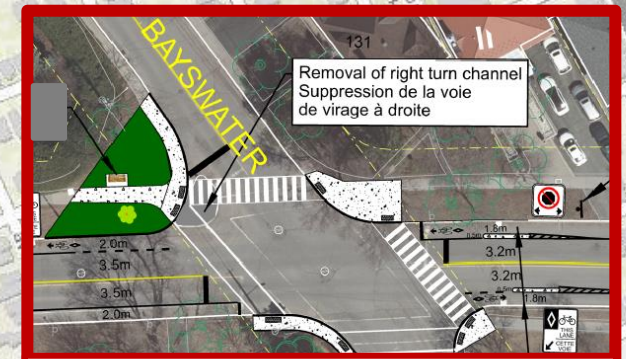


[? Learn more](#)

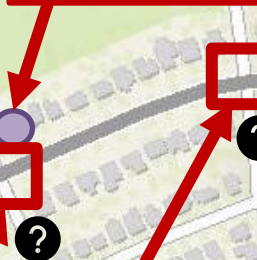
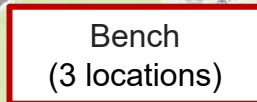
- Painted bike lanes
- Painted ladder markings (at some crosswalks)



? Sets of speed cushions
 (7 locations)



Closing right-turn
channel and ride-through bulb-outs

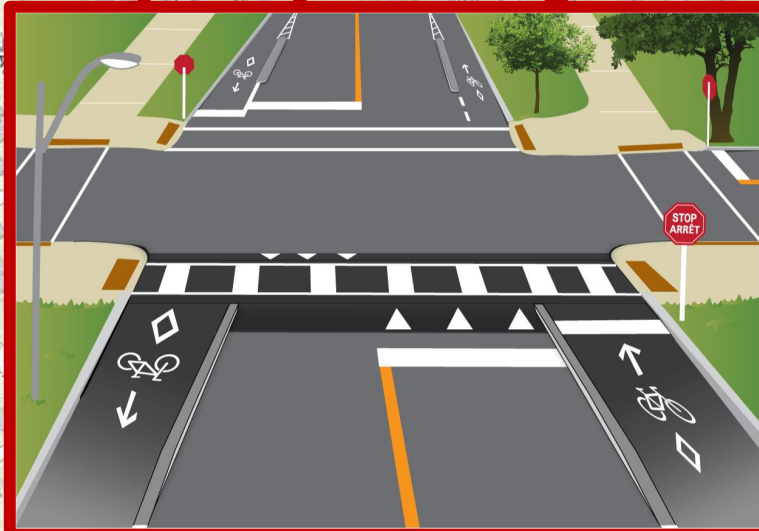


<p>Our Community Thanks YOU for Driving Responsibly</p>	<p>Notre communauté VOUS remercie de conduire de façon responsable</p>
<p>Civic Hospital Community</p>	<p>Secteur de l'Hôpital Civic</p>

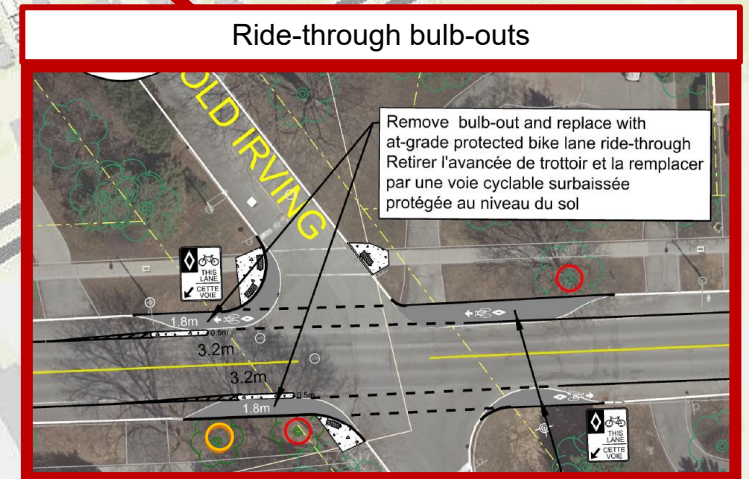
Community signage



Community signage



Raised crosswalk and cycle-friendly bulb-outs



Speed cushions Speed cushions are raised areas, similar to speed humps, but not covering the entire width of the road. They are designed to allow larger vehicles to “straddle” the cushions, while smaller vehicles experience a vertical upward movement when travelling over them.

