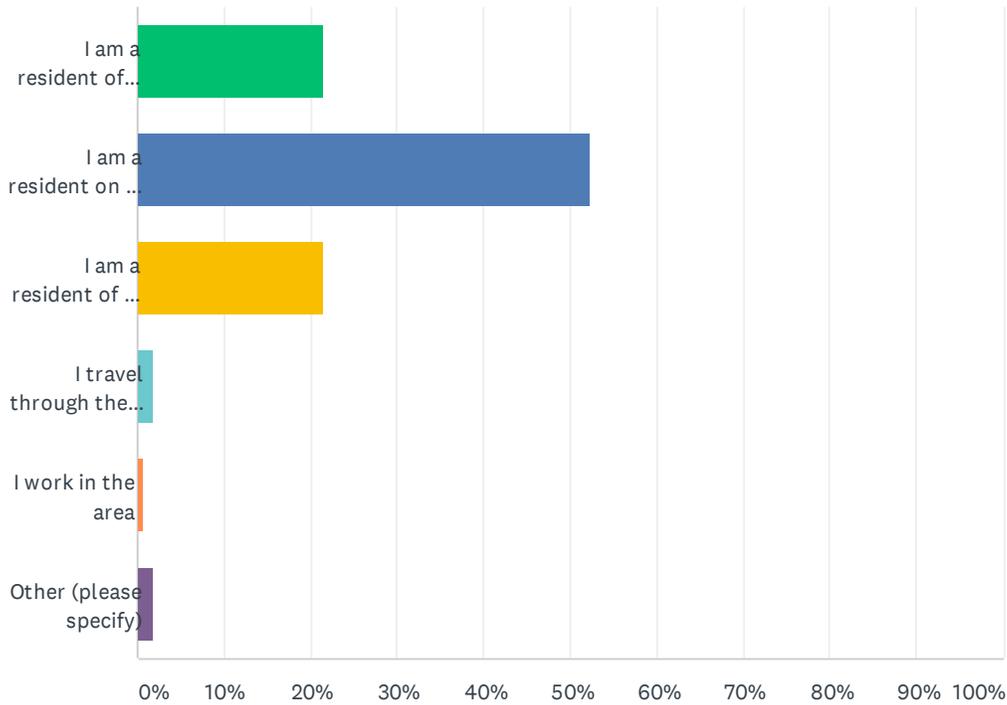


# Appendices

Appendix A –  
Online survey  
results

## Q1 Please choose the statement that applies best to you.

Answered: 153 Skipped: 1

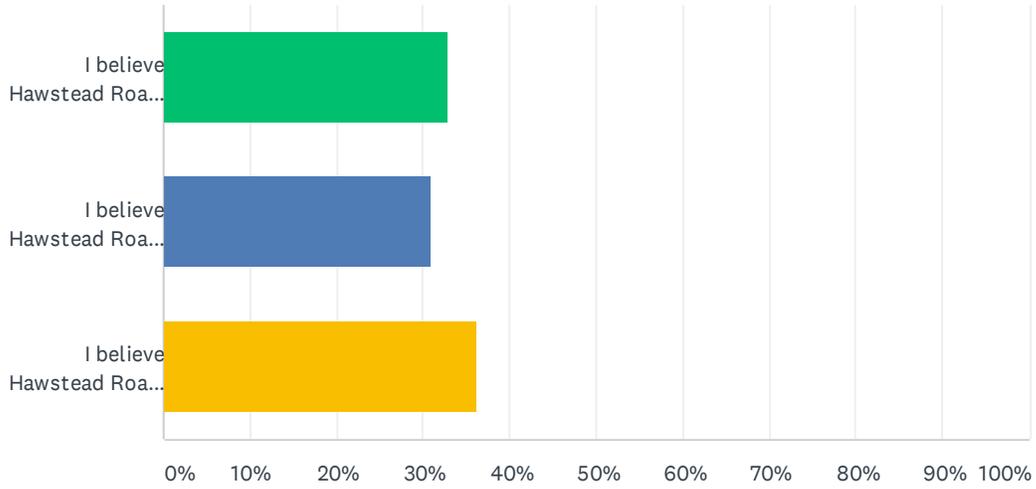


ANSWER CHOICES	RESPONSES	
I am a resident of Hawstead Road	21.57%	33
I am a resident on a street adjacent to Hawstead Road	52.29%	80
I am a resident of the neighbourhood	21.57%	33
I travel through the area	1.96%	3
I work in the area	0.65%	1
Other (please specify)	1.96%	3
<b>TOTAL</b>		<b>153</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Access road on Bairdmore used for rerouting	2/24/2021 7:20 PM
2	I live at the curve on Kendale drive	2/24/2021 4:34 PM
3	I have family member that we visit and we use Hawstead to get the destination.	2/23/2021 7:54 PM

## Q2 Please choose the statement that most closely aligns with your views

Answered: 152 Skipped: 2



ANSWER CHOICES	RESPONSES	
I believe Hawstead Road has an issue with cut-through traffic that needs to be addressed	32.89%	50
I believe Hawstead Road has a minor issue with cut-through traffic	30.92%	47
I believe Hawstead Road was fine prior to this pilot	36.18%	55
<b>TOTAL</b>		<b>152</b>

### Q3 Please explain:

Answered: 121 Skipped: 33

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	Not sure that the numbers of cars that were counted daily is a true reflection, I cannot wrap my head around those numbers.	2/28/2021 1:32 PM
2	I believe there is no problem with traffic on Hawstead.	2/28/2021 11:53 AM
3	I have lived here 20+ years. Although volumes have increased, (especially since the reduction of speed limits in the school area) - the volume is not that great. Even 30 years ago, it was a busier street than most - and that's the way it is. There are many much busier streets than Hawstead Road.	2/28/2021 11:32 AM
4	City engineers and our local councillor agree that Hawstead was designed as FEEDER STREET. New subdivisions created more traffic volumes for east west traffic and all feeder streets had an increase in numbers. I live near Hawstead and use this route regularly. In 15 years there has never been an issue with heavy traffic on this street. I firmly believe the 2000 car a day tally is highly inflated. Speed is never an issue. The lack of a sidewalk or service roads is the problem and this should have been addressed by the city when they chose to make this route a feeder street between Bairdmore and Kirkbridge. The street needs to have a sidewalk for occasional pedestrians.	2/28/2021 10:51 AM
5	Proper city planning of adjacent areas and street closures has prompted Hawstead to become a bigger cut through (as it was always a through street for adjacent streets) with higher volumes of traffic and SPEED (that the city refuses to acknowledge).	2/28/2021 10:29 AM
6	Due to lack of city planning, we are now faced with a significant pedestrian safety issue on Hawstead that needs to be addressed. The current expedited pilot (led by a handful of residents and supported by Janice Luke's) has left our precious community with more issues, severe concerns and a temporary solution that is inconvenient and doesn't address key issues of pedestrian safety, the need for reduced speeds and a solution that supports ALL area residents as opposed to a few.	2/28/2021 10:08 AM
7	Pedestrian Safety is a concern and needs to be addressed. Supportive of speed-calming measures: (1) Reduce speed to 30 kms for traffic calming, (2) Construct Speed Tables for traffic calming; also (3) Construct Sidewalks at both ends of Hawstead running up to Groveland to enhance pedestrian safety. Being able to back out of driveways on Hawstead is not a concern.	2/28/2021 9:18 AM
8	City planning did not manage this area growth properly. Pedestrian safety is a concern and needs to be addressed. Supportive of: speed calming measures: 1. reduce speed to 30kms for traffic calming. 2. construct speed tables for traffic calming. 3. sidewalks at both ends of Hawstead running up to Groveland for enhanced pedestrian safety.	2/28/2021 9:18 AM
9	I used this way to back home and if it is prohibited permanently, I have to turn around far way from this road.	2/27/2021 9:55 PM
10	Traffic on Hawstead has varied through the years, light to moderate in early years, heavier now, but what will further development in Waverly West and South Point bring.	2/27/2021 8:21 PM
11	Should have a sidewalk	2/27/2021 12:21 PM
12	I agree with the results of the traffic study that conclude that there are livability issues on Hawstead due to excessive traffic volume.	2/26/2021 10:34 PM
13	I never saw any issues but I do not live on Hawstead. Based on the engineers feedback it seems that volume needs to be decreased by 50%	2/26/2021 3:16 PM
14	Perceptions have changed and not traffic flow.	2/26/2021 2:02 PM
15	I regularly make a left hand turn from Meadow Ridge onto Hawstead and sometimes need to wait because quite a few cars are passing through.	2/26/2021 2:00 PM
16	I think a sidewalk on each end of Hawstead between Groveland and Kirkbridge and Bairdmore would be safer.	2/25/2021 2:10 PM
17	Hawstead Road is a cut through street. Traffic just needs to slow down.	2/25/2021 8:53 AM
18	I conservatively estimate 1,300 local resident vehicles are included in the 2,000 surveyed traffic volume	2/25/2021 7:05 AM

## Hawstead Road Traffic Calming

19	pedestrian safety at each end of Hawstead is a huge concern	2/24/2021 7:32 PM
20	They are experiencing twice the "design volume", whatever that is. (No one knew prior to this study). But this situation has existed for decades. So what?	2/24/2021 7:30 PM
21	Has had poor traffic compliance for 20 yrs and High traffic volumes creating safety issues. Volume of pedestrian traffic lacking respect for road rules also an issue.	2/24/2021 7:20 PM
22	Neighbours have to accommodate each other. That's what makes a Neighbourhood. You knew where the roads ad in and out of the area. There isn't that much traffic, there are many areas that have the same traffic concerns.	2/24/2021 7:16 PM
23	Street is calm since the No Left Turn sign is up and it's safe for everybody	2/24/2021 7:14 PM
24	As per the study, 2000 cars a day is too much for our street. I have a kid and we like to go for walks.	2/24/2021 7:08 PM
25	I have read the traffic report posed by the city, and agree the road has more traffic through it than it was designed for.	2/24/2021 7:07 PM
26	This road has been a cut through road for 25 years people that purchased on this road were aware of it when they purchased. The traffic has increased however not to a unreasonable amount as of yet.	2/24/2021 6:00 PM
27	It has increased the traffic on Kendale drive	2/24/2021 4:34 PM
28	Too much traffic. Build a sidewalk	2/24/2021 1:47 PM
29	There is increased traffic from South Pointe and Bridgwater Forest area with students needing to get to Acadia and FRC schools, Maybe with new school construction we will see less of these students using Hawstead.	2/24/2021 1:25 PM
30	Traffic at peak hours in the surrounding areas is busier than at other times but as someone who frequently drives, walks, bikes around the hawstead area (its my only way off my street) I have not seen an overly obtrusive number of vehicles. At least nothing that would need further traffic control	2/24/2021 1:23 PM
31	In the 20 years that we have visiting my my family I have not experienced any traffic issues.	2/23/2021 7:54 PM
32	Drivers still turn left, even though the sign is up.	2/23/2021 7:27 PM
33	Hawstead Road is used by students, pedestrians, some with their dogs. I have had instances where cars have passed me 4 feet away without even pulling over or slowing down. I am constantly looking over my shoulder to make sure cars aren't too close. The determined speed of 37 kph is not a true indicator. First, a lot of drivers will slow down when they see the cables. Secondly, local drivers are not the issue. We only need to drive half a block and then turn off. There is no need to drive fast. The issue is residents west of Bairdmore that use it as a short cut. I drive 35 ish down our street and there are cars driving much faster.	2/23/2021 7:06 PM
34	Can't even back out of our driveway.	2/23/2021 6:40 PM
35	Traffic will not be same as it was built, we need to understand traffic will grow no matter what. YES we need to address the issue of safety of people walking on Hawstead.	2/23/2021 4:26 PM
36	Didn't affect us in any way...more concerned with fast speed of some cars.	2/23/2021 4:23 PM
37	Heavy volume of traffic. Some speeders	2/23/2021 2:43 PM
38	Yes the volume has increased, but it's always been a cut through road. Please keep open, lower the speed limit, add a stop sign at Meadowridge/Hawstead and introduce calming bumps.	2/23/2021 2:10 PM
39	Other than having to wait behind a parked card for another car to pass, never had an issue on this road with traffic. Pedestrians are not a problem either. Just go wide around them.	2/23/2021 1:01 PM
40	Hawstead Road is used by students, pedestrians, some with their dogs. I have had instances where cars have passed me 4 feet away without even pulling over or slowing down. I am constantly looking over my shoulder to make sure cars aren't too close. The determined speed of 37 kph is not a true indicator. First, a lot of drivers will slow down when they see the cables. Secondly local drivers are not the issue. We only need to drive half a block and then turn off. There is no need to drive fast. The issue is residents west of Bairdmore that use it as a short cut. I drive 35 ish down our street and there are cars driving much faster.	2/23/2021 12:51 PM

## Hawstead Road Traffic Calming

41	it is well know that Hawstead Road is carrying double the traffic is what it was engineered for. Aside from the obvious tension and noise that this introduces to our street it also feels unsafe to walk on.	2/23/2021 12:46 PM
42	hawstead road is not just a road, it is also a sidewalk that is used by pedestrians and cyclists. It also has parked cars on it. The road is too narrow to safely accommodated so much traffic. It is frustrating and dangerous to go for walks or ride bikes on Hawstead. Last night I was in the street with my wife and dog and a large truck was racing towards us and flashed his high beams for us to get off the road. Why are humans always in the way of cars???	2/23/2021 11:43 AM
43	I cannot freely walk with my dogs down the street. There are too many reckless drivers passing with high speed through the street.	2/23/2021 11:32 AM
44	The entire Richmond West area has experienced higher traffic volume at peak hours but Hawstead road in my daily experience has not been seeing a massive amount of traffic. Most traffic is still local.	2/23/2021 7:21 AM
45	We need to know how many of the 2000 vehicles accessing Hawstead live in the area adjacent Hawstead	2/23/2021 7:03 AM
46	Too much traffic on Hawstead	2/22/2021 10:55 PM
47	I have lived in my home for 30 years. When we bought it, we were shown the city of winnipeg plans which have always indicated Hawstead was a connecting street between Kirkbridge and Bairdmore and it also had Sandusky and Waverley as future streets.	2/22/2021 9:55 PM
48	There is a lot of traffic on Hawstead and walking on Hawstead can be dangerous.	2/22/2021 6:17 PM
49	I don't believe traffic on Hawstead, although higher than normal, is a safety concern	2/22/2021 5:25 PM
50	It is a busier road at times but manageable	2/22/2021 5:19 PM
51	Hawstead as many roads in Winnipeg are connector streets. Groveland is not. The expectation that connector roads would have traffic ie a non-connector doesn't make sense.	2/22/2021 4:43 PM
52	The traffic survey did not identify traffic entering/leaving adjoining streets. There are in excess of 250 households with multiple cars in each who use Hawstead to access Bairdmore/Kirkbridge. Additional information on actual local resident traffic vs cut through is required prior to determining if an issue with cut-through traffic exists on Hawstead.	2/22/2021 4:24 PM
53	Too much traffic. Not safe for pedestrians especially around parked cars where vehicles are lined up and weaving in and out behind the parked cars.	2/22/2021 3:56 PM
54	We have lived on Hawstead Road for over 30 years and have noticed the increase of traffic with the developments west of us. We see all the cars that cut thru Hawstead. The city of Winnipeg traffic reports also confirms the fact that 2000 cars travel on a road designed for 1000.	2/22/2021 9:25 AM
55	I saw some traffic during morning but not severe	2/21/2021 10:58 PM
56	Traffic down Hawstead is constant. We recently purchased a home in the neighbourhood and chose not purchase a home on Hawstead due to the increased traffic. When walking down Hawstead, we are frequently passed by vehicles cutting through.	2/21/2021 9:45 PM
57	it's missing a sidewalk (30 years) and residents park on the street	2/21/2021 7:17 PM
58	As a resident of Hawstead for 35 years, we have seen traffic increase over time - especially with the development of Waverley Street. During the zoning public hearings on Waverley West, the traffic impact commentary was only on the northbound traffic. I do not recall even a mention of the potential impact on Hawstead Road. As I was the Clerk of the Executive Policy Committee at that time, I was present at the public hearing and reviewed all exhibits presented. Yes, there is an issue of increased traffic, and yes I support any changes considered to reduce traffic volume, but not at the expense of removing trees, destroying landscaping and creating unaesthetic front yards. For 35 plus years, the residents of the area have lived with traffic flow and no public sidewalk, and I firmly believe that should not change. I would have nothing done and accept the traffic patterns, than upset the beautiful canopy of trees and front yards of our one block street.	2/21/2021 3:01 PM
59	Traffic noise, safety issue when crossing the street to walk, ride bike, & exit from driveway onto street. I have had to quickly turn onto boulevard to get out of way of oncoming traffic that	2/21/2021 12:16 PM

## Hawstead Road Traffic Calming

is using street as a cut-through. I watch the vehicles to see where they go. There is also a lot of traffic turning onto Hawstead at east end from N and S Kirkbridge. & a lot of traffic going to & coming from Meadow Ridge.

60	The October 2019 study clearly shows traffic volumes which are at least twice the upper limit normally experienced on residential streets in Winnipeg	2/21/2021 12:09 PM
61	Very busy street	2/21/2021 11:03 AM
62	Depends on defination of issue. Street was always a cut through. People who bought houses on street knew this for the last 35 plus years.	2/21/2021 9:25 AM
63	I travel daily through Hawstead for work and have nevr noticed it as being particularly busy nor I have I seen any evidence of speeding as suggested by the "please slow down" signs that some people on Hawstead have posted.	2/20/2021 8:56 AM
64	I never had an issue with cut through traffic. The neighborhood does a great job putting up please slow down signs.	2/19/2021 11:10 PM
65	I have been in this neighborhood my whole time during grade school and walked through hawstead and have never had an issue with cars. I use hawstead now as an adult to drive through as any other road is filled with speed bumps.	2/18/2021 3:19 PM
66	Since the implication of the No Left turn onto Hawstead I have noticed a significant reduction in traffic. Therefore I believe the signage is working to improve the cut-through traffic.	2/18/2021 2:22 PM
67	No sidewalk.	2/17/2021 8:57 PM
68	If this creates neighbourhoo safety and liveable concerts what do you think it will do in a school zone. You are making us detour in a school zone. Plus it has average 37 km/h speed. Which is not an issue.	2/17/2021 7:18 PM
69	I believe people use Hawstead as a through street who are not residents. I do not feel the issue warrants cutting access to the street by local residents that use it to access their homes.	2/17/2021 6:05 PM
70	My name is * and I live at * Hawstead Road. I have lived on the street since we bought the house in 1985. My wife and I have attended all of the consulatation meetings with Counsellir Janice Luke's including one held in Jan 2019 held at Smitty's restaurant, a virtual meeting, as well as 3 held on the street in the fall of 2020. Since we have lived here for 35 years we have a thorough knowledge of the history of Hawstead Road concerns including a previous initiative to install sidewalks on Hawstead promoted by a previous counsellor John Angus. That initiative did not proceed, and improvements to Kirkbridge Park were done with the capital funds. Throughout all of the recent community meetings conducted by JaniceLukes, the issue of sidewalks was never raised... the primary issue we are concerned about is the volume of traffic! The City has done their tests and concurred the volume of traffic is the issue here. Recently when I got the February notification about shortening the pilot, I was very disappointed to see that the City is reconsidering putting sidewalks in to ameliorate the Hawstead traffic dilemma. That is hard to fathom! First of all putting sidewalks in would do nothing to decrease traffic flow ( which is the issue here). Secondly, after being a resident in this area for 35 years, several of my neighbours as well as ourselves have done considerable improvements to our landscape, including 4 residences on my block that have put in interlocking paving stone driveways. I would be horrified if city crews tore up my present barkman driveway and put a sidewalk through it. You can imagine what that would look like!!! My 3 neighbours also with these type of driveways would agree. The aesthetics, and resulting loss of curb appeal would be significant. So I was at " a loss for words" when I read this as alternative to the no left turn sign on Hawstead. Currently I think the changes made in the Fall if 2020 have been successful, and I would say traffic volumes on Hawstead have been reduced by about 20%. I was happy with that. I know that Hawstead is always going to be a cut through street... that will not change. As a resident I know that I will have to live with high traffic flow, whether there is a no left turn sign on Bairdmore or not. It will be a fact of life that all Hawstead residents will just have to get use to. When we recently learned of the shortening of the pilot, I was a bit disappointed the residents on Hawstead were not warned of it... it came out of the blue!!! I thought Janice Luke's could have gave us that info... we were told that the pilot would run for a year, and then be re-examined Fair enough, but now this!! This issue now has become "more than a Hawstead Road issue" and has expanded viewpoints throughout the area of Richmond West. There has been animosity directed by non Hawstead Road residents towards us living on the street ... through on line postings and even direct confrontations!!	2/17/2021 4:42 PM

## Hawstead Road Traffic Calming

Some people have been angered about being ticketed for their inconvenience about having to find alternate routes. I observe still several scofflaws who ignore the signs, and spoken to Winnipeg Police who have done their best to enforce the law. So, in summary, this Hawstead Road issue continues to be contentious, and as a resident of Hawstead, I can understand that. My final thought... if the no left turn in Bairdmore is removed due to community objections, I can live with that as long as SIDEWALKS ARE NOT INSTALLED. I would be vehemently opposed to that and take any measures to prevent that. I respect the process, and said from the beginning that limiting Hawstead Traffic is a Richmond west Neighbourhood Issue, and one that does not just affect my street. I am not surprised that neighbourhood opposition has forced the city to re-look at this issue. I am more than willing to discuss this with anyone involved, and appreciate the opportunity to exercise my opinion. \*

71	Since the development of Southpoint and to some extent Bridgwater, traffic volumes on Hawstead have increased dramatically. It is the shortest route between these developments and Fort Richmond Collegiate, Acadia Junior High school as well as Sobeys and other strip mall stores on Pembina Hwy.	2/17/2021 1:13 PM
72	I only consider it a problem when I look down Hawstead Rd, and see less than one car go by the Meadow Ridge intersection per minute, then it isn't a problem. It's only a problem if I count 5 or 6 cars at once going down Hawstead Rd at a consistent rate. Considering how Hawstead Rd is an access point to way more homes in Richmond west than any other road, if the person complaining about waiting for one measly car just to back out of the driveway lives in either 2, 6, 10, 14, 86, 90, 94, 98, or 102 Hawstead Rd, then that person cannot be taken seriously, because Groveland and Hazel Park residents drive past those houses all the time.	2/16/2021 7:11 PM
73	The heavy traffic must be during the morning or afternoon rush because the traffic isn't heavy when we're using Hawstead.	2/16/2021 3:35 PM
74	There is currently no sidewalk which can be a hazard for pedestrians.	2/16/2021 1:42 PM
75	I do not believe there was such a traffic concern that has now warranted to make a complete stop of turning left 24/7 warranted	2/16/2021 1:24 PM
76	Not living directly on Hawstead, it is difficult to ascertain how much of a problem cut-through traffic really is. However, I have to believe that if the residents on that street have raised the issue (not just a singular case or two), then their likely is some form of the problem.	2/16/2021 11:01 AM
77	Before the turns were forbidden, there was a lot of traffic through there.	2/16/2021 6:17 AM
78	I live on Bairdmore Blvd and travel down Hawstead a few times/week. I have never seen more than 3 or 4 cars on Hawstead at any time.	2/15/2021 3:28 PM
79	I've never experienced any traffic issues on Hawstead in the 20 years I've lived here.	2/15/2021 3:25 PM
80	There was way more traffic on Hawstead than it was made to handle. Walking on the street is challenging with all the heavy traffic.	2/15/2021 3:21 PM
81	Obviously the residents of Hawstead were clearly affected by traffic, hence the pilot project. The result has been awful however as residents of adjacent streets can't get to their own homes conveniently.	2/15/2021 1:09 PM
82	I don't think the problem is the amount of traffic Hawstead has, it's that people drive way too fast down our street where there are lots of walkers.	2/15/2021 1:04 PM
83	Hawstead Road requires a sidewalk.	2/15/2021 12:50 PM
84	It does not make sense to reroute traffic through a school zone. There was no issue with this before. Absolutely ridiculous.	2/15/2021 12:50 PM
85	Hawstead was designed to be a flow through street and that is what it is being used for.	2/15/2021 12:23 PM
86	I understand traffic volumes are higher than desired, but speed is not an issue.	2/15/2021 10:05 AM
87	Hawstead is a shortcut for area residents that is also used as shortcut for students of area schools. While traffic seemed acceptable for neighborhood residents travel through has become excessive with Southpoint area residents who because of no vested interest in immediate neighborhood seem less careful with speed etc.	2/15/2021 7:14 AM
88	People use it to cut through and disregard the speed limit. No safe route for pedestrians.	2/13/2021 2:24 PM

