

# Public Engagement Feedback Report

## Varennnes Boulevard Traffic Calming Study and Valin Street Active Transportation Project

### Background

The City's Neighbourhood Traffic Calming (NTC) Program received complaints from residents about speeding along Varennnes Boulevard. As a result, this street was reviewed by collecting and analyzing speed and traffic volume data. The results from the traffic survey concluded that Varennnes Boulevard met the criteria for a future traffic calming study to be initiated.

The study request was then added to the City's prioritization list of candidate traffic calming studies. In October 2024, the study moved to the top of the prioritization list and was initiated.

An Active Transportation (AT) Project is also being conducted along Valin Street from Charlemagne Boulevard to Portobello Boulevard. NTC is proposing cycling lanes along this section of Valin Street as per the Transportation Master Plan. Other safety measures are also being proposed especially near St. Peter Catholic High School.

Based on traffic data, coordination with various stakeholders, and project constraints, proposed concept plans have been developed.

The Varennnes Boulevard NTC plan includes:

- Varennnes Boulevard between Watters Road and Valin Street
  - 5 speed cushions. Speed cushions are being proposed along this section of the street because it is an OC Transpo route and a key emergency response route for Fire Services. Speed cushions allow large vehicles like buses and emergency response vehicles to straddle the cushions.
- Varennnes Boulevard between Tempo and Sheenboro Crescent (north)
  - Upgrade existing bus shelter pad on the east side.
- Intersection of Varennnes Boulevard and Sheenboro Crescent (north)
  - Curb-radii reductions on the northwest and southwest corners.
  - Accessibility upgrades on the northeast and southeast corners.
  - Painted crosswalks on the north, east, and west legs.
- Varennnes Boulevard between Watters Road and Valin Street
  - Painted cycling lanes. Please note that cycling lanes require curbside no-stopping restrictions. As a result, all on-street parking along Varennnes Boulevard will be removed if cycling lanes are implemented.
- Varennnes Boulevard between Watters Road and Corsham Avenue
  - Sidewalk on the south side.
  - Pedestrian refuge area on the south-west corner.

The Valin Street Active Transportation plan includes:

- Valin Street between Charlemagne Boulevard to Portobello Boulevard
  - Painted cycling lanes. Please note that cycling lanes require curbside no-stopping restrictions. As a result, all on-street parking along Valin Street will be removed if cycling lanes are implemented.
- Intersection of Valin Street and Northlands Drive
  - Accessibility upgrades at all four corners.
  - Ladder markings on the south and west legs.
  - Painted crosswalk on the east leg.
- Intersection of Valin Street and Varennes Boulevard
  - Ladder markings on the north and west legs.

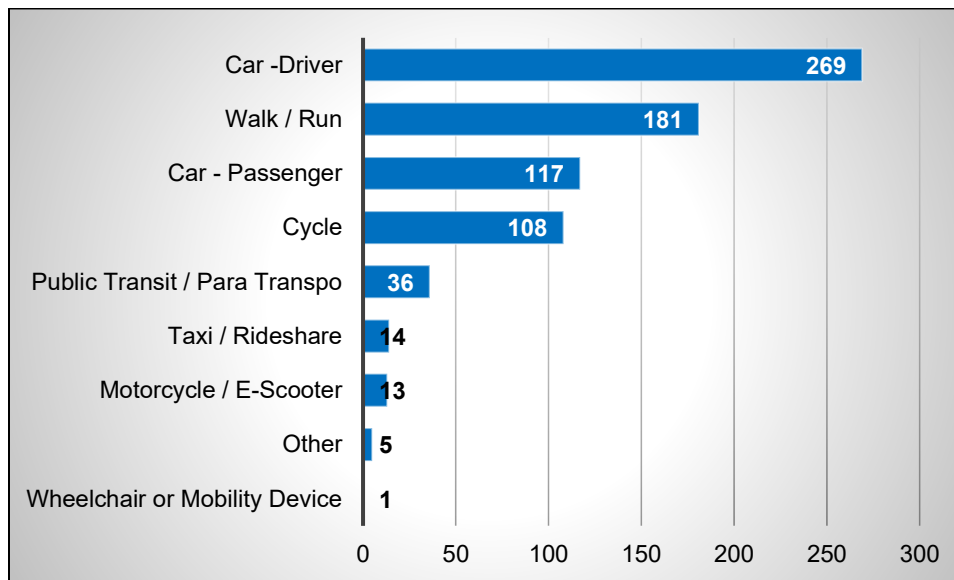
### **Public Consultation and Online Survey Results**

Over the spring of 2025, an online survey was conducted to gather feedback on the proposed traffic calming plan and active transportation plan. The following section includes the results from the online survey and summaries of the individual comments received. A total of 283 people completed the online survey. The online survey was available from April 8<sup>th</sup> to May 12<sup>th</sup>, 2025.

