

LOWER SAPPERTON TRAFFIC CALMING FOLLOW-UP SURVEY

FEBRUARY, 2022

All the results and comments from the survey are captured on the following pages. Numbers are noted in parentheses, e.g. (2) to indicate that more than one respondent shared a very similar comment so they were combined to save space.

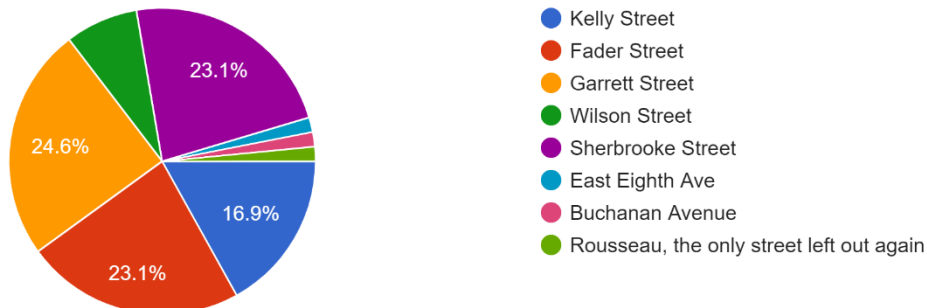
The final page includes additional comments that were made that fall outside the scope of this project. They include topics like parking, law enforcement, and Urban Academy.

Although wording was shortened here for brevity and clarity, we wanted to include all respondent comments in order to be wholly transparent and share the entire process with all residents. The only comments that were excluded were ones that were found to be rude, offensive, or wildly off-topic. This amounted to comments from only a consistent three respondents.

For each question, you will see a chart of the results followed by a breakdown of comments, with the exception of the first two here which had no corresponding comments.

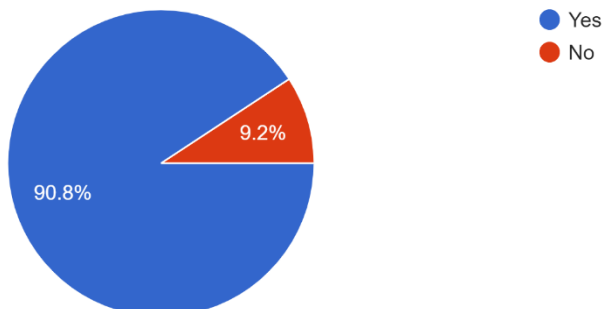
Street

65 responses



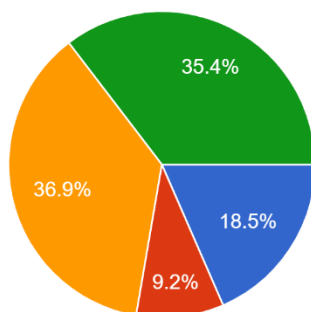
Do you support a neighbourhood max speed of 30 km/hr throughout, excepting Braid and Brunette?

65 responses



In the current vision, Kelly and Fader become one way south (on the hospital side) of Major. Please state your preference:

65 responses



- A** ● I live on Kelly/Fader on the hospital side of Major and I am supportive of this
- B** ● I live on Kelly/Fader on the hospital side of Major and would prefer right in, right out.
- C** ● I don't live on Kelly/Fader on the hospital side of Major but I think this is a good idea.
- D** ● I don't live on Kelly/Fader on the hospital side of Major but I prefer right in, right...