## Hawstead Road Traffic Calming

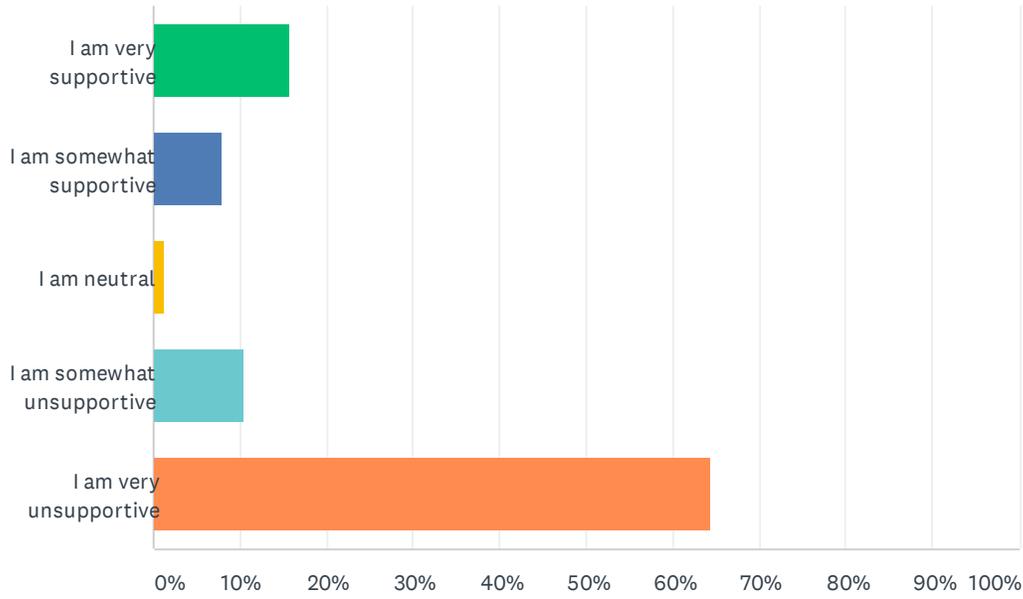
89	As a regular pedestrian on Hawstead, there appears to be a lot of traffic on this street that is simply using it as a thruway between Hawstaed and Kirkbridge. We do find in handy to use Hawstead from either access to reach our residence on Kendale Dr.	2/13/2021 11:18 AM
90	Double anticipated traffic volume is significant	2/13/2021 11:08 AM
91	Traffic volume on Hawstead Road is acceptable.	2/12/2021 12:40 PM
92	I live near Hawstead and should be able to drive on Hawstead anytime I want	2/12/2021 12:08 PM
93	I live on Hazel Park. Residents on Hawstead knew other streets needed to use Hawstead to get home	2/12/2021 11:55 AM
94	I walk and drive down Hawstead and do not find traffic a problem	2/12/2021 11:47 AM
95	The traffic flow seems normal, except at peak times	2/12/2021 10:59 AM
96	The traffic on Hawstead Rd needs to be addressed but not with a '24-7 no left turn!' Hawstead NEEDS to have a sidewalk and this should have been built when the street was built. 3-way stop signs & calming bumps would slow down traffic.	2/12/2021 10:45 AM
97	Unsafe to walk and to back out of driveway	2/12/2021 9:45 AM
98	Hawstead is a road. road /rōd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 8:53 PM
99	It's always been a through street	2/11/2021 7:14 PM
100	It's a road, cars drive on it, there is no problem. It's the old people that are just uptight and grumpy!	2/11/2021 7:00 PM
101	I find that there is a lot of traffic on Hawstead road. But, I didn't know it was this bad.	2/11/2021 6:16 PM
102	Traffic speeds are below 50 km/hr.	2/11/2021 6:11 PM
103	Hawstead is a feeder road, can be expected to have more vehicle traffic than the typical residential roads. The 2000 vehicles per day criteria, twice the intended volume should be re-assessed for feeder road, may even be outdated for modern time considerations that people have more cars now than years before	2/11/2021 4:47 PM
104	For us it was fine but additional detours due to signage presently adds 1 to 2 extra km depending on the direction I take to get to my home. One direction takes me through a school area that stops all traffic due to school buses and other vehicles dropping kids off or picking them up as stated all traffic stops and backs up to stop signs.	2/11/2021 4:38 PM
105	I have lived on Hazel Park Dr for over 35 years. I have noticed a dramatic increase in cut hough traffic in the last few years. I believe the reason is the increase in residential housing in the surrounding area, primarily the new Waverley West development. I am retired now and go for daily walks in the area and walk westbound a nd eastbound on Hawstead Rd.where there are not any sidewalks.I sometimes walk with my young grandchildren.it is dangerous walking on Hawstead, particularly in the winter.The cut through traffic on Hawstead is heavier travelling eastbound, however the westbound traffic is also heavy and dangerous. The matter is made worse by the parked cars on Hawstead that forces travelling toward the middle of the road. Hawstead was not originally intended to have this much traffic. It is dangerous and something needs to be done.	2/11/2021 3:39 PM
106	I have been nearly hit when walking my dog on Hawstead Rd. during the winter. I have called 311 in the past to ask for road clearing right to the road edge. It never happened. I live on Hazel Park Dr. and have to use at least part of Hawstead to get anywhere when walking in the neighborhood.	2/11/2021 1:51 PM
107	Twice as much traffic as street was designed for so doing nothing is not an option. Street is not safe to walk down and hard to get out of the driveway.	2/11/2021 1:03 PM
108	The route is convenient as a short cut for some drivers, but I understand the street was not planned for non area vehicles.	2/11/2021 12:07 PM
109	Other than in the winter when the street was not ploughed properly there was not an issue. As the results showed the speed of motorists is not an issue, and the traffic is spaced out	2/11/2021 11:16 AM

## Hawstead Road Traffic Calming

	throughout the day, with a large majority of it from individuals that live directly off Hawstead.	
110	SAFETY of children and elderly is the most important issue and can only be addressed by separating traffic and pedestrians with the installation of a sidewalk that was called for in the original development plans and overridden by John Angus due to pressure from residents on Hawstaed	2/11/2021 10:14 AM
111	Traffic flow is fine. Just need a sidewalk for pedestrians	2/10/2021 10:53 PM
112	The issue with Hawstead has nothing to do with the traffic coming from Bairdmore. The issue is that people park on the North side of Hawstead close to the intersection, it turns Hawstead into a 1 lane street wherever cars are parked, it is a bus route and a school bus route. These are the reasons that Hawstead appears to be so busy. If the purpose is to slow down traffic, speed bumps would be more effective. Preventing the turn at Bairdmore has created more issues, I have seen people drive past the intersection, and then do 3 point turns in the middle of the street. Mostly I see people using the service roads lining Bairdmore to position themselves to make a right turn instead of a left turn. It has created worse problems than the problem it was meant to solve.	2/10/2021 9:17 PM
113	Hawstead Road is used as a cut-through for traffic as a short cut to Pembina Highway. This is a 2 lane road with no sidewalk making it unsafe to walk on.	2/10/2021 8:11 PM
114	Excessive amount of traffic for amount of residential units. No sidewalks, dangerous for pedestrians. Especially in winter as road is not plowed with main streets.	2/10/2021 7:40 PM
115	Having lived on an adjacent street to Hawstead for 15 years I have not noticed excessive traffic.	2/10/2021 7:20 PM
116	The main issue put forward by the residents was the speed of traffic not the volume. The want was speed bumps or stop signs.	2/10/2021 5:14 PM
117	I've seen firsthand that there is a lot of vehicle and foot traffic on this street.	2/10/2021 4:33 PM
118	I have lived one steer over from hawstead for 15 year and never heard of any acidents other than from people turning onto Kirkbride which usually were due to it being icy which can be solved with gravel.	2/10/2021 2:34 PM
119	Lived next to Hawstead for 18 years and often walk on it. I've seen a few cars go too fast but there is never "too many" cars at once. Never lineups at the stop signs. I feel like a few complaints are making a problem for many.	2/10/2021 2:06 PM
120	The City's initial failure in designing a giant circle rather than a grid means that some roads will be used to cut down traffic. The failure to build a convenient path between Waverley and Pembina south of Bison has resulted in this.	2/10/2021 1:20 PM
121	Ilived there since 1985, Hawstead has always been the access road between Waverley and Pembina. True, the traffic has been increased since the 80's butm so are all the new areas developed aropund Waverlet, and Richmond West. If the Hawstead was not designed for shortcut between Waverly and Pembina, I don't know what the City planner originaaly designed that strret for.	2/10/2021 12:47 PM

Q4 Please choose the statement you agree with most when it comes to the no-left turn sign currently being piloted. As a reminder, left turns are currently prohibited from southbound Bairdmore Boulevard to eastbound Hawstead Road at all times.

Answered: 152 Skipped: 2



ANSWER CHOICES	RESPONSES	
I am very supportive	15.79%	24
I am somewhat supportive	7.89%	12
I am neutral	1.32%	2
I am somewhat unsupportive	10.53%	16
I am very unsupportive	64.47%	98
<b>TOTAL</b>		<b>152</b>

## Q5 Please explain:

Answered: 141 Skipped: 13

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	Funnels more traffic around Bairdmore school, people are pulling onto side roads to navigate around the no left turn, approaching from another direction to make a right hand turn	2/28/2021 1:32 PM
2	It redirects traffic to the school area, which causes significant delays and extra risk to children. Drivers just pull a u-turn driving through the access roads, in order to turn right.	2/28/2021 12:51 PM
3	Non-existent problem.	2/28/2021 11:53 AM
4	The volume measurements were taken pre-Covid. Since COVID, with the number of people now working from home, traffic flows are greatly reduced. The volumes are not that high - yet it is forcing additional vehicles through the school area. It is truly a "zoo" in the school area at peak time. Parents picking up kids, extra cars, school buses, crossing guards... lets just send more cars through there for extra fun eh!... The no left turn causes some drivers to pass through residential the frontage lane so they can reverse northward on Bairdmore.	2/28/2021 11:32 AM
5	At the onset of this pilot I clearly stated my opinion with respect to what would occur. As I indicated, people would find a way to use the route they've used for 20 years. Further, forcing traffic onto Kirkbridge as an alternative meant increasing traffic by Bairdmore School which increases risk in that area. The six suggested signage options will have the same result, guaranteed.	2/28/2021 10:51 AM
6	It is inconvenient for residents to get home and doesn't address pedestrian safety	2/28/2021 10:29 AM
7	It is inconvenient, does not address pedestrian safety or the need for reduced speeds on hawstead.	2/28/2021 10:08 AM
8	To restrictive for adjacent residents. Also does little to enhance Pedestrian Safety. The delays added for residents are greater than the time saved for Hawstead residents to back out of their driveways. Solution is worse than the original issue.	2/28/2021 9:18 AM
9	Too restrictive for adjacent residents. Also does little to enhance pedestrian safety. The delays added to residence is far greater than the time for hawstead residents to get out of their driveway. Solution is causing more issues (including service road traffic) than the original issue.	2/28/2021 9:18 AM
10	If no-left turn permanently, I have to detour the other way for going home.	2/27/2021 9:55 PM
11	Least problematic of options presented.	2/27/2021 8:21 PM
12	Resident accesses too impacted	2/27/2021 12:21 PM
13	As a retiree I don't travel often during peak traffic hours so the left turn restriction is a significant irritant during the off-peak hours when I typically would be out and about. The trip to my home is notably lengthened by having to detour when returning home southbound on Bairdmore.	2/26/2021 10:34 PM
14	This solution directly impacts by ability to access my home resulting in using the access roads to turn legally or going in front of the school or coming down kendall. If there was a way to allow local traffic to turn into the area and not be booked (fined) I believe you could implement a solution that would meet all the needs	2/26/2021 3:16 PM
15	Awkward for residents to drive onto Hawstead.	2/26/2021 2:02 PM
16	I would rather have no left hand turns during rush hours because I use Waverley to come home, I need to go all the way to Kirkbridge to a school zone to make a left hand turn and turn on Kendale, this is so inconvenient plus I am using more fuel.	2/26/2021 2:00 PM
17	I have to make a U turn every time i go home from Baidmore BLVD	2/25/2021 8:30 PM
18	It is inconvenient. Just moves problem (service rd)	2/25/2021 2:10 PM
19	If I am coming home via Sandusky or Bairdmore, I have to take an extra long drive to get back home.	2/25/2021 8:53 AM
20	Over 65% of the 2,000 vehicles surveyed are local residents and should not be restricted to access their own homes	2/25/2021 7:05 AM
21	How about adding 1 or 2 Three-Way stop signs at either/and/or Meadowridge/Groveland.	2/24/2021 7:32 PM

## Hawstead Road Traffic Calming

22	It prevents the direct access to my home on Groveland.	2/24/2021 7:30 PM
23	Have an extra 100 cars drive right in front of your living room window on a slow traffic day, listen to horns blasting as people do illegal turns and cars behind them give them the horn, see people walking on Hawstead becoming rude and yelling at cars. This pilot has created a negative vibe like never before and increased near miss incidents on my access road.	2/24/2021 7:20 PM
24	it directly impacts me on a daily basis, redirecting me in front of Bairdmore school and I now turn on Kendal drive to Hawstead to access my house. I do not understand why local traffic can not be permitted to turn onto Hawstead without being ticketed if this practice is already being implemented in other areas of the city. I am not interested in a sidewalk I simply would like to access Groveland from Hawstead without being ticketed.	2/24/2021 7:18 PM
25	What's to explain? That's called community development, one road leads to another.	2/24/2021 7:16 PM
26	The pilot is in no way a solution. Find out where the cut-through people are coming and going to and the City Planners (not residents) need to design a proper solution. Get rid of the no-left turn side as it's dangerous for far more than Hawstead residents.	2/24/2021 7:14 PM
27	I'm supportive because traffic is calm resident on Hawstead and other streets off from Hawstead should be allowed to turn	2/24/2021 7:14 PM
28	I have been taking the longer way home, with good music, it doesn't bother me at all driving the extra 4 min.	2/24/2021 7:08 PM
29	I think there are a large number of people who currently either ignore or use a bypass route to get past this turn action, and legally all residents on Hawstead or off end up having to take a long route through a school zone anytime they leave their home to travel on route 90/Waverly, Bishop, etc...	2/24/2021 7:07 PM
30	This traffic not being allowed to turn here gets rerouted to the school zones for Bairdmore Elementary school and this puts more traffic thus a higher safety concern to my children in the school area.	2/24/2021 6:00 PM
31	Again increased traffic on Kendale Drive. As we are at the curve, in both summer and especially in winter people do not slow down enough and end up on our yard and have even hit the tree causing a split down the tree trunk. We are not able to park in front of our property because of the tight curve, We dare not park our car at the end of the driveway for fear of people hitting the car. Even before this trial we had loads of traffic on Kendale - vehicles that did not belong to the homes on the street. e	2/24/2021 4:34 PM
32	It is an inconvenience as I live on a street off of Hawstead for several years	2/24/2021 4:21 PM
33	I live on the street and now have to go to Pembina Hwy from Waverley Avenue	2/24/2021 1:47 PM
34	There is no need for a 24/7 restriction. I think people use Hawstead to drop students at Acadia and FRC schools and to get to the university and Pembina Hwy for downtown access. The busy times are 7-9 AM and 15:30- 17:30 PM.	2/24/2021 1:25 PM
35	I live on a street that is only accessible from Hawstead and taking a longer path, would a) add a significant time to my drive b) use fuel and when scaled by all those who would drive around cause an increase in the amount of greenhouse gas emissions. Furthermore the signage simply does not work. I have seen countless people use u-turns, boulevards etc to make turns onto Hawstead. These are dangerous maneuvers and do not reduce the traffic on Hawstead. They simply cause extra traffic on residents of Bairdmore Blvd. I oppose the signage because it doesn't solve the problem and creates more problems.	2/24/2021 1:23 PM
36	Does this rule not affect the residents who live on Hawstead. do to go to th	2/23/2021 7:54 PM
37	It will take some more time for drivers to get used. We need some more monitoring and enforcement	2/23/2021 7:27 PM
38	I've noticed quite a drop in traffic from the west. Yes, there are still drivers disobeying the sign, but most drivers are obeying the sign. The drivers using the service road to get back to Hawstead should try turning left from Sandusky onto Bairdmore. They now have clear sailing to Pembina or Kirkbridge via Marrington. There is less inconvenience and almost as fast as using the service road. We are all inconvenienced a little, but the extra couple of minutes is worth making Hawstead safer.	2/23/2021 7:06 PM
39	Definitely has cut down on traffic volumes	2/23/2021 6:40 PM

## Hawstead Road Traffic Calming

40	It effect my daily commute for multiple times.	2/23/2021 4:26 PM
41	Very inconvenient as we are only a few houses down from that corner and are forced to drive a lot further.	2/23/2021 4:23 PM
42	Still see cars making left turns also cars go on side streets to turn so they can make a right instead of the left	2/23/2021 2:43 PM
43	This pilot has resulted in high volumes of traffic entering teh adjacent service roads on Bairdmore. Many ignorant drivers don't slow upon entry to these little narrow roads. A serious incident is likley pending under the parameters of teh current pilot. Please lower the speed limits on Bairdmore and Hawstead, add a stop sign at Meadowridge & Hawstead and introduce calming bumps.	2/23/2021 2:10 PM
44	I live on the westside Bairdmore frontage road south of the intersection. People who would have turn left at the intersection are now driving through my frontage road at high speeds. Making a u turn at the south end of my frontage road and making a right turn down Hawstead. The people on Hawstead are no better off, through traffic has more hazzards and I and my neighbors have vastly increased traffic in from of my house. NO one wins here. There appears to be an increased level of frustration on the part of the drivers wanting to turn left and they are racing down my frontage road.	2/23/2021 2:06 PM
45	Overall, I am supportive of the no left-turn signs on Hawstead. I am willing to put up with the slight inconvenience to reduce traffic volumes. The only reason I chose "somewhat supportive" is that I am not sure that it is effective. I have seen vehicles disregard the signs so I would like to know whether there has been a significant reduction in traffic volumes since they have been put in place. If traffic volumes have decreased I would be supportive of the signs remaining in place.	2/23/2021 1:22 PM
46	No left turn at Hawstead means the next available place to turn left is at Kirkbridge, right in front of the school. So now cars are being rerouted to a school zone, increasing traffic there, which I think is less safe than allowing them to turn left on Hawstead.	2/23/2021 1:01 PM
47	I've noticed quite a drop in traffic from the west. Yes, there are still drivers disobeying the sign, but most drivers are obeying the sign. The drivers using the service road to get back to Hawstead should try turning left from Sandusky onto Bairdmore. They now have clear sailing to Pembina or Kirkbridge via Marrington. There is less inconvenience and almost as fast as using the service road. We are all inconvenienced a little, but the extra couple of minutes is worth making Hawstead safer.	2/23/2021 12:51 PM
48	Although I live on Hawstead Rd. and have to choose another, longer route to get home when coming home south from waverly, I am happy to do so to make Hawstead Road liveable again.	2/23/2021 12:46 PM
49	I am very supportive of implementing any option that will reduce the volume of traffic on Hawstead road.	2/23/2021 11:43 AM
50	It's affecting residents more that generic drivers. We should put some blocks to fully close the road to non-residents similar to the system implemented in Wellington Crescent.	2/23/2021 11:32 AM
51	My neighbour across the street (at 543 Bairdmore) where drivers are using the side street to cut through, make a left at the end and then a subsequent right turn back on Hawstead has two young children who play in their driveway. There is an incredible amount of increased traffic and vehicles driving at speeds higher than residents who are about to turn into driveways. It's only a matter of time before there's an accident and/or someone gets hurt. The no left turn has done very little to curb traffic and has unintentionally created a dangerous situation.	2/23/2021 10:59 AM
52	Impacts my daily commute, adds unnessecary travel time and inconvenience.	2/23/2021 7:58 AM
53	My street is only accessible through Hawstead road. I am unable to enter my street from the shortest and most logical path. I have to drive further which has an impact on fuel consumption and when multiplying that by the other people also affected we are increasing the emissions and environmental impact unnecessarily. Also the signs aren't doing anything, most drivers who want to enter Hawstead from Bairdmore will use alternative methods (u turns, pulling into Boulevard and reversing) many of these maneuvers inconvenience residents on bairdmore and are dangerous (reversing onto Bairdmore, u turns). The signage is supposed to be a solution to a minor problem but 1) it does not solve that problem and 2) it creates more problems then it solves. The solution is to remove the sign not add more.	2/23/2021 7:21 AM

## Hawstead Road Traffic Calming

54	Major inconvenience to local residents	2/23/2021 7:03 AM
55	Punishing long time residents	2/22/2021 10:55 PM
56	I feel that it is only fair I have access to my home just like any other home owner and by a direct route. Taking other routes is just diverting traffic to other normally quieter areas. Where else in the city are residents expected to drive around for 4-5 minutes every time they go home.	2/22/2021 9:55 PM
57	I can now get out of the driveway without getting blown out of the way	2/22/2021 8:40 PM
58	It is very inconvenient not to be able to turn left there. When we purchased our house there was no reason to believe that would happen. It was until Waverley West opened and people and students needed to get to Pembina Hwy that it became this busy. However, I feel by putting up no left turn we are being punished for the city not taking into consideration this problem would arise when Waverley West was in the designing stage.	2/22/2021 6:17 PM
59	My destination is on Groveland Bay and we come from the west. We are not shortcutting to Pembina and left turn restrictions are very restrictive as we generally shortcut through the west side service road which is much more dangerous than higher traffic volumes on Hawstead.	2/22/2021 5:25 PM
60	The traffic is not that big a problem. Not able to turn onto Hawstead is a big inconvenience	2/22/2021 5:19 PM
61	This disrupts my ability to get home without a diversion which simply puts traffic on someone else's street. When buying one knows whether a connector street or not. You pay more for a property in a cove or bay. Simple math.	2/22/2021 4:43 PM
62	I find it incredibly inconvenient, restrictive and invasive as a resident	2/22/2021 4:24 PM
63	I was concerned this would affect traffic near the school but it does not appear to have done so significantly.	2/22/2021 3:56 PM
64	We have noticed the reduction of traffic since this sign was posted. Our ability to exit our driveway has improved and we have noticed more people walking on the street. It is working to improve safety and livability on the street.	2/22/2021 9:25 AM
65	I have some difficulties to return my home	2/21/2021 10:58 PM
66	It doesn't seem to be working. We have witnessed people ignoring the sign and making the left turn.	2/21/2021 9:45 PM
67	we can't put up barricades throughout the neighborhood	2/21/2021 7:17 PM
68	You have now put a lot of excess traffic through a school zone which is opened 10 months. It is also a elementary school.	2/21/2021 6:02 PM
69	I was supportive of the pilot project, but realistically the traffic levels have been less due to the stay-at-home orders of the pandemic, so realistically is the pilot project a true indication of the reduced traffic from the signage. I appreciate the willingness to undertake this signage pilot project, but if the signs were removed due to concerns from surrounding street residents, I would understand. I would not object to the removal of the signs.	2/21/2021 3:01 PM
70	I recommend blocking the street just east of Meadow Ridge to prevent the street being used as a cut-through. Residents of Hazel Park & Groveland would still have E and W access, & Meadow Ridge would be available from the W. It is not likely to increase traffic at Bairdmore School and few residents on surrounding streets would be inconvenienced.	2/21/2021 12:16 PM
71	Hawstead Road is clearly used as a cut through between Pembina Hwy and Waverly. Any measures to discourage that practice are helpful in reducing traffic volumes on Hawstead Rd.	2/21/2021 12:09 PM
72	People in area are now second class citizens who cannot access their property. Problem has not been identified other than it is a cut through street for the last 35 years.	2/21/2021 9:25 AM
73	I don't live on Hawstead but having travelled on it at various times of the day I haven't seen any evidence of an issue.	2/20/2021 8:56 AM
74	We need to understand why people are cutting through from waverly to pembina but not the other way around. There is a reason for it and we need to find the root cause instead of bandaids.	2/19/2021 11:10 PM
75	The nearest roads either have speedbumps or are traffic slowed. This makes hawstead a	2/18/2021 3:19 PM

## Hawstead Road Traffic Calming

convenient road to use to get to the other side of the park.

