

Haig Drive Traffic Calming Study As We Heard It Report II

July 2023

Introduction

The City of Ottawa is undertaking a Neighbourhood Traffic Calming (NTC) Study for Haig Drive between Smyth Road and Kilborn Avenue in response to traffic concerns raised by residents. An initial online survey was held on December 2020 to confirm community support for the study, and to gain initial feedback from residents on the traffic concerns.

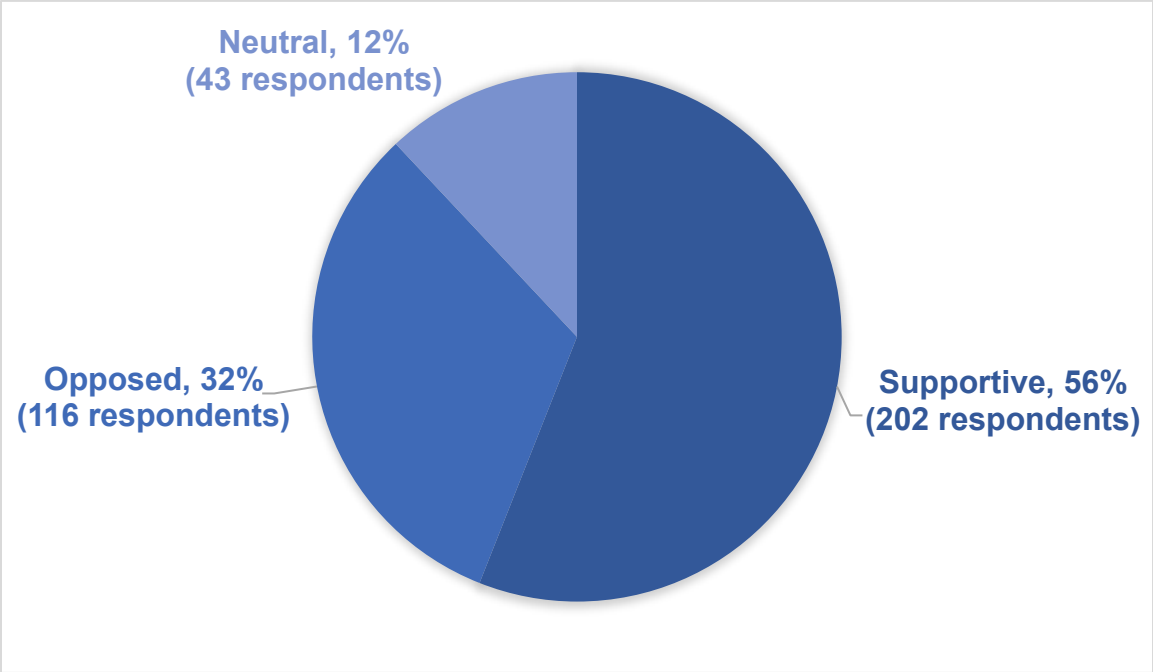
A second online survey was conducted from May 23 to June 9, 2023. The primary purpose of this survey was to gain public feedback on the [proposed concept plan](#), which was developed based on traffic data, coordination with multiple stakeholders, previous public feedback, and project constraints, to assist City staff in recommending permanent roadway modifications in this study area. The results of this second online survey are summarized within this report in the form of an 'As We Heard It Report II'.

Survey Results Summary

A total of 361 responses were received over the course of the survey. A summary of the responses to each question are shown below.

