

Appendix D

Approval Poll – Open-ended Question Responses

South National Street (Pillette to Jefferson) Traffic Calming

Do You Have Any Further Comments?
Not a good idea.
I travel quite regularly using Wyandotte east of Jefferson. The only options to access Wyandotte would be to drive west down South National to Pillette and down to Wyandotte to go east or turn right (because no left) onto Jefferson to Tecumseh to Lauzon Parkway to Wyandotte. This not only adds to time drive time but adds to fuel costs. Pillette north of the tracks is already congested at most times. This is the same issue with Jefferson south of the tracks. This area is already quite busy and backed up regularly. All this will do is make this problem worse. South National doesn't have a lot of traffic so I'm not sure why we need a crosswalk light. Myself and many others use the bike path to bike, rollerblade, walk our dogs ect. I've never seen anybody have trouble safely cross the street. Like I said we just don't have a steady traffic it's very sporadic. I do agree we need some barriers along the path but I'd prefer cement flower pots that could beautify the area. The reason this area has asked for this and traffic calming is not because of the amount of traffic that is on South National but those few that like to use this street like a drag strip. There is a small percentage because it is such a long street like to speed, do burn outs or just see how fast their bike/car can go. It happens all year long with the summer being the worst. You hear bikes screaming going full out and vehicles doing burn outs all hours of the night. I've also seen impatient drivers use the bike lane to pass vehicles that aren't moving fast enough for them. The bike lane is used a lot and sooner or later someone is going to get hurt. We used to have a regular police presence on South National which curbed this behavior...I know because they would park on our corner on Courtland. It's not that we need fewer vehicles using South National, we need to control those that seem to think it's their personal drag strip.
The people cannot turn left from South National to Jefferson and that is how she would get out of her driveway.
Typical of the city doing things the hard way . Why not just put a light at Jefferson. I use this route frequently and if Jefferson traffic going North used their turn signals properly,I think there would be far fewer accidents. I personally never have seen a single accident. I do think people travelling on Jefferson travel a bit to fast while those on South national usually don't speed in my view...My opinion is the city is fixing things that aren't broken....It is also a waste of taxpayer dollars....!
I live on the north side of the south national tracks and something has to be done , it's like a mile long drag strip and it goes on nightly , put in speed bumps !
When can we expect it to proceed
Area residents will be forced to use the dangerous Wyndotte/Pillete intersection to access the Riverside area if you take away the left turns at Jefferson.
I frequently turn left off Jefferson onto South National.
An additional railway crossing is needed as well as a light at this crossing
To add to my previous comments, speeding isn't really an issue here, there are only FIVE houses and 1 commercial property fronting on this entire 1 mile stretch of Jefferson->Pillette..to lose the ability to travel easily and quickly from Jefferson to Pillette, means longer travel times(by needing to deal with traffic and traffic lights on Wyandotte or Tecumseh) and needless idling /wasting gas. Why would we do this when have a perfectly flowing east/west artery route. This would also create more traffic/congestion on both Wyandotte and Tecumseh....Who would benefit??? the people in the FIVE houses???What would be the advantage of doing this???? sincerely Robert Collins
Speed tables - No; Barriers along the walkway on the North side of South National adjacent the rail road for pedestrian safety - Yes; Restricting left turns onto Jefferson - No; Addressing sightline issues at Jefferson and South National - Yes
There should be small more gaps in the traffic calming curb to allow easier access to the protected area for people walking and wheeling. People in wheelchairs can't simply step over the curb.

Why not just put an advanced green traffic signal at Jefferson?
I love the no left turn from S National St to Jefferson. Not sure the effectiveness of the planters, but I like the idea of engineered roads to reduce speeds rather than just posting signs and painting lines.
There should traffic calming throughout the entire city. It's ridiculous the amount of accidents and pedestrian fatalities in this city due to bad driving!
Need 3 way stop at Balfour & Coronation. Because Coronation deadends at Balfour people assume there is a stop sign for Coronation. Been almost hit a few times because people expected me to stop.
I live on the other side of the train tracks and especially during the warmer months we can hear cars and motorcycles racing down south national all the time.
This whole project and road are being thrown out the window for how it was intended and used for. The road was installed, to stop people from cutting across CNR (now VIA Rail) property and give access to Tecumseh road and Tecumseh. The road was only put into place from Pillette to Jefferson, as their was building constraints from George ave to Pillette. The road let users get to the town of Tecumseh and Green Giant and other areas. This was before Wyandotte went through and Riverside was having high potential of flooding over. The whole idea was to make the ease of getting from Walkerville to the Warehouse houses was easy route and between and not have a problem. Now move ahead 50+ years, we have changed somewhat, but still Wyandotte does not go into Tecumseh without a zigzag and it goes into neighborhoods, not into the core, Riverside is very residential, while south national is by it self and minimal housing and is a bypass and goes between 2 main arteries. Removing the left, just moves the users to go to Wyandotte at Jefferson. You also have to realize the secondary use of South National was to connect to Seminole/Shepard (originally called Seminole to the west end). Yes the mini zigzags help people get around and also not worry about the wyandotte viaducts and the original design of wyandotte as a 2 lane road for most of Riverside to past pilette village to Walkerville and to the city core. Maybe instead of taking the left turn out, put a street light at Pilette and Jefferson on both ends. It will help the left turn people. Maybe work with Via Rail and also take out a couple houses and widen the Jefferson and South National corner, add-on a street light and work with the railroad. Most accidents happen at Jefferson and South National, after a train has cleared or a train is working around the crossing and the gates go up and down and people are at a rush. Work with Via Rail to fix that. Yes adding in big speed bumps might help, but putting in a 3 way stop at Ford Ave is good and maybe 1 more along that route, to help slow down people. Look at those options. Lots of things can be done and fixed with out major changes.
I believe this would cause other disturbance issues, rerouting traffic with much more difficulties. I believe Balfour St. would become a raceway as well as other neighbouring streets and be a credible danger to residents and children. This calming proposal would only create more congestion in other areas less equipped to handle to on slot of additional traffic in otherwise calm residential streets which I'm sure is unacceptable to a greater number. This is definitely not beneficial for East Gate Estates residents to which there are 125 units. In particular parking lot #'s 1 & 2 where there are at least 30 units left unable to access from Jefferson Ave. This is not the correct answer.
Your proposal for no lt. turns will not work until people stop speeding over the tracks. Getting out of our driveways can be a problem. We can't see them until they are on top of the tracks and then they are going so fast that they start laying on their horns. Also they are going to start turning around in our driveways, which they do already when there is a train.
I support most of the measures However I do not agree with eliminating left hand turns onto South National from Jefferson.
He has a few questions about the diversion of traffic before he can change his opinion
We are all for it!!! should have come sooner
I drive South National every day to and from work. I do not witness cars speeding recklessly during my commute. Occassionaly there will be radar traps set up that seem to keep the drivers in check. I myself (to be honest) will slip a bit past 50, but NEVER past 60 at anytime on the road.
I think it would be more effective to simply have a police officer who is ticketing offenders. I drive this street 5-10 times per week. Yes people speed. They drive in the bike lane. But I have never, in 22 years of living here seen a police officer on South national. Ever.
3 stop at jefferson and south national to many accidents
Pillete from Seminole to Riverside needs assessment. There has been pedestrians killed, and I watch Brennen high school students try to cross Pillete dangerously daily. Absolutely they drag race and speed down south national. Very dangerous. There needs to be better crossing at S. National and at Ontario.