76	It takes a little while for people to change their driving habits. Initially I did notice some drivers using the access road on Bairdmore to circumvent the signage or just ignore the signage all together. I have not seen any of this behavior lately and believe people are coming around and adjusting to the new signage.	2/18/2021 2:22 PM
77	The street should have a sidewalk.	2/17/2021 8:57 PM
78	I live in the area and pay taxes for such. Plus you are putting kids at risk in a school zone detouring more traffic to the school area.	2/17/2021 7:18 PM
79	I moved into this neighborhood based on many factors, one being how I am able to access my home. I do not believe making changes that limit my ability to access my home is the best solution.	2/17/2021 6:05 PM
80	I am listing my answer as very supportive, because at least Mrs Luke's has done something. There were residents who wanted restrictions on both ends of Hawstead. Doing one end of the street was a good starting point. I can imagine there would be far more opposition, if they had done both ends of Hawstead, or tried to have restrictions at rush hour times... too confusing. Is the present situation perfect? No. I can understand why service road traffic on Bairdmore has increased BUT they are not having to deal with the 2200 cars a day we deal with. If some people now can't use Hawstead to cut through... then it is working. As I said earlier I am estimating a present 20% reduction... and am happy with that. By the way Janice Luke's indicated the installation of monitoring cameras at that corner to be installed. That did not take place as she indicated. If they were in place, there would be ticket revenue generated, and police enforcement may not be required. I am very supportive of the present sign... but please don't consider sidewalks or speed humps... this is our street and we don't want them!!!	2/17/2021 4:42 PM
81	Cut through traffic has been reduced significantly since implementing when supported by law enforcement, initially giving warnings and the with fines for those refusing to obey the signage.	2/17/2021 1:13 PM
82	Why restrict access 24/7 when at 3AM in the morning, traffic is almost zero. Why make residents go the long way around when there is a way to allow resident access without allowing shortcutting. The means of data gathering by looking at who is making the turns instead of who is actually driving down Hawstead is a complete joke.	2/16/2021 7:11 PM
83	We live on Groveland Bay toward the end that is closest to the no left turn sign. As a result we travel more on Hawstead than we ever did because we come from Kirkbridge and travel further on Hawstead now.	2/16/2021 3:35 PM
84	The restriction is 24/7 which is overkill.	2/16/2021 1:42 PM
85	The no left turn has created more of a traffic disturbance as now people are travelling to the next nearest intersection to turn left which is BairdmoreSchool. The patrols are not educated enough to patrol the number of vehicles through this intersection. People are also using the service roads to now make a right turn onto Hawstead	2/16/2021 1:24 PM
86	The signage currently in place totally penalizes area residents and only restricts cut-through traffic if they choose to use this route. Cut-through traffic has any number of alternatives to the use of Hawstead while local residents are penalized every time they are travelling to their homes. A more targeted approach is needed to impede cut-through traffic while still allowing local residents access.	2/16/2021 11:01 AM
87	I hate being forced to drive through a school zone every time I come home.	2/16/2021 6:17 AM
88	Traffic is now using my service road, immediately to the west of the corner, as a method of circumventing the no left turn. They travel down the service road at high speed and then turn left (N) on Bairdmore to then make a legal right turn on Hawstead. Traffic has gone up 5000% on my service road!!!!	2/15/2021 3:28 PM
89	The no-left turn signs should be removed immediately. They are putting children in harms way and creating other traffic issues on Bairmore and it's service roads.	2/15/2021 3:25 PM
90	It has really cut down on the traffic on Hawstead Rd.	2/15/2021 3:21 PM
91	More traffic directed to a school Road (Bairdmore). As well, extremely inconvenient for residents of adjoining streets to Hawstead to get to their homes.	2/15/2021 1:09 PM
92	It is a big inconvenience	2/15/2021 1:04 PM

## Hawstead Road Traffic Calming

93	Doesn't correct the problem.	2/15/2021 12:50 PM
94	No reason. I live in the area... why can't I go down there to turn onto my street? Makes no sense	2/15/2021 12:50 PM
95	It has cut down traffic on the street. It hasn't disrupted my daily commute as I have just found an alternative way to come home	2/15/2021 12:27 PM
96	I live on Fairbrook cove. This change deprives me of a way to get to my house that I have had for over 25 years.	2/15/2021 12:23 PM
97	This option has created extremely frustrating issues for myself and my neighbours.	2/15/2021 10:05 AM
98	Bandaid solution until sidewalks can be set in place.	2/15/2021 7:14 AM
99	It is very frustrating to deal with this on a daily basis. Google maps is also not correct so all delivery drivers coming to my home are also impacted and bothered by it.	2/14/2021 4:16 PM
100	Cuts down on through traffic. However, there needs to be significantly more enforcement because drovers currently disregard the restriction.	2/13/2021 2:24 PM
101	many cars choose to drive into our driveways and make a u-turn every single day.	2/13/2021 1:46 PM
102	While somewhat inconvenient for us when coming south on Bairdmore, there are alternatives for us which do not take significantly longer. If this helps reduce Hawstead traffic volumes, we are in support. But, we realize this may be much more inconvenient for those living on Hawstead or in an immediate connecting street.	2/13/2021 11:18 AM
103	It's a nuisance that delays my drive home up to one minute.	2/13/2021 11:08 AM
104	It's the most direct route from 206 Craigmohr Dr to Richmond West Plaza and surrounding shops and grocery stores.	2/13/2021 9:56 AM
105	Not a well thought out solution.	2/12/2021 12:40 PM
106	I live near Hawstead and should be able to drive on Hawstead anytime I want	2/12/2021 12:08 PM
107	I use Waverly. Sandusky Bairdmore. Hawstead as a safer alternative to Pembina. To then be sent thru the Bairdmore school zone is ridiculous. also a waste of time and gas.	2/12/2021 11:55 AM
108	This forces traffic through the school zone on Kirkbridge which is more dangerous to pedestrians	2/12/2021 11:47 AM
109	It created major inconvenience for me as I usually come home that way off Waverley.	2/12/2021 10:59 AM
110	The decision to not allow left turns onto Hawstead, only serves to direct traffic flow through an elementary school and playground area which increases the risk to the children. This is dangerous and utterly stupid!	2/12/2021 10:45 AM
111	Noticed a significant drop in east bound traffic flow. West bound traffic is about the same.	2/12/2021 9:45 AM
112	This increases traffic past the Bairdmore elementary school, endangering young children	2/12/2021 9:42 AM
113	I live on Hawstead Road and it takes me an extra 4-5 minutes to get home from work because of this sign. I come home from southbound Waverley Street, turning east onto Sandusky Drive, south onto Bairdmore Boulevard and then left on Hawstead. Not being able to turn left is a major inconvenience. If speed and traffic is an issue, put up a couple speed bumps, but not allowing residents to turn onto their own street is ridiculous!	2/12/2021 9:26 AM
114	I live on groveland bay. This is the street I would naturally turn on to get home. Its ridiculous that you would force me to go another way.	2/11/2021 8:53 PM
115	I'm sorry it's ridiculous	2/11/2021 7:14 PM
116	Very inconvenient for hundreds of people who live in the area. The city councillor is just trying to look good in the eyes of her senior citizen complainers	2/11/2021 7:00 PM
117	I have went that way for the last 6 years. Now I have to go all the way to the intersection of Bairdmore and Kirkbridge which is a pain in the butt.	2/11/2021 6:16 PM
118	Difficult to get to my residence.	2/11/2021 6:11 PM

## Hawstead Road Traffic Calming

119	There are about 35 houses on Hawstead, they cannot make the left turn to go home, and so are hundreds and thousands other homes in this Richmond West community are affected just because someone on Hawstead complains about at certain times she cannot back out her car from her driveway fast because of too many cars passing by her house.	2/11/2021 4:47 PM
120	As stated above adds extra commuting time including more carbon emissions increased risk of hitting kids at school zones due increased trafagic	2/11/2021 4:38 PM
121	This no left turn does reduce eastbound traffic on Hawstead, but enforcement needs to be increased. something also needs to be done to limit westbound traffic on Hawstead. Even though I am slightly inconvenienced, I am still supportive.	2/11/2021 3:39 PM
122	I want to see decreased traffic on Hawstead Rd.	2/11/2021 1:51 PM
123	Other bays and service roads are accessed instead	2/11/2021 1:47 PM
124	I have lived on Groveland Bay for over 20 years and am very perturbed that I can no longer access my street. There was no consultation with us prior to the sign going up. I have lived in Richmond West since 1995 and Hawstead has always been a feeder street through to Pembina and Acadia & FRC. We are being penalized for the actions of South Pointe residents using Hawstead to access these schools. Not our fault the City of Winnipeg did not plan for these eventualities	2/11/2021 1:27 PM
125	Traffic has been reduced and we can now walk down the street.	2/11/2021 1:03 PM
126	I understand the intent but have a real problem with lack of respect and disregard of some drivers who ignore or circumvent the no turn initiative. I believe that creating a directive that is flouted is reinforcing bad behaviour.	2/11/2021 12:07 PM
127	This was not consulted with all the residents that it directly affects and was pushed through by the city councilor for 22 residents. There are far more residents that this has greatly affected.	2/11/2021 11:16 AM
128	It does not address SAFETY of children and elderly trying to navigate Hawstead to get to Kirkbridge Park	2/11/2021 10:14 AM
129	You are diverting all the traffic to the elementary school and wasting gas!	2/10/2021 10:53 PM
130	As a resident of Groveland bay, which intersects Hawstead, this is a major inconvenience. I feel that the residents are being unfairly punished for people breaking speeding laws. Bigger issue, buses should not be allowed on Hawstead.	2/10/2021 9:17 PM
131	It has slowed the traffic, but the service roads are being used as short cuts. To eliminate this problem would require making the service roads oneway.	2/10/2021 8:11 PM
132	I see many people still making the turn disregarding the sign. I see many people making U-turns to approach it from the other direction and still turn onto Hawstead.	2/10/2021 7:40 PM
133	Sending traffic into a school zone in order to reduce traffic on a street that is not in a school zone makes absolutely no sense. For those who live on or adjacent to Hawstead Road this is also a significant inconvenience and is now requiring us to drive through a school zone we would not typically drive through. This makes no sense.	2/10/2021 7:32 PM
134	Hawstead is required by many residents of Richmond West when coming south down Rt.90. It was a stupid idea and major inconvenience to residents to have this implemented.	2/10/2021 7:20 PM
135	The no left affects my ability to get to my residence. It simply moves the problem to others. I currently use the service road to turn around which impacts the residents with additional traffic.	2/10/2021 5:14 PM
136	Do we know how traffic elsewhere in the area has been affected? e.g., has the no-left turn sign resulted in more traffic at the school intersection?	2/10/2021 4:33 PM
137	The change is very inconvenient as now I need to drive further to make a u turn in order to reach my home street	2/10/2021 3:16 PM
138	At most do something during school pick up and drop off time, but the rest of the day traffic levels have been normal whenever I have gone down the road. And besides that what does no left turns accomplish? There will still be people coming in full amount from one direction and still a decent amount of people from the other by turning right.	2/10/2021 2:34 PM
139	Very inconvenient to get home. Also now I go down a very narrow access road to turn around. I would say the chances of me hitting another vehicle or person or dog etc is at minimum 10x	2/10/2021 2:06 PM

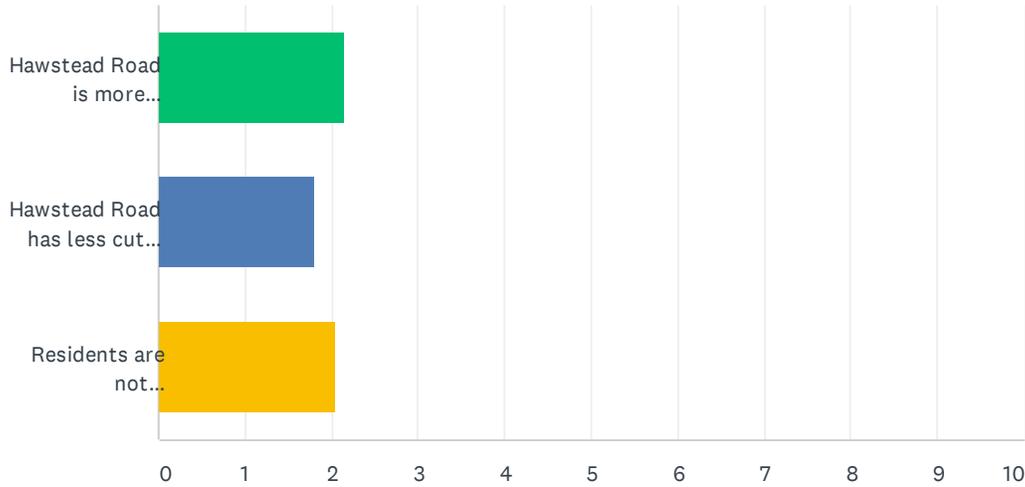
## Hawstead Road Traffic Calming

greater.

140	The road is nearly 3 lanes wide, it can handle the traffic	2/10/2021 1:20 PM
141	This initiative was obviously motivated by some selfish home owner that just moved into this area, as well as some idiot Public Works official (probably they are the one that moved into that area). Based on your estimate, there were 2000 vehicles per day that access that road, if you can do the maths, that's less than 2 cars per minutes accessing that road, you called that "twice the intended volume"?. I would love to see the original proposal on the intended volume. When was that planned? Did the idiot figured in the rapid growth of that surrounding areas and populations? Also, obviously, who ever proposed this restriction has no concern over the green house effect, and how enviroment unfriendly this restriction is. Before I turned into Hawstead and lêm home. Now I have to travel at least another 3 kilmoeter just to get home. Have you idiot considered how much fuel and fume this generated, then you multiplied that by all the households that live on Brentlawn, Kirkbridge..etc. I know when the next election for Fort Richmond is up, who and what I will be questioning.	2/10/2021 12:47 PM

Q6 The statements below are potential outcomes of traffic calming on Hawstead Road. Please drag and drop the options below to rank the statements from most important (1) to least important (3)

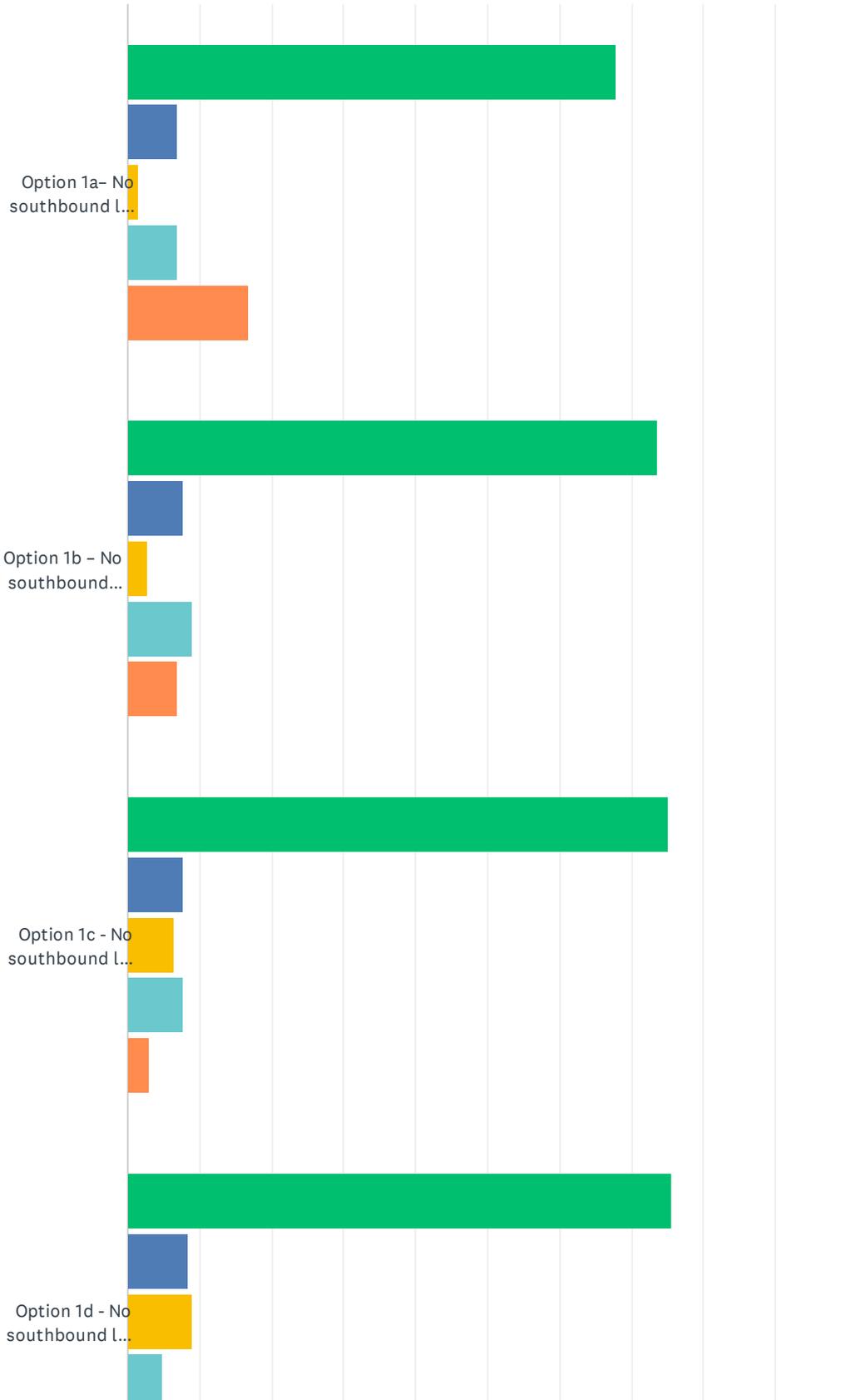
Answered: 146 Skipped: 8



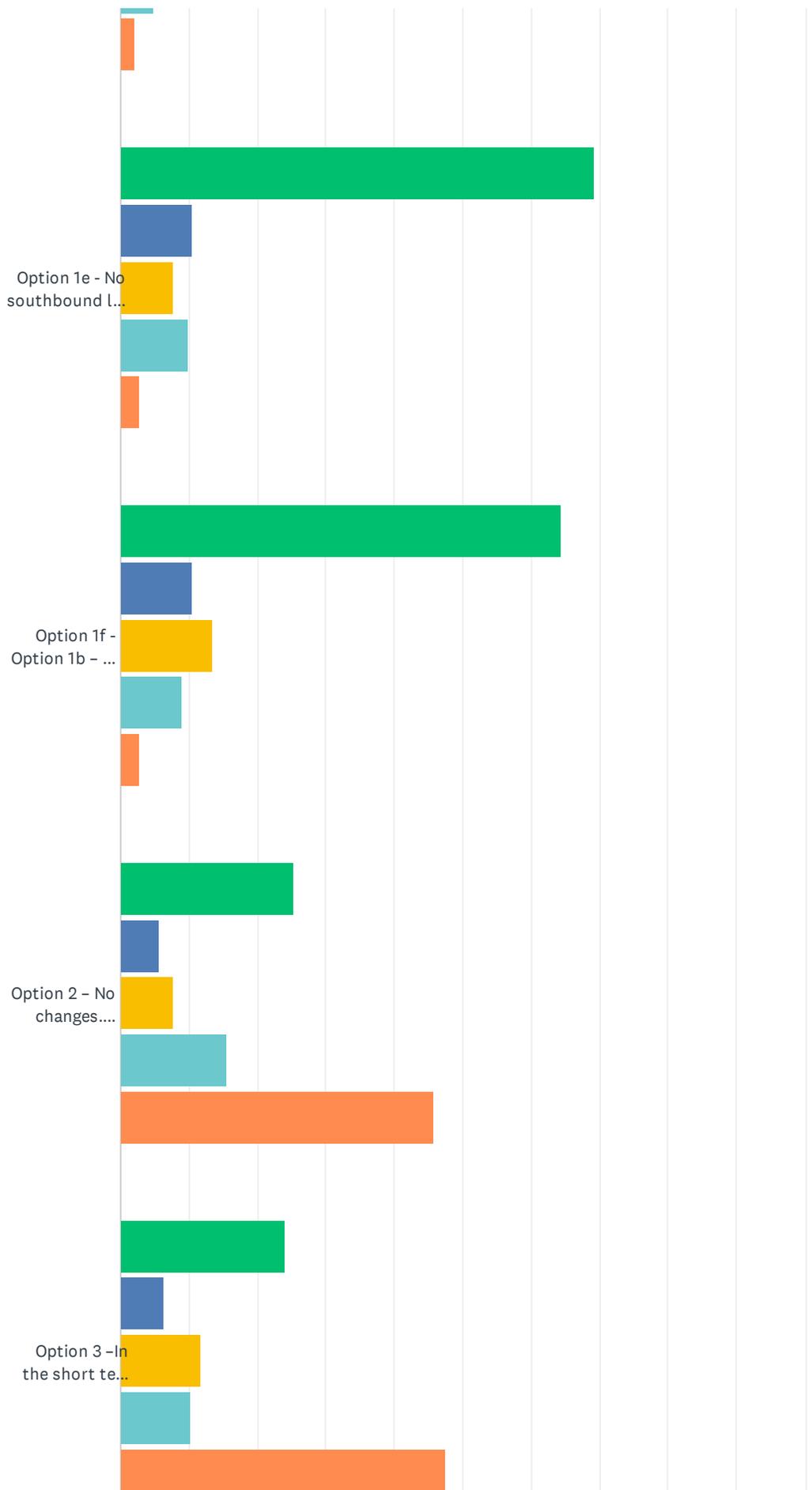
	1	2	3	TOTAL	SCORE
Hawstead Road is more pedestrian friendly	37.23% 51	40.88% 56	21.90% 30	137	2.15
Hawstead Road has less cut through traffic	23.08% 33	32.87% 47	44.06% 63	143	1.79
Residents are not inconvenienced	39.44% 56	26.06% 37	34.51% 49	142	2.05

### Q7 Please state your level of support for the options.

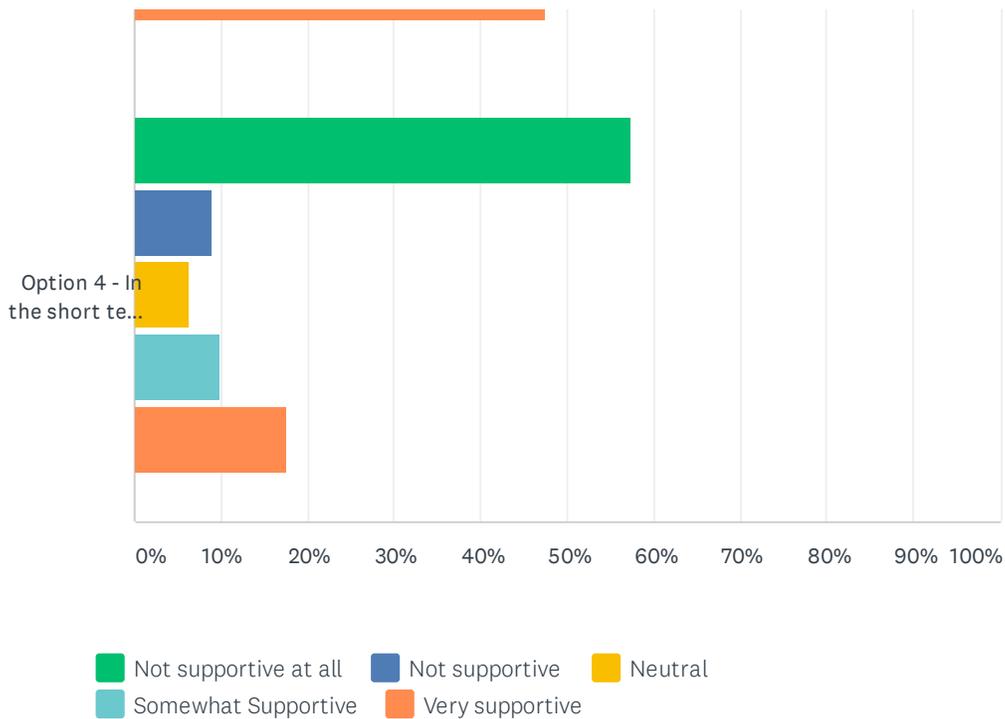
Answered: 147 Skipped: 7



# Hawstead Road Traffic Calming



# Hawstead Road Traffic Calming



## Hawstead Road Traffic Calming

	NOT SUPPORTIVE AT ALL	NOT SUPPORTIVE	NEUTRAL	SOMEWHAT SUPPORTIVE	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Option 1a– No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; installed 24/7	67.83% 97	6.99% 10	1.40% 2	6.99% 10	16.78% 24	143	1.98
Option 1b – No southbound right turn at Kirkbridge Drive and Hawstead Road; installed 24/7	73.61% 106	7.64% 11	2.78% 4	9.03% 13	6.94% 10	144	1.68
Option 1c - No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during AM and PM peak periods	75.18% 106	7.80% 11	6.38% 9	7.80% 11	2.84% 4	141	1.55
Option 1d - No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during PM peak period	75.52% 108	8.39% 12	9.09% 13	4.90% 7	2.10% 3	143	1.50
Option 1e - No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; installed during AM and PM peak period	69.23% 99	10.49% 15	7.69% 11	9.79% 14	2.80% 4	143	1.66
Option 1f - Option 1b – No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during AM and PM peak periods	64.34% 92	10.49% 15	13.29% 19	9.09% 13	2.80% 4	143	1.76
Option 2 – No changes. Conditions revert to original status.	25.35% 36	5.63% 8	7.75% 11	15.49% 22	45.77% 65	142	3.51
Option 3 –In the short term, the turn restriction at Bairdmore Boulevard and	24.14% 35	6.21% 9	11.72% 17	10.34% 15	47.59% 69	145	3.51

## Hawstead Road Traffic Calming

Hawstead Road is removed and conditions revert to the original state. In the long term, a sidewalk is constructed on the north side of Hawstead Road.