PROS

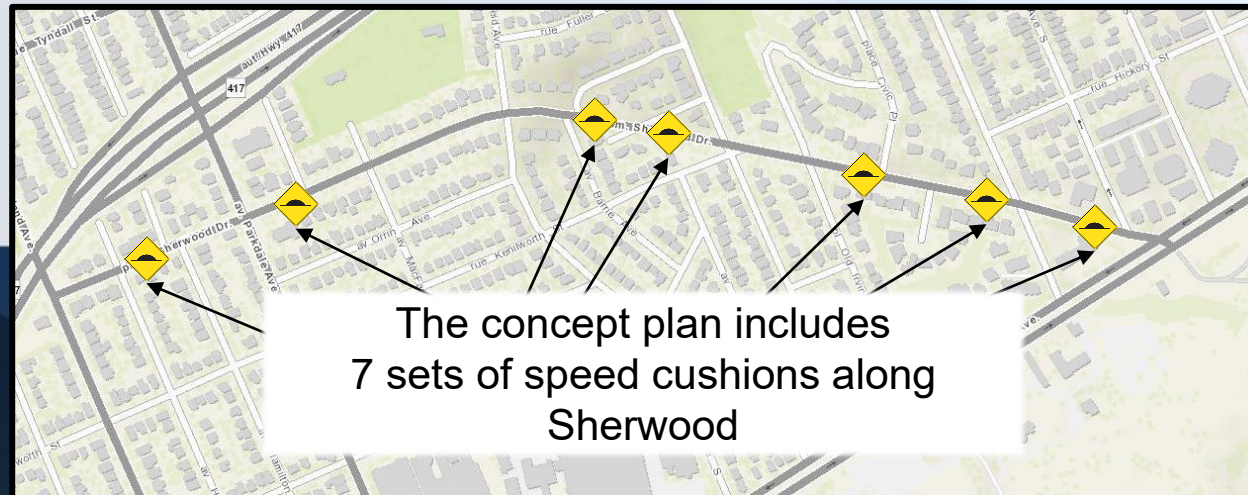
- Reduces vehicle speeds at / near measure
- Self-enforcing

CONS

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



View a road with speed cushions in Ottawa on Google Street View



Click here to go back to the Concept Plan

Painted Bike Lanes are reserved cycling lanes delineated with pavement markings and roadside regulatory signage.

PROS

- Continuity in the cycling network
- Visually narrows the roadway
- May reduce cyclist-vehicle conflict
- Creates buffering for vulnerable road users from motor traffic
- May improve visibility for all road users
- May reduce vehicle speeds
- No impacts on emergency services