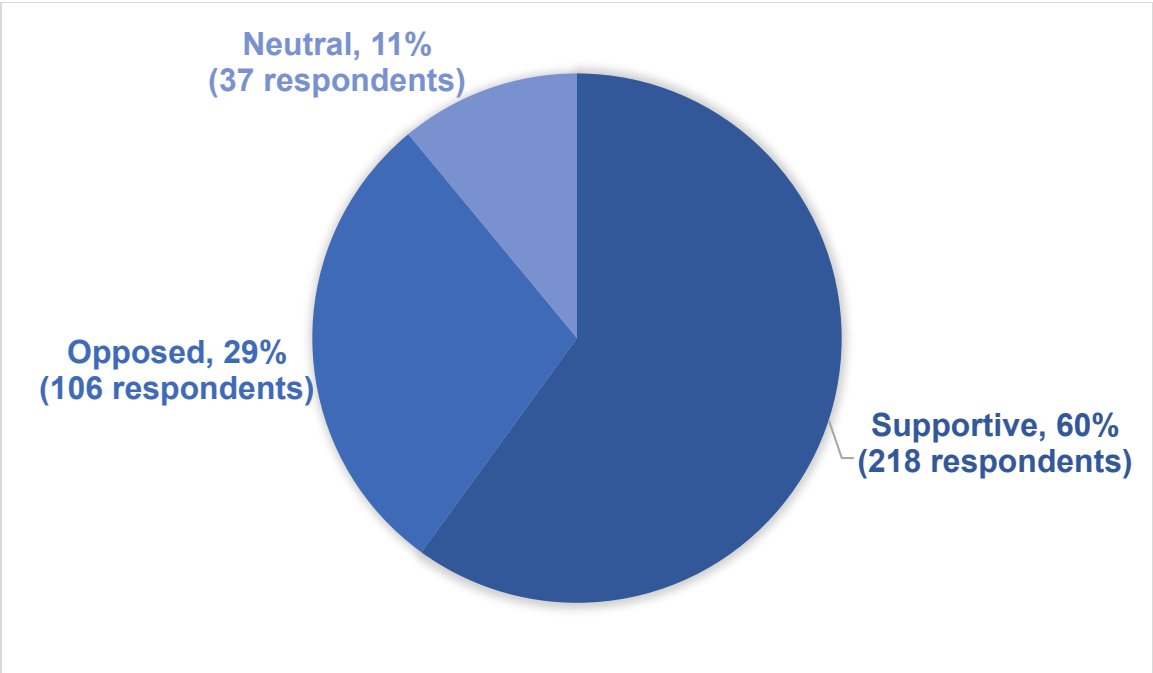
Please indicate your level of support for speed cushions

More than half (56%) of respondents expressed support for speed cushions along Haig Drive, while 32% were opposed. The other 12% were neutral.



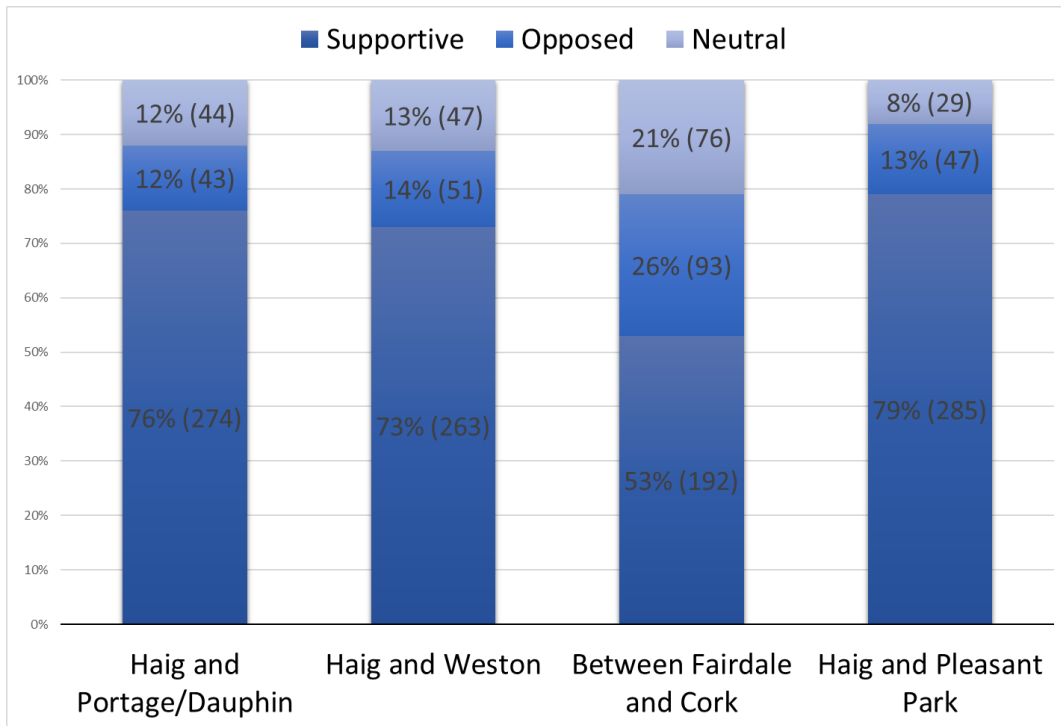
Please indicate your level of support for painted cycling lanes

The majority (60%) of respondents expressed support for painted cycling lanes along Haig Drive, while 29% were opposed. The other 11% were neutral.