**1. What mode(s) of transportation do you use when travelling along Varennes Boulevard? (Choose all that apply):**

Response	Total # of responses
Car -Driver	269
Walk / Run	181
Car - Passenger	117
Cycle	108
Public Transit / Para Transpo	36
Taxi / Rideshare	14
Motorcycle / E-Scooter	13
Other	5
Wheelchair or Mobility Device	1

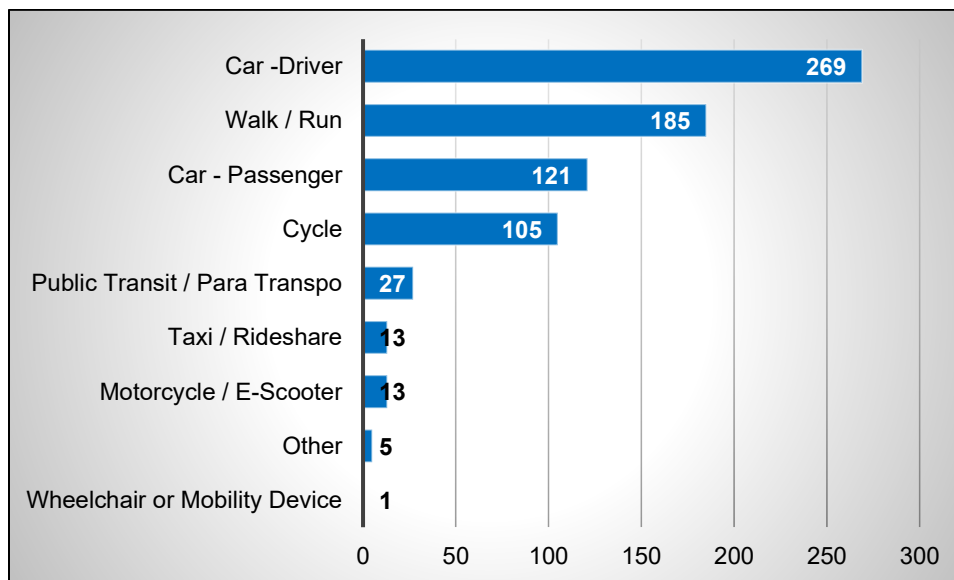
\*Total Number of Responses – 744



**2. What mode(s) of transportation do you use when travelling along Valin Street?  
(Choose all that apply):**

Response	Total # of responses
Car -Driver	269
Walk / Run	185
Car - Passenger	121
Cycle	105
Public Transit / Para Transpo	27
Taxi / Rideshare	13
Motorcycle / E-Scooter	13
Other	5
Wheelchair or Mobility Device	1

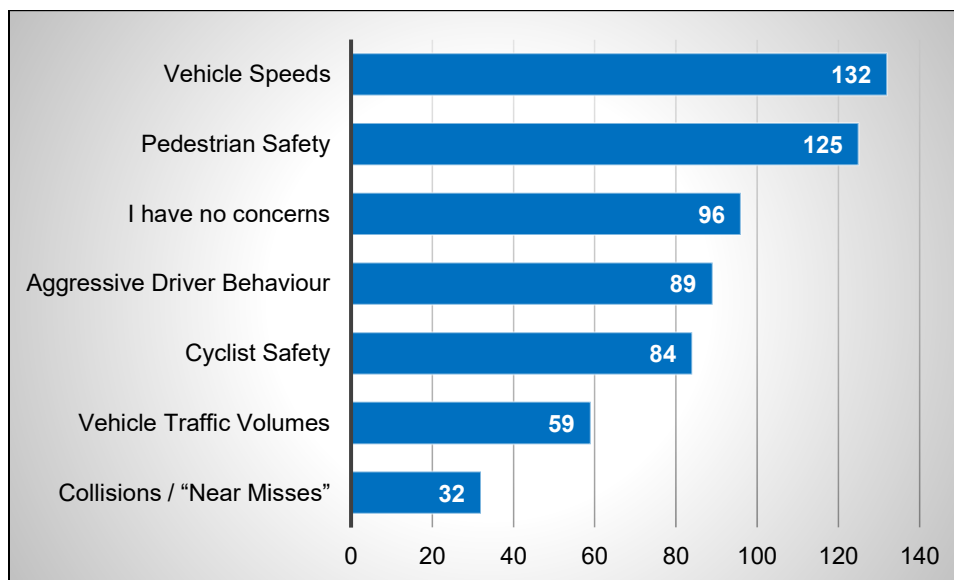
\*Total Number of Responses – 739



**3. What are your primary concerns when travelling along Varennes Boulevard?  
(Choose all that apply)**

Response	Total # of responses
Vehicle Speeds	132
Pedestrian Safety	125
I have no concerns	96
Aggressive Driver Behaviour	89
Cyclist Safety	84
Vehicle Traffic Volumes	59
Collisions / "Near Misses"	32