A – residents of Kelly/Fader in support:

- I'd rather it be Local Traffic Only (2)
- Concerns about parking (2)

B – residents of Kelly/Fader preferring right in, right out:

- One-way would be my second choice
- Can't make my mind up, don't mind either
- I would prefer a dead end on both Fader & Sherbrooke and Fader & Braid allowing bikes only. Cars would access and exit via Fader & Major

C – non-residents in support:

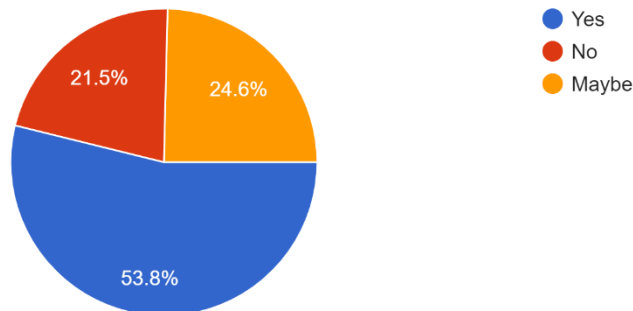
- One-way streets are a good idea, don't mind which direction
- All streets should be one-way, let's just do it all now
- So much speeding observed on Sherbrooke; we need speedbumps
- I don't have a preference but definitely support some kind of action to control traffic
- The bulk of the fast moving traffic is at the end of the day, making it a one way will help this
- Barriers should be large and permanent and 'no left turn' signage be visible to drivers

D – non-residents preferring right in, right out:

- I'd prefer to make Kelly and Fader one-way streets
- One-way streets will only push traffic further down to where the next road is not one-way. Traffic calming needs to be consistent all the way down (2)
- I live on Rousseau, leave the traffic flow the way it is
- Residents of these streets should have greater weight on the issue; both options work to calm traffic
- Looks like the updates suggested will funnel the traffic cutting through from E. Columbia to Braid onto Garrett & Wilson. Large speedbumps on Major, Garrett & Wilson would help more than signage.
- Copperstone residents can't access Columbia and exit to Braid

In order to prevent Sherbrooke traffic from avoiding Columbia and Braid traffic by cutting through residential streets, we have suggested a number of exit only connections with Sherbrooke. Do you support this approach?

65 responses



Responded YES:

- Glad to take an extra few minutes getting home to increase safety throughout the neighbourhood
- Sherbrooke has long been and will only continue to be the main source of traffic rat-running through the neighbourhood, so if exit-only (or right-in/right-out) connections help to prevent this, then this is a must to protect the safety and livability of Lower Sapperton residents.
- You can't just limit this to the hospital side of major without considering the sections of Kelly/Fader between Major/Braid. I would focus on how to slow people down who are cutting from Braid TO the hospital, not just FROM the hospital.
- Garrett/Wilson should be one way at the south end like Fader and Kelly
- Yes, but with the exception of cyclists

Responded NO:

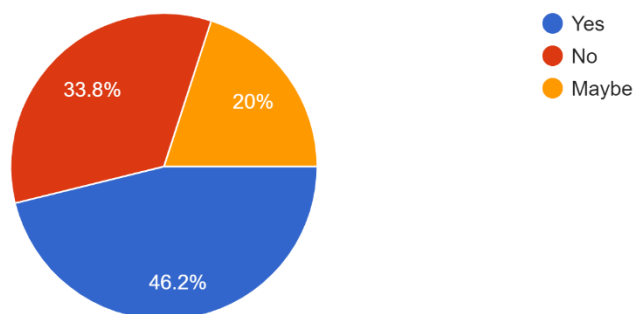
- Barrier that used to be on Wilson & Sherbrooke was counterproductive and widely ignored as to be nothing but a safety hazard
- Local traffic only should be able to pass through.
- So much thought going into hospital traffic but concerns about increase caused by Hume Park from March to November
- Copperstone residents can't access Columbia and exit to Braid (3)

Responded MAYBE:

- I don't fully understand the implications of this
- Want to access driveway on Sherbrooke
- Exit should be designed and located in such way that prevent any non local traffic
- All streets should be right-in, right-out, not just Kelly/Fader. Except alleys, which should be exit only
- Agree with right-in, right-out, but do not agree with making alleys exit only

Currently Sherbrooke has access to Brunette using a right turn only. Allowing vehicles to turn both ways is suggested to improve departing lower Sherbrooke. Do you support this approach?