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

Locations with proposed roadway modifications along Haig Drive were presented in the survey and are listed below. The proposed roadway modifications were supported by the majority (53% to 79%) of respondents, while 12% to 26% were opposed.



Proposed Roadway Modifications:

Intersection of Portage Ave/Dauphin Rd:

- Relocation of the south leg stop bar to improve visibility

Intersection of Weston Dr:

- Addition of pedestrian landing pads and corner tightening
- Renewal of the pedestrian landing pads to current accessibility standards

Between Fairdale Ave and Cork St:

- Mid-block ride-over bulb-out (east side)

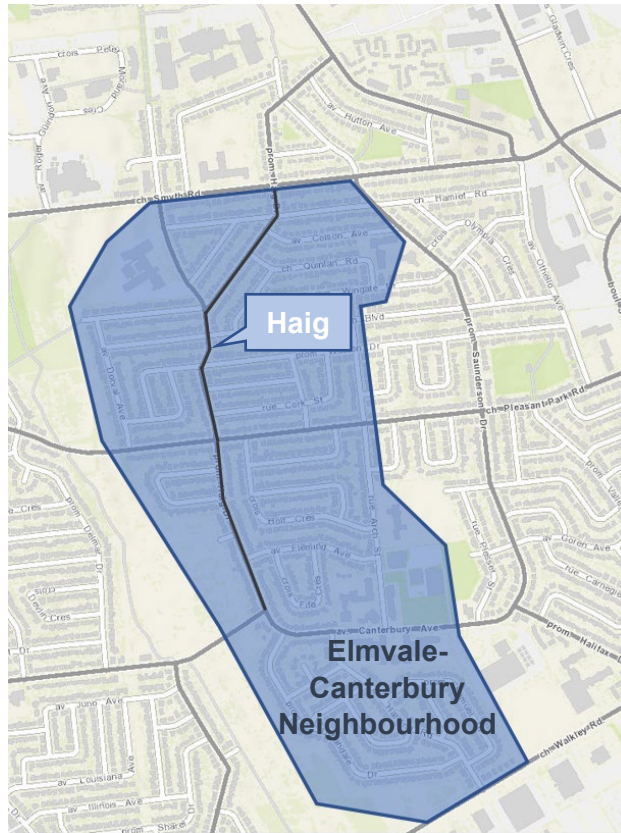
Intersection of Pleasant Park Rd:

- Addition of a pedestrian landing pad
- Renewal of the pedestrian landing pads to current accessibility standards
- Addition of two painted crosswalks

Where do you live in relation to this project's study area?

Most respondents (62%) reported living within the neighbouring area (see map below), 26% living directly on Haig Drive between Smyth Road and Kilborn Avenue, and the remaining outside the neighbourhood.

Answers	Count	% of Respondents
I live along Haig Drive between Smyth Road and Kilborn Avenue	95	26%
I live within the neighbouring area (see map below) but not along Haig Drive	225	62%
I live outside of the neighbouring area	41	11%



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

207 general comments were received through this online survey, and various other comments were received via email/phone regarding the proposed traffic calming concept plan. The common themes of the written comments have been consolidated and grouped into common themes as shown below (in alphabetical order).

