

As we heard it report

Renaud Road Traffic Calming Study

Introduction

This “As we heard it report” for the *Renaud Road 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 Renaud Road from a point 125m west of Joshua Street / Percifor Way to Navan Road. 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/RenaudRoad>.

Summary of Consultation Activities

The first round of public consultation for the *Renaud Road Traffic Calming Study* was conducted in 2018. A flyer containing an initial traffic calming plan was mailed to residents for their feedback. All of the feedback was reviewed and analyzed and the study continued. There were some delays due to the municipal election and a desire to collect additional traffic data. As a result of initial feedback and new data, the City has updated the traffic calming plan with the support of the Ward Councillor.

Over the summer / fall of 2020, an online survey was conducted to gather feedback on the updated traffic calming plan. The following section includes the results from the survey questions that were asked about the updated recommended plan. It also includes summaries of the individual comments received. A total of 168 people completed the online survey. The online survey was available from September 1st to October 9th, 2020.

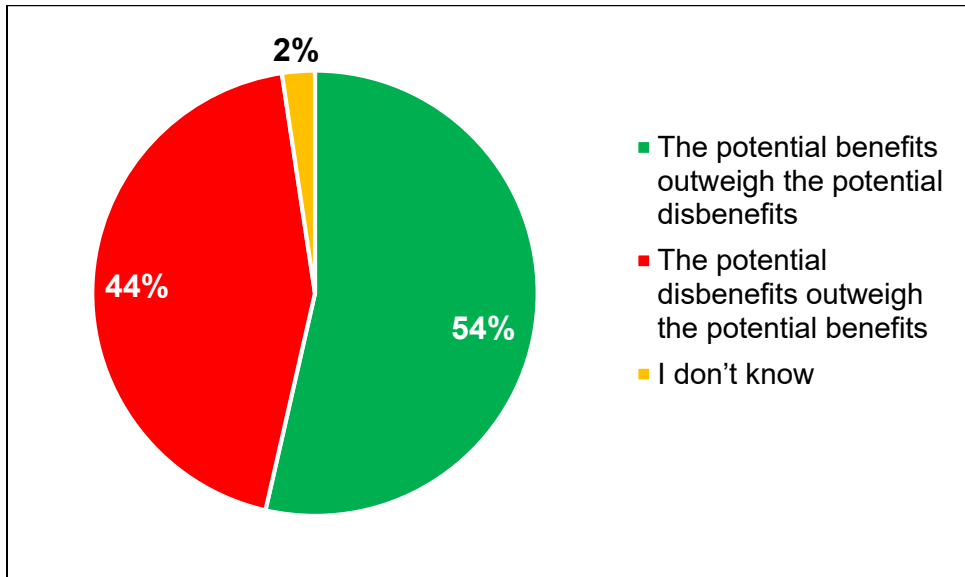
1. Implementing traffic calming measures could have both potential benefits and disbenefits. Potential benefits of centre-island medians could include:

- reducing vehicular speeds by narrowing the lanes
- increasing pedestrian safety for transit users getting on and off the bus (when located next to a transit stop)

Potential disbenefits could include:

- cyclists can feel “squeezed” if there are no cycling facilities present
- vehicles will not be able to pass the bus when stopped at a transit stop