65 responses



Responded YES:

- This would require a traffic light, would not be possible without (3)
- Would provide options for people who would otherwise cut through the neighbourhood
- Vehicles should turn both ways onto Brunette from Keary as well, or allow vehicles to drive behind the Copperstone buildings to Sherbrooke
- At Sherbrooke & Keary the construction is terrible right now. It's ridiculous that residents on Sherbrooke Street need twenty minutes to get home now when it used to be five.

Responded NO:

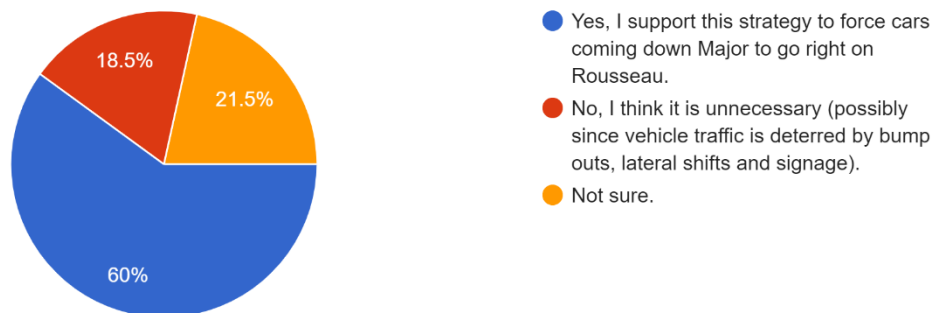
- We would need to put in a traffic light and left turn lane for safe left turns (4)
- A light would cause problems on Brunette but left turns without a traffic light would be dangerous
- Would turn Sherbrooke into a busy route like Braid and cars would use it to avoid Braid (3)
- It's already hard enough sometimes waiting for traffic to clear to make a right turn there
- Brunette is at a stand still a lot and left-turners waiting for a while would back up traffic
- This will create more chaos, negatively affect traffic patterns, and lead to longer line ups (3)
- Residents of Copperstone need to turn right to access Brunette to then turn right onto Allen St which is the ONLY access to their parkade. Adding a left turn will back up traffic.
- There should not be any access from Sherbrooke to Brunette
- It was like this years ago

Responded MAYBE:

- Brunette is too dangerous to turn left onto without a traffic light (5)
- Would this make cars turn down Sherbrooke instead of Braid? (2)
- We've been told a traffic light here is off the table. I believe better decisions could be made if we were told why that is – and what the plan is for the Brunette/Hwy 1 interchange.

The current vision includes restrictions going downhill on Major to force vehicles to turn right and head south (away from Braid) on Rousseau to prevent vehicles attempting to jump the queue on Braid Street when it's backed up due to the light. If this restriction is not in place, it is likely Major would become very busy with vehicles cutting the queue to access the light on Braid/Rousseau, including from our neighbourhood. What do you think?

65 responses



Responded YES:

- People using Major to then jump on the side streets that take them to Braid is a huge problem already and will only get worse with many of the changes being discussed
- This will also impact the traffic from the school, as well as the developments at Braid & Brunette
- It is important that traffic that normally would come down Rousseau is not diverted to Major Street in their efforts to reach Braid. This suggested strategy will solve that problem and keep Major Street safe for the numerous residents who walk along it daily.
- Would this affect the ambulance station?
- The idea of restricting access to Rousseau will not sit well with Urban Academy.
- As long as direct access is provided for cyclists

Responded NOT SURE:

