

Appleford Street Accelerated Neighbourhood Traffic Calming Study

As We Heard It (AWHI) Report – Fall 2023

Background

The Appleford Street Accelerated Neighbourhood Traffic Calming (NTC) study was initiated in response to speeding concerns raised by residents of Appleford Street. Upon review, a conceptual plan was prepared and proposed the installation of 6 speed humps on Appleford Street between Blair Road and Ogilvie Road. An online public consultation was undertaken in the fall of 2023 to share the proposed conceptual plan and seek feedback from residents. The survey was available from September 11th to September 29th, 2023. A total of 151 respondents completed the survey.

This AWHI report contains the results of the online survey.

Online Survey Results

The results of the online survey are presented in the following section as well as a summary of all comments received through the survey, and by email or phone call.

Question #1: How comfortable are you with the proposed plan?

Overall, 58% of respondents indicated they were very or somewhat comfortable with the proposed plan while 34% indicated they were very or somewhat uncomfortable and 8% indicated they were neutral. The chart below shows the breakdown of responses to this question.

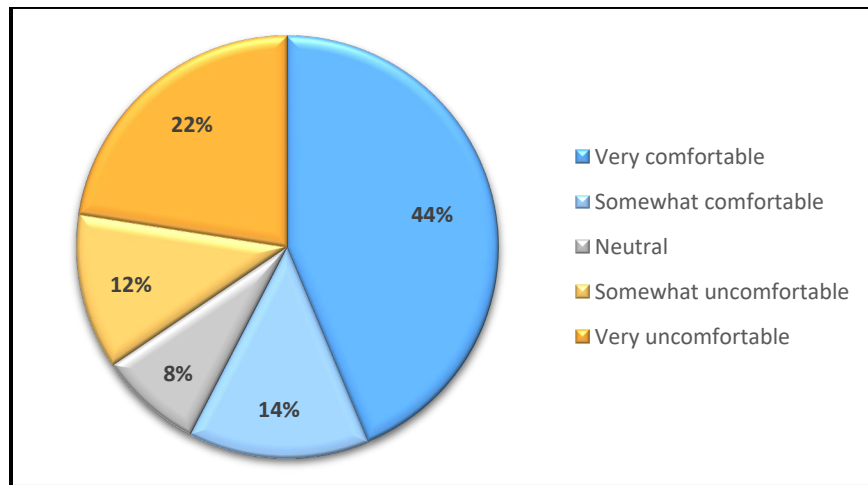


Figure 1: Comfort levels among all survey respondents

- 44% of respondents indicated they were very comfortable
- 14% indicated they were somewhat comfortable
- 8% were neutral
- 12% indicated they were somewhat uncomfortable
- 22% indicated they were very uncomfortable

Question #2: Where do you live?

The image below (Figure 2) shows the area surrounding Appleford Street in the vicinity of the proposed plan and is denoted by the blue border.