Option 4 - In the short term, the preferred turn restriction alternative from Option 1 is installed. In the long term, a sidewalk is constructed on the north side of Hawstead Road.	57.34% 82	9.09% 13	6.29% 9	9.79% 14	17.48% 25	143	2.21
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Q8 Please explain why you chose that level of support for option 1a:

Answered: 113 Skipped: 41

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	Traffic volumes were not an issue prior to the pilot. Volumes are much less now that COVID has impacted if, how and when people travel.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	Doesn't solve pedestrian safety, is inconvenient for local residents, doesn't address a long term solution that the majority of residents support.	2/28/2021 10:41 AM
6	Inconvenient for adjacent residents. Does not address pedestrian safety enough.	2/28/2021 10:19 AM
7	Inconvenient for Hawstead, and adjacent residents, and does not do enough to address Pedestrian Safety. Appears more to appease Hawstead residents initial complaint.	2/28/2021 9:49 AM
8	Inconvenient for adjacent residents. Doesn't address pedestrian safety enough.	2/28/2021 9:49 AM
9	Least problematic	2/27/2021 8:23 PM
10	Too many negative implications	2/27/2021 12:39 PM
11	If you can allow residents to turn left without getting fined by police this will achieve what the city wants in reducing volume by 50% but this option impacts me as outlined previously	2/26/2021 3:35 PM
12	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
13	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
14	Residents must get home as efficiently as possible.	2/24/2021 7:57 PM
15	I hate the option but am trying to be agreeable to the needs of Hawstead IF a we can STOP the rerouting onto the access road.	2/24/2021 7:33 PM
16	All Option 1 alternatives adversely impact local residents and some create larger hazards than currently exist.	2/24/2021 7:32 PM
17	It is what it is!	2/24/2021 7:28 PM
18	Because it's estimate reduction is the highest of all your options.	2/24/2021 7:21 PM
19	Because I like it now less traffic on hawstead road and I can back my car safely resident should be allowed to turn	2/24/2021 7:20 PM
20	Option 1a is meant to address cut through traffic, but fundamentally forces all residents of Groveland, Hazel Park, Hawstead, Meadow Ridge, and Kendale to bypass their return traffic from waverly or similar streets in front of bairdmore school. Without an assesment on the impact of that (plus any diverted shortcut traffic through kirkbridge) on traffic in front of bairdmore school I would not support this option at all. Likewise with the number of cars that are ignoring the signs this may not prove to significantly reduce traffic without enforcement (or a major traffic change option, such as the forced turn boulevard extension) which is unwelcome.	2/24/2021 7:20 PM
21	no need to change how it has been for years	2/24/2021 6:04 PM
22	As it is now traffic has increased on Kendale Drive	2/24/2021 5:55 PM
23	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience	2/24/2021 1:33 PM
24	Don't want 24/7 restrictions.	2/24/2021 1:26 PM
25	The no left turn sign currently in place appears to have reduced the east bound traffic quite a bit already. Turning right at south end of the frontage road will help reduce the traffic even more. It will be needed. To make this option more effective, maybe another no left turn at the corner of Kirkbridge and Hawstead for cars travelling north on Kirkbridge. There are many cars from the south Kirkbridge area that use Hawstead as a shortcut also.	2/23/2021 7:44 PM

## Hawstead Road Traffic Calming

26	It will people to continue getting used to it.	2/23/2021 7:37 PM
27	We have tried to have this issue resolved for 20 years. The traffic volume just continues to increase. How is a sidewalk going to change the volumes. Dealing with this since John Angus was the councillor. Politicians lots of hot air. Never any results.	2/23/2021 6:53 PM
28	It effect my daily drive multiple times. It is not just one time a day kind of situation, It added extra 10 mins each time I go outside.	2/23/2021 4:44 PM
29	Longer drive since we are close to that corner.	2/23/2021 4:36 PM
30	Speed bumps should be installed. Sidewalks will provide safety for pedestrians	2/23/2021 3:03 PM
31	I live on a frontage road at 543 Bairdmore. The traffic is simply diverted to the narrow access road on Bairdmore. This is unsafe due to ignorant and inpatient drivers who zip through the service roads at high speeds.	2/23/2021 2:35 PM
32	This impacts my ability to leave my residence.	2/23/2021 2:20 PM
33	I use Hawstead as a driver, pedestrian and bike rider. I definitely want there to be a reduction in traffic volumes so that it is safer. This option, at 50% reduction is the best solution that is low cost.	2/23/2021 1:36 PM
34	From where I live, next left turn option is Bairdmore & Kirkbridge, by the school. I find this turn far more busy (for cars) and dangerous (for pedestrians) than turning left on Hawstead at any given time.	2/23/2021 1:31 PM
35	I think doing nothing is not an option. The traffic levels are known to be twice as high as they were engineered to be. The traffic implications of option 1a comes the closest to rectifying the issue. The fact that the city shortened our pilot project due to complaints of higher traffic on other streets establishes the point that high traffic is very undesirable. Personally I am disappointed that the City backed out of agreed time for the current pilot. However as I mentioned earlier it only highlights the point that traffic is too high (on Hawstead). Building a sidewalk does not address traffic at all, however it would help with safety. I live on Hawstead and am inconvenienced with any 1a-f option, just like everyone else. I think reason and principle must guide our decisions not mere convenience or majority rule.	2/23/2021 1:31 PM
36	Resident access is heavily impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
37	I think there has been some reduction in traffic volume on Hawstead. I still see cars turning left, but I see others hesitate and then continue south on Bairdmore.	2/23/2021 11:52 AM
38	I do not agree with current pilot project. 24/7 restriction is too much.	2/23/2021 8:10 AM
39	Major inconvenience to local residents	2/23/2021 7:13 AM
40	less vehicles on the street	2/22/2021 10:26 PM
41	Better return on traffic reduction and at least one end of hawstead is still available at all times.	2/22/2021 9:46 PM
42	To me as a resident, it is too much to give my family inconvenience.	2/22/2021 9:36 PM
43	Not supportive at all. Negatively impacts all traffic all day. Impends traffic accessing Groveland Bay from the west.	2/22/2021 7:20 PM
44	Not being able to turn left is inconvenient. Costs me more in gas and wear and tear on my vehicle.	2/22/2021 6:58 PM
45	Inconvenient	2/22/2021 5:26 PM
46	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
47	See my other answer, you will be doing this all over city. How about Waverly between Grant and Taylor, has become a freeway. Perhaps no left turn from Grant onto Waverly, homeowners would love it	2/22/2021 5:00 PM
48	I don't think people will follow time restrictions	2/22/2021 4:22 PM
49	This is the only option that has a significant impact on the volume of traffic for Hawstead	2/22/2021 9:27 AM

## Hawstead Road Traffic Calming

Road. This is the core issue the city's report identified, too much traffic. And with the traffic, increased risk of harm to persons and property. Why isn't option 2 from the City's report of January 27th, 2020 shown here? It is the only option that effectively reduced traffic and the residents of Hawstead Road twice voted in favour of that option. We find it unbelievable that the city is erecting a sign on the frontage road that sees perhaps 10 more cars a day and yet refuses to effectively deal with the more than 1000 extra cars that cut thru on Hawstead Road per day. And the cut thru traffic are the speeders. Local residents do not speed down their own streets.

50	I am neutral as I am willing to consider the commentary of my neighbours and residents on adjacent streets. I would abide by the signage placed, and adjust my driving patterns accordingly. I am vehemently opposed to a public sidewalk on Hawstead Road. That is my primary opposition. City Council voted and approved the removal of the developer's sidewalk requirement from the 1974 Development Agreement, and filtered the money to the trees in Kirkbridge Park. This action was taken partly as the Hawstead residents presented a petition to the then-Councillor John Angus to eliminate the requirement. For 35 plus years, the area has been accustomed to Hawstead Road without a sidewalk, and to alter the existing landscaping is unfair to those residents who have spent money improving the street view of their properties. Lastly, how does a sidewalk reduce traffic volumes? And, at no time (in my recollection) have the accident statistics been presented as a safety concern in annual department reports to the committees of Council. I repeat this answer for any signage questions.	2/21/2021 3:21 PM
51	This option has the maximum amount of impact on reducing traffic volumes on Hawstead Rd., which is the primary issue. If enforcement of this option becomes an issue in the future, it can still be maintained by installing a permanent median barrier at the intersection of Bairdmore and Hawstead, thereby physically preventing left turns from southbound traffic on Bairdmore.	2/21/2021 12:53 PM
52	I am not actually supportive, as I believe blocking the street just east of Meadow Ridge is a better solution. However, of the choices *given*, 1a has the maximum impact on reducing traffic volumes. Yes, it is inconvenient, but it is inconvenient to residents of Hawstead, too. And vehicles are still cutting through because they are turning on the frontage road and still contributing to a high traffic volume, even when fewer vehicles are out due to the pandemic lockdown. Contending with a large volume of traffic on our street is unpleasant, noisy, stressful, and unsafe.	2/21/2021 12:43 PM
53	We live off hawstead	2/21/2021 11:08 AM
54	Area residents inconvenience and waste of time is not taken into consideration. No thought given to the route for area residents to access their property. Sending additional traffic past school which is a hundred times worse that reducing traffic on Hawstead	2/21/2021 9:37 AM
55	I doubt that 24/7 is necessary	2/20/2021 9:09 AM
56	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
57	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
58	I believe it has made a significate decrease in road traffic and therefore it is somewhat safer for pedestrians. It has impose the least change in driver behavior with the greatest results in a cost effective way.	2/18/2021 3:10 PM
59	Doesn't address a sidewalk installation.	2/17/2021 9:04 PM
60	Limiting access to residents homes is not an adequate solution.	2/17/2021 6:44 PM
61	This is very important!!! I live at 53 Hawstead Road and I am vehemently opposed to a sidewalk being constructed through my landscape and existing custom design driveway. There are 3 other residents that also have custom driveways. I would be totally dumbfounded if any of those 3 residents would approve of this. We are being targeted but your survey is going to ask residents who live nowhere near Hawstead their opinion. Many will say " sure Go ahead and build a sidewalk through there.... it's not my property!!" From that perspective, the originators of this survey did not think of that. If they had previous unanimous consent of the North Hawstead residents, then it's not an issue. BUT this was thrown out there, as an " alternative" to the Hawstead Road issue to " solve" the problem. Not fair to us.	2/17/2021 5:10 PM
62	Hawstead residents are concerned mainly with traffic volumes, and to a certain extent speed. If the pilot project had been given an appropriate test period which was originally set for 12	2/17/2021 1:51 PM

## Hawstead Road Traffic Calming

months we could see what the actual results were. With initial enforcement through verbal warnings and then ticketing it was working.

63	<p>24/7 makes no sense. Why restrict the turn in the middle of the night? I only consider it to be bad when I can see 5 cars constantly going down Hawstead. Less than one car per minute is not a problem. If there is indeed more than one car going down Hawstead per minute during non-peak hours, then do a survey for Hawstead, Meadow Ridge, Kendale, Burnhill, Groveland, Fairbrook, and Hazel Park residents and give them 4 options of which turn they want to choose. The 4 options being: 1. No left turn from Bairdmore into Hawstead 2. No right turn from Hawstead into Kirkbridge 3. No right turn from Kirkbridge into Hawstead 4. No left turn from Hawstead into Kirkbridge. If one of these options still means that a Groveland or Hazel Park resident has to constantly wait at the stop sign for 5 or more seconds to allow cars to pass during non-peak hours, which doesn't happen in reality, then combine options 1 and 2 or combine options 3 and 4. Ask the residents which entrance/exit they value more. The Bairdmore side or the Kirkbridge side. Take the least valuable side and completely restrict the turn, meaning no turning in and out of the least valuable side for non-peak hours except in the middle of the night, when there should be no restriction. The Bairdmore side gives access to Waverley and going North on Pembina. The Kirkbridge side give access to going North or South on Pembina as well as the Fort Richmond area. For Peak hours, the turn restrictions should be option 1c with a few changes that I addressed. The way Richmond West's roads are laid out, when driving South on Pembina, I can count 2 ways to get home with similar time and distance, the two ways being entering through North Bairdmore intersection or entering through Kirkbridge. When driving North on Pembina, from St. Norbert, I can count 5 ways to get home with similar time and distance: 1. Go further North on Pembina and entering Kirkbridge intersection, then turning right on Hawstead. 2. Entering Bairdmore South intersection and turning right on Hawstead 3. Entering Bairdmore South intersection, turn right on Brentlawn, Turn left on Kirkbridge, turn right on Kendale. 4. Entering the Bairdmore South intersection, turning right on Brentlawn, turn left on Kirkbridge, turn right on Bairdmore, turn right on Hawstead. 5. Enter Bairdmore South intersection. Turn right on Brentlawn, turn right on Kirkbridge, turn left on Hawstead. This restriction means 1 way to get home when driving south on Pembina, and 5 ways to get home when driving North. Coming South on Waverley, there is 1 way to get home via Sandusky, and without adding any distance or time, this restriction means no ways to get home.</p>	2/16/2021 8:05 PM
64	See above	2/16/2021 3:38 PM
65	<p>This now prevents left turns 24/7 and traffic needs to be diverted to an elementary school. Patrols are not prepared for this type of traffic. People are then using the service roads to turn around and still use Hawstead for their trip.</p>	2/16/2021 1:53 PM
66	Don't like 24/7 restriction	2/16/2021 1:52 PM
67	<p>As a resident living on Kendale Drive for the past 28 years, I am very upset by this. We as most people in the area have 2 cars and that means about 8 trips a day that we were travelling through the Hawstead intersection. Now with COVID, traffic is certainly decreased by people working at home. By not being able to turn left on Hawstead 24/7 creates a situation where traffic needs to be diverted in other directions like using the service road to turn around. This mean driving to to the next nearest left turn which is Bairdmore School. This is causing congestion there and a safety issue as patrols are not traffic cops to patrol that amount of traffic coming through that intersection. This then starts rerouting traffic to Kendale Drive and Meadowwood Ridge Drive. By then drivers are annoyed and are racing down those streets, is what I have witnessed. If the Hawstead residents are so concerned about the safety of children walking on Hawstead, then why is it okay to send all this traffic to an elementary school. I have also been a victim of police as they are trying to stop people making a left turn on Hawstead. The car raced away down Hawstead, turned right onto MeadowRidge and came racing to do a speeding turn onto Kendale in order to get away from the cruiser chasing him . I was out with 2 dogs at that intersection and was close to being hit. This incident ocured on Jan 16/21. This has to stop before someone gets killed.</p>	2/16/2021 12:14 PM
68	<p>People will use frontage road on the opposite side of the street. Still restricts local residents all the time. Doesn't attempt to discriminate between cut-through and local traffic.</p>	2/16/2021 11:57 AM
69	<p>It restricts traffic even during quiet times and forces more continual traffic through a school zone at all times of the day or night.</p>	2/16/2021 6:34 AM
70	<p>I feel strongly that the current no left turn restriction significantly reduces Hawstead traffic and is only a minor inconvenience to my family. Much of our driving is from Pembina, since so</p>	2/15/2021 3:47 PM

## Hawstead Road Traffic Calming

many services are on Pembina including groceries, gas, restaurants, fitness centre, dentist, etc. Please do NOT restrict our access via Kirkbridge!!!!

71	Creates other traffic issues	2/15/2021 3:41 PM
72	I live on the Bairdmore Service road impacted by the changes. I will NEVER be able to use Hawstead to get to Pembina Hwy even though I live in the area and it is my designated route to get the Pembina strip which is my neighbourhood shopping area. PLUS it forces all the traffic to turn left at Bairdmore school...increasing the traffic volume there and increasing the risk of a child being hit.	2/15/2021 3:36 PM
73	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
74	Poor option.	2/15/2021 12:56 PM
75	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
76	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
77	I want to get home quickly and have visitors access my home easily.	2/14/2021 4:27 PM
78	A 50% reduction in volume is a large improvement, not perfect.	2/13/2021 11:34 AM
79	It helps reduce unnecessary traffic and gives somewhat immediate results. But, it does not seem to be enforced so dependent upon the honour system.	2/13/2021 11:30 AM
80	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
81	Restricted turns impede ability to go home.	2/12/2021 12:57 PM
82	Poor solution to the problem.	2/12/2021 12:45 PM
83	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
84	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
85	I have never had a traffic issue here, but if you want traffic to slow down, install speed bumps. Any restriction with no turns is not a good idea.	2/12/2021 11:06 AM
86	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
87	I have seen the actual results over four months.	2/12/2021 10:11 AM
88	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
89	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
90	See answer 3 Definition of a road: Hawstead Road road: /röd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
91	Option 2	2/11/2021 7:59 PM
92	No left turn restricts access to my house everyday over and over	2/11/2021 7:30 PM
93	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
94	Dumb idea.	2/11/2021 6:18 PM
95	Poor traffic design for homes in the development west of route 80 and Hawstead is the only road through the area Should consider opening up the planned roads for Bison Drive.	2/11/2021 5:05 PM
96	Option 2	2/11/2021 5:03 PM
97	Cut through traffic needs to be reduced . It is currently s dangerous for pedestrians , A sidewalk on Hawstead is preferred, but to wait up to 10 years is too long.	2/11/2021 3:57 PM

## Hawstead Road Traffic Calming

98	I need to be able to come in at one end of Hawstead Rd. as that is the only reasonable way to access Hazel Park Dr. To close both ends at certain times of the day means I would have to use Kendale and Meadowridge to access Hawstead to get home. Then those two streets would have increased traffic during the time children are going to and leaving Bairdmore School.	2/11/2021 2:07 PM
99	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
100	Because of reduced volume - has already been visible with changes implemented	2/11/2021 1:24 PM
101	Turn restrictions that are not complied with by some motorists and not enforced strictly by authorities is reinforcing bad behaviour.	2/11/2021 12:26 PM
102	Again this is all for the benefit of 22 households and puts the remainder of the people with longer commute times as well as adding additional traffic and potential for harm, in the school zone. Kirkbridge already has issues with speeding and this has increased exponentially since this no left turn has been put in place.	2/11/2021 11:16 AM
103	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
104	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
105	The current situation is causing more problems than it solves	2/10/2021 10:11 PM
106	This eliminates short cutting to and from Pembina Hwy.	2/10/2021 8:39 PM
107	Absolutely inconvenient for local residents. Diverts traffic into school zone permanently. Dangerous for children at school. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
108	Further residents are inconvenienced, doesn't prevent people from turning around at Branson. Requires people to travel further up Bairdmore through a school zone to access the side streets via Kendale	2/10/2021 7:54 PM
109	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
110	It restricts access to my residence.	2/10/2021 5:21 PM
111	Sucks.	2/10/2021 2:10 PM
112	It's too restrictive to the frontage road residents	2/10/2021 1:24 PM
113	Not supporting this	2/10/2021 12:59 PM

Q9 Please explain why you chose that level of support for option 1b:

Answered: 107 Skipped: 47

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	Traffic volumes were not an issue prior to the pilot. Volumes are much less now that COVID has impacted if, how and when people travel.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	Less inconvenient but doesn't address long term pedestrian safety.	2/28/2021 10:41 AM
6	Inconvenient for adjacent residents. Does not address pedestrian safety enough.	2/28/2021 10:19 AM
7	Inconvenient for Hawstead, and adjacent residents, and does not do enough to address Pedestrian Safety. Same as for 1a.	2/28/2021 9:49 AM
8	Inconvenient for adjacent residents. Doesn't address pedestrian safety enough.	2/28/2021 9:49 AM
9	Same	2/27/2021 12:39 PM
10	Good traffic volume reduction with no personal pain.	2/26/2021 10:47 PM
11	this option impacts local residents when they go to the stores on pembina	2/26/2021 3:35 PM
12	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
13	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
14	Residents must get home/in as efficiently as possible.	2/24/2021 7:57 PM
15	Hate all these options :-(	2/24/2021 7:33 PM
16	You knew when you moved in, what the traffic needs would be	2/24/2021 7:28 PM
17	I go and return from work going from Hawstead to Bairdmore. But it's not the most effective as 1a in reducing traffic.	2/24/2021 7:21 PM
18	While option 1b is meant to address cut through traffic, it fundamentally forces all residents of Groveland, Hazel Park, Hawstead, Meadow Ridge, and Kendale to bypass their return traffic from waverly or similar streets in front of bairdmore school (likely via glenbrook to kirkbridge). This could put a significant portion of traffic on a small street that was definitely not meant for it. The carbon footprint of this option in terms of increased commuting for all residents involved is also unacceptable, as this would cause a significant reroute for any of the listed residents on their primary route home from Pembina.	2/24/2021 7:20 PM
19	no need to change how it has been for years	2/24/2021 6:04 PM
20	Leave everything as it was,, Too inconvenient to get to Kendale drive we would have to drive all the way to the far end of Kendale.	2/24/2021 5:55 PM
21	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience	2/24/2021 1:33 PM
22	Don't want 24/7 restrictions.	2/24/2021 1:26 PM
23	Another good option, but option 1a looks to reduce volume a little more.	2/23/2021 7:44 PM
24	Bring new change will get drivers confused.	2/23/2021 7:37 PM
25	The option we wanted was no left or right turns but Janice Luke's just ignored us. Time to get the media down here for a look. I'm sure they won't be surprised we have been at this for 20years. After this is city hall. The usual just ignore us. When the tragedy happens and it will we will hold the city responsible for inaction for 20 years. Also Janice Likes said this signage was a one year pilot. More lying, the usual politician..	2/23/2021 6:53 PM
26	It will effect my daily driving time,I have to go at least 5 to 7 times a day.	2/23/2021 4:44 PM
27	Same as above.	2/23/2021 4:36 PM