CONS

- All on-street parking would be removed



View a road with painted bike lanes in Ottawa on Google Street View

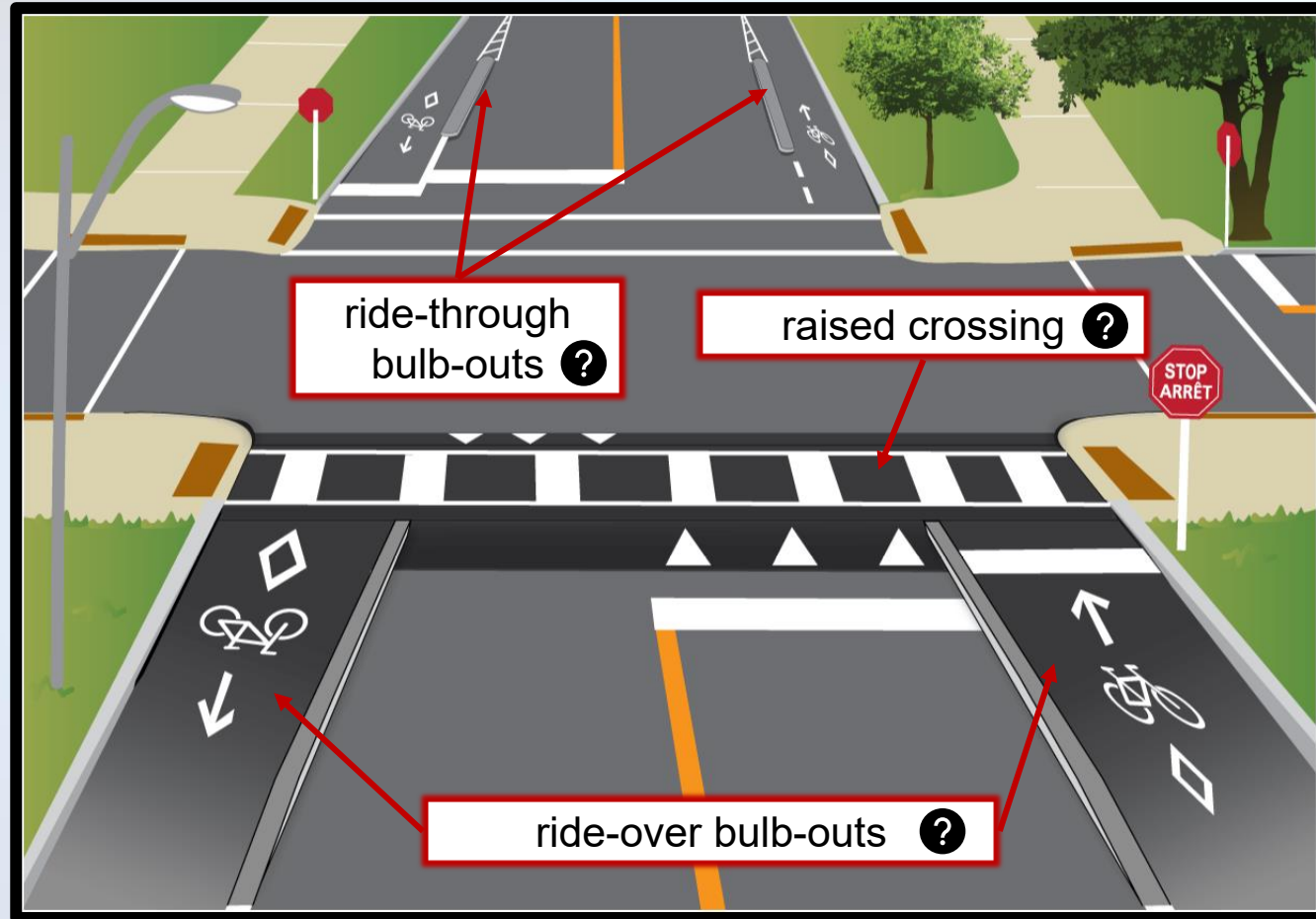
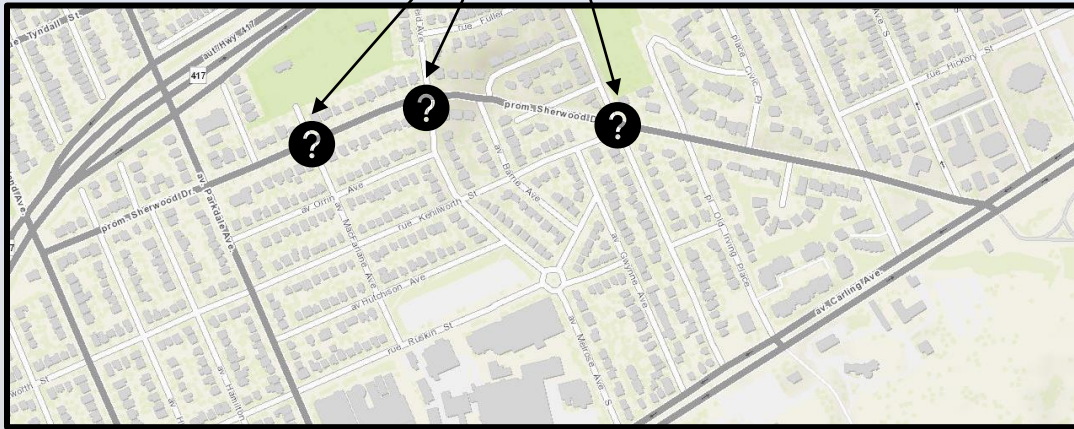