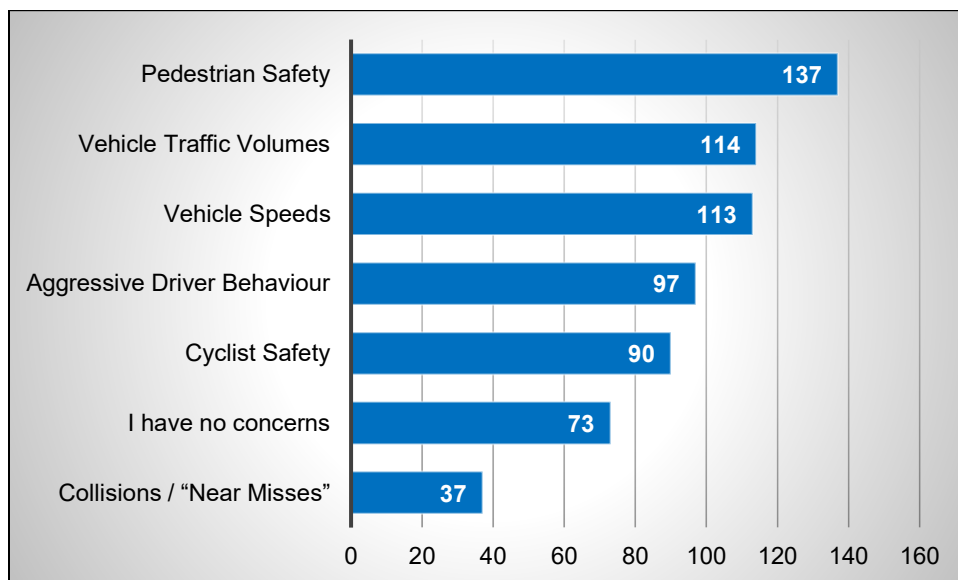
\*Total Number of Responses – 617



**4. What are your primary concerns when travelling along Valin Street between Charlemagne Boulevard and Portobello Boulevard? (Choose all that apply)**

Response	Total # of responses
Pedestrian Safety	137
Vehicle Traffic Volumes	114
Vehicle Speeds	113
Aggressive Driver Behaviour	97
Cyclist Safety	90
I have no concerns	73
Collisions / "Near Misses"	37

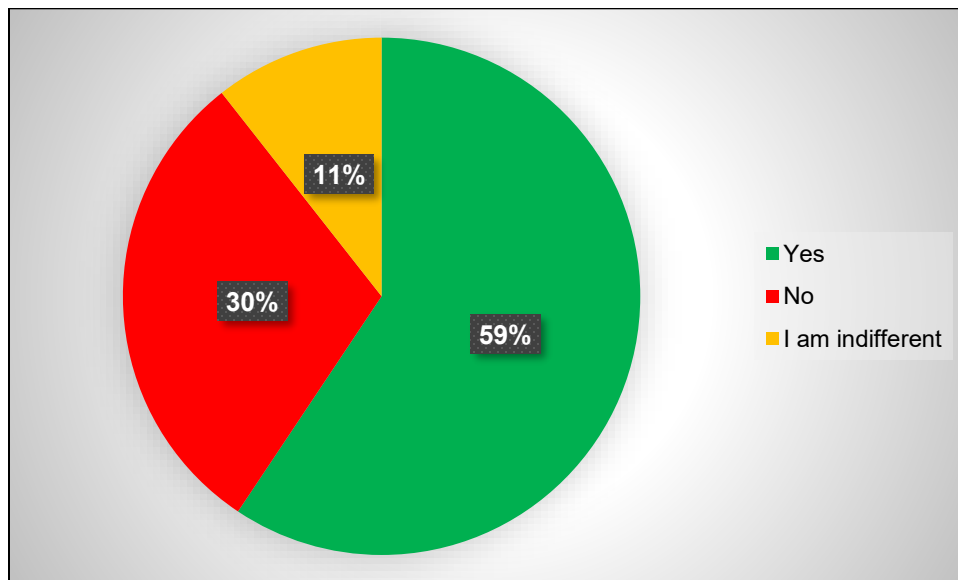
\*Total Number of Responses – 661



**5. The purpose of the traffic calming study is to recommend permanent roadway modifications intended to improve safety, primarily by reducing vehicular speeds along Varennes Boulevard. Are you supportive of traffic calming study along Varennes Boulevard?**

Response	Total % of responses	Total # of responses
Yes	59%	168
No	30%	85
I am indifferent	11%	30