## Hawstead Road Traffic Calming

28	Speed bumps should be installed. Sidewalks should be installed.	2/23/2021 3:03 PM
29	Doesn't add value to the situation, similar to 1a.	2/23/2021 2:35 PM
30	This a minor inconvenience to me that provides benefit to the residents of Hawstead.	2/23/2021 2:20 PM
31	I use Hawstead as a driver, pedestrian and bike rider. I definitely want there to be a reduction in traffic volumes so that it is safer. This option, at provides some reduction in traffic volume and is low cost. I am more supportive of 1a.	2/23/2021 1:36 PM
32	Cannot return home from Pembina without substantial detour. Feel 24/7 restriction is too much. It's not that busy all day every day to warrant this.	2/23/2021 1:31 PM
33	Resident access is impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
34	I think this would assist to a similar level as 1a	2/23/2021 11:52 AM
35	Same as #8	2/23/2021 8:10 AM
36	Major inconvenience to local residents	2/23/2021 7:13 AM
37	The speed appears to be less	2/22/2021 10:26 PM
38	Better return on traffic reduction and at least one end of hawstead is still available at all times.	2/22/2021 9:46 PM
39	To me as a resident, it is too much to give my family inconvenience.	2/22/2021 9:36 PM
40	Supportive. Least impact on all traffic and significantly reduces traffic on Hawstead.	2/22/2021 7:20 PM
41	It is even more inconvenient than option 1a. If you can't turn right there you are going to get more traffic turning left onto Hawstead because they had to come from a different direction, which will create more problems for people turning left off of Hawstead onto Kirkbridge. With people turning right onto Hawstead, you can still turn left off of Hawstead without too much delay. There is a lot of traffic on Kirkbridge and with lots of cars turning left onto Hawstead it will be majorly congested and traffic will get backed up.	2/22/2021 6:58 PM
42	Inconvenient	2/22/2021 5:26 PM
43	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
44	See prev answers, shifting problems does not resolve issues.	2/22/2021 5:00 PM
45	The only solution that will really resolve the problem.	2/22/2021 4:22 PM
46	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
47	Refer to my response for Question 8	2/21/2021 3:21 PM
48	According to the 2019 traffic volume study, this option would result in another 10% increase in traffic volume compared to option 1a. At volumes of 2000+ cars/day, that's an extra 200 cars per day on our street! This will have a noticeable impact.	2/21/2021 12:53 PM
49	It does not have the greatest impact on traffic volume.	2/21/2021 12:43 PM
50	Area residents inconvenience and waste of time is not taken into consideration. No thought given to the route for area residents to access their property. Sending additional traffic past school which is a hundred times worse that reducing traffic on Hawstead	2/21/2021 9:37 AM
51	I doubt that 24/7 is necessary	2/20/2021 9:09 AM
52	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
53	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
54	WILL increase traffic in front of Bairdmore Elementary all the time School which is never ideal.	2/18/2021 3:10 PM
55	No sidewalk.	2/17/2021 9:04 PM
56	Limiting access to residents homes is not an adequate solution.	2/17/2021 6:44 PM

## Hawstead Road Traffic Calming

57	I think the present solution was done in good faith for a 1 year trial period...to try to further complicate matters NOW is unpractical and a slap in the face to the decision made by Mrs Luke's in consultation with us, and will only anger more residents.	2/17/2021 5:10 PM
58	24/7 makes no sense. Why restrict the turn in the middle of the night? I only consider it to be bad when I can see 5 cars constantly going down Hawstead. Less than one car per minute is not a problem. If there is indeed more than one car going down Hawstead per minute during non-peak hours, then do a survey for Hawstead, Meadow Ridge, Kendale, Burnhill, Groveland, Fairbrook, and Hazel Park residents and give them 4 options of which turn they want to choose. The 4 options being: 1. No left turn from Bairdmore into Hawstead 2. No right turn from Hawstead into Bairdmore 3. No right turn from Kirkbridge into Hawstead 4. No left turn from Hawstead into Kirkbridge. If one of these options still means that a Groveland or Hazel Park resident has to constantly wait at the stop sign for 5 or more seconds to allow cars to pass during non-peak hours, which doesn't happen in reality, then combine options 1 and 2 or combine options 3 and 4. Ask the residents which entrance/exit they value more. The Bairdmore side or the Kirkbridge side. Take the least valuable side and completely restrict the turn, meaning no turning in and out of the least valuable side for non-peak hours except in the middle of the night, when there should be no restriction. The Bairdmore side gives access to Waverley and going North on Pembina. The Kirkbridge side give access to going North or South on Pembina as well as the Fort Richmond area. For Peak hours, the turn restrictions should be option 1c with a few changes that I addressed. If this restriction is applied, when driving South on Pembina, there is 1 way to get home. When driving North on Pembina, there are 4 ways to get home. Just means that I have to take the Bairdmore South entrance instead of using Kirkbridge. When going South on Waverley, I at least get the one and only way to get home without adding any time and distance.	2/16/2021 8:05 PM
59	See above	2/16/2021 3:38 PM
60	A no right turn at Kirkbridge is a route that is used to get into the area from Kirkbridge. This becomes even a worst option that 1a	2/16/2021 1:53 PM
61	Don't like 24/7 restriction	2/16/2021 1:52 PM
62	Again by being a resident on Kendale Drive, this is our main entrance to get onto our street. Closing off entrance to turn right is not even an option. Period!!!!	2/16/2021 12:14 PM
63	Simply applies the same wrong headed approach from the other end of Hawstead.	2/16/2021 11:57 AM
64	Residents could easily access their street from the Bairdmore side and it wouldn't increase traffic through the school zone.	2/16/2021 6:34 AM
65	I feel very strongly that a No right turn onto Hawstead from Kirkbridge would be a major inconvenience to my family and to visitors to my home. Additionally, this provides only minimal relief to the Hawstead traffic based on your info.	2/15/2021 3:47 PM
66	Creates other traffic issues	2/15/2021 3:41 PM
67	I live on Bairdmore at the end of Hawstead and this is my designated route to get to my house...NOT A SHORT CUT!!!!	2/15/2021 3:36 PM
68	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
69	Poor option.	2/15/2021 12:56 PM
70	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
71	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
72	I want to get home quickly and have visitors access my home easily.	2/14/2021 4:27 PM
73	A 40% reduction in volume is a large improvement, not perfect.	2/13/2021 11:34 AM
74	This would be more inconvenient as we access the neighborhood more from this direction.	2/13/2021 11:30 AM
75	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
76	Restricted turns impede ability to go home.	2/12/2021 12:57 PM

## Hawstead Road Traffic Calming

77	Poor solution to the problem.	2/12/2021 12:45 PM
78	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
79	I do not believe this addresses the flow of most traffic	2/12/2021 11:52 AM
80	same as #8	2/12/2021 11:06 AM
81	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
82	No actual data to make a decision.	2/12/2021 10:11 AM
83	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
84	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
85	See answer 3 Definition of a road: Hawstead Road road: /rōd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
86	Option 2	2/11/2021 7:59 PM
87	Same as above	2/11/2021 7:30 PM
88	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
89	Dumb idea.	2/11/2021 6:18 PM
90	Same as above plus people use Hawstead as a pedestrian passage and walk on wrong sides and all over road	2/11/2021 5:05 PM
91	Option 2	2/11/2021 5:03 PM
92	Westbound traffic on Hawstead from cut through traffic off Kirkbridge is too heavy and dangerous to pedestrians. Eastbound traffic from left turns off Bairdmore is Iso very heavy.	2/11/2021 3:57 PM
93	I need to get home some reasonable way to Hazel Park Dr.	2/11/2021 2:07 PM
94	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
95	Reduced volume but 2 detours so more problematic to get home	2/11/2021 1:24 PM
96	Same as the answer to question 8.	2/11/2021 12:26 PM
97	This still does not take in to account the residents that now have to circle the neighbourhood to get to their homes off Hawstead, without having to access a frontage road to be able to make a legal turn.	2/11/2021 11:16 AM
98	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
99	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
100	This will also cause more problems than it solves	2/10/2021 10:11 PM
101	Absolutely inconvenient for local residents. Diverts traffic into school zone permanently. Dangerous for children at school. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
102	Might be better as to make a U turn is more difficult and one must travel further to do so.	2/10/2021 7:54 PM
103	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
104	It restricts access to my residence.	2/10/2021 5:21 PM
105	Sucks.	2/10/2021 2:10 PM
106	It's too much of an inconvenience for me and my family	2/10/2021 1:24 PM



Q10 Please explain why you chose that level of support for option 1c:

Answered: 106 Skipped: 48

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	Traffic volumes were not an issue prior to the pilot. Volumes are much less now that COVID has impacted if, how and when people travel.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	More restrictions are more inconvenient. Doesn't address pedestrian safety.	2/28/2021 10:41 AM
6	The percentage of change for the inconvenience is only worth it for hawtead residents. This isn't not a helpful long term solution that area residents will support	2/28/2021 10:19 AM
7	As a Groveland resident I would not be able to get home from work (15:30-17:30) from Waverley OR Pembina, by not being able to turn left off Bairdmore, or right off Kirkbridge. I'd have to do a U-turn somewhere up Kirkbirdge OR Bairdmore to get back to Hawstead to go home. Also, does not do enough to address Pedestrian Saftey.	2/28/2021 9:49 AM
8	Will reduce traffic but at the cost of frustrated residents that have restricted access to their own homes. Not a long-term solution.	2/28/2021 9:49 AM
9	Same	2/27/2021 12:39 PM
10	massive impact to local residents in accessing homes and route traffic as outlined previously	2/26/2021 3:35 PM
11	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
12	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
13	Can't see how that would affect safety or speed. Counterproductive.	2/24/2021 7:57 PM
14	Hate all these options.	2/24/2021 7:33 PM
15	It is what it is!	2/24/2021 7:28 PM
16	Not effective enough, I would have picked this as number one if it was 24/7.	2/24/2021 7:21 PM
17	Option 1c is meant to address cut through traffic, but fundamentally forces all residents of Groveland, Hazel Park, Hawstead, Meadow Ridge, and Kendale to bypass their return traffic from waverly or similar streets in front of bairdmore school. Without an assesment on the impact of that (plus any diverted shortcut traffic through kirkbridge) on traffic in front of bairdmore school I would not support this option at all. Likewise with the number of cars that are ignoring the signs this may not prove to significantly reduce traffic without enforcement (or a major traffic change option, such as the forced turn boulevard extension) which is unwelcome. This option is different from 1a in the timing, however the peak times are when there are also peak times on kirkbridge and on bairdmore during school pickup times.	2/24/2021 7:20 PM
18	no need to change how it has been for years	2/24/2021 6:04 PM
19	Leave as it was	2/24/2021 5:55 PM
20	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience The issues above are not worth it to the residents who want to reach their homes if it will only reduce traffic by less than 20%. Why would this need to be in effect 7 days a week? Weekends at those times do not have the same rush hours.	2/24/2021 1:33 PM
21	I don't think having both ends restricted at the same time is good. Too much confusion with cars looking for alternate routes.	2/24/2021 1:26 PM
22	Evenings and weekends still produce a lot of traffic and this option wouldn't address the issue. Traffic volumes will not be reduced significantly compared to option 1a.	2/23/2021 7:44 PM
23	It will leave residents of Hawstead road to no easy access options to return home. Will bring more traffic to side stress.	2/23/2021 7:37 PM
24	It will effect my daily driving time,I have to go at least 5 to 7 times a day.	2/23/2021 4:44 PM

## Hawstead Road Traffic Calming

25	Same as above.	2/23/2021 4:36 PM
26	Speed bumps should be installed sidewalks installed for pedestrians safety	2/23/2021 3:03 PM
27	An approach with value in theory. However, drivers are observed multiple times daily, to be highly ignorant of the sign and continue to turn anyway. Adding time restrictions may result in further noncompliance. I live on a frontage road at 543 Bairdmore. The traffic is still diverted to the narrow access road on Bairdmore. This is unsafe due to ignorant and impatient drivers who zip through the service roads at high speeds.	2/23/2021 2:35 PM
28	This impacts my ability to leave my residence.	2/23/2021 2:20 PM
29	I use Hawstead as a driver, pedestrian and bike rider. I definitely want there to be a reduction in traffic volumes so that it is safer. This option, at provides some reduction in traffic volume and is low cost. I am more supportive of 1a or 1b.	2/23/2021 1:36 PM
30	How do residents on Hawstead, Hazel Park and Groveland get on and off their street? Time restrictions are at peak times when people are leaving for and coming home from work - the time they want to get on their street the most.	2/23/2021 1:31 PM
31	Resident access is heavily impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
32	AM and PM peak period restrictions will be less impactful as the traffic volume at other times; Saturday afternoon, after supper, etc, is just as problematic for a residential road that functions as a sidewalk	2/23/2021 11:52 AM
33	Turn restrictions during peak hours makes more sense that 24/7.	2/23/2021 8:10 AM
34	Major inconvenience to local residents	2/23/2021 7:13 AM
35	May cut down on the traffic	2/22/2021 10:26 PM
36	This option would not allow residents on hawstead or feeder streets to get back to their homes after work during normal rush hour . The reduction in traffic flow is also minimal	2/22/2021 9:46 PM
37	To me as a resident, it is too much to give my family inconvenience.	2/22/2021 9:36 PM
38	Not supportive. Significantly impacts all traffic during morning and afternoon peak. Consider 3 way stop on Hawstead at both entrances to Groveland Bay.	2/22/2021 7:20 PM
39	There would be certain times of the day where I would be really unsure of how I would get home. I cannot get to my house unless I go down Hawstead, I have no other option. Double the gas consumption and wear and tear on the car. Inconvenience would be unrealistic. Would never come home in a good mood anymore. You would need a cheat sheet just to figure out how to get home at different times of the day. Beyond a stupid idea. Are you really trying to punish the people who live on Hawstead or a street off of Hawstead. Wonder how many accidents there would be with people trying to figure out if they can turn there or not.	2/22/2021 6:58 PM
40	Inconvenient	2/22/2021 5:26 PM
41	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
42	Totally absurd, forget about getting home legally, front access roads, u turns would soar, very dangerous and an accident waiting to happen especially with bus routes	2/22/2021 5:00 PM
43	Addresses both sources of traffic but don't feel people will follow time restrictions	2/22/2021 4:22 PM
44	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
45	Refer to my response for Question 8	2/21/2021 3:21 PM
46	This will again result in an incremental increase in traffic volumes on Hawstead. I believe enforcement will also be less consistent due to availability of traffic enforcement units during these times for local applications.	2/21/2021 12:53 PM
47	It does not have a great impact on traffic volume. Enforcement would be difficult.	2/21/2021 12:43 PM
48	Area residents inconvenience and waste of time is not taken into consideration. No thought given to the route for area residents to access their property. Sending additional traffic past	2/21/2021 9:37 AM

## Hawstead Road Traffic Calming

school which is a hundred times worse than reducing traffic on Hawstead

49	Peak periods seems a reasonable compromise if there is a significant traffic problem (though I have not seen it even at peak periods.	2/20/2021 9:09 AM
50	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
51	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
52	Will increase traffic in front of Bairdmore Elementary school during peak pick-up and drop off times when young children are most vulnerable. Requires learning/changing behavior on behalf of drivers. Difficult to enforce.	2/18/2021 3:10 PM
53	No sidewalk.	2/17/2021 9:04 PM
54	Limiting access to residents homes is not an adequate solution. This option limits entrance from the only 2 points into the area giving resident's no easy access to their homes during the limited hours.	2/17/2021 6:44 PM
55	Same answer as #9	2/17/2021 5:10 PM
56	This could help, but only with a proper period of enforcement.	2/17/2021 1:51 PM
57	There is one problem, and it is the afternoon rush hour restrictions. The point here is restricting the path, in either direction, where cars are going south on either Kirkbridge or Bairdmore, cutting through Hawstead, and going North on the other side. The majority of resident's traffic should not be funneled into one entrance, namely the Kendale entrance. For morning rush hour, no left turn from Bairdmore into Hawstead, and no right turn from Kirkbridge into Hawstead, as shown in 1c. People are going to work, so they are more likely to leave. This restricts anybody entering Hawstead Rd from either side, For Afternoon rush hour, no left turn from Hawstead onto Kirkbridge, and no right turn from Hawstead onto Bairdmore. People are coming home at this time. People who live in the area can turn into Hawstead, but shortcutters who are taking the path as described in the first paragraph, can't take that path because when they go south on Bairdmore, turn left into Hawstead, once they reach Kirkbridge, they MUST turn right as you can't turn left. This method means that the majority of drivers aren't forced to take one entrance. In terms of going North or coming from the North, which is the majority of the traffic, for AM peak hours, the restrictions mean 1 entrance, 3 exits. For PM peak hours, it means 3 entrances, 1 exit.	2/16/2021 8:05 PM
58	See above	2/16/2021 3:38 PM
59	Having no left turn or right turn at the peak hours defeats even having that street open at all. Might as well close down the street	2/16/2021 1:53 PM
60	It is not clear what volume of traffic is being impacted in the morning and evening rush. Do we need 7 days a week or only Monday to Friday during school year?	2/16/2021 1:52 PM
61	This is something that is a time restriction option and who would be policing this. This is when people are going to work, school and returning home.	2/16/2021 12:14 PM
62	Even more restrictive on all residents. Is there any evidence that the bulk of the problem occurs during "peak hours"?	2/16/2021 11:57 AM
63	A person living on Hawstead would have a very awkward and time consuming re-routing get home during peak periods.	2/16/2021 6:34 AM
64	This would give me No alternative to accessing my home from work on a daily basis, other than taking a convoluted route to the south Bairdmore & Pembina intersection and then enter left off Kirkbridge or right off Bairdmore, causing me to have to drive past the school creating extra traffic in a school zone.	2/15/2021 3:47 PM
65	Creates other traffic issues	2/15/2021 3:41 PM
66	I live on the Bairdmore Service road impacted by the changes. I will NEVER be able to use Hawstead to get to Pembina Hwy even though I live in the area and it is my designated route to get the Pembina strip which is my neighbourhood shopping area. PLUS it forces all the traffic to turn left at Bairdmore school...increasing the traffic volume there and increasing the risk of a child being hit.	2/15/2021 3:36 PM

## Hawstead Road Traffic Calming

67	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
68	Poor option.	2/15/2021 12:56 PM
69	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
70	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
71	I want to get home quickly and have visitors access my home easily.	2/14/2021 4:27 PM
72	The time restrictions/limitations are less inconvenient to local traffic.	2/13/2021 11:34 AM
73	Not sure of its effectiveness since it is so time specific.	2/13/2021 11:30 AM
74	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
75	Turn restriction times are better than a 24 hour seven day a week restriction	2/12/2021 12:57 PM
76	Poor solution to the problem.	2/12/2021 12:45 PM
77	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
78	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
79	same as #8	2/12/2021 11:06 AM
80	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
81	No actual data to make a decision.	2/12/2021 10:11 AM
82	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
83	See answer 3 Definition of a road: Hawstead Road road: /rōd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
84	Option 2	2/11/2021 7:59 PM
85	Again no right turn on Kirkbridge and getting a ticket makes no sense at all	2/11/2021 7:30 PM
86	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
87	Dumb idea.	2/11/2021 6:18 PM
88	Same as above	2/11/2021 5:05 PM
89	Option 2	2/11/2021 5:03 PM
90	AM/PM peak period restrictions is better than nothing but the problem is also in off peak periods.	2/11/2021 3:57 PM
91	Same reason as previous two options.	2/11/2021 2:07 PM
92	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
93	Too restrictive not enough traffic volume reduction to make street safe	2/11/2021 1:24 PM
94	Same as the answer to question 8.	2/11/2021 12:26 PM
95	Increases the speeds on all the streets that are affected by this, including the school zone on Kirkbridge and regardless of the speed humps on Marrington, it does not slow people down. It still adds many factors to those that live directly off Hawstead, Again only taking those very small amount of residents that live on Hawstead in to account and not for the greater good of the remaining residents affected by this decision.	2/11/2021 11:16 AM
96	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM

## Hawstead Road Traffic Calming

97	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
98	This addresses the biggest impact times, not great, but better than option 1a and 1b	2/10/2021 10:11 PM
99	Slows traffic during peaks	2/10/2021 8:39 PM
100	Absolutely inconvenient for local residents. Diverts traffic into school zone permanently. Dangerous for children at school, specifically during peak school pick up and drop off times. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
101	too restrictive for southbound on both Kirkbridge AND Baridmore (i.e. traffic coming from Pembina Hwy and Waverley via Sandusky)	2/10/2021 7:54 PM
102	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
103	It restricts access to my residence.	2/10/2021 5:21 PM
104	Sucks.	2/10/2021 2:10 PM
105	It's too restrictive to the frontage road residents. It's too much of an inconvenience for me and my family	2/10/2021 1:24 PM
106	Not supporting this	2/10/2021 12:59 PM

Q11 Please explain why you chose that level of support for option 1d:

Answered: 105 Skipped: 49

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	Oh come on!!!... Traffic volumes were not an issue prior to the pilot. Volumes are much less now that COVID has impacted if, how and when people travel.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	More inconvenient and less effective (only 20%)	2/28/2021 10:41 AM
6	The percentage of change for the inconvenience is only worth it for hawtead residents. This isn't not a helpful long term solution that area residents will support	2/28/2021 10:19 AM
7	As a Groveland resident I would not be able to get home from work (15:30-17:30) from Waverley OR Pembina, by not being able to turn left off Bairdmore, or right off Kirkbridge. I'd have to do a U-turn somewhere up Kirkbirdge OR Bairdmore to get back to Hawstead to go home. Same as 1c. Also, does not do enough to address Pedestrian Saftey.	2/28/2021 9:49 AM
8	The percentage of change for the inconvenience is only worth it for Hawstead residents. This is not a helpful long-term solution that area residents will support.	2/28/2021 9:49 AM
9	Same	2/27/2021 12:39 PM
10	still a direct impact to local residents with little return ie 15% volume reduction if that's what the city objective is.	2/26/2021 3:35 PM
11	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
12	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
13	If I am coming from the grocery store to home on Hawstead, I must go CLEAR around to the SCHOOL to get home via Kirkbridge through Meadow Ridge to come to Hawstead ... This is NOT REASONABLE nor EFFECTIVE Solution.	2/24/2021 7:57 PM
14	Hate all these options	2/24/2021 7:33 PM
15	This type of issue is common everywhere in the city	2/24/2021 7:28 PM
16	Not effective enough, I would have picked this as number one if it was 24/7.	2/24/2021 7:21 PM
17	Same as 1c.	2/24/2021 7:20 PM
18	no need to change how it has been for years	2/24/2021 6:04 PM
19	Leave as it was	2/24/2021 5:55 PM
20	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience The issues above are not worth it to the residents who want to reach their homes if it will only reduce traffic by less than 20%.	2/24/2021 1:33 PM
21	Again too much confusion and rerouting through the neighbourhood.	2/24/2021 1:26 PM
22	Evenings and weekends still produce a lot of traffic and this option wouldn't address the issue. Traffic volumes will not be reduced significantly compared to option 1a.	2/23/2021 7:44 PM
23	Same as 1c	2/23/2021 7:37 PM
24	It will effect my daily driving time,I have to go at least 5 to 7 times a day.	2/23/2021 4:44 PM
25	Same as above.	2/23/2021 4:36 PM
26	Sidewalks should be installed and sidewalks installed for pedestrian safety	2/23/2021 3:03 PM
27	An approach with value in theory. However, drivers are observed multiple times daily, to be highly ignorant of the sign and continue to turn anyway. Adding time restrictions may result in further noncompliance. I live on a frontage road at 543 Bairdmore. The traffic is still diverted to the narrow access road on Bairdmore. This is unsafe due to ignorant and inpatient drivers who zip through the service roads at high speeds.	2/23/2021 2:35 PM

## Hawstead Road Traffic Calming

28	This impacts my ability to leave my residence.	2/23/2021 2:20 PM
29	The reduction in traffic volume is not enough and it is more complicated as you have to keep changing behavior depending on the time.	2/23/2021 1:36 PM
30	Same as 1C	2/23/2021 1:31 PM
31	Resident access is heavily impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
32	AM and PM peak period restrictions will be less impactful as the traffic volume at other times; Saturday afternoon, after supper, etc, is just as problematic for a residential road that functions as a sidewalk	2/23/2021 11:52 AM
33	Turn restrictions during peak hours makes more sense that 24/7.	2/23/2021 8:10 AM
34	Major inconvenience to local residents	2/23/2021 7:13 AM
35	may cut down the amount of traffic	2/22/2021 10:26 PM
36	This option would not allow residents on hawstead or feeder streets to get back to their homes after during normal rush hour . The reduction in traffic flow is also minimal.	2/22/2021 9:46 PM
37	To me as a resident, it is too much to give my family inconvenience.	2/22/2021 9:36 PM
38	Not supportive. Significantly impacts all traffic during afternoon peak and doesn't really reduce traffic on Hawstead. Consider 3 way stop on Hawstead at both entrances to Groveland Bay.	2/22/2021 7:20 PM
39	There would be certain times of the day where I would be really unsure of how I would get home. Double the gas consumption and wear and tear on the car. Inconvenience would be unrealistic. Would never come home in a good anymore. You would need a cheat sheet just to figure out how to get home at different times of the day. Beyond a stupid idea. Are you really trying to punish the people who live on Hawstead or a street off of Hawstead. Wonder how many accidents there would be with people trying to figure out if they can turn there or not.	2/22/2021 6:58 PM
40	Inconvenient	2/22/2021 5:26 PM
41	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
42	Really, same questions and answers	2/22/2021 5:00 PM
43	It's busy with pedestrians in the morning as well. People walk down Hawstead to bus stop and people walking dogs	2/22/2021 4:22 PM
44	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
45	Refer to my response to Question 8	2/21/2021 3:21 PM
46	Please see response to 1c.	2/21/2021 12:53 PM
47	It does not have a great impact on traffic volume. Enforcement would be difficult.	2/21/2021 12:43 PM
48	All options 1 are foolish as you have not said a word about how local area residents are to get access to their property.	2/21/2021 9:37 AM
49	Only one peak period seems to have relatively little impact	2/20/2021 9:09 AM
50	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
51	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
52	My answer is similar to 1c. Increases traffic around Elementary school during pick Pick-up times. Difficult to police times.	2/18/2021 3:10 PM
53	No sidewalk.	2/17/2021 9:04 PM
54	Limiting access to residents homes is not an adequate solution. This option limits entrance from the only 2 points into the area giving resident's no easy access to their homes during the limited hours.	2/17/2021 6:44 PM