Category	Comment
Bulb-outs	<ul style="list-style-type: none"> • Some respondents have expressed support of the implementation of cycle-friendly bulb-outs. • Some respondents are opposed to the implementation of cycle-friendly bulb-outs (for various reasons).
Construction and Maintenance	<ul style="list-style-type: none"> • Poor roadway conditions on Haig and neighbouring streets. • Sidewalks are missing on one side of Haig. • Desire for timely and thorough snow clearing in the winter to ensure all road users safety. • Faded pavement markings on speed humps/cushions causes drivers failing to notice them.
Cut-Through Traffic	<ul style="list-style-type: none"> • The neighbourhood is used as a thoroughfare (vehicles and trucks). • Haig is used as a cut-through from Smyth to Walkley. • The “Conroy extension” would prevent cut-through traffic. • Neighbouring streets are also experiencing cut-through traffic.
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. • Cycling lanes should be added on other neighbouring streets. • Cycling lanes should not be considered as traffic calming. • Desire to see various additional measures for cyclists’ protection at various locations / entire length (delineators, curb barriers, raised bike lanes, fully protected cycling facility, multi-use pathways, bi-directional, etc.). • There are no issues with cycling on Haig / very bikeable as-is. • There is an existing bike path parallel to Haig Dr (west).

	<ul style="list-style-type: none"> • Concerns over bicycles currently riding on sidewalks. • There is not enough bike traffic on Haig to warrant bike lanes. • Concerns that drivers will disregard the parking regulations (no stopping) and stop or park their vehicles in the cycling lanes. • Speed cushions could push drivers into the cycling lanes.
Emergency Services	<ul style="list-style-type: none"> • Concerns about permanent traffic calming measures delaying emergency response time.
Enforcement	<ul style="list-style-type: none"> • Additional enforcement is desired to address speeding, texting, stop compliance, and other traffic violations. • Desire to see law enforcement and police presence in the area. • Desire for speed cameras. • Desire for enforcement of the existing turning restrictions at Walkley and Harding.
General Comments	<ul style="list-style-type: none"> • Desired Measures / Road Geometry: <ul style="list-style-type: none"> - Desire for sidewalks where missing / on both sides - Speed cameras / photo radar - Speed display boards - Addition of landing pads - Realignment of skewed intersections - Mini-roundabouts - Traffic lights - Flashing light to get drivers' attention - Oversized stop signs - Make Haig a one-way street - Narrower lane widths - Extend curbs / add center island / pedestrian refuge at intersections for shorter pedestrian crossing distance. - Raised crosswalks / raised intersections - Redirect traffic on other streets - Ban trucks - Road diet - Resurfacing • The various stop signs are already serving as traffic calming. • Concerns over trees at risk. • The proposed measures are excessive, and there are no issues on Haig.

Intersections

*Stop compliance issues at most intersections along Haig.

Smyth:

- Vehicles speed through the intersection.
- Lots of kids walking to and from school at the intersection.

Hamlet:

- Lots of kids walking to and from school at the intersection.
- Safety concerns for vulnerable users.
- Desire for traffic calming measures at the intersection.
- Desire to see landing pads.
- Skewed intersection is causing visibility issues.
- Desire for more perpendicular crosswalks / realignment of the intersection.
- Crossing distance is too great for pedestrians.

Portage/Dauphin:

- Lots of kids walking to and from school at the intersection.
- Safety concerns for vulnerable users.
- Skewed intersection is causing visibility issues.
- Sightlines issues due to shrubs/edge/trees.
- Desire for more perpendicular crosswalks / realignment of the intersection.
- Crossing distance are too great for pedestrians.
- Confusion over the right-of-way.
- The intersection is a key link to cycling and pedestrian paths.
- Low visibility of pedestrians and cyclists.
- Many "near misses".
- Vehicles have issues navigating the intersection.
- High vehicular volume due to cut-through.
- Desire for a mini-roundabout.
- Desire for traffic signals.
- Relocation of the stop bar will be ineffective.
- Confusion/stop compliance issues/safety concerns at the intersection (various reasons).

Chapman:

- Safety concerns for vulnerable users.
- Visibility issues.
- Natural crossing location (pedestrians and cyclists) as the sidewalk ends at the intersection.
- Desire for crosswalks at the intersection.