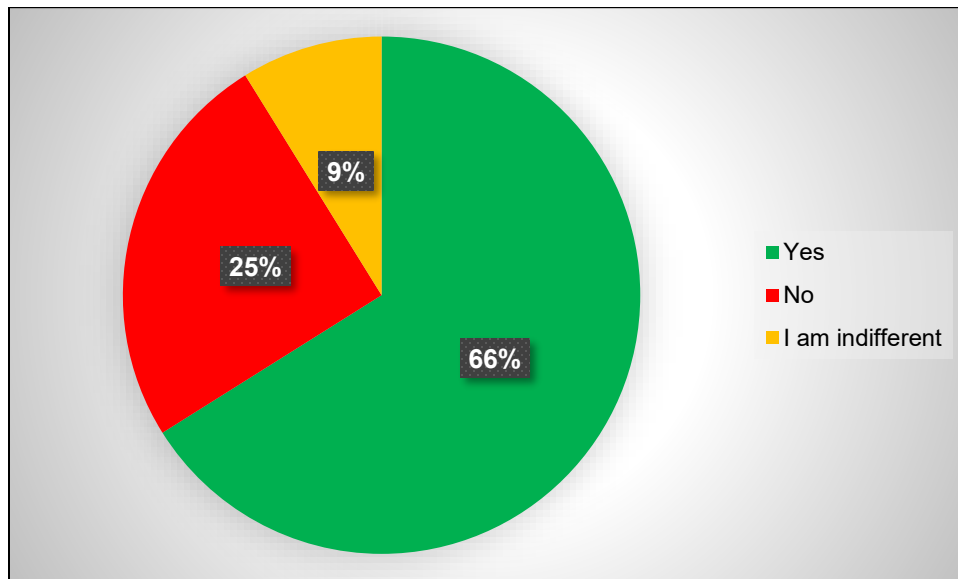
\*Total Number of Respondents – 283



**6. The purpose of this active transportation project is to recommend roadway modifications intended to improve pedestrian and cyclist safety along Valin Street. Are you supportive of an active transportation project along Valin Street?**

Response	Total % of responses	Total # of responses
Yes	66%	187
No	25%	71
I am indifferent	9%	25

\*Total Number of Respondents – 283

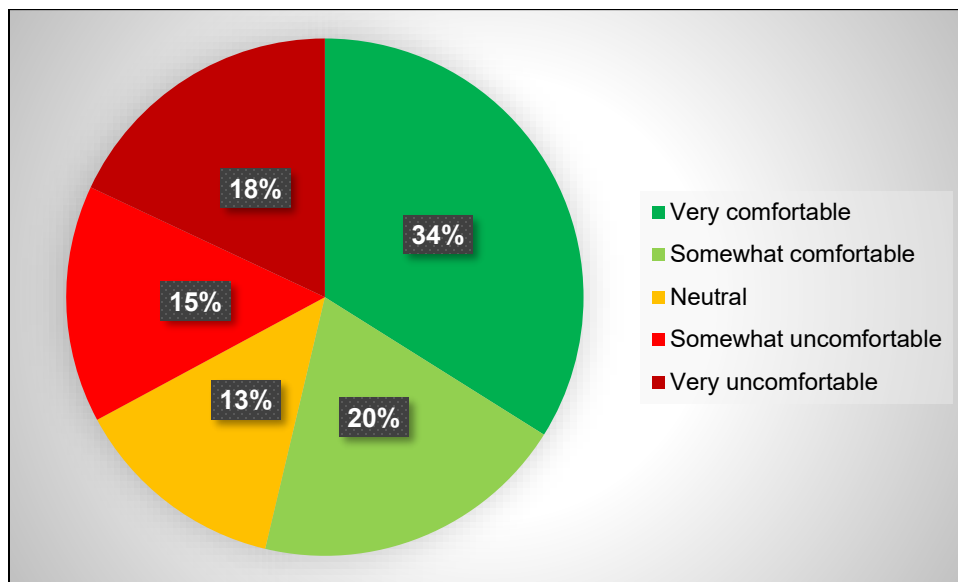




**7. Please indicate your level of comfort for the proposed concept plan along Varennes Boulevard.**

Response	Total % of responses	Total # of responses
Very comfortable	34%	96
Somewhat comfortable	20%	56
Neutral	13%	38
Somewhat uncomfortable	15%	42
Very uncomfortable	18%	51

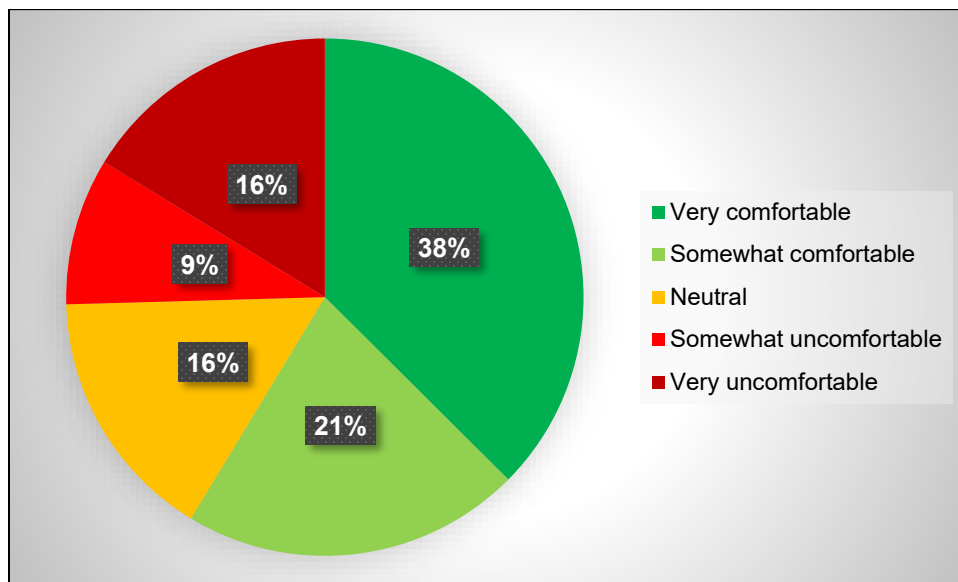
\*Total Number of Respondents – 283



**8. Please indicate your level of comfort for the proposed concept plan along Valin Street.**

Response	Total % of responses	Total # of responses
Very comfortable	38%	106
Somewhat comfortable	21%	60
Neutral	16%	45
Somewhat uncomfortable	9%	26
Very uncomfortable	16%	46