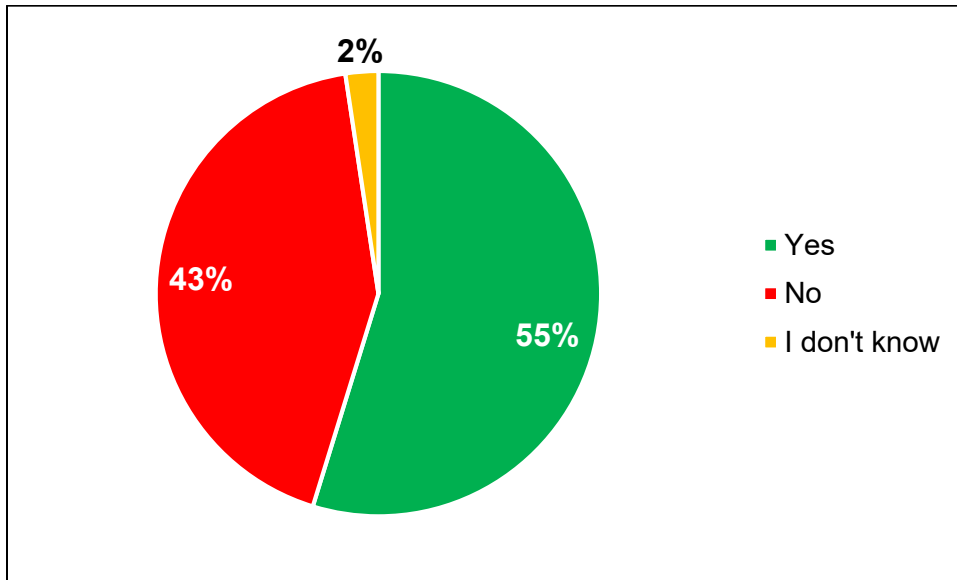
Please choose the best statement that reflects your opinion about implementing centre-island medians along Renaud Road.



Response	Total % of responses	Total # of responses
The potential benefits outweigh the potential disbenefits	54%	90
The potential disbenefits outweigh the potential benefits	44%	74
I don't know	2%	4

*Total Number of Respondents - 168

2. Do you think that Renaud Road would benefit from the addition of centre-island medians?



Response	Total % of responses	Total # of responses
Yes	55%	92
No	43%	72
I don't know	2%	4

*Total Number of Respondents - 168

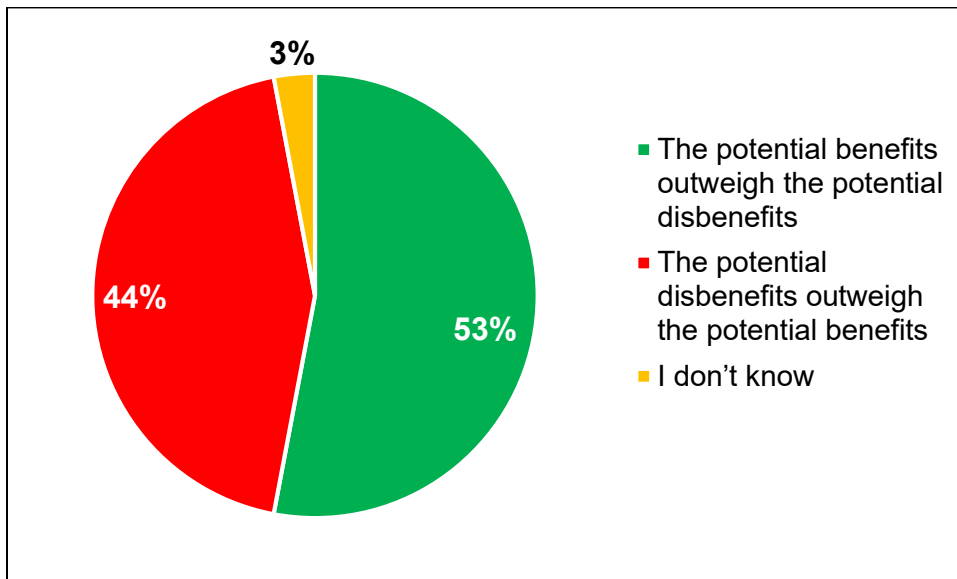
3. Similar to other traffic calming measures, implementing corner tightenings (curb-radii reductions) could also have both potential benefits and disbenefits. Potential benefits could include:

- reducing vehicular speeds of right-turning vehicles
- increasing pedestrian safety by decreasing crossing distances

Potential disbenefits could include:

- potential for larger vehicles to mount the curbside space
- larger vehicles may need to cross into adjacent travel lanes