## Hawstead Road Traffic Calming

55	Same answer as #9	2/17/2021 5:10 PM
56	This idea is only good for AM peak hours only. See my description of how PM peak hours should be in option 1c	2/16/2021 8:05 PM
57	See above	2/16/2021 3:38 PM
58	This is the main time that people are coming home from work and school	2/16/2021 1:53 PM
59	See 10	2/16/2021 1:52 PM
60	This is another restriction that is the main time when people are coming home. Who will be policing this?	2/16/2021 12:14 PM
61	Same as reasons for 1c level of support. This would now apply 24/7.	2/16/2021 11:57 AM
62	Not enough traffic reduction.	2/16/2021 6:34 AM
63	This would give me No alternative to accessing my home from work on a daily basis, other than taking a convoluted route to the south Bairdmore & Pembina intersection and then enter left off Kirkbridge or right off Bairdmore, causing me to have to drive past the school creating extra traffic in a school zone.	2/15/2021 3:47 PM
64	Creates other traffic issues	2/15/2021 3:41 PM
65	I live on the Bairdmore Service road impacted by the changes. I will NEVER be able to use Hawstead to get to Pembina Hwy even though I live in the area and it is my designated route to get the Pembina strip which is my neighbourhood shopping area. PLUS it forces all the traffic to turn left at Bairdmore school...increasing the traffic volume there and increasing the risk of a child being hit.	2/15/2021 3:36 PM
66	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
67	Poor option.	2/15/2021 12:56 PM
68	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
69	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
70	The time restrictions/limitations are less inconvenient to local traffic.	2/13/2021 11:34 AM
71	Not sure of its effectiveness since it is so time specific.	2/13/2021 11:30 AM
72	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
73	Turn restriction times are better than a 24 hour seven day a week restriction	2/12/2021 12:57 PM
74	Poor solution to the problem.	2/12/2021 12:45 PM
75	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
76	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
77	Same as #8	2/12/2021 11:06 AM
78	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
79	No actual data to make a decision.	2/12/2021 10:11 AM
80	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
81	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
82	See answer 3 Definition of a road: Hawstead Road road: /röd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
83	Option 2	2/11/2021 7:59 PM

## Hawstead Road Traffic Calming

84	Same as above	2/11/2021 7:30 PM
85	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
86	Dumb idea.	2/11/2021 6:18 PM
87	Same as above	2/11/2021 5:05 PM
88	Option 2	2/11/2021 5:03 PM
89	AM peak periods are still a problem	2/11/2021 3:57 PM
90	Same reason as previous three options.	2/11/2021 2:07 PM
91	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
92	Too restrictive not enough traffic reduction to make street safe	2/11/2021 1:24 PM
93	Same as the answer to question 8.	2/11/2021 12:26 PM
94	Same reasons as number 10	2/11/2021 11:16 AM
95	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
96	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
97	This addresses biggest impact times, better option than 1a or 1b	2/10/2021 10:11 PM
98	Slows traffic during peaks.	2/10/2021 8:39 PM
99	Absolutely inconvenient for local residents. Diverts traffic into school zone permanently. Dangerous for children at school, specifically during peak school pick up and drop off times. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
100	as 1 c: too restrictive for southbound on both Kirkbridge AND Baridmore (i.e. traffic coming from Pembina Hwy and Waverley via Sandusky)	2/10/2021 7:54 PM
101	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
102	It restricts access to my residence.	2/10/2021 5:21 PM
103	Sucks.	2/10/2021 2:10 PM
104	It's too restrictive to the frontage road residents	2/10/2021 1:24 PM
105	Not supporting this	2/10/2021 12:59 PM

Q12 Please explain why you chose that level of support for option 1e:

Answered: 105 Skipped: 49

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	This is sending vehicles to the school zone at the wrong time.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	Inconvenient and only moves problems to adjacent streets and adds new safety concerns.	2/28/2021 10:41 AM
6	Although a better update of our current situation, this option still does not address pedestrian safety and in fact has increased it with more vehicles using the service road and turning around at places not intended for it on a major through street. This does not solve the problem but has moved it and added more time for residents on adjacent street to get to their own homes.	2/28/2021 10:19 AM
7	Does not do enough to address Pedestrian Safety. Can't get home from work via Waverly without driving around Kirkridge Park adding a number of minutes to my drive. This inconvenience is more time than waiting for a couple cars to pass by while backing our of Hawstead Road residents driveway.	2/28/2021 9:49 AM
8	Although the better update of our current situation, this option still does not address pedestrian safety and in fact has increased it with more vehicles using the service road in an attempt to be inconvenienced the least by turning around or backing up in service road. This does not solve the problem only moves it and causes more safety issues along with added time to get to our homes.	2/28/2021 9:49 AM
9	Same	2/27/2021 12:39 PM
10	still a direct impact to local residents with little return ie 15% volume reduction if that's what the city objective is.	2/26/2021 3:35 PM
11	I think most traffic cut straight through during rush hour cause it's a shorter route for them but very inconvenient for the ones living in the neighborhood to have to make a longer detour to get home. If you also have restrictions on Kirkbridge, it would make it even worse for those living in the neighborhood.	2/26/2021 2:20 PM
12	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
13	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
14	Not supportive for HOMEcare workers, with the aging population living in this area.	2/24/2021 7:57 PM
15	Hate all these options	2/24/2021 7:33 PM
16	It is what it is	2/24/2021 7:28 PM
17	Not effective enough.	2/24/2021 7:21 PM
18	Combination of 1a and 1c	2/24/2021 7:20 PM
19	no need to change how it has been for years	2/24/2021 6:04 PM
20	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience The issues above are not worth it to the residents who want to reach their homes if it will only reduce traffic by less than 20%.	2/24/2021 1:33 PM
21	We would like to see the traffic reduced and as there has been no turn at the corner for a while this might be the least difficult option for the neighbourhood to accept. But preferably Mon.- Fri. only restrictions because of the school and work traffic.	2/24/2021 1:26 PM
22	Evenings and weekends still produce a lot of traffic and this option wouldn't address the issue. Traffic volumes will not be reduced significantly compared to option 1a.	2/23/2021 7:44 PM
23	Will be more difficult to follow. Drivers are creatures of habit. We already started to get used to not turning.	2/23/2021 7:37 PM
24	It will effect my daily driving time,I have to go at least 5 to 7 times a day.	2/23/2021 4:44 PM

## Hawstead Road Traffic Calming

25	Same as above.	2/23/2021 4:36 PM
26	Speed bumps should be installed and sidewalks for pedestrians safety	2/23/2021 3:03 PM
27	An approach with value in theory. However, drivers are observed multiple times daily, to be highly ignorant of the sign and continue to turn anyway. Adding time restrictions may result in further noncompliance. I live on a frontage road at 543 Bairdmore. The traffic is still diverted to the narrow access road on Bairdmore. This is unsafe due to ignorant and impatient drivers who zip through the service roads at high speeds.	2/23/2021 2:35 PM
28	This impacts my ability to leave my residence.	2/23/2021 2:20 PM
29	The reduction in traffic volume is not enough and it is more complicated as you have to keep changing behavior depending on the time.	2/23/2021 1:36 PM
30	Redirects left turning traffic to school zone during it's peak hours when traffic and pedestrian count is highest in that area.	2/23/2021 1:31 PM
31	Resident access is heavily impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
32	AM and PM peak period restrictions will be less impactful as the traffic volume at other times; Saturday afternoon, after supper, etc, is just as problematic for a residential road that functions as a sidewalk	2/23/2021 11:52 AM
33	Turn restrictions during peak hours makes more sense that 24/7.	2/23/2021 8:10 AM
34	Major inconvenience to local residents	2/23/2021 7:13 AM
35	Decrease the amount of traffic flow	2/22/2021 10:26 PM
36	This option would not allow residents on hawstead or feeder streets to get back to their homes after work during normal rush hour . The reduction in traffic flow is also minimal	2/22/2021 9:46 PM
37	Not preferable but somewhat acceptable, just rush hours.	2/22/2021 9:36 PM
38	Not supportive. Significantly impacts all traffic on Braidmore for the morning and afternoon rush hour and really does not reduce traffic flows on Hawstead. Consider 3 way stop on Hawstead at both entrances to Groveland Bay.	2/22/2021 7:20 PM
39	If there has to be one of these signs preventing people from getting home the most convenient way this would probably be the least intrusive for us.	2/22/2021 6:58 PM
40	Inconvenient	2/22/2021 5:26 PM
41	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
42	Doable only until new school built in Richmond West, scheduled for 2023	2/22/2021 5:00 PM
43	Does not address traffic from Kirkbridge which is significant problem especially with parked cars near Kirkbridge and pedestrians crossing Kirkbridge/Hawstead. Do not believe times will be respected	2/22/2021 4:22 PM
44	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
45	Refer to my response for Question 8	2/21/2021 3:21 PM
46	Please see response to 1c.	2/21/2021 12:53 PM
47	This option and 1f have the least impact on traffic volume.	2/21/2021 12:43 PM
48	Area residents inconvenience and waste of time is not taken into consideration. No thought given to the route for area residents to access their property. Sending additional traffic past school which is a hundred times worse that reducing traffic on Hawstead	2/21/2021 9:37 AM
49	If I understand the proposal correctly, a mandatory right turn at the frontage road makes no sense and would require significant rerouting of my normal path home.	2/20/2021 9:09 AM
50	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM

## Hawstead Road Traffic Calming

51	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
52	Difficult to police (sometimes you can turn sometimes you can't). I think a straight forward rule is better than a sometimes rule. If the residents on the Hawstead and the adjacent area feel restricted though not having access to their homes and they would prefer a sometimes rule that doesn't increase traffic towards the Elementary school I would support that decision.	2/18/2021 3:10 PM
53	No sidewalk.	2/17/2021 9:04 PM
54	Limiting access to residents homes is not an adequate solution as the local residents also need to access their homes more during peak hours.	2/17/2021 6:44 PM
55	Same answer as #9	2/17/2021 5:10 PM
56	See my description of how the turn restrictions should be in option 1c	2/16/2021 8:05 PM
57	See abov	2/16/2021 3:38 PM
58	This now limits people from turning left on the main times. this is when we mostly use this route and just unfair to the neighborhood	2/16/2021 1:53 PM
59	See 10	2/16/2021 1:52 PM
60	Again why are we doing this 7 days a week. Does it show that traffic is that heavy on all 7 days. Not an option and becomes to restrictive.	2/16/2021 12:14 PM
61	Limited hours of applicability is preferable to 24/7 if there is substantial proof that "peak hours" are a specific problem.	2/16/2021 11:57 AM
62	Not enough traffic reduction.	2/16/2021 6:34 AM
63	This would give me No alternative to accessing my home from work on a daily basis, other than taking a convoluted route to the south Bairdmore & Pembina intersection and then enter left off Kirkbridge or right off Bairdmore, causing me to have to drive past the school creating extra traffic in a school zone.	2/15/2021 3:47 PM
64	Creates other traffic issues	2/15/2021 3:41 PM
65	I live on the Bairdmore Service road impacted by the changes. I will NEVER be able to use Hawstead to get to Pembina Hwy even though I live in the area and it is my designated route to get the Pembina strip which is my neighbourhood shopping area. PLUS it fotrces all the traffic to turn left at Bairdmore school...increasing the traffic volume there and increasing the risk of a child being hit.	2/15/2021 3:36 PM
66	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
67	Poor option.	2/15/2021 12:56 PM
68	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
69	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
70	The reduction in volume is not significant relative to the inconvenience to local residents.	2/13/2021 11:34 AM
71	Not sure of its effectiveness since it is so time specific.	2/13/2021 11:30 AM
72	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
73	Applying turn restrictions at rush hour less onerous.	2/12/2021 12:57 PM
74	Poor solution to the problem.	2/12/2021 12:45 PM
75	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
76	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
77	same as #8	2/12/2021 11:06 AM

## Hawstead Road Traffic Calming

78	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
79	No actual data to make a decision.	2/12/2021 10:11 AM
80	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
81	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
82	See answer 3 Definition of a road: Hawstead Road road: /rōd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
83	Option 2	2/11/2021 7:59 PM
84	If something has to be done, this is the least annoying option	2/11/2021 7:30 PM
85	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
86	Dumb idea.	2/11/2021 6:18 PM
87	Restricting residents from accessing their homes and increasing emissions especially for those that live close to that area for extending their drive and increasing traffics and risks in school zone. All traffic stops in the school zone as school buses load/unload kids in the parking lot which stops all other buses and traffic that are waiting to turn in and unload or load kids, traffic backs up to stop sign and beyond at specific times at start and finish of school hours	2/11/2021 5:05 PM
88	Option 2	2/11/2021 5:03 PM
89	Partially solves the problem but not enough	2/11/2021 3:57 PM
90	Same reason as previous four options.	2/11/2021 2:07 PM
91	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
92	Not enough traffic reduction to make street safe	2/11/2021 1:24 PM
93	Same as the answer to question 8.	2/11/2021 12:26 PM
94	Same reasons as number 10	2/11/2021 11:16 AM
95	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
96	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
97	If you are going to restrict turning during peak times, it should be from both ends	2/10/2021 10:11 PM
98	Slows traffic during peaks and does not hinder local residents.	2/10/2021 8:39 PM
99	Absolutely inconvenient for local residents. Diverts traffic into school zone permanently. Dangerous for children at school, specifically during peak school pick up and drop off times. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
100	as per estimated traffic reduction in this case (15%), I don't believe the cut through traffic occurs at a specific time of day	2/10/2021 7:54 PM
101	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
102	It restricts access to my residence.	2/10/2021 5:21 PM
103	Sucks.	2/10/2021 2:10 PM
104	It's too restrictive to the frontage road residents	2/10/2021 1:24 PM
105	Not supporting this	2/10/2021 12:59 PM

Q13 Please explain why you chose that level of support for option 1f:

Answered: 103 Skipped: 51

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	not needed	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	This is sending vehicles to the school zone at the wrong time.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage.	2/28/2021 11:05 AM
5	The least inconvenient but the least effective and doesn't address pedestrian safety.	2/28/2021 10:41 AM
6	This option still does not address pedestrian safety and in fact has increased it with more vehicles using the service road and turning around at places not intended for it on a major through street. This does not solve the problem but has moved it and has restricted residents on adjacent street to get to their own homes.	2/28/2021 10:19 AM
7	The least invasive option for adjacent residents. Does not do nearly enough for Pedestrian Safety. By not being able to turn left onto Kirkbridge in the morning, could funnel too much "adjacent resident" traffic to Waverley in the mornings, that would instead by trying to get to work via Pembina Hwy.	2/28/2021 9:49 AM
8	This option still does not address pedestrian safety and in fact has increased it with more vehicles using the service roads in an attempt to be inconvenienced the least by trying to find the fastest way to get home. This does not solve the problem only moves it and causes more safety issues along with added time to get to our homes. The percentage of change is minimal but it affects residents the least which is why I have chosen to mark it as neutral.	2/28/2021 9:49 AM
9	Same	2/27/2021 12:39 PM
10	still a direct impact to local residents with little return ie 15% volume reduction if that's what the city objective is.	2/26/2021 3:35 PM
11	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
12	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
13	Not supportive for HOMEcare workers, with the aging population living in this area.	2/24/2021 7:57 PM
14	Hate all these options	2/24/2021 7:33 PM
15	It is what it is	2/24/2021 7:28 PM
16	Not effective enough.	2/24/2021 7:21 PM
17	Same as 1b.	2/24/2021 7:20 PM
18	no need to change how it has been for years	2/24/2021 6:04 PM
19	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience The issues above are not worth it to the residents who want to reach their homes if it will only reduce traffic by less than 20%.	2/24/2021 1:33 PM
20	This adds traffic going past Bairdmore school. Or people will turn right on Brentlawn to swing back to Kirkbridge and make a left turn on Hawstead. Or they will turn at Kendale to get to Hawstead adding traffic through the neighbourhood.	2/24/2021 1:26 PM
21	Evenings and weekends still produce a lot of traffic and this option wouldn't address the issue. Traffic volumes will not be reduced significantly compared to option 1a.	2/23/2021 7:44 PM
22	Same as 1e	2/23/2021 7:37 PM
23	It will effect my daily driving time,I have to go at least 5 to 7 times a day.	2/23/2021 4:44 PM
24	Same as above.	2/23/2021 4:36 PM
25	Speed bumps should be installed and sidewalks should be installed for pedestrians safety	2/23/2021 3:03 PM
26	Doesn't seem to add value to a resolution.	2/23/2021 2:35 PM
27	This a minor inconvenience to me that provides benefit to the residents of Hawstead.	2/23/2021 2:20 PM

## Hawstead Road Traffic Calming

28	The reduction in traffic volume is not enough and it is more complicated as you have to keep changing behavior depending on the time.	2/23/2021 1:36 PM
29	Best balanced option for me - Impacts me a little bit during restricted hours which I can live with for the reduction in traffic for area residents.	2/23/2021 1:31 PM
30	Resident access is heavily impacted with near zero impact on other drivers. I prefer a solution to fully block the access for all non-residents. It may be applied during rush hours only similar to the Wellington Crescent restrictions.	2/23/2021 11:53 AM
31	AM and PM peak period restrictions will be less impactful as the traffic volume at other times; Saturday afternoon, after supper, etc, is just as problematic for a residential road that functions as a sidewalk	2/23/2021 11:52 AM
32	Turn restrictions during peak hours makes more sense that 24/7.	2/23/2021 8:10 AM
33	Major inconvenience to local residents	2/23/2021 7:13 AM
34	same as above	2/22/2021 10:26 PM
35	It's a good start and the least intrusive for now for residents and will eliminate the short cutting traffic in peak periods for commuters and persons driving through to get their children to school. It's worth a try to see what the effect on volume is.	2/22/2021 10:11 PM
36	To me as a resident, it is too much to give my family inconvenience.	2/22/2021 9:36 PM
37	Somewhat supportive. Impacts traffic on Kirkbridge during morning and afternoon rush hour and does not really reduce traffic on Hawstead. Consider 3way stop on Hawstead at both entrances to Groveland.	2/22/2021 7:20 PM
38	If you can't turn right there you are going to get more traffic turning left onto Hawstead, which will create more problems for people turning left off of Hawstead. With people turning right onto Hawstead, you can still turn left off of Hawstead without too much delay. There is a lot of traffic on Kirkbridge and with lots of cars turning left it will be majorly congested.	2/22/2021 6:58 PM
39	Inconvenient	2/22/2021 5:26 PM
40	The option is too restrictive and a major inconvenience to local residents	2/22/2021 5:07 PM
41	Restrictions not reasonable, look at resident numbers impacted, negative return.	2/22/2021 5:00 PM
42	Does not address traffic during the day and do not feel people will follow time restrictions	2/22/2021 4:22 PM
43	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
44	Refer to my response for Question 8	2/21/2021 3:21 PM
45	Please see response to 1c.	2/21/2021 12:53 PM
46	This option and 1e have the least impact on traffic volume.	2/21/2021 12:43 PM
47	Area residents inconvenience and waste of time is not taken into consideration. No thought given to the route for area residents to access their property. Sending additional traffic past school which is a hundred times worse that reducing traffic on Hawstead	2/21/2021 9:37 AM
48	Only making a change at one end seems to have relatively little impact	2/20/2021 9:09 AM
49	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
50	I've never had an issue walking as a pedestrian on that street	2/18/2021 3:30 PM
51	It would increase traffic around the Elementary school during pick drop-off times. Not safe for young children.	2/18/2021 3:10 PM
52	No sidewalk.	2/17/2021 9:04 PM
53	Limiting access to residents homes is not an adequate solution. This will cause increase in traffic on access roads nearby as well as other streets that will be redirected to such as Brentlawn Blvd.	2/17/2021 6:44 PM
54	Same answer as #9	2/17/2021 5:10 PM

## Hawstead Road Traffic Calming

55	See my description of how the turn restrictions should be in option 1c	2/16/2021 8:05 PM
56	See above	2/16/2021 3:38 PM
57	This is a main entrance to get into the area and get into the connecting streets, so answer is no	2/16/2021 1:53 PM
58	See 10	2/16/2021 1:52 PM
59	my answer is the same as for 1e	2/16/2021 12:14 PM
60	Is there proof that "peak hours" are a specific problem 7 days a week?	2/16/2021 11:57 AM
61	Not enough traffic reduction.	2/16/2021 6:34 AM
62	What's the point of all this if all you get is 15% reduction!!! Keep the current restrictions, reducing traffic by 50% and allow us to enter Hawstead via Kirkbridge.	2/15/2021 3:47 PM
63	Creates other traffic issues	2/15/2021 3:41 PM
64	I live on Bairdmore at the end of Hawstead and this is my designated route to get to my house...NOT A SHORT CUT!!!!	2/15/2021 3:36 PM
65	There should not be a turning restriction for a normal residential street	2/15/2021 1:16 PM
66	Poor option.	2/15/2021 12:56 PM
67	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
68	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
69	The reduction in volume is not significant relative to the inconvenience to local residents.	2/13/2021 11:34 AM
70	Not sure of its effectiveness since it is so time specific.	2/13/2021 11:30 AM
71	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
72	Poor solution to the problem.	2/12/2021 12:45 PM
73	What is the sense of having a road and not allowing people to drive on it? I think the real is that Waverly is closed so people in other neighborhoods are travelling through to get to Pembina hwy.	2/12/2021 12:19 PM
74	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
75	Same as #8	2/12/2021 11:06 AM
76	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
77	No actual data to make a decision.	2/12/2021 10:11 AM
78	Potentially increases traffic past Bairdmore elementary school, endangering young children.	2/12/2021 9:59 AM
79	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
80	See answer 3 Definition of a road: Hawstead Road road: /rōd/ See definitions in: All Transportation Mining noun 1. a wide way leading from one place to another, especially one with a specially prepared surface which vehicles can use.	2/11/2021 9:01 PM
81	Option 2	2/11/2021 7:59 PM
82	Same as above	2/11/2021 7:30 PM
83	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
84	Dumb idea.	2/11/2021 6:18 PM
85	You are restricting residents from accessing their homes and increasing carbon emissions and fuel costs	2/11/2021 5:05 PM

## Hawstead Road Traffic Calming

86	Option 2	2/11/2021 5:03 PM
87	Partially solves the problem but not enough	2/11/2021 3:57 PM
88	Same reason as previous five options.	2/11/2021 2:07 PM
89	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
90	Not enough traffic reduction to make street safe	2/11/2021 1:24 PM
91	Same as the answer to question 8.	2/11/2021 12:26 PM
92	I'm neutral as it still doesn't help any of the residents residing off Hawstead, which is a considerable number, well over that who this has been implemented for.	2/11/2021 11:16 AM
93	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
94	Diverting traffic to the elementary school is not safe. Also the environment impact is unfavourable.	2/10/2021 10:57 PM
95	If you restrict only at peak times, it should be at both ends	2/10/2021 10:11 PM
96	Slows traffic during peaks and does not hinder local residents.	2/10/2021 8:39 PM
97	Less inconvenience for local residents. Still diverts traffic into school zone. Dangerous for children at school, specifically during peak school pick up and drop off times. The chances of a vehicle / student incident in the school zone could be high.	2/10/2021 7:56 PM
98	as per estimated traffic reduction in this case (15%), I don't believe the cut through traffic occurs at a specific time of day	2/10/2021 7:54 PM
99	It is unreasonable to inconvenience local residents in not allowing them to use a road in their neighborhood to get to their homes.	2/10/2021 7:32 PM
100	It restricts access to my residence.	2/10/2021 5:21 PM
101	Sucks.	2/10/2021 2:10 PM
102	If there must be a restriction it should be limited to peak times	2/10/2021 1:24 PM
103	Not supporting this	2/10/2021 12:59 PM