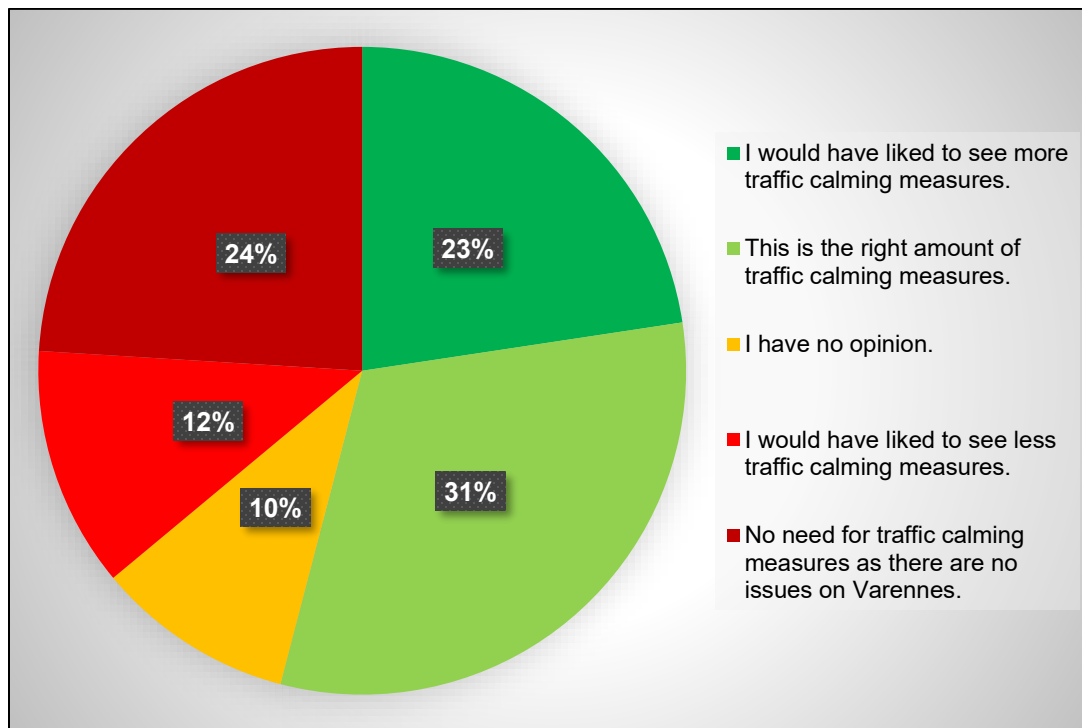
\*Total Number of Respondents – 283



**9. Please indicate your observations for Varennes Boulevard.**

Response	Total % of responses	Total # of responses
I would have liked to see more traffic calming measures.	23%	64
This is the right amount of traffic calming measures.	31%	89
I have no opinion.	10%	28
I would have liked to see less traffic calming measures.	12%	34
No need for traffic calming measures as there are no issues on Varennes.	24%	68