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Project-specific Proposed Typical Intersection Design

has ride-over bulb-outs tying into an asphalt raised crossing constructed at a higher elevation than the adjacent roadway on the west side, and at grade ride-through bulb-outs (concrete medians) on the east side.

The concept plan includes
3 locations along Sherwood with this
proposed design

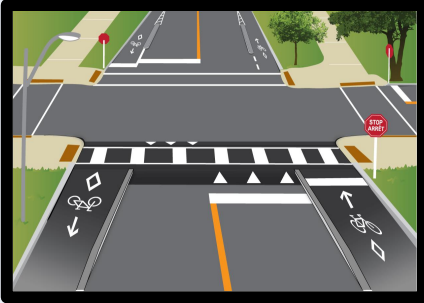


Sherwood / MacFarlane and Sherwood / Reid

Proposed Modification(s)

Purpose

Project-specific Proposed Typical Intersection Design



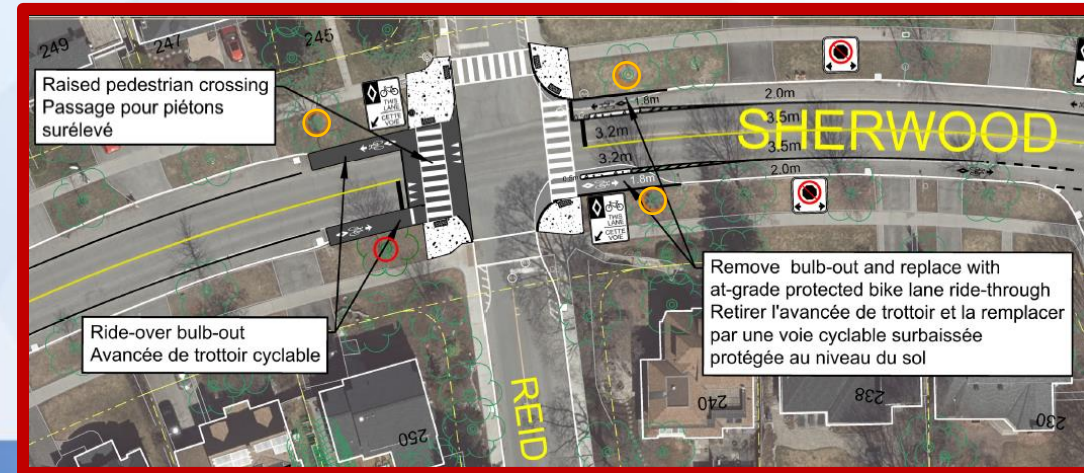
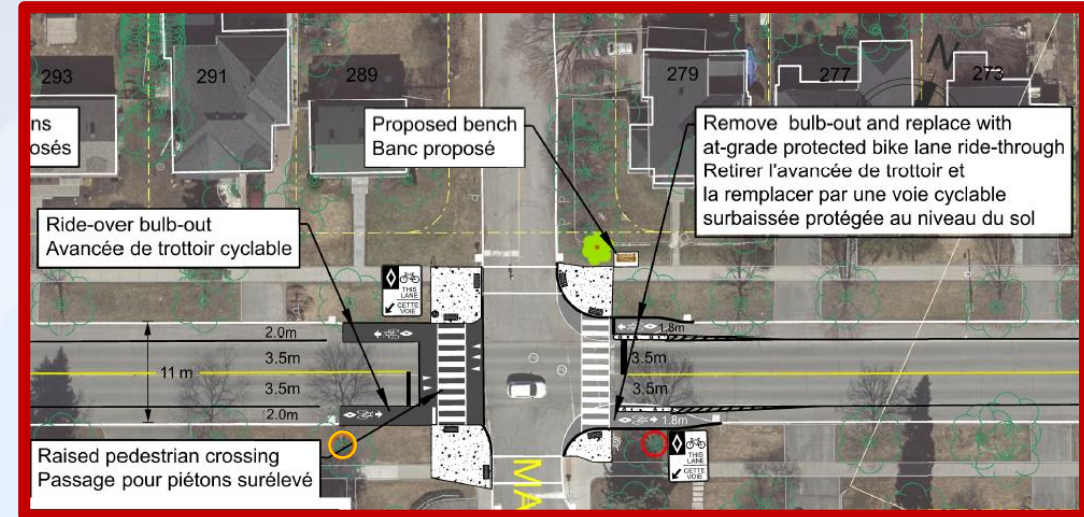
Ride-over bulb-outs and ride-through bulb-outs