Q14 Please explain why you chose that level of support for option 2:

Answered: 112 Skipped: 42

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	As 30+ year residents of Meadow Ridge Dr and daily users (car and/or foot) of Hawstead we see no reason to change anything. My choice is speed tables to reduce speed if needed.	2/28/2021 4:32 PM
2	Good.	2/28/2021 11:58 AM
3	Revert to the original. Monitor traffic flows post COVID. If traffic volumes really become an issue - investigate a sidewalk.	2/28/2021 11:53 AM
4	Hawstead Road was designed to be a feeder street. The city made that decision and should have anticipated increased traffic flows with the development of Waverley West, South Point and Bridgewater. Service Roads and a sidewalk should have been part of the original design. Installing a sidewalk for pedestrians should be top priority. No stopping/parking 7-9 a.m. and 4-6 p.m. could be further considerations. It is and always will be a feeder street, by city design.	2/28/2021 11:05 AM
5	Doesn't address volume or pedestrian safety.	2/28/2021 10:41 AM
6	I support this option but it doesn't address pedestrian safety which is a huge problem on Hawstead. I support reduced speeds to 30kms, speed tables and sidewalks on each end of Hawstead up until Groveland.	2/28/2021 10:19 AM
7	Although it increases Hawstead resident inconvenience (30 residents), it reduces adjacent resident inconveniences (>100 residents). However, does not do anything to address Pedestrian Safety.	2/28/2021 9:49 AM
8	I support this option but it doesn't address pedestrian safety which I think is a huge problem on Hawstead due to volume and the need for reduced speed on Hawstead. I support sidewalks at either Hawstead from Groveland to Bairdmore and Groveland to Kirkbridge.	2/28/2021 9:49 AM
9	Wider community is best served. Traffic patterns may/will change in the future with additional development in Waverley West/Southpoint	2/27/2021 8:23 PM
10	Same	2/27/2021 12:39 PM
11	Doing nothing to address the concern is not acceptable.	2/26/2021 10:47 PM
12	This option allows me to get home without driving around the neighbourhood. It doesn't look at putting in sidewalks which apparently not needed as there is no safety issue on Hawstead.	2/26/2021 3:35 PM
13	Best option.	2/26/2021 2:07 PM
14	As local residents are the vast majority of Hawstead traffic the restrictions inconvenience local residents as well as result in a total additional cost of est. \$20,000. per year (excluding the cost of time) to travel the additional 4kms to reach their home.	2/25/2021 7:15 AM
15	Seems a better solution is to install a THREEway stop at Meadow Ridge to calm the traffic on Hawstead Rd, and make Hawstead Rd a 30km speed zone.	2/24/2021 7:57 PM
16	We have gotten along way better with no intervention than this current mess. I do wonder if our neighbourhood will be able to be nice again in the future... seen too many angry people on the street since this sign happened...	2/24/2021 7:33 PM
17	Not ideal but less local residents are adversely impacted. I feel for the Hawstead residents but they are the ones who bought there knowing it was connecting busier streets.	2/24/2021 7:32 PM
18	It is what it is	2/24/2021 7:28 PM
19	the no turn from Hawstead from Bairdmore directly impacts me on my commute from work and causes me to turn from Bairdmore to Kendale to access Hawstead.	2/24/2021 7:26 PM
20	Doesn't reduce anything.	2/24/2021 7:21 PM
21	None of the above options are an acceptable option (to me) to consider, and without a proper study of the effect of bypass traffic (or the effect of traffic calming done in a time with regular traffic volumes) I would not agree with any of these measures proposed above.	2/24/2021 7:20 PM
22	Pushes traffic to school zone no need to change how it has been for years	2/24/2021 6:04 PM
23	The traffic level reduction should not cause further inconvenience to other residents. The residents who must turn on to Hawstead from Bairdmore or Kirkbridge to reach their home are	2/24/2021 1:33 PM

## Hawstead Road Traffic Calming

severely impacted beyond a mild inconvenience of driving further. Diverting traffic every day for locals will cause a negative environmental impact. The signs wont work and people will "cheat" so why cause more problems without addressing the issue. The existing set up is fine. There is no need for signage. I bike walk and use Hawstead frequently (its my only way out of my house) and have had no issue with traffic volume.

24	We 'd like to see some traffic reduction.	2/24/2021 1:26 PM
25	I don't see the purpose of not allowing cars to turn on Hawstead, especially for the residents.	2/23/2021 8:00 PM
26	Simply NOT an option. There have been too many times that I've been walking my dog and an inconsiderate driver would pass 4 feet away and not even pull over or slow down. We have been very fortunate that no one has been hit yet.	2/23/2021 7:44 PM
27	I have noticed traffic reduction	2/23/2021 7:37 PM
28	Condition was better before, We lower traffic people who drive by , drive fast which is not good at all.	2/23/2021 4:44 PM
29	Don't feel traffic volume is a big issue. Would like to see speed bumps to slow traffic and discourage cars from using Hawstead because of the bumps.u	2/23/2021 4:36 PM
30	Speed bumps should be installed and sidewalks should be installed for pedestrians safety	2/23/2021 3:03 PM
31	Traffic calming needs to be introduced on Hawstead and Bairdmore blvd.	2/23/2021 2:35 PM
32	Prior to the calming study I had no issue with traffic.	2/23/2021 2:20 PM
33	Something must be done for pedestrian, bike riders, and children to keep Hawstead safe. It is not just for drivers. Doing nothing is unacceptable.	2/23/2021 1:36 PM
34	I never thought there was an issue on this street. Rarely come across large volumes of traffic or pedestrians at any one time.	2/23/2021 1:31 PM
35	The street should be pedestrian friendly	2/23/2021 11:53 AM
36	There is a significant traffic problem on Hawstead. Doing nothing is unacceptable.	2/23/2021 11:52 AM
37	Revert to original state and invest in improving other alternative commuter routes to ease traffic on hawstead	2/23/2021 8:10 AM
38	If no reasonable options can be found to discouraging cut-through traffic, once we eliminate local resident traffic from the ~2,000 vehicle traffic survey, my opinion may change. In the interim I do not support any changes and prefer to see the restrictions lifted and returned to original status.	2/23/2021 7:13 AM
39	This will not address the traffic volume issue	2/22/2021 9:46 PM
40	Definitely, I prefer to stay as it is.	2/22/2021 9:36 PM
41	Supportive as I don't think the traffic volumes on Hawstead are unsafe.	2/22/2021 7:20 PM
42	I would really like a sidewalk on Hawstead. We go for walks every day and the number of times we have just about been hit by a vehicle is unbelievable. We have had to run up driveways and lawns to get away from vehicles that refuse to wait for an oncoming car to pass so they can go around us and we are walking single file and close to the curb. Very dangerous.	2/22/2021 6:58 PM
43	The street is perfectly walkable with some care and attention if sidewalks are not a possibility	2/22/2021 5:26 PM
44	Additional traffic pattern information on local resident access/exit using Hawstead. As an interim measure pending construction of a sidewalk speed bumps would improve safety and change cut-through traffic behavior. Notwithstanding the comments by City Engineers my use of Marington Road has completely stopped. As an option reduce the speed on Hawstead to 25km and double speed fines.	2/22/2021 5:07 PM
45	Works for majority,	2/22/2021 5:00 PM
46	Lots of traffic and pedestrians. Too busy to walk on now.	2/22/2021 4:22 PM
47	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
48	Refer to my response for Question 8	2/21/2021 3:21 PM

## Hawstead Road Traffic Calming

49	As a long term resident of Hawstead Rd., we have been experiencing inflated traffic volumes for a number of years. The issue has become even more pronounced with the development of Waverly West. Hawstead Rd. is a residential street and was never designed or intended for the purpose it is being used for now, which is a cut through for non residential traffic. Option 2 would negate any progress made to date to address this issue.	2/21/2021 12:53 PM
50	The traffic volume on Hawstead makes it unpleasant, unsafe, noisy, and stressful. And this is my home and yard. I did not plan to live on a busy street when we purchased our home.	2/21/2021 12:43 PM
51	City has not identified what the problem actually is other than Hawstead is a cut through street for the last 35 years and a resident has complained that they sometimes have to wait to exit their driveway. WHAT IS THE ACTUAL PROBLEM THAT JUSTIFIES the extra time and expense being caused to all area residences to simply be able to access their property	2/21/2021 9:37 AM
52	Having not seen a problem over 20+ years living here, this is the simplest and cheapest solution.	2/20/2021 9:09 AM
53	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
54	Because its a convenient street to use	2/18/2021 3:30 PM
55	I believe the simple change already implemented has made a significant improvement. I would like it to stay.	2/18/2021 3:10 PM
56	The danger to pedestrians is not addressed.	2/17/2021 9:04 PM
57	Because it's common since. Speed is not an issue and you are making traffic go through school zone. Higher risk for car accidents with children.	2/17/2021 7:29 PM
58	The limiting of access to my home outweighs the cut-traffic issues.	2/17/2021 6:44 PM
59	Same answer as #9	2/17/2021 5:10 PM
60	The complaint of having to wait for cars to go by just to pull out of a driveway for a Hawstead resident is the same amount of time a Groveland resident has to wait at the stop sign. At any point in time where a Groveland resident isn't waiting at the stop sign for more than 5 seconds, waiting for cars to go by, there should not be any restrictions at all. Here is another thing to think about. If you entered the North Bairdmore intersection, you drive more length of Bairdmore to reach Kirkbridge than if you entered the South intersection. If you look at the map of Fort Richmond, Killarney Avenue is a straight road, that ends roughly in the middle of Dalhousie. If you drew a line from Killarney Avenue, straight until it reaches Bairdmore Blvd, you'd end up at the Hawstead Bairdmore intersection. People use Hawstead Rd because Kirkbridge Drive swerves south for no reason other than the area north of Kirkbridge on Bairdmore wasn't developed at the time. Maybe the residents need to live with the city's lack of foresight. Going down Kirkbridge, turning right on Hawstead, and reaching Bairdmore is the path that bisects the U shape of Bairdmore blvd, much like how Killarney Ave does it with Dalhousie Dr in Fort Richmond.	2/16/2021 8:05 PM
61	See above	2/16/2021 3:38 PM
62	Just get this back to the way it was and stop creating problems for the whole neighborhood. People have suffered enough with no left turn and police doing police chases to catch people to give out tickets	2/16/2021 1:53 PM
63	I like status quo	2/16/2021 1:52 PM
64	I have chosen Option 2 as this will be least disruptive for the area. This has created a rift for the neighbourhood. The 4-5 homeowners on Hawstead that want is done are just thinking of themselves and not the who area. If speeding is not the issue, why not install a 3 way stop at Hawstead and Meadow Ridge and this may deter some vehicles from travelling on Hawstead. There is already a stop sign on Meadowridge to get onto Hawstead.	2/16/2021 12:14 PM
65	If there is a problem for residents, we should examine all possibilities of reducing that problem in measured ways that don't necessarily take an all or nothing approach.	2/16/2021 11:57 AM
66	Original traffic levels are unsafe for pedestrians and residents.	2/16/2021 6:34 AM
67	Hawstead does get heavier traffic than what it was built for. Why go back to this?!!!!!!	2/15/2021 3:47 PM

## Hawstead Road Traffic Calming

68	There wasn't any major issues on Hawstead.	2/15/2021 3:41 PM
69	Perfect....except put speed bumps on Hawstead.	2/15/2021 3:36 PM
70	More reasonable than turning restrictions	2/15/2021 1:16 PM
71	Good option.	2/15/2021 12:56 PM
72	Keeps things as they have been.	2/15/2021 12:28 PM
73	Safety for pedestrians and no turn restrictions	2/15/2021 10:10 AM
74	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
75	This is the best solution for my family and other people coming to my home. I feel upset every time I have to reroute.	2/14/2021 4:27 PM
76	I'm sympathetic to the concerns of residents on Hawstead. I am an adjacent resident who is inconvenienced but turn restrictions.	2/13/2021 11:34 AM
77	It's not addressing the issue and giving up.	2/13/2021 11:30 AM
78	Any change in the flow of traffic would impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area.	2/13/2021 10:19 AM
79	Unsure what Hawstead residents problem is. Why should their WANTS take precedence over the wants and needs of residents on Meadowridge & Kendall, Groveland & Fairbrook, andHazel Park.	2/12/2021 12:57 PM
80	Other than higher traffic volume there is no problem on Hawstead Road.	2/12/2021 12:45 PM
81	I think there are bigger issues of people speeding/racing on Baridmore and using it to get to Pembina since Waverly is not cut off from Perimeter	2/12/2021 12:19 PM
82	I did not feel there was a concern with the "current" state	2/12/2021 11:52 AM
83	I like what we had before.	2/12/2021 11:06 AM
84	This option would work until further options are implemented	2/12/2021 10:54 AM
85	Too much cut thru traffic and speeding. Un safe to walk (at times) and waiting to back out of driveway.	2/12/2021 10:11 AM
86	I have been using Hawstead to walk to Kirkbridge park with my son for several years and I have never been concerned with the amount of traffic.	2/12/2021 9:59 AM
87	Put things back to the way they were before. Traffic was flowing nicely in the area and residents weren't inconvenienced.	2/12/2021 9:31 AM
88	Because pedestrians can walk thru the neighborhood through the park. Kirkbridge park. Entrance to the park are at kirkbridge and Bairdmore.	2/11/2021 9:01 PM
89	Just because a complaint of not able to back out from the driveway @ certain time of the day more at ease but has to inconvenient the whole community of Richmond West is a narrow and selfish thinking, knowing Hawstead can be a busy road should accept that.	2/11/2021 7:59 PM
90	We are causing stress and inconvenience for a few people who bought on a traditionally busy street . Haw stead has always had traffic, it's a natural through street in a city like a thousand other streets.	2/11/2021 7:30 PM
91	There is no problem here. If residents don't like it, move out of the area	2/11/2021 7:05 PM
92	Good idea.	2/11/2021 6:18 PM
93	Reduces carbon emissions and ensure safety of school kids as traffic doesn't increase in school zone	2/11/2021 5:05 PM
94	People chose to live on a feeder road should expect to see more traffic than typical residential streets. Just because of a momentarily "inconvenience" of not able to back out her car quick and thus impacts the whole community is a narrow and not realistic consideration	2/11/2021 5:03 PM
95	This is a non starter. Someone is going to get seriously hurt or killed waling on Hawstead.	2/11/2021 3:57 PM

## Hawstead Road Traffic Calming

There is a large amount of anxiety walking on Hawstead particularly when the ground has snow cover.

96	It doesn't solve the problem of safety while walking on Hawstead Rd or the level of car traffic.	2/11/2021 2:07 PM
97	Traffic will reroute onto nearby service roads or bays and private driveways used to do a 2-point turn.	2/11/2021 1:55 PM
98	Leaves street unsafe and makes it difficult to leave the driveway.	2/11/2021 1:24 PM
99	There is a problem that needs to be properly addressed. The traffic on Hawstead must not create an unsafe situation.	2/11/2021 12:26 PM
100	I don't think that silly sign has solved anything and won't. It has created more problems for area residents and have found that drivers seem to be more aggressive on Bairdmore, Kirkbridge, the service road and Hawstead.	2/11/2021 11:16 AM
101	Does not address SAFETY of pedestrians	2/11/2021 10:19 AM
102	There is nothing wrong with the traffic.	2/10/2021 10:57 PM
103	I do not like the restricted turns the best option is sidewalks, in the meantime leave it the way it was, the current restriction is causing more problems than before	2/10/2021 10:11 PM
104	This does nothing to deal with a serious problem	2/10/2021 8:39 PM
105	Preferred, although we understand the issue as we regularly walk on Hawstead.	2/10/2021 7:56 PM
106	Something needs to be done. too much traffic, unsafe for pedestrians	2/10/2021 7:54 PM
107	I do not believe there was excessive traffic and requiring people to drive an extra kilometer in this age of attempting to reduce emissions is stupid. The turn restriction and any further ones being considered should be cancelled.	2/10/2021 7:32 PM
108	It is the only option that addresses my concerns	2/10/2021 5:21 PM
109	The best way for everyone in this area	2/10/2021 3:26 PM
110	Best option for all residents in my area.	2/10/2021 2:10 PM
111	I don't consider there to have been a problem with Hawstead usage.	2/10/2021 1:24 PM
112	Because it make sense and is environmentally friendly. Any effective or SMART city planning is to help people travel from point A to point B in the safest, shortest time and distant. The more distant you drive, the probability of getting into accident increase. The longer you drive, the more environmentally unfriendly it becomes.	2/10/2021 12:59 PM

Q15 Please explain why you chose that level of support for option 3:

Answered: 111 Skipped: 43

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	we do not see excess traffic on Hawstead	2/28/2021 4:32 PM
2	Good.	2/28/2021 11:58 AM
3	Sidewalk added only if it is needed (monitor traffic volumes). I still believe that the volumes are not an issue.	2/28/2021 11:53 AM
4	Hawstead Road was designed to be a feeder street. The city made that decision and should have anticipated increased traffic flows with the development of Waverley West, South Point and Bridgewater. Service Roads and a sidewalk should have been part of the original design. Installing a sidewalk for pedestrians should be top priority. No stopping/parking 7-9 a.m. and 4-6 p.m. could be further considerations. It is and always will be a feeder street, by city design.	2/28/2021 11:05 AM
5	I think a combination of pedestrian safety, volume reduction and speed reduction is the best outcome. Sidewalks at ends of Hawstead up until Groveland is a great long term solution that would increase safety.	2/28/2021 10:41 AM
6	I support this option 100% with the following conditions: I support reduced speeds to 30kms, speed tables and sidewalks on each end of hawstead up until groveland.	2/28/2021 10:19 AM
7	Supportive of this option, subject to the following conditions: (1) Sidewalks only constructed on the ends of Hawstead running up to Groveland on both sides. This was a great idea from the Zoom call! This improves pedestrian safety at the most dangerous sections of Hawstead and will greatly reduce cost to construct. Also will not damage Hawstead resident driveways and "frontage" which was a concern of theirs on the Zoom call. (2) Reduce speed on Hawstead to 30kms per hour. (3) Construct speed tables. Both (2) and (3) above promote "traffic calming" to improve Pedestrian Safety. It may even discourage some cut-through traffic to utilize Kirkbridge as their cut through. Also the least inconvenience for Hawstead and Adjacent Residents as a Total Population.	2/28/2021 9:49 AM
8	I support this option 100% with the following conditions: reduced speeds to 30, speed bumps and installing sidewalks at the ends of Hawstead from Groveland to Bairdmore and Groveland to Kirkbridge.	2/28/2021 9:49 AM
9	You cannot cut off residents of groveland, hazel park and especially meadow ridge from accessing their streets from halstead. These no turn cannot be monitored nor enforced. Motorists will by pass those signs and affect traffic on adjacent streets making it more dangerous for pedestrians. It is urgent that hawstead gets a sidewalk now, not in 10 years.	2/27/2021 12:39 PM
10	Too long a wait for completion of a sidewalk from the perspective of Hawstead residents.	2/26/2021 10:47 PM
11	Its confusing what problem the city is trying to solve as based on the information provided safety is not a concern and this seems a waste of city funds	2/26/2021 3:35 PM
12	Best option.	2/26/2021 2:07 PM
13	I am in favour of a sidewalk on people's side yards (Groveland to kirkbridge and Groveland to bairdmore) not on people's front yards.	2/25/2021 2:16 PM
14	It will be a disaster to divert more traffic towards Bairdmore school. It already has a heavy traffic volume during school drop off and pick up times. Option one will triple this volume during the proposed time, thus making many children late for school. Also, there are children crossing children there at the school. They don't need a heavier volume of traffic to deal with. Don't put our children in danger by sending more traffic their way.	2/25/2021 9:03 AM
15	As local residents are the vast majority of Hawstead traffic the restrictions inconvenience local residents as well as result in a total additional cost of est. \$20,000. per year (excluding the cost of time) to travel the additional 4kms to reach their home. The longer term goal improves the safety of pedestrians on Hawstead.	2/25/2021 7:15 AM
16	NO SIDEWALK PLEASE, to prevent my front yard (Hawstead North) from damage, then I will have to FENCE my front yard, as people walk their dogs and take shortcuts over the lawn. THIS ALSO has ZERO calming effect on traffic.	2/24/2021 7:57 PM
17	A sidewalk on Hawstead would improve livability of the neighbourhood and address pedestrian safety but keep in mind some 20+ Yrs ago residents of Hawstead declined a sidewalk... I knew moving on Bairdmore I was buying a home on a busy street. It is an informed choice. I	2/24/2021 7:33 PM

## Hawstead Road Traffic Calming

also saw hawstead was a through street ... informed choice I made to buy here. Complain8ng about traffic and sidewalks now makes no sense... unless there is a significant chance like what has happened to our access road. That is unacceptable. The rest frankly... I bought a home at Bairdmore and Hawstead .. cannot now complain I don't like cars...