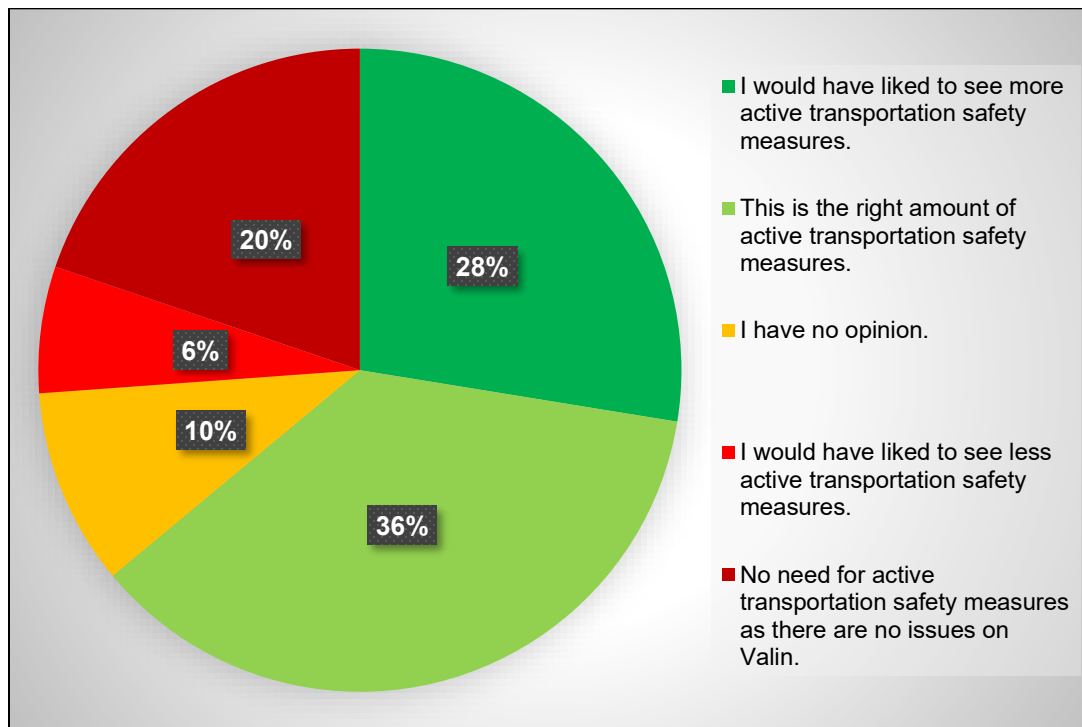
\*Total Number of Respondents – 283



# 10. Please indicate your observations for Valin Street.

Response	Total % of responses	Total # of responses
I would have liked to see more active transportation safety measures.	28%	78
This is the right amount of active transportation safety measures.	36%	103
I have no opinion.	10%	28
I would have liked to see less active transportation safety measures.	6%	18
No need for active transportation safety measures as there are no issues on Valin.	20%	56

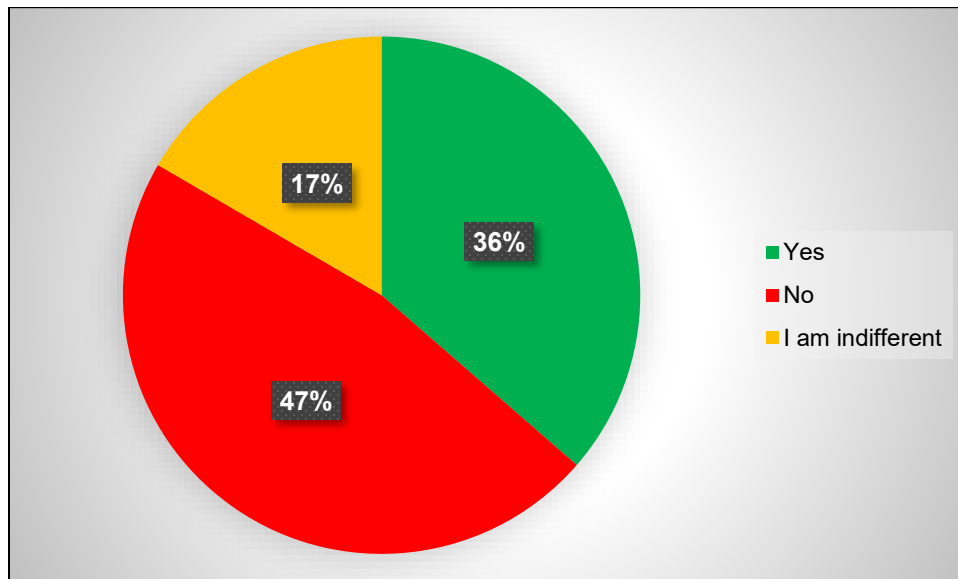
\*Total Number of Respondents – 283



**11. Introducing cycling lanes will result in the loss of all on-street parking along Varennes Boulevard. Do you support the removal of on-street parking in exchange for cycling lanes?**

Response	Total % of responses	Total # of responses
Yes	36%	103
No	47%	133
I am indifferent	17%	47

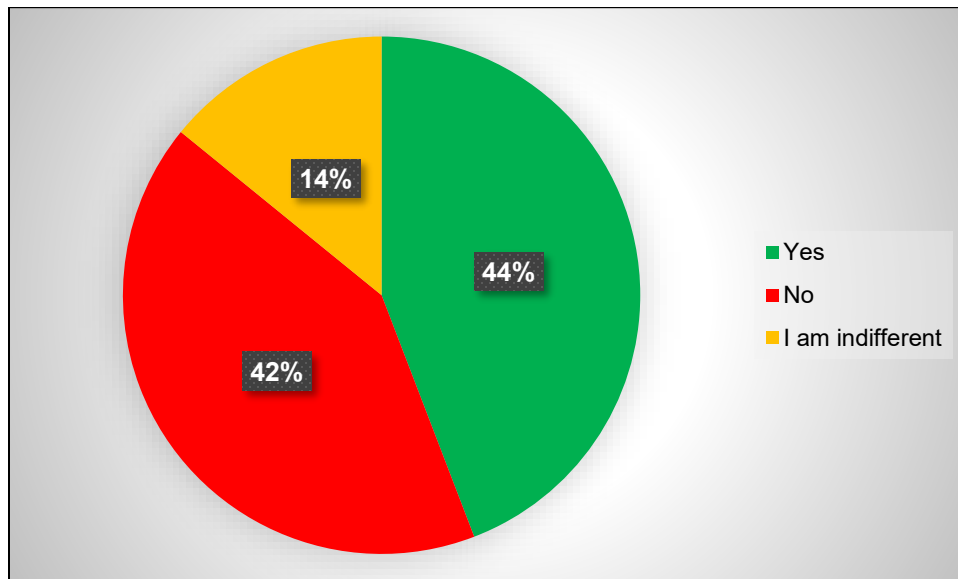
\*Total Number of Respondents – 283



**12. Introducing cycling lanes will result in the loss of all on-street parking along Valin Street between Charlemagne Boulevard and Portobello Boulevard. Do you support the removal of on-street parking in exchange for cycling lanes?**