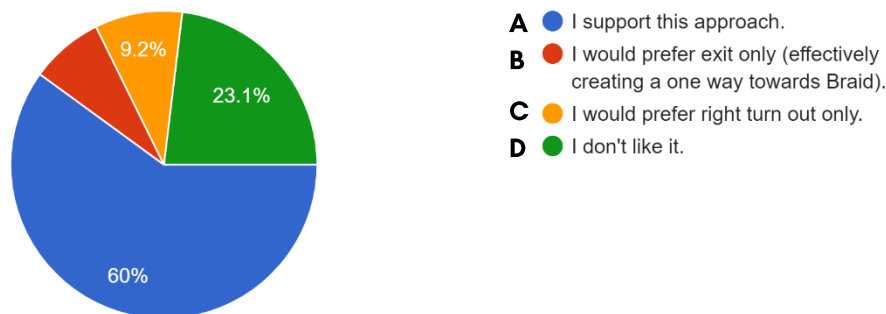
- If traffic is diverted downhill, signage must be added to make it clear that the diversion gives them hwy access. There would be less frustration and cheating that way.
- I am afraid that this will limit my ability as a resident to get out of my neighbourhood onto Braid? (2)
- In busy times I often go down to Rousseau to get onto Braid because it gets too backed up and if you need to get into the left-turn lanes on Braid, cars will not let you in if you get onto Braid from the streets higher up. (3)
- Agree in principal but I see this is imposing a very heavy restriction on the residents of Rousseau between Major and Sherbrooke
- Cars will just turn right onto Wilson to access Braid

Responded NO:

- How will residents/Urban Academy access the left of Rousseau if you force a right turn?
- Traffic would simply use a prior street to access Braid

At their intersections with Braid, the streets Wilson, Garrett, Fader and Kelly are envisioned with Right In, Right Out. There would be no left turn in from Braid. What do you think?

65 responses



A – support

- Cars dropping off and picking up from the school just do U-Turns in the middle of the streets to avoid the right turn out. It's dangerous and creates havoc.
- I would only turn left from Fader to Braid since there is a light already, otherwise I do not anyways and I think that right in, right out is fine for those streets.
- Places undue burden on residents of Rousseau (between Braid and Major) and a huge traffic concern given the location of the school and the ambulance station.
- Concerns about being able to get in and out of our streets easily without having to take a very circuitous route. Don't mind some restrictions but there needs to be access. (3)
- Right-in allows residents an access point. Exit only limits access options.

B – prefer exit-only

C – prefer right turn out only

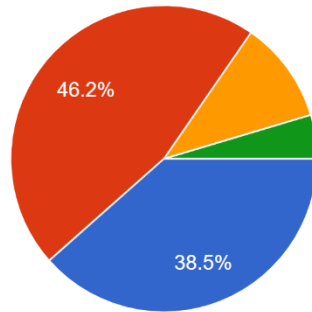
- Left turn in doesn't seem to be common outside of residents
- Left turn should be permitted at traffic light (2)

D – don't like it

- I think the bigger problem is rush hour traffic so why restrict local resident movements through these street when our actual desire is to reduce the behaviour of commuters during the peak times
- If you can turn in right could they not turn in left? Not sure if this would help
- I don't think this would help with traffic calming and would divert the traffic to other areas (2)
- The intersection at Fader needs a left turn arrow. Not being able to turn left from Braid to Fader is already dicey but would be a hassle if it's banned
- I appreciate the safety concerns, but how are we meant to drive to our own homes if we need to turn left from Braid?
- I suspect more people will cut across our alleys the way they did during the experiment last year, which was actually significantly more dangerous than when cars would speed down our streets
- I don't believe that traffic is cutting through to get a shortcut from Braid to Sherbrooke, so I don't think this is the direction of traffic control that is necessary

Overall, do you support the vision as laid out?

65 responses



- A** ● 100% support.
- B** ● I support it, but would like another workshop to discuss and refine it a bit if possible.
- C** ● I think we need a new concept/approach entirely; I don't like the direction this is going.
- D** ● I don't support any changes to traffic flow and would like to keep things the way they are.