As a person that uses this stretch for running and cycling, I am in strong support of the traffic calming plan. It will make it safer for the area, especially a new median at Jefferson and South National St. to prevent left turns.
No need waste of time and money
Though the radar provided by the police is quite adequate. It isn't effective enough because it isn't frequent enough. Installing speed bumps will result in damages to vehicles just doing the speed limit. Also those that use the road as a drag strip will lose control of their vehicles much easier
Some of the concepts here are good, but I don't think that removing the left turn from Jefferson onto South Nation will help traffic in the area. I think the main problem is the left turn from South National onto Jefferson. I take this route every day and you have a decent line of sight to turn onto south national, but it's really hard to see turning left onto Jefferson, you have to pull up well beyond the stop line on the road to even kinda see.
If left turns are prohibited from South National to Jefferson there will be rear end collisions from drivers attempting to turn around in driveways on the east side of Jefferson so they can go northbound. A traffic light would be better at this intersection.
I believe that instead of eliminating left turns at Jefferson, a tragic signal should be installed. Ever since I started driving 56 years ago, it was obvious that a traffic light was needed there, not just a flashing red/amber. Traffic at Pillette and Wyandotte turning right is dangerous with limited sight lines and busy at most hours. An alternative route is needed, going to the east. Train traffic and the occasional train blocking the Pillette route make another route to the east imperative.
The median on Jefferson to prevent people from turning left is how the residents get to their homes. This issue caller does not agree with it. The turn left from South National to Jefferson is more dangerous because the tracks are there and you cannot see the oncoming traffic. The traffic would just be re routed up Balfour. Survey completed by 311 staff
I live right on South National and cannot wait to see the improvements that will slow the traffic. Sometimes, I think a car is going to come right in my front room. So thank you sooooo much for doing all this work to make it safer on this street!!
I don't think they should stop the left hand turn off of Jefferson also there are to many speed bumps
We should be able to turn left onto South National from Jefferson instead of having to congest Jefferson at Wyandotte to drive west.
left hand turn from Jefferson to South National is his cause for disagreement- still wants to be able to make the left hand turn
major concern is the no left turn coming from Jefferson to South National.
I don't believe the turning left from Jefferson to South National should be taken away...this is only going to cause more gridlock and traffic at Jefferson and Wyandotte further up for anyone needing to turn left onto Wyandotte
Would support if not for speed bumps and median on Jefferson preventing left turn. That would effectively make the street unusable for most.
We do not agree with the proposed median at Jefferson and South National
311 on behalf of resident. Would support speed humps. USA has mobile bumps. Flexible and movable. This would be a good solution as they could be used where needed.
I would agree to the purposed speed tables, traffic calming curb and planters, crossover and crossings. I oppose the median at Jefferson as it restricts access to Wyandotte, potentially restricting emergency vehicle access. This would cause Pillette to become more congested with traffic and cause unsafe conditions for pedestrians and drivers alike.
No left turns at Jefferson. How far must one go when the only other cross streets to Wyandotte are Pillette or Lauzon. A cross walk for who ? People just cross at the ends of their streets . No one is walking all the way to this costly crosswalk when I can just cross over wherever? I have no idea what your speed table even means . I live on the corner and have never had an issue crossing. I do have a problem with the speeders and now we have city buses on this stretch of the road. Talk about traffic calming. How about we address all the cars that pull over and stop on the walkway on the railroad track side of the road with the walking / biking path.
if people are walking on the space between the railroad tracks and the street (pedestrians and cyclists) - a concrete barrier would be suggested

I like the planters. It's very annoying to see so many vehicles that park along the MUT. Also, the intersections at Jefferson and Pillette are extremely tricky for cyclists. I truly hope they will be tested by bike by the traffic folks planning these changes so they can experience this for themselves. I would never want any children to cross with their bikes at these two intersections.

Cars driving on the shared use sidewalk/bike path are an issue. Usually to pass someone turning left, but sometimes just because of inattentive drifting. It's very scary some times. Protected barrier is required to prevent death.