Response	Total % of responses	Total # of responses
Yes	44%	125
No	42%	118
I am indifferent	14%	40

\*Total Number of Respondents – 283

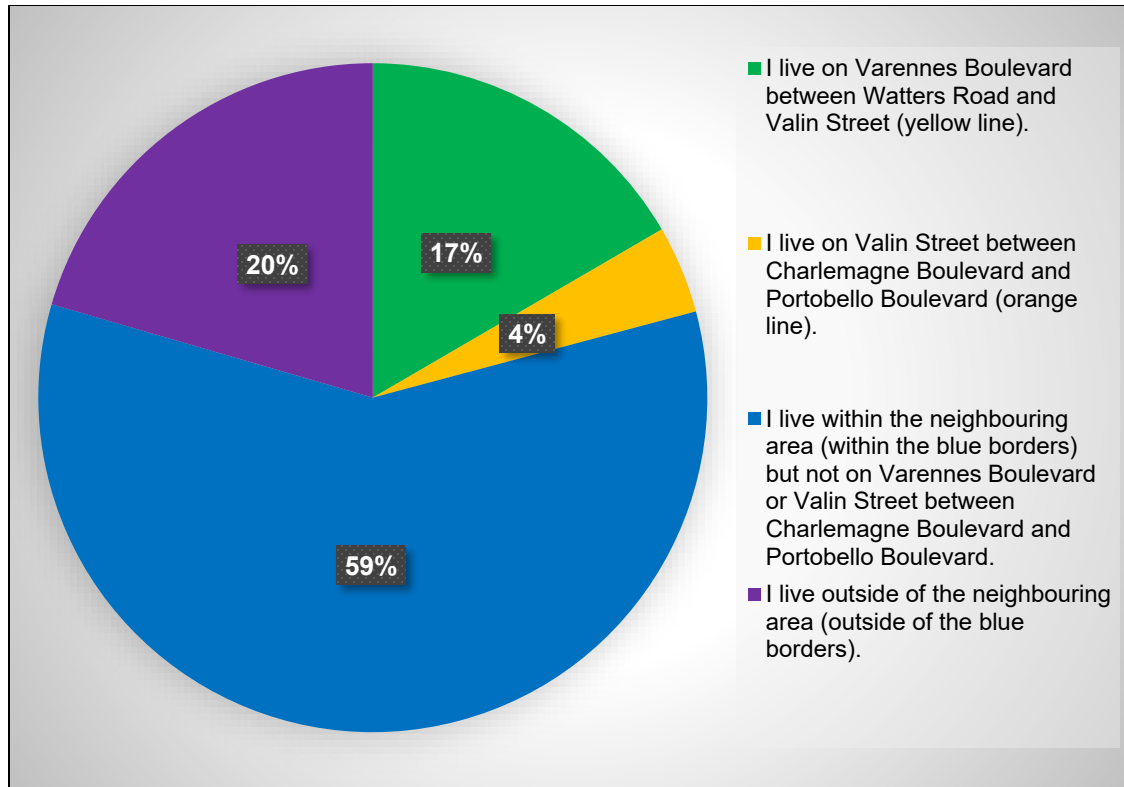


13. Where do you live in relation to this project's study area? This information will be used to help determine the general geographical distribution of respondents who complete the survey.



Response	Total % of responses	Total # of responses
I live on Varennes Boulevard between Watters Road and Valin Street (yellow line).	17%	47
I live on Valin Street between Charlemagne Boulevard and Portobello Boulevard (orange line).	4%	12
I live within the neighbouring area (within the blue borders) but not on Varennes Boulevard or Valin Street between Charlemagne Boulevard and Portobello Boulevard	59%	166
I live outside of the neighbouring area (outside of the blue borders).	20%	58

\*Total Number of Respondents – 283





**14. Do you have any general comments regarding the overall proposed concept plans or any comments about specific proposed measures at particular locations? Comments have been summarized.**

<b>Speeding/Speed Limits</b>
A 30km/h speed limit is too severe.
Drivers are exceeding the existing speed limit by more than 20km/h.
Supports speed limit reduction.
Frequent speeding down Varennes.
Speed control is needed along Varennes between Valin and Sheenboro.
Install a speed camera on Varennes instead of traffic calming.
<b>Permanent Traffic Calming Measures</b>
Prefers raised intersections and crossings.
Prefers speed bumps.
Speed cushions are unnecessary.
Reduce number of proposed speed cushions to 3.
Drivers will only accelerate again after speed cushions.
Corner tightenings at Varennes and Sheenboro will not solve the issue.
Prefers speed camera.
Crosswalk is ineffective.
Speed cushions will slow emergency vehicle response times.
Roadway obstructions such as speed cushions are dangerous and do not slow traffic.
Prefers speed tables.
Implementation of traffic calming measures will redirect traffic to other roads.
Speed cushions will contribute to additional wear and tear on vehicles.
Existing traffic calming measures are sufficient.
Additional calming measures are needed between 7:30-8:15 AM and 1:45-2:30 PM to accommodate school pick up and drop off.
Speed cushions are justified on Varennes but not Valin.
<b>Temporary Traffic Calming Measures (flex stakes, speed boards, pavement markings)</b>
Prefers speed boards.
Existing northbound speed board on Varennes does not adapt to speed limit reduction during school hours, resulting in 'acceptable' readings for drivers who are less than 10km/h over the posted speed limit.
Flex stakes should be installed earlier in the spring.
<b>Traffic Volume / Congestion</b>
Congestion during school pick up/drop off hours makes it difficult for residents to leave their driveways.
Traffic volume during school pick/drop off hours is creating unsafe conditions.
Implementing cycling lanes on Varennes or Valin will increase periodic congestion generated by pick ups and drop offs and will create congestion on side streets.

