

Appendix B

Feedback Summary – Public Open House December 5, 2022

South National Street (Pilette to Jefferson) Traffic Calming

This summary reflects comments received at the public open house and during the subsequent public comment period (December 5, 2022 to January 9, 2023). Residents were able to provide comments by:

- Paper form (in person at the PIC)
- Online survey
- 311 (by any of the methods available to contact 311)

Survey questions were the same for all response methods. 39 responses were received, though not all respondents answered all survey questions.

The survey asked respondents to rate their support for features of the proposed traffic calming plan on a scale from “strongly disagree” to “strongly agree”. Responses are summarized in Table 1. Percentages may not total to 100% due to rounding.

Table 1: Response Summary – Post-Open House Survey

<i>Please Express Your Opinions on the Proposed Traffic Plan:</i>	Response				
	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
Speed Tables from Pilette Rd to Jefferson Blvd	8% (3 responses)	0% (0 responses)	15% (6 responses)	18% (7 responses)	59% (23 responses)
Adding a Median at Jefferson Blvd and removing left turning lanes	26% (10 responses)	18% (7 responses)	11% (4 responses)	18% (7 responses)	26% (10 responses)
Pedestrian Cross-over at Westminster	5% (2 responses)	11% (4 responses)	11% (4 responses)	32% (12 responses)	42% (16 responses)
Uncontrolled Crossing for Cyclists at Balfour Blvd	11% (4 responses)	0% (0 responses)	39% (15 responses)	29% (11 responses)	21% (8 responses)

The survey also included an open-ended question to allow respondents to provide comments on the proposed traffic calming plan. Responses that were provided to this question are given in Table 2.

Table 2: Open-Ended Survey Responses

<i>Do you have any comments about the design concepts?</i>
Live almost at corner of Jefferson and S National. Have heard accidents and near-misses for decades. Urged City in the past to investigate having traffic light co-ordinated with train times at this corner but realize that is impossible due to huge expense. Happy to see something now being discussed to make this area safer, but sorry there may be no L turn from S National heading N on Jefferson.
Living 1.5 blocks from southnational , i make a left turn from jefferson every single day to get to work. Blocking this will add 5-10 minute longer commute
Taking away the left turn will cause all traffic wanting to turn left, will turn right and use our houses driveways as the left turn. This now happens when there is a train crossing the tracks. This would be unacceptable and no way to be able to stop this from happening.
All this money to what? You offer stopping left turns at Jefferson? Where does all the extra traffic go? THIS is the only thing that should physically be fixed.
Taking away the left turn lane on Jefferson is an idiotic idea. A couple of speed bumps for traffic traveling south placed about seven apart would reduce speeding at that intersection.
In my opinion South National is great for efficient westbound Jefferson to Pillette traffic(avoid many lights on Tec. or Wyandotte) the road is underused,and surprising has few speeders(with little or no police presence/enforcement). The angle of South N. allows left hand turns from Jefferson to be made at a decent speed, rather than starting from standing stop when turning north on jefferson from SN ...I'm VERY MUCH OPPOSED to prohibiting lefts onto SN from Jefferson....I suspect southbound Jefferson through speeders are the leading cause of accidents here. If lefts are banned from Jefferson onto SN, essentially SN would become a one way street. I'm guessing a high percentage of westbound SN traffic is from end to end, rather than neighbourhood street traffic emptying onto SN. I don't think speed tables(mini speed bumps) are needed because again I rarely see speeders on SN...Again all of these are my anecdotal point of views, your stats may vary lol
A problem: Due to the removal of the left turn onto Jefferson, I think many people will go down to East Gate Estates (Lassaline entrance) to perform a turn-around and cause further traffic issues. A traffic light could be the answer instead.
No left turn at Jefferson, will redirect the traffic to residential streets, which will increase traffic and speed on the streets. If the hill at the tracks was removed left turn's would not be an issue.
At the open house, one of the posters showed a raised median where the current left turn lane is located. Our driveway exits onto South National. From what I saw and was told that I would only be able to turn right. That is unacceptable. We need at cut-away in that median to allow us to turn left onto South National.
I love any improvement to South National. When the bike/walking path was added it helped with pedestrians and bikes having to cross to the south side of SN.
Uncontrolled, wrong we need flashing light system where pedestrian push button, lights start flashing. Especially at night time and worse late October to late March when sun up and sun down it is dark out. This could have been on a display board; "How the Field's control Railways" because my first response was to put lights on both ends of South National. Kind man explained how Transit Canada controls/over rides what can and can not happen plus there would have to be a section of land or median 50m from the tracks before any stop lights are considered. That was something new for me and could have been presented. Also, DROP THE SPEED DOWN TO 40KM/H.
Glad something is being done
Much needed changes to the intersection at Jefferson and South National. I work in the area and travel these roads frequently and see issues often. I think these changes will be very helpful!

<i>Do you have any comments about the design concepts?</i>
I like the idea of traffic calming on South National but it is just such a convenient cut through, which I know you are all trying to prevent. Safety first! I think we all appreciate a safer street especially neighbours
Glad to see the bike/pedestrian lane protected. Removing the left turn will help make it safer.
Happy to see protected paths
We think it's a good plan.
Great ideas, the addition of a median at Jefferson seems so basic and we should have implemented this decades ago.
Absolutely ridiculous, my question is how much did this survey already cost us.
Better than expected!
<ol style="list-style-type: none"> 1. Uncertain about the "Uncontrolled " crossing for cyclists - what is the level of safety for the cyclists? 2. With the addition of a median at S.National & Jefferson will northbound traffic on Jefferson move over to Balfour Blvd in order to make a left turn onto South National? (also creating more of a safety issue for cyclists at the uncontrolled crossing at Balfour?)
Speed bumps only work if people slow down
Jefferson should have a controlled traffic light at south national to ensure safety left turns, and will slow cars flying over the tracks which are hard to see at times.
So we put in these tables that know make a new obstacle to avoid at high speed. Great ! Crossing is not the issue. If you wait a bit , the traffic will allow for crossing. I do this daily. I have seen so many accidents from motor vehicles and motorcycles that it is tragic. None of these suggestions in my mind will make any difference with people who decide to use it as a raceway. Too long a stretch without a full stop. Road is far too narrow for a median. Plus, that won't make a difference speeding.