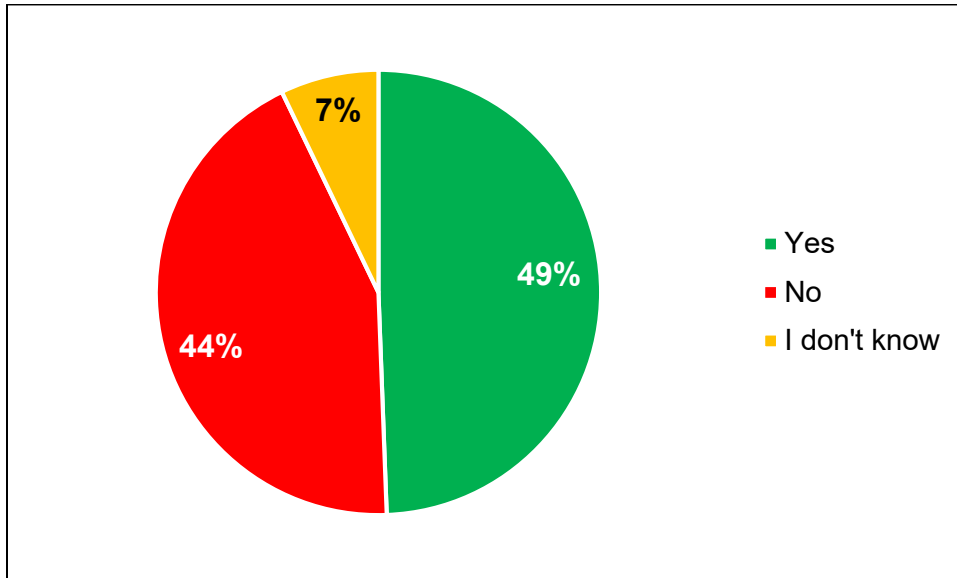
Please choose the best statement that reflects your opinion about implementing corner tightenings (curb radii reductions) along Renaud Road.



Response	Total % of responses	Total # of responses
The potential benefits outweigh the potential disbenefits	53%	89
The potential disbenefits outweigh the potential benefits	44%	74
I don't know	3%	5

*Total Number of Respondents – 168

4. Do you think that Renaud Road would benefit from the addition of corner tightenings (curb radii reductions) at the intersection of Joshua Street / Percifor Way?



Response	Total % of responses	Total # of responses
Yes	49%	83
No	44%	73
I don't know	7%	12

*Total Number of Respondents - 168

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

Speeding / Speed Limits
Speeding is a major concern.
Motorcycles use the road for racing.
Speeding is a major issue going westbound from the intersection at Joshua Street / Percifor Way.
Drag racing happens regularly.
A serious injury or death is going to occur if something isn't done about the speeding problem.
Reduce the posted speed limit from 50km/h to 40km/h.
The 80km/h speed limit sign is too close to the entrance to the community. Move the sign farther east, away from the entrance to the community.
Curb- Radii Reductions / Corner Tightenings
This intersection is already too tight for buses to turn. Curb-radii reductions will make it worse.
The proposed curb-radii reductions will make crossing the street much safer.
Curb-radii reductions will make it safer for children crossing the street to get to the park.
The proposed curb-radii reductions will bring additional attention to drivers and make them more aware of the all-way stop.
The proposed curb radii-reductions will not be beneficial.
The curb-radii reductions will make it difficult to turn right onto Percifor Way. The lanes are already narrow.
Snow clearing reduces the existing three lanes to 1.5 lanes on Percifor Way. The proposed curb-radii reductions will prohibit the proper circulation of vehicular traffic. They will cause issues for drivers turning left from Percifor Way onto Renaud Road and for drivers turning right from Percifor Way onto Renaud Road.
Curb-radii reductions will make it hard for people with trailers to maneuver around the corners.
The intersection at Renaud Road and Joshua Street / Percifor Way is already dangerous. Drivers stopped on Joshua Street at the intersection with Renaud Road have to reverse to allow buses turning left from Renaud Road onto Joshua Street. The curb-radii reductions will make this worse.
Medians
Medians will make it dangerous for cyclists. Cyclists will be squeezed.
Renaud was built like a highway which encourages speeding. Medians will help slow drivers down.
Install signage with flashing lights on the medians to slow down drivers.
The proposed medians will narrow the road and slow down drivers.
The proposed medians will help slow down drivers before they enter the community.
The proposed medians will help prevent passing in the 50km/h zone.