18	Not ideal as above but it provides a little more safety to pedestrians. Those concerned about landscape on the north side of Hawstead should only be concerned about the landscaping on their own property. They don't own adjacent City property and have no right to it.	2/24/2021 7:32 PM
19	These people are not the only ones with this kind of concerns	2/24/2021 7:28 PM
20	No need to effect the properties and the trees in this area like this if one of the options above is effective.	2/24/2021 7:21 PM
21	Same as above, however I do feel a sidewalk would help address constituent concerns and would (in the long term) improve conditions.	2/24/2021 7:20 PM
22	no need to change how it has been for years sidewalk on city property is beneficial for pedestrians	2/24/2021 6:04 PM
23	This will likely have a high cost and the removal of trees in an old neighborhood is a bad idea ecologically and environmentally.	2/24/2021 1:33 PM
24	Sidewalk would be great, but doesn't address the traffic volume issue.	2/23/2021 7:44 PM
25	It is better to have a bit less traffic until we get the sidewalk	2/23/2021 7:37 PM
26	It does not make any sense for 10 years you block one side of road.	2/23/2021 4:44 PM
27	A sidewalk would be safer for pedestrians, as would slower speeds because of speed bumps.	2/23/2021 4:36 PM
28	Speed bumps should be installed and sidewalks should be installed for pedestrians safety	2/23/2021 3:03 PM
29	Sure a sidewalk seems to add value and safety for pedestrians. However, this will have little impact towards calming traffic and lowering volumes.	2/23/2021 2:35 PM
30	Prior to the calming study I had no issue with traffic. It would be nice for the residents of Hawstead to have a sidewalk.	2/23/2021 2:20 PM
31	I think a sidewalk is the best solution overall, but doing nothing in the meantime is not acceptable given that it may take 10 years.	2/23/2021 1:36 PM
32	I'd rather have a sidewalk built than have turn restrictions in place.	2/23/2021 1:31 PM
33	We better have some restrictions in place to keep things in line until an ultimate goal is met	2/23/2021 11:53 AM
34	There is a traffic problem on Hawstead today. Doing nothing now while we wait for a future solution is unacceptable.	2/23/2021 11:52 AM
35	I can appreciate the amount of traffic using Hawstead is a concern for the 30 or so houses that are street facing. There is no speed danger as indicated by your results. The no left turn has created dangerous situations where drivers are speeding through cut throughs, pulling u-turns in the street by the mail boxes, stopping and making two point turns on Bairdmore (when they can't manage the space allowed in the cut east side cut though), turning left anyway and not signaling for traffic behind them, Simply put a sidewalk in for those few residents.	2/23/2021 11:14 AM
36	Sidewalk should be there for pedestrian safety.	2/23/2021 8:10 AM
37	We need more information prior to implementing any changes. In the interim restrictions should be removed and returned to original status.	2/23/2021 7:13 AM
38	Property values will go down	2/22/2021 10:26 PM
39	This will not address the traffic volume issue	2/22/2021 9:46 PM
40	Definitely, I prefer to stay as it is, and I love to have a sidewalk.	2/22/2021 9:36 PM
41	Separating traffic from pedestrians is always a good idea, however, this does not reduce traffic volumes on Hawstead. If the sidewalk is not constructed for 10 years this is not really an option for consideration. Also requires the removal of existing trees and landscaping which is not preferred.	2/22/2021 7:20 PM

## Hawstead Road Traffic Calming

42	The signs are a big inconvenience and we are paying the price because of people who don't live on those streets using Hawstead as a shortcut. We think a sidewalk is very necessary for pedestrians.	2/22/2021 6:58 PM
43	A sidewalk should have installed originally and it's better late than never.	2/22/2021 5:26 PM
44	Pending construction of a sidewalk I suggest installation of speed bumps, the complete removal of turning restrictions and additional traffic survey of local resident activity contributing to the Hawstead traffic volume. Notwithstanding the comments by City Engineers my use of Marington Road has completely stopped. As an option reduce the speed on Hawstead to 25km and double speed fines.	2/22/2021 5:07 PM
45	Willing to look at reasonable options	2/22/2021 5:00 PM
46	Doesn't resolve anything and budget likely to get cut for long term sidewalk	2/22/2021 4:22 PM
47	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
48	Vehicles are stopping just south making a u turn and going back to turn. No delivery trucks are obeying, as gps shows route that they need to take to deliver as the buses do . Build a sidewalk. I walk dogs along this route and that is all that is required	2/21/2021 6:20 PM
49	I have no issue with placement or removal of signs. I am strongly opposed to the mention of a public sidewalk. I understand that mention was made to put the item into the capital budget, so in keeping the council policy of years ago, that means it would come into the last year of the 5-year capital budget. From there, it would have to be prioritized city-wide, surely taking into consideration accident statistics, and the reason for the installation. Also, Hawstead Road is Residential 3 roadway, not a collector or even a bus route, and aside from adjoining to two collector streets there is no destination (i.e. Bairdmore Elementary School) to which it leads.	2/21/2021 3:21 PM
50	The primary issue on Hawstead Rd. is traffic volume. If traffic volumes can be reduced to levels normally experienced on typical Winnipeg residential streets (less than half of current volumes on Hawstead), improved walkability and safety will follow.	2/21/2021 12:53 PM
51	A sidewalk has absolutely no impact on traffic volume or safety when crossing the street, cycling, and exiting the driveway in my car.	2/21/2021 12:43 PM
52	That is the only logical solution to address pedestrian safety and should have been done 35 years ago. Pedestrian safety is the main issue here. If the City feels that the new subdivision caused the problem why is not the developers of the new subdivision paying for the sidewalk?	2/21/2021 9:37 AM
53	If pedestrian traffic is an issue (have there been related accidents?) construction of a sidewalk seems reasonable. Again, I have seen no problem.	2/20/2021 9:09 AM
54	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
55	Best option as it pleases the parents and the people who use the road to drive through	2/18/2021 3:30 PM
56	I like the simple change made and would prefer option 4 to option 3. Some improvement has been made. To lose that while waiting for the long term goal seems foolish.	2/18/2021 3:10 PM
57	This is the perfect solution.	2/17/2021 9:04 PM
58	The limiting of access to my home outweighs the cut-traffic issues. I also feel the traffic speed on Hawstead is too fast for safety of pedestrians, regardless of the traffic speed report.	2/17/2021 6:44 PM
59	Same answer as #9	2/17/2021 5:10 PM
60	Having a sidewalk is a bonus. Speaking of Walkability, just like how people would drive on Hawstead, people would walk down Hawstead. I have never seen anyone decide to, when they go for a walk, down Bairdmore, for example, turn into Bernfield and walk around the length of the bay, or walk into any of the bays that are connected to bairdmore, unless they actually live in that bay. Maybe you should do a survey asking people if, when they go for a walk, if they actually enter and walk the entire length of the bay. If someone walked down Hawstead, I doubt that they would decide to walk into Groveland and walk the entire length of the bay, and would rather just walk straight down hawstead, unless they lived on Groveland. Just like how Hawstead is a shortcut route for cars, it is also a shortcut route on foot, so there is expected to be more foot traffic, although I never see foot traffic that often. Maybe if a sidewalk were installed, things would be different.	2/16/2021 8:05 PM

## Hawstead Road Traffic Calming

61	See above	2/16/2021 3:38 PM
62	many streets in the area don't have sidewalks. I walk down Hawstead many times and just walk on the city property. Sidewalks will be a long term and not a solution. Leave things as they are	2/16/2021 1:53 PM
63	I like the idea of a sidewalk. This is my preferred option.	2/16/2021 1:52 PM
64	Again with living on Kendale, we don't have sidewalks either. Neither do other streets in the area like Meadowridge, Hazel Park, or Groveland. I walk on Hawstead frequently and just walk on the grass which is city property. This is a long term idea of putting in sidewalks which is not a solution.	2/16/2021 12:14 PM
65	I'm supportive of an eventual sidewalk on Hawstead although I don't agree with doing nothing until then if it is possible to improve the situation somewhat in the interim.	2/16/2021 11:57 AM
66	It doesn't address the safety issues in the short term.	2/16/2021 6:34 AM
67	Hawstead does get heavier traffic than what it was built for. Choose the current restrictions. Construction of a sidewalk would be nice, but that's a hefty price tag. No Left onto Hawstead is the most sensible solution.	2/15/2021 3:47 PM
68	I strongly support building a sidewalk on Hawstead to make it more pedestrian friendly.	2/15/2021 3:41 PM
69	Perfect....except put speed bumps on Hawstead.	2/15/2021 3:36 PM
70	This should make everyone happy. A short term cost of building a sidewalk, yes. However this is the safest alternative, and does not require ongoing enforcement of street signs.	2/15/2021 1:16 PM
71	Good option.	2/15/2021 12:56 PM
72	Safety for pedestrians and no turn restrictions	2/15/2021 10:10 AM
73	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
74	This is the best solution because it makes the road safer for pedestrians without influencing traffic. However, I personally never feel unsafe walking on Hawstead on a daily basis, even before the no left turn was installed. It would be nice to have a sidewalk, but I don't think we need to inconvenience drivers until one is installed.	2/14/2021 4:27 PM
75	The removal of pedestrians from the roadway enhances safety for drivers and pedestrians.	2/13/2021 11:34 AM
76	Deferring the issue to the future with no real time commitment for addressing the problem.	2/13/2021 11:30 AM
77	It's the best option for most people living in the area as it won't impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area. This will promote a better quality of life for all families and shop owners.	2/13/2021 10:19 AM
78	I presume a sidewalk might make Hawstead residents happy.	2/12/2021 12:57 PM
79	Best solution is to separate people from traffic with a sidewalk.	2/12/2021 12:45 PM
80	A side walk makes it safe to pedestrians and encourages people to walk. Could also remove parking on Hawstead.	2/12/2021 12:19 PM
81	I did not feel there was a concern with the "current" state but sidewalks always make streets more pedestrian friendly	2/12/2021 11:52 AM
82	If you must install a sidewalk, do it soon, perhaps using the money collected from the traffic tickets haded out since November	2/12/2021 11:06 AM
83	Hawstead needs a sidewalk (and has needed a sidewalk for the last 20 years) This should have been addressed years ago; if it would have been address, we would not have this situation now.	2/12/2021 10:54 AM
84	Cost of sidewalk installation may be left to residents of Hawstead Road meaning a possible short term tax increase. Residents between Hazel Park Drive and Groveland Bay will be screwed, their driveways will have to be dug up and will resist.	2/12/2021 10:11 AM
85	A sidewalk would be very nice to reach Kirkbridge park and Pembina. The loss of trees would be a downside, however if they will be lost to the Emerald Ash Borer anyways it may not be a	2/12/2021 9:59 AM

## Hawstead Road Traffic Calming

	factor.	
86	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
87	Why would you spend that much money on a side walk?When they have a beautiful park to walk thru to get to the other side?	2/11/2021 9:01 PM
88	No sidewalk concern	2/11/2021 7:59 PM
89	Sidewalk will shut people up and get rid of the no turn sign	2/11/2021 7:05 PM
90	Good idea.	2/11/2021 6:18 PM
91	Doesn't address vehicles using road as shortcut	2/11/2021 5:05 PM
92	Neutral	2/11/2021 5:03 PM
93	up to 10 years to wait for a sidewalk on Hawstead is far too long.	2/11/2021 3:57 PM
94	It takes way too long to install.	2/11/2021 2:07 PM
95	A large expense for little gain	2/11/2021 1:55 PM
96	Because the turn restriction is affecting us as residents of Groveland Bay and our visitors	2/11/2021 1:31 PM
97	Unfair for folks with landscaped yards to have and makes street unsafe until sidewalk is put in. Real issue is bison drive extension not being completed.	2/11/2021 1:24 PM
98	I believe a sidewalk will ensure pedestrian safety. Obviously trying to restrict through traffic is not working. We should also make vehicular traffic convenient for those living on or adjacent to Hawstead. My proposal is simply to slow traffic to make it quite safe for Hawstead residents to get in and out of their driveways. Allow traffic to use Hawstead at will with a 30 km limit enforced by cameras. Establish a 3 way stop at Hawstead and Meadow Ridge Dr.	2/11/2021 12:26 PM
99	While this will have a cost to it, I feel that this was the solution all along to any issues on Hawstead. Having signs up does not STOP traffic on this road or calm it for that matter.	2/11/2021 11:16 AM
100	Addresses SAFETY of pedestrians	2/11/2021 10:19 AM
101	We need a sidewalk, but there is no need to cut off turns.	2/10/2021 10:57 PM
102	Sidewalks are needed on Hawstead. With busses, school buses travelling on the road, it is very dangerous for kids walking to school. When there are parked cars and snow banks in the winter time, it is incredibly dangerous for the kids walking to school.	2/10/2021 10:11 PM
103	Helps pedestrians but dose not slow the cut thru traffic.	2/10/2021 8:39 PM
104	Well overdue for a sidewalk. Needed, and makes the most sense. We'd also support traffic calming additions, including in the 'straightaway' on Meadow Ridge Drive coming off of Hawstead (which also has no sidewalks and is a main walkway to Bairdmore school).	2/10/2021 7:56 PM
105	Take too long to build the sidewalk without any traffic reduction.	2/10/2021 7:54 PM
106	It would remove any turn restrictions and create a safer path for pedestrians.	2/10/2021 7:32 PM
107	It addresses my concerns and has some sort of long term solution to partially address the issue brought forward by Hawstead residents.	2/10/2021 5:21 PM
108	This whole problem is you guys trying to fix bad design by forcing people to use it in a way they don't want to or in other words with intentional bad design. Just do implement good design by adding sidewalks (which is what should have been in place from the start) and solve the root issue. This is so obviously the right solution.	2/10/2021 2:41 PM
109	Ultimately the best but costs more money.	2/10/2021 2:10 PM
110	The failure of the City to require proper sidewalks in developments should be remedied	2/10/2021 1:24 PM
111	Because it make sense and is safer. Hawstead needs a side walk starting from day 1 the city developed Richmond West, I been living in this area since 1985, I don't know what kind of genius the city hired to planned that area.	2/10/2021 12:59 PM

Q16 Please explain why you chose that level of support for option 4:

Answered: 110 Skipped: 44

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	this would provide minimal traffic disruption and a little foot traffic safety	2/28/2021 4:32 PM
2	Not good.	2/28/2021 11:58 AM
3	The wording of this option is not clear to me. If you mean the no left turns stays in place and plan long term for a sidewalk - then I do not support. If you mean remove no left turn signage and plan long term for a sidewalk - then I am OK with that.	2/28/2021 11:53 AM
4	You will not be able to significantly alter traffic flows, as has been the case with the current short term project by using no turn signage. Hawstead Road was designed to be a feeder street. The city made that decision and should have anticipated increased traffic flows with the development of Waverley West, South Point and Bridgewater. Service Roads and a sidewalk should have been part of the original design. Installing a sidewalk for pedestrians should be top priority. No stopping/parking 7-9 a.m.and 4-6 p.m.could be further considerations. It is and always will be a feeder street, by city design.	2/28/2021 11:05 AM
5	It will take too long for the city to put sidewalks in and only address one of the the components that can	2/28/2021 10:41 AM
6	I am unsupportive of this option. Since it will take 10+ years to get sidewalks installed. I support the following conditions: reduced speeds to 30kms, speed tables and sidewalks on each end of hawtead up until groveland.	2/28/2021 10:19 AM
7	Same issue as number 1's. Does not do enough to promote Pedestrian Safety, too much inconvenience for adjacent residents, and the sidewalk will be 10-20 years away!	2/28/2021 9:49 AM
8	I am unsupportive of this option. In the interim of sidewalks being installed the problem is only moved to adjacent streets and the residents of Groveland and adjacent streets are still inconvenienced. I support reduced speeds to 30kms, speed bumps, and installing sidewalks at the ends of Hawstead from Groveland to Bairdmore and Groveland to Kirkbridge.	2/28/2021 9:49 AM
9	Same as 14	2/27/2021 12:39 PM
10	No affect on my travels.	2/26/2021 10:47 PM
11	once again i don't understand why the city is offering walkways when the volume is apparently the problem or is it really a problem? ALso this affects my access to my home	2/26/2021 3:35 PM
12	Restrict to no left turn on Hawstead from Bairdmore during rush hour is an alternative, otherwise I will choose option 2, no changes. Have you considered restrict it to "Local Traffic Only"	2/26/2021 2:20 PM
13	Awkward to drive on Hawstead.	2/26/2021 2:07 PM
14	I am in favour of a sidewalk on people's side yards (Groveland to kirkbridge and Groveland to bairdmore) not on people's front yards.	2/25/2021 2:16 PM
15	Majority of the 2,000 vehicles surveyed on Hawstead are local residents (est. 1,300) therefore the restrictions impose unwanted restrictions negatively impacting local residents.	2/25/2021 7:15 AM
16	Not supportive for HOMEcare workers, with the aging population living in this area., nor supportive for residents living on side streets off Hawstead. Also a Sidewalk has ZERO calming effect on traffic.	2/24/2021 7:57 PM
17	I hate this option but recognizing this might make neighbours happy and if you can actually ensure our safety on access road I will hopefully survive (seriously... risk of car landing in my living room window or my dog or I being hit on my access road has become a real concern that I have not had in 20 yrs.	2/24/2021 7:33 PM
18	Adverse impacts on far more local residents than those on Hawstead. The traffic current flying down the west Bairdmore frontage road is completely ridiculous and unsafe.	2/24/2021 7:32 PM
19	We can't afford sidewalks, place SPEEDBUMPS	2/24/2021 7:28 PM
20	No need to effect the properties and the trees in this area like this if one of the options above is effective.	2/24/2021 7:21 PM
21	Same as 1a, and also if the plan is to build a sidewalk and it is in progress, I feel that the issues brought up by the residents are addressed (even if it does take time to do so).	2/24/2021 7:20 PM

## Hawstead Road Traffic Calming

22	no need to change how it has been for years	2/24/2021 6:04 PM
23	The turn signage will not work. People who want to turn on to Hawstead will use u turns etc and cause other residents on Bairdmore further inconvenience. The cost of a sidewalk and the loss of trees and green space is a bad decision for the environment. Old trees should not be removed.	2/24/2021 1:33 PM
24	Planning should be put in place for a sidewalk as walking on the road is always dangerous, however much the traffic. Children and dog walkers are prevalent.	2/24/2021 1:26 PM
25	Sidewalk would be great, but doesn't address the traffic volume issue.	2/23/2021 7:44 PM
26	This would be my better solution. Pedestrians need the sidewalk.	2/23/2021 7:37 PM
27	This is what we need, now with all these restrictions I saw pedestrian usually move to one side of green space(yard) when the car is comes, If that is what the solution is then it is better to priorities this!	2/23/2021 4:44 PM
28	Not in favour of any turn restrictions.	2/23/2021 4:36 PM
29	Speed bumps should be installed and sidewalks should be installed for pedestrians safety	2/23/2021 3:03 PM
30	Sure a sidewalk seems to add value and safety for pedestrians. However, this will have little impact towards calming traffic and lowering volumes.	2/23/2021 2:35 PM
31	I don't know what the preferred option for 1 will be. Many of the options are unacceptable because they impact my ability to leave my residence. Furthermore the timeline for the construction of a sidewalk is likely to be many years away and possibly never.	2/23/2021 2:20 PM
32	I think the sidewalk is the best solution as it provides safety for pedestrians and children riding bikes while allowing people to access their homes from both directions. I would prefer a multi-use path so it could also be used by adult bike riders.	2/23/2021 1:36 PM
33	Doesn't solve any of the issues with the current turn restriction.	2/23/2021 1:31 PM
34	It seems to be a permanent solution with long-term benefits. We better have some restrictions in place to keep things in line until an ultimate goal is met	2/23/2021 11:53 AM
35	I would love to have a proper multipurpose sidewalk on Hawstead. It would be great if it was wide enough to accommodate pedestrians and cyclists.	2/23/2021 11:52 AM
36	Would be willing to compromise with peak hour restrictions until sidewalk is completed.	2/23/2021 8:10 AM
37	None of the proposed available options are reasonable as they pose a major inconvenience to local residents.	2/23/2021 7:13 AM
38	this will affect the value of properties	2/22/2021 10:26 PM
39	We have a wonderful walking community including very young and very elderly persons. It is dangerous to have a street people use to access Kirkbridge Park and walk to buses with parked cars, 4 streets connecting through it and no sidewalk.	2/22/2021 10:11 PM
40	The sidewalk would allow for a safer alternative for walking no matter what option is decided or implemented . This is especially if we end up with no real reduction of traffic volume but with the cost, I am worried it will again take many many years to come to be.	2/22/2021 9:46 PM
41	I love to have a sidewalk	2/22/2021 9:36 PM
42	Not preferred as this just confuses the issue with signs for the first number of years then sidewalk construction with negative landscaping issues, and then the removal of signs.	2/22/2021 7:20 PM
43	If you are going with the preferred restriction alternative, it could be one that is more inconvenient than what is there now. Could make my life more frustrating.	2/22/2021 6:58 PM
44	Not able to turn onto Hawstead is a big inconvenience.	2/22/2021 5:26 PM
45	In the interim pending construction of a sidewalk I prefer the installation of speed bumps. Notwithstanding the comments by City Engineers my use of Marington Road has completely stopped. As an option reduce the speed on Hawstead to 25km and double speed fines.	2/22/2021 5:07 PM
46	This may work, but again a pilot. Signs can come down as easily as they go up.	2/22/2021 5:00 PM

## Hawstead Road Traffic Calming

47	I don't think the sidewalk will ever get built and don't agree with the expenditure when a small amount of habit changes could resolve the matter by restricting turning at Hawstead as well as Kirkbridge.	2/22/2021 4:22 PM
48	Does not deal with core issue of too much traffic and the associated safety issues.	2/22/2021 9:27 AM
49	Refer to my response for Question 15	2/21/2021 3:21 PM
50	Please see response to option 3.	2/21/2021 12:53 PM
51	A sidewalk has absolutely no impact on traffic volume or safety when crossing the street, cycling, and exiting the driveway in my car.	2/21/2021 12:43 PM
52	Again it has been that way for 35 years. Where is cost and time that local area residents considered. There should be NO waste of time and money by area residents for the cut through that has been there for 35 plus years.	2/21/2021 9:37 AM
53	If pedestrian traffic is an issue (have there been related accidents?) construction of a sidewalk seems reasonable. If there is also a traffic problem that needs to be addressed, this would be reasonable.	2/20/2021 9:09 AM
54	Signs are not a solution. It is dangerous and annoying. Drivers need to focus on the road and not trying to read every sign.	2/19/2021 11:13 PM
55	Its covid so I don't go out as much so I don't mind not being able to use it at this moment	2/18/2021 3:30 PM
56	while having some turn restrictions that have already proven to have had some improved effect on traffic flow while waiting for the long term goal of a sidewalk seems to be the best choice in my opinion.	2/18/2021 3:10 PM
57	Pedestrian safety solves the problem.	2/17/2021 9:04 PM
58	The limiting of access to my home outweighs the cut-traffic issues.	2/17/2021 6:44 PM
59	Same answer as #9	2/17/2021 5:10 PM
60	I am only supportive only if 1c, d or e is chosen, and the turn restriction directions are reversed for PM peak hours, meaning no turning left into Hawstead from Bairdmore for AM peak hours only, and no turning right into Bairdmore from Hawstead for PM peak hours only. Likewise for the Kirkbridge side, no turning right into Hawstead from Kirkbridge for AM peak hours only. No turning left into Kirkbridge from Hawstead for PM peak hours only.	2/16/2021 8:05 PM
61	See above	2/16/2021 3:38 PM
62	Same as option 3	2/16/2021 1:53 PM
63	It's not clear which of options 1 will be preferred so it is hard to support	2/16/2021 1:52 PM
64	Same answer as option 3	2/16/2021 12:14 PM
65	You aren't clear as to which option you refer to. Option 1 includes 6 options - 1a though 1f.	2/16/2021 11:57 AM
66	It addresses the safety issues now and provides for a much safer alternative in the future.	2/16/2021 6:34 AM
67	Hawstead does get heavier traffic than what it was built for. Choose the current restrictions. Construction of a sidewalk would be nice, but that's a hefty price tag. No Left onto Hawstead is the most sensible solution.	2/15/2021 3:47 PM
68	The turn restrictions are putting children in harms way and creating potential traffic accidents.	2/15/2021 3:41 PM
69	Time frame to put a sidewalk in is 5-10 years.	2/15/2021 3:36 PM
70	Because I prefer reverting back to former conditions during construction of sidewalk	2/15/2021 1:16 PM
71	Poor option.	2/15/2021 12:56 PM
72	I am against any turn restriction options because motorists are bypassing the restrictions, which has caused extreme inconvenience for myself and my neighbours.	2/15/2021 10:10 AM
73	This is confusing for motorists.how to a police this? There will only continue to be more motorists in Southend WPG. Pedestrian safety is paramount and needs to be first priority.	2/15/2021 7:26 AM
74	I don't feel unsafe walking on Hawstead (I walk there daily). While I would like a sidewalk, I	2/14/2021 4:27 PM

## Hawstead Road Traffic Calming

don't want to deal with the no left turn sign until we get one. Thank you so much for listening to my opinion, I really appreciate it!

75	The removal of pedestrians from the roadway enhances safety for drivers and pedestrians. The signage us a short-term remedy.	2/13/2021 11:34 AM
76	Gives both an immediate and long term solution to traffic volume and pedestrian safety.	2/13/2021 11:30 AM
77	It's the next best option for most people living in the area as it won't impact going to the doctors office, shopping for grocery, going to Richmond West Plaza and other shops in the area. This will promote a better quality of life for all families and shop owners.	2/13/2021 10:19 AM
78	Do not support turn restrictions.	2/12/2021 12:57 PM
79	Poor solution to the problem.	2/12/2021 12:45 PM
80	A side walk makes it safe to pedestrians and encourages people to walk. Could also remove parking on Hawstead.	2/12/2021 12:19 PM
81	Option forces through traffic to travel through school zone on Kirkbridge which is more harmful	2/12/2021 11:52 AM
82	No turn restrictions. Why is this area being treated differently from other areas of the neighbourhood who do have speed bumps?	2/12/2021 11:06 AM
83	Any option to have turn restrictions is unacceptable	2/12/2021 10:54 AM
84	As above.	2/12/2021 10:11 AM
85	Potentially increases traffic past Bairdmore elementary school for more than 10 years, endangering young children.	2/12/2021 9:59 AM
86	I'm not in support of any no left/right turn signs or sidewalks on Hawstead Road.	2/12/2021 9:31 AM
87	Why would you spend that much money on a side walk?When they have a beautiful park to walk thru to get to the other side?	2/11/2021 9:01 PM
88	No sidewalk concern	2/11/2021 7:59 PM
89	This pilot was done to make a few old grumpy people happy. None of us were consulted. We know a small handful of seniors called for this without thinking of the rest of the neighborhood	2/11/2021 7:05 PM
90	Dumb idea.	2/11/2021 6:18 PM
91	Adding sidewalk doesn't stop traffic from using the road as the so called short cut, remember this is the only direct road for the entire development on the west side of route 80 as bison drive isn't completed as far as I know and no other roads	2/11/2021 5:05 PM
92	No turn restrictions please	2/11/2021 5:03 PM
93	A sidewalk is probably the best alternative for pedestrian use but in