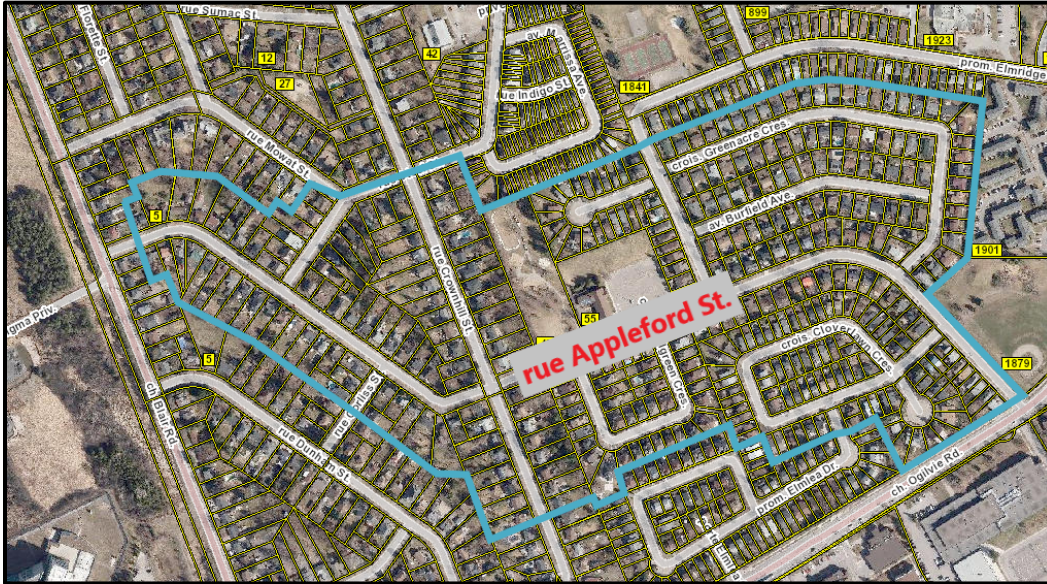


Figure 2: Aerial view of Appleford Street and neighbouring areas

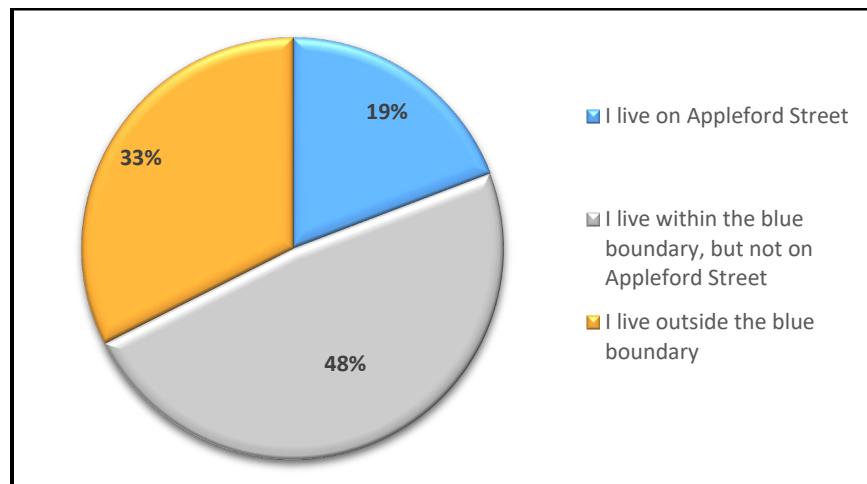


Figure 3: Survey responses by area of residence

- 19% of respondents live on Appleford Street
- 48% of respondents live within the blue boundary, but not on Appleford Street
- 33% of respondents live outside the blue boundary

Comfort Levels by Area of Residence

The following chart correlates the comfort levels with the areas of residence of survey respondents.

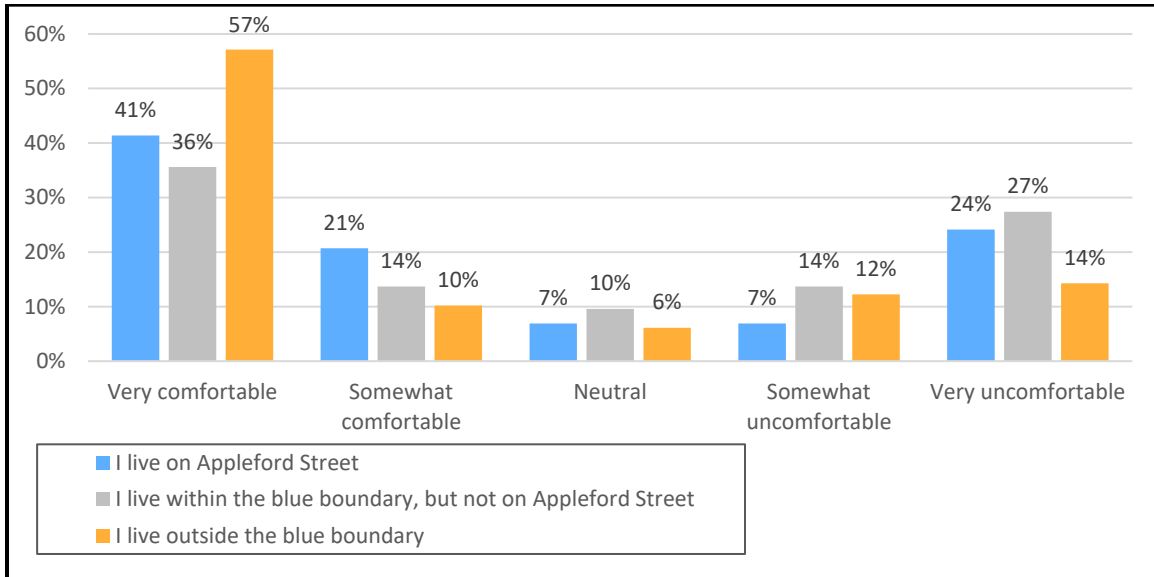


Figure 4: Comfort levels by area of residence

Among residents who live on Appleford Street:

- 41% are very comfortable with the proposed plan
- 21% are somewhat comfortable
- 7% are neutral
- 7% are somewhat uncomfortable
- 24% are very uncomfortable

Among residents who live within the blue boundary but not on Appleford Street:

- 36% are very comfortable with the proposed plan
- 14% are somewhat comfortable
- 10% are neutral
- 14% are somewhat uncomfortable
- 27% are very uncomfortable

Among residents who live outside the blue boundary:

- 57% are very comfortable with the proposed plan
- 10% are somewhat comfortable
- 6% are neutral
- 12% are somewhat uncomfortable
- 14% are very uncomfortable

Public Commentary

The following table provides a summary of the individual comments received from survey respondents, as well as responses received from residents via phone call or email. The comments have been classified based on the general category of support or concern. It should be noted that some of the received comments fit into more than one category.

Table 1: Open comments classification

Comment Category	Number of Comments
Support proposed plan/traffic calming in general	31
Traffic calming measures should also be considered on surrounding streets	17
Speeding is an issue on Appleford Street	16
Against proposed plan/traffic calming in general	16
Cut-through traffic is an issue on Appleford Street	12
Concerned with negative effects of speed humps	11
Other measures in addition to speed humps should be considered on Appleford Street	9
Measures other than speed humps should be considered on Appleford Street	9
There are too many speed humps in the proposed plan	8
Existing temporary traffic calming measures (speed board, flex stakes) are enough	5
Proposed plan may negatively affect surrounding streets	4
Location of speed humps in proposed plan should be modified	2
There aren't enough speed humps in the proposed plan	2
Speed humps have limited effectiveness	2