	<p>Weston:</p> <ul style="list-style-type: none"> • Desire for more perpendicular crosswalks / realignment of the intersection. • Heavy vehicular volumes during drop-off/pick-up school times, making it hard to turn (vehicle) or cross (pedestrians and cyclists). <p>Pleasant Park:</p> <ul style="list-style-type: none"> • Safety concerns for vulnerable users. • Visibility issues. • Desire for traffic signals. • Desire for a traffic circle. • Desire for addition of signage for the all-way stop control. <p>Kilborn:</p> <ul style="list-style-type: none"> • Desire for traffic calming measures at the intersection.
Nearby Streets	<ul style="list-style-type: none"> • Concerns that permanent traffic calming measures on Haig Drive would have negative impacts on neighbouring streets. • There are speeding, stop compliance, cut-through and volume concerns on nearby streets as well. • Desire to see traffic calming measures on side streets as well. • The study limit should be extended to: <ul style="list-style-type: none"> - north of Smyth (to Russell) - onto Canterbury - intersection of Walkley and Harding - various other locations
On-street Parking	<ul style="list-style-type: none"> • Some respondents have expressed support of the removal of on-street parking on Haig. • Some respondents have expressed concerns about future lack of on-street parking on Haig and on neighbouring streets. • Some respondents are opposed to the removal of on-street parking on Haig. • Support for cycling lanes, but the removal of on-street parking is too inconvenient. • Various concerns about the removal of on-street parking : delivery-vehicles, para-transpo, taxi, visitors and guests, etc. • Concerns that the removal of on-street parking on Haig would have negative impacts on neighbouring streets. • On-street parking reduces vehicle speeds. • On-street parking should be kept on one side of Haig.

	<ul style="list-style-type: none"> • Most residents have narrow driveways and no garage (require the use of on-street parking). • Current on-street parking regulations does not allow for good sightlines when getting out of a driveway.
Pedestrian/Cyclist Safety	<ul style="list-style-type: none"> • Concern over pedestrian and cyclist safety due to speeds, volumes and stop compliance issues. • Given the proximity of the nearby schools, there is a large population of children who walk/cycle to and from school. • Desire for measures that would provide additional safety for children, pedestrian, cyclists, and those with mobility issues. • There have been many “close calls” at various intersections with vulnerable users. • Sidewalk bike riding creates a hazard for pedestrians. • Pedestrians do not feel safe crossing at intersections. • Cyclists do not feel safe cycling along Haig. • Not in favour of traffic calming measures, but desire for an educational component for cyclists and pedestrians to ensure respect of traffic regulations.
Speed	<ul style="list-style-type: none"> • Concerns over speeding in various sections of Haig. • Concerns over speeding on neighbouring streets. • Desire for additional measures that will reduce vehicular speeds. • Desire for a lower speed limit to be posted. • There are no speeding issues on Haig.
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 additional 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 pavement marking visibility. • Desire for vertical measures between Portage and Pleasant Park. • Speed cushions could delay emergency services response times. • Speed cushions encourage drivers to straddle them and are not as efficient. • Concerns that the speed cushions design could create safety issues for cyclists.

	<ul style="list-style-type: none"> • Speed humps/cushions encourage drivers to speed between them. • Speed cushions will push traffic on side streets. • The height and lack of visibility (pavement marking refresh) of the existing speed cushions installed on Harding is causing issues. • Speed cushions cause disruption and vibrations to residents in close proximity. • Speed cushions lead to pollution and vehicle wear.
Temporary Traffic Calming	<ul style="list-style-type: none"> • Flex stakes/delineators are ineffective. • Flex stakes/delineators are creating safety issues for cyclists. • Drivers have to drive in the incoming lane to avoid the flex stakes/delineators. • The temporary traffic calming measures are not aesthetic.
Traffic Volumes	<ul style="list-style-type: none"> • Some respondents have expressed concerns about the traffic volumes on Haig. • Neighbouring streets are also experiencing heavier vehicular volumes due to cut-through traffic. • The focus of the study should be on more towards volumes, and less on speeds. • The turning movement from side streets is difficult due to high vehicular volumes on Haig. • There are no issues with volumes on Haig. • Traffic on Haig is consistent with the designation (minor collector) and role of the roadway.

Conclusion

A total of 361 responses were received for this survey. The survey yielded the following:

- 56% of respondents were supportive of the proposed speed cushions on Haig Drive, while 32% were opposed.
- 60% of respondents were supportive of painted cycling lanes along Haig Drive, while 29% were opposed.
- 53% to 76% of respondents were supportive of the proposed roadway modifications at the different locations presented in the survey, while 12% to 26% were opposed.
- The main concerns respondents expressed in the open comment section were pedestrian and cyclist safety, stop compliance issues, vehicle speeds, impacts to on-street parking, and impact of speed cushions.