travel time
- May cause discomfort to transit users and drivers



Raised Crossing

Raised crossings are marked pedestrian and / or cycling crossings at intersections, or mid-block locations, constructed at a higher elevation than the adjacent roadway.

PROS

- Reduces vehicle speeds at / near measure
- Self-enforcing
- Reinforces the stop condition if present
- Improves proportion of drivers yielding to vulnerable road users
- Increased comfort for vulnerable road users

CONS

- May increase traffic induced noise and vibrations
- May impact emergency response activities
- May cause discomfort to transit users and drivers
- May result in a false sense of security



Cycle Friendly bulb-outs

Cycle-friendly bulb-outs are horizontal projections of curbs into roadways that includes spaces for cyclists to ride over or through it.

PROS

- Creates a separation between vulnerable road users and motor traffic
- Reduces vehicle speeds
- No significant impacts on emergency services

CONS

- Large vehicles may need to cross into adjacent travel lanes



Corner Tightening

Corner tightening (curb radius reductions) involve modification of intersection corners to implement tighter corners (smaller radii).

PROS

- Shortens crossing distances
- Reduces speeds of right-turning vehicles
- No significant impacts on emergency services

CONS

- Potential for large vehicles to mount the curbside / sidewalk space
- Larger vehicles may need to cross into adjacent travel lanes
- May force motorists and vulnerable road users inadvertently into a shared space



What's Next?

- **Review and consider comments** received.
- **Develop and share FINAL Recommended Concept** based on results of this public consultation, and technical feedback for the DRAFT Concept.
- **Detailed Design** typically takes one year.
- **Construction** following the completion of detailed design process.

Please **complete the online survey by June 20, 2022.**

THANK YOU FOR PARTICIPATING!