Have school drop off and pick up on the school properties instead of the current roadway locations.
Traffic congestion at Valin and Northlands is awful. Lots of people drop their kids off on Valin and traffic cannot pass them.
School buses cannot turn left out of St. Peter's Catholic High School and drivers cannot turn left from Northlands to Valin because there are kids crossing at both crosswalks.
Drivers will drop off their kids on the side streets if cycling lanes are implemented which will cause congestion.
<b>Pedestrian / Cyclist Safety</b>
Prefers protected bike lanes.
New bike lanes are not needed.
Sidewalks on Varennes need repairs or are inaccessible.
Supports pedestrian crosswalk at Valin and Northlands.
Corner tightening will put cyclists at risk.
Addition of bike lanes will create negative interactions between cyclists and motorists during school drop off and pick up.
Recommends crossing guard to direct students and pedestrians at Valin and Northlands.
The majority of cyclists in the area are children, who can use the sidewalk.
Residents exiting their driveways may put cyclists at risk.
Bike lanes are unnecessary, as they would not be used in the winter.
Prefers single-file signage to dedicated bike lanes.
An additional crosswalk between Rumford and Winterport is needed.
Speeding cars are creating unsafe situations for pedestrians and cyclists.
Not enough cyclists to justify the addition of a bike lane.
Pedestrians are behaving irresponsibly and unsafely, crossing streets while distracted.
Introduction of bike lanes will restrict access to Canada Post mailboxes.
Requests additional sidewalk along Varennes between Watters and Como.
The addition of bike lanes will address issues caused by street parking.
<b>Stop Controls</b>
Vehicles roll through or do not stop at Varennes and Sheenboro.
Vehicles roll through or do not stop at Varennes and Valin.
Vehicles roll through or do not stop at Valin and Northlands.
Existing stop signs are ineffective.
<b>Intersection Safety</b>
Drivers behave aggressively at Varennes and Sheenboro.
Aggressive behaviour is more often demonstrated by drivers proceeding straight through along Varennes.
Drivers are careless during school pick up and drop off.

<b>Enforcement</b>
Enforcement of bylaw on vehicles parked on Valin for extended periods during school hours.
Insufficient enforcement of traffic rules.
Financial repercussions are needed for violators of traffic rules.
Additional enforcement will be required to prevent vehicles from parking in bike lanes.
Police presence is needed to enforce stop signs.
<b>Parking</b>
Removal of on-street parking will divert parked cars to Sheenboro and other nearby areas.
Supports street parking removal.
Removal of on-street parking will impede pick up and drop off for St. Peter's Catholic High School and Trillium Elementary School.
Removal of on-street parking will reduce or eliminate guest parking for residents.
Removal of on-street parking will limit use of Varennes Park, especially during athletic events.
Recommends construction of parking lot for or closure of Varennes Park if street parking is removed.
Requests additional data be gathered on parking occupancy during school pick up/drop off and sporting events.
Implement no-stopping signage on Como at the path vicinity to Charlemagne (near St. Peter's Catholic High School) if the bike lanes are implemented.
Implement no-stopping or no-parking on school days (7:00am-9:00am and 1:00pm-3:00pm) on Como.
Drivers using the parking on Varennes for sports activities at the park will park on the side streets if cycling lanes are implemented.
<b>Visibility</b>
Flex stakes impede visibility.
Addition of bike lanes and removal of on-street parking will improve visibility.
Pick up and drop off during school hours is impeding visibility.
Trees are obstructing visibility at intersections such as Rumford and Varennes.
<b>Miscellaneous</b>
Amount of signage along the corridor seems excessive.
Measures must be cost-effective.
School pick up and drop off are the only problems with this area.
Waste of taxpayer money.
Dissatisfied with inefficacy of existing traffic calming measures.
All issues are on Valin, not Varennes.
Existing conditions are fine.
City should focus spending on higher-value projects.
Previously installed traffic circle has been ineffective.
Previously installed traffic circle has already resolved traffic issues in the region.
Would like to see trash cans installed along Varennes near Trim.

Other Streets / Areas of Concern
Northlands.
Warden.
Sheenboro.
Princess Louise.
Charlemagne.
Watters.
Portobello.
Como.
Duplante.
Lisbon Street.
Trim Road.
Measures should be extended to encompass all of Valin.