The proposed median at Saddleridge Drive will cause major traffic congestion. Vehicles will not be able to pass the buses when they are stopped at this location.
The proposed medians will not help reduce speeds.
The median adjacent to the bus stop will cause cyclists to be injured or killed.
Implement a median before the pump station to prevent illegal passing.
Do not implement medians because pedestrians will use them all of the time.
Traffic Volumes
Traffic needs to flow. Implement roundabouts.
Traffic volumes are the issue, not speeding.
These proposed traffic calming measures will reroute traffic onto the side streets.
Traffic congestion starts at the Renaud Road and Joshua Street / Percifor Way intersection and goes all the way to Navan Road. New development in this area will increase volumes and make the traffic congestion worse.
Renaud Road was never intended to accommodate this much traffic volume.
Adding all-way stop controls will cause traffic congestion and will increase noise and air pollution.
Children are at high risk with the amount of traffic volume especially now with all the new development.
Vehicle and truck traffic have significantly increased.
Renaud Road should be closed to through traffic.
Block the side streets during the AM peak.
Implement a no left turn restriction during peak hours on Renaud Road or the adjacent cut through roads from Navan Road. This will force people to use Innes Road.
Renaud Road is already congested. Implementing these traffic calming measures will increase traffic congestion. The main issue is getting drivers in and out of the area.
Close Renaud Road at the intersection with Joshua Street / Percifor Way.
Close Renaud Road beyond Navan Road.
Close Renaud Road to Anderson Road.
The traffic light at the intersection of Renaud Road and Navan Road causes congestion.
Drivers use the left turning lane on Renaud Road east of Joshua Street to pass buses that are stopped at the bus stop.
The main issue is traffic congestion during the AM and PM peak periods. The all-way stop at the intersection of Renaud Road and Joshua Street / Percifor Way is the main cause of traffic congestion.
Implement traffic lights at the intersection of Renaud Road and Joshua Street / Percifor Way to help decrease cut through traffic and increase efficiency.
New development needs sufficient infrastructure to accommodate the increase in traffic volumes.
Do not implement a roundabout at Renaud Road and Joshua Street / Percifor Way. The roundabout will increase the amount of traffic going through the community.
The issue is cut through traffic from drivers travelling between Orleans and Ottawa. The Brian Coburn extension will solve this problem.

Connect the Brian Coburn roundabout with the sharp turn on Renaud Road. This will reduce traffic volumes.
Implement the Brian Coburn extension immediately to relieve traffic congestion in this area.
Cycling Lanes / Cyclist Safety
Implement cycling lanes so that cyclists are not squeezed.
Do not implement these measures because cyclists will be squeezed. It is unsafe.
Need to promote safe cycling.
Implement segregated cycling lanes.
There is currently no space for cyclists. Vehicles drive within 1 foot of cyclists. Do not implement any traffic calming measures that will make it more dangerous for cyclists.
If the lanes are narrowed there will not be enough space for cyclists. Cyclists will use the sidewalks instead. This will put pedestrians at risk.
The removal of the existing cycling lanes would be a disbenefit.
Permanent Traffic Calming Measures
Implement the proposed traffic calming measures.
Implement traffic calming measures that discourage drivers from using Renaud Road.
Implement speed humps / speed cushions.
Implement a raised crosswalk.
Medians and curb-radii reductions will enhance pedestrian and cyclist safety.
The proposed traffic calming measures will make the community safer.
Do not implement roundabouts.
These proposed measures will not solve prevent the speeding / racing problem on Renaud Road.
Implement roundabouts at Renaud Road and Joshua Street / Percifor Way and at Renaud Road and Navan Road.
The proposed traffic calming measures will cause frustration and will be inconvenient to residents. They will not be beneficial.
Speed humps are more cost effective than the proposed traffic calming measures.
Implement traffic calming measures west of the Renaud Road and Joshua Street / Percifor Way intersection.
Add traffic calming measures like the ones in front of Notre-Dame-des-Champs Catholic Elementary School.
Temporary Traffic Calming Measures (flex stakes / speed boards)
Existing flex stakes make it too tight for cyclists.
Existing temporary traffic calming measures are working. There is no need to implement any additional traffic calming.
The existing flex stakes are frustrating and do not reduce speeds. They delay drivers from entering the community.
There are already enough traffic calming measures to reduce speeds.
Existing traffic calming measures worked in the beginning but are now being ignored.

Traffic Lights
Implement traffic lights at Renaud Road and Joshua Street / Percifor Way to help relieve congestion.
Do not implement traffic lights.
Traffic lights will cause increased congestion.
Traffic lights will increase speeds.
The proposed traffic calming measures will improve safety for pedestrians to cross. If traffic lights are implemented, they will make the street dangerous again.
Traffic lights will cause problems especially on Percifor Way.
Traffic lights are dangerous.
There is a skipped green cycle when travelling westbound at the intersection of Renaud Road and Navan Road.
Sidewalk
Implementing the sidewalk along the east side of Percifor Way will make it safer for pedestrians / transit users. Currently pedestrians are walking in the middle of the road which is dangerous.
The proposed sidewalk is a major privacy concern for existing homes along that section of Percifor Way. Pedestrians should use the existing sidewalk.
The proposed sidewalk will increase pedestrian traffic. Implement the proposed sidewalk but add landscaping to maintain privacy for the existing homes along that section of Percifor Way.
Stop Controls / Crosswalks
Drivers do not stop or roll through the all-way stop controls at the Renaud Road and Joshua Street / Percifor Way intersection.
Consider implementing additional all-way stop controls.
Implement an all-way stop at the intersection of Renaud Road and Saddleridge Drive.
Consider implementing a crosswalk at the intersection of Renaud Road and Saddleridge Drive to access the bus stop.
At the intersection of Renaud Road and Joshua Street / Percifor Way, remove the stop controls on Renaud Road and keep the stop controls on the minor approaches. Traffic will flow better.
Implement a crosswalk for pedestrians and cyclists at the intersection of Renaud Road and Pagé Road.
Other Areas of Concern
Speeding on Saddleridge Drive.
The proposed traffic calming measures would be more beneficial on Renaud Road between Navan Road and Mer Bleue Road. There is speeding along this stretch of Renaud Road and there are two schools.
Cut through traffic on Joshua Street, Saddleridge Drive, and Spring Valley Drive.
Consider cycling lanes on Beechwood Avenue after the Vanier Parkway and at Marquette Avenue and Jolliet Avenue.
Open up Fern Casey Street to Innes Road.

Keith Crescent and Lucinda Crescent.
The speed limit on Navan Road should be decreased if the speed limit on Renaud Road was decreased. There are more residences and businesses on Navan Road than there are on this section of Renaud Road. There is also an existing sidewalk on this section of Renaud Road. The majority of Navan Road does not have a sidewalk.
Provide residents on Percifor Way and other surrounding streets with an emergency exit road in case of evacuation.
Enforcement
Increase enforcement / police presence to help reduce speeds, no-stopping at stop controls, and enforce the restrictions on large trucks / construction trucks.
Install a speed camera / photo radar.
Increase the price of speeding tickets.
No Concerns / Do Not Support Study
The resources allocated for this project should be assigned to other priority projects. No more resources should be spent on this section of Renaud Road.
This study is a waste of taxpayers' money.
The proposed traffic calming measures will not improve anything.
Traffic calming measures have no effect on drivers.
Miscellaneous
Lots of development occurring in this area with no new measures.
Use sand on the roads instead of salt. Sand will increase the lifespan of the infrastructure.
Lack of roads.
Widen all of the roads.
Improve the condition of roads.
Remove the left turning lane on Percifor Way to Renaud Road.
Sidewalks between the two schools should be a priority.
Implement street lighting.