A – 100% support

- Thanks to everyone who is doing this work! (4)
- Very thoughtful design that responded to the feedback from people at the workshop.
- I hope noise, cyclists and children with special needs safety is considered in this plan. (2)

B – support but workshop it

- I wonder if the city planning department could talk with the group to see if they had additional visions to add that would be beneficial to the vision
- Some good ideas here, but I do see several gaps that on the surface seem to help some streets but hurt others, and equity across the neighbourhood is very important to me
- I support the goals that the vision are trying to accomplish 100%, but am unsure if proposed implements are the best solution in some cases. (3)
- I don't think the city would support plan due to the impact of one-way lanes on garbage pickup. (2)
- It's unfair for the City to put the onus of this work on residents instead of doing the work themselves (expanded upon on next page due to length of comment)
- Because the construction for RCH affects all of Sapperton, we need to consider restricted access and parking that has moved the problems up the hill to the upper Sapperton area.
- Current vision excludes and pushes away Copperstone residents. (2)
- Does not include pedestrians safety as no crosswalks are being added. Sherbrooke Street does not have a proper crosswalk or lighting and drivers continuously speed on this street. None of the streets have good lighting at night, making it hard for drivers to see pedestrians.

C – we need a new concept entirely

- We need to propose ideas to eliminate speeding, rat-racing and unsafe commuter flows through our neighborhood during peak "Rush Hour" times (3:00 – 7:00 PM).
- I don't believe making all these changes will help the residents of the area. It will just cause more problems as people who aren't from the area will get in accidents or abuse the rules.
- I think creating/opening more convenient exits (more traffic lights for left turning people) will be more efficient than blocking off and limiting entrances/exits. I feel like many times traffic backs up just because people are wasting time waiting to make a turn. Since there's a lot of right turn only streets around, people waste a lot of time just going in circles. A simple left hand turn seems very difficult around here but is essential for many people.
- None of those options quite capture how I feel. Somewhere between the two middle options.

D – don't want any change

COMMENT CONTINUED FROM PAGE 7

- I think it is unfair and lazy of Council and Staff to dump this issue entirely onto residents at the eleventh hour with absolutely no recourse or changes possible in the future. It's impossible to be absolutely certain how changes will actually affect traffic behaviour. Residents are not traffic engineers. Expecting them to be, is ridiculous. The City has been well aware of traffic problems in lower Sapperton for many, many years. The City has been well aware of the hospital changes and resulting traffic issues far more, and sooner than residents. Yet now the City and Council dump the problem in the lap of residents with no resources and no recourse. It is in unconscionable for the City and Council to absolve themselves of their duty and responsibilities to residents and taxpayers.

ADDITIONAL COMMENTS

- The intersection at E. Columbia & Braid (8th Ave.) should at the very least be updated to have a flashing left turn arrow onto 8th to facilitate traffic flow – especially if lower Sapperton residents between Sherbrook & Braid will not be able to turn left onto Braid.
- I think there needs to be more traffic lights on Brunette Street (Keary and Allen street) so that people (residents of Sapperton area, doctors/nurses and hospital visitors) can have easier exits instead of waiting to turn right or can only wait to turn right.
- The lights at Braid and Brunette are very badly timed/managed. Look at fixing this as well please.
- It has already gotten MUCH more difficult to get onto Braid from Kelly/Fader/Garrett/Wilson since it went from two lanes (left and straight/right) to one (left/straight/right) when the school was built.
- It would be nice if there was a censor or something at that light at Fader and Braid to speed up the light when folks are waiting there.
- Would be nice to have left turn light at E. Columbia and Braid for safer left turns
- The intersection of Sherbrooke at Buchanan really needs a crosswalk. Cars routinely fail to yield to pedestrians. The area is frequented by children because of proximity to park and school.
- More local enforcement of parking, speeding and other traffic violations needs to be strictly enforced by law enforcement until commuters change their behaviour. Not being the one caught is still a deterrent as they all see other drivers being pulled over and dealt with as they pass by, thereby stressing the positive behaviour we are seeking.
- All of these proposals places more inconveniences on the local residents and they will become burdens on us more than being restrictions on commuters as we will have to deal with them much more often than any commuter "passing through".