- Reduces width of lanes to reduce vehicle speeds.
- Creates a separation between vulnerable road users and motor traffic

Raised crossing

- Improves pedestrian mobility, safety, and comfort.
- Improves visibility and slows traffic.
- Highlights/clarifies the pedestrian crossing.

Painted ladder markings



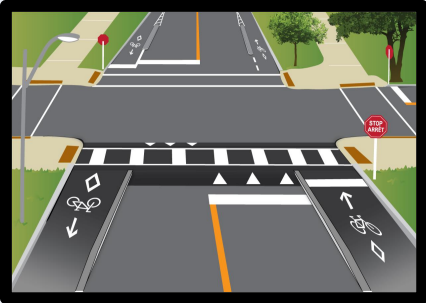
Sherwood / Fairmont / Kenilworth



Proposed Modification(s)

Purpose

Project-specific Proposed Typical Intersection Design



Offers the positive effects of the existing bulb-outs by narrowing the roadway and improves safety for vulnerable users.

Ride-over bulb-outs and ride-through bulb-outs

- Reduces width of lanes to reduce vehicle speeds.
- Creates a separation between vulnerable road users and motor traffic

Raised crossing

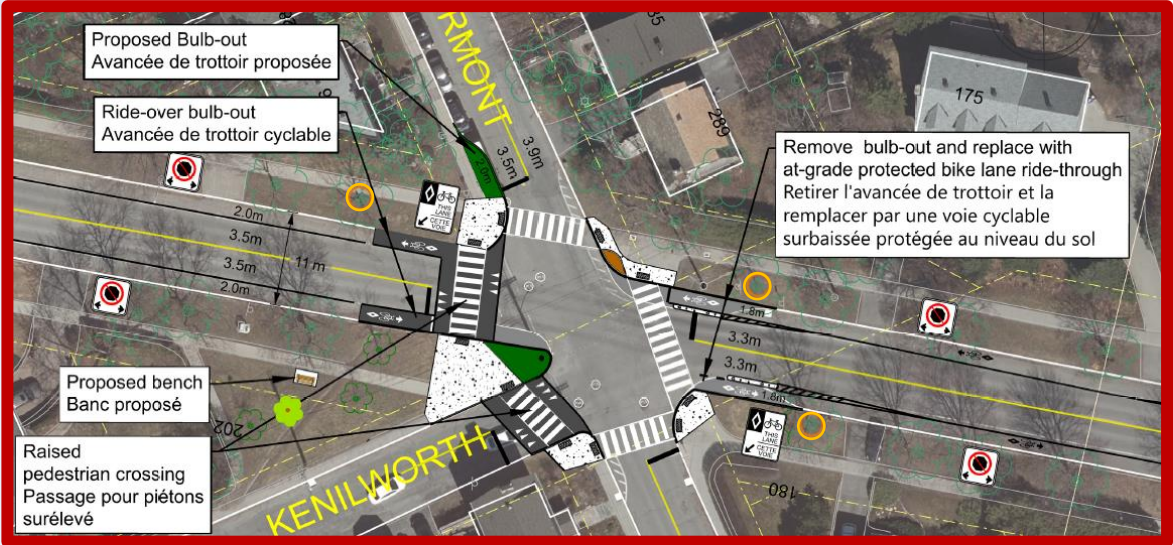
- Improves pedestrian mobility, safety, and comfort.
- Improves visibility and slows traffic.

Bulb-out (Fairmont)

- Improves visibility
- Reduces the crossing distance for pedestrians.

Painted ladder markings

- Highlights/clarifies the pedestrian crossing.



Orange circled trees are at risk.

Tree conditions and impacts will be assessed during the detailed design stage.



Click here to go back to the Concept Plan

Sherwood / Old Irving

Proposed Modification(s)

Purpose

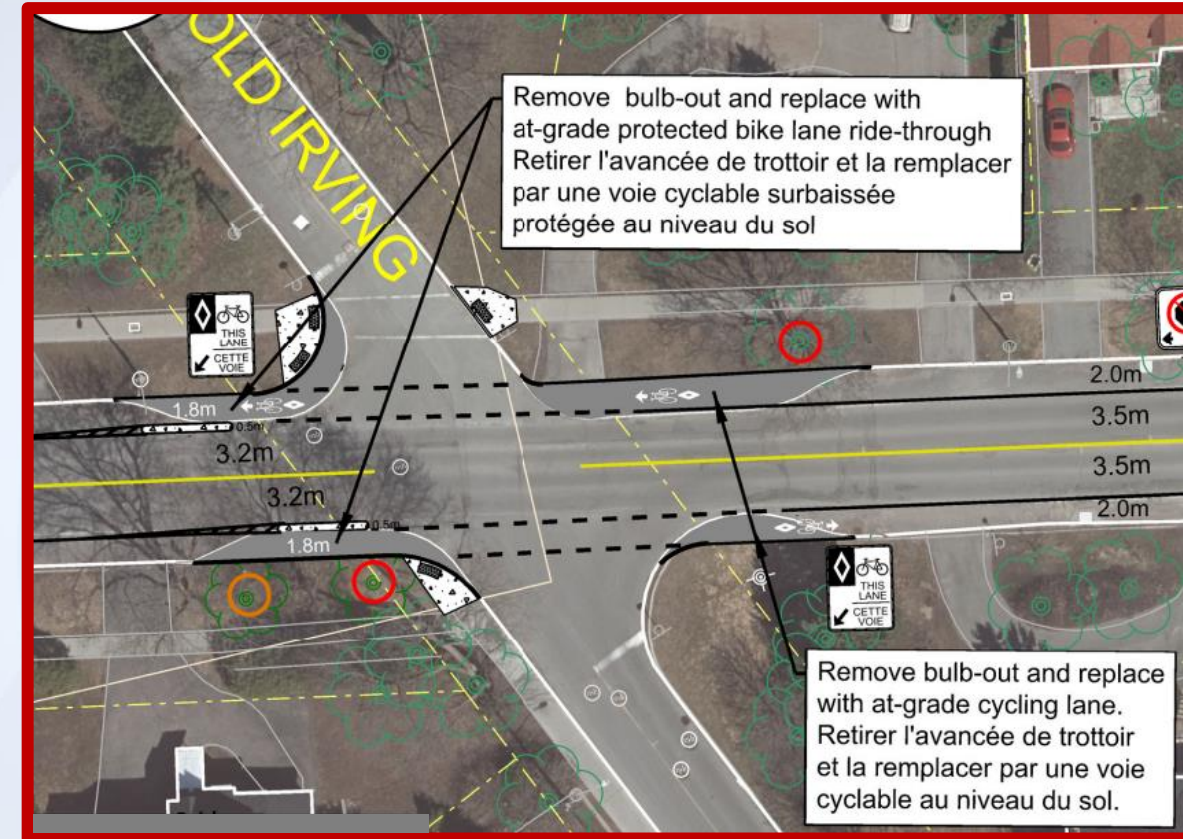
? Ride-through bulb-outs (west side)

Offers the positive effects of the existing bulb-outs by narrowing the roadway and improves safety for vulnerable users.

- Reduces width of lanes to reduce vehicle speeds.
- Creates a separation between vulnerable road users and motor traffic.

? Removal of existing bulb-outs and replacing with at-grade cycling lanes (east side)

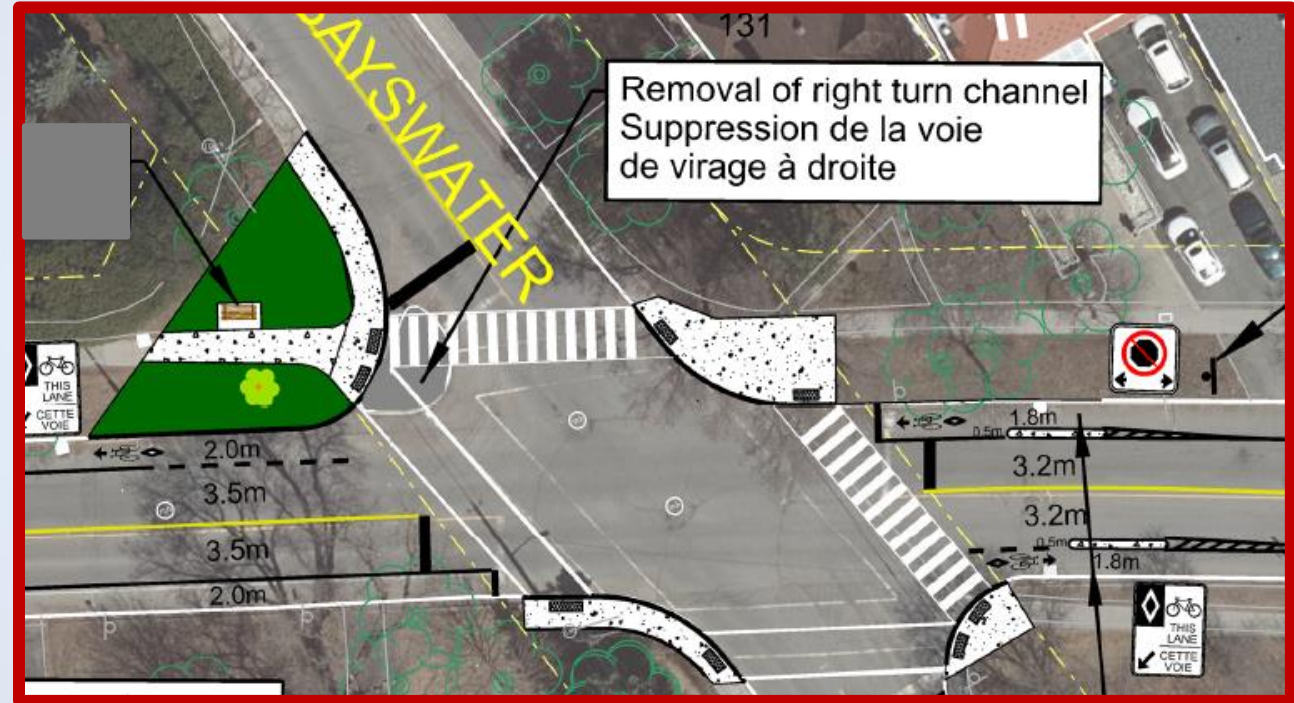
- Continuity in the cycling network
- Creates buffering for vulnerable road users from motor traffic



Sherwood / Bayswater

?

Proposed Modification(s)	Purpose
Removal of right-turn channel	<ul style="list-style-type: none">• Encourages slower turns.• Enhances visibility of pedestrians at the crossing.
Ride-through bulb-outs	<ul style="list-style-type: none">• Reduces width of lanes to reduce vehicle speeds.• Creates a separation between vulnerable road users and motor traffic.
Painted ladder markings	<ul style="list-style-type: none">• Highlights/clarifies the pedestrian crossing.



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

PROS

- Reduces vehicle speeds at / near measure
- Self-enforcing
- May improve stopping compliance
- Increases comfort for vulnerable road users

CONS

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



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 to complete turns
- Potential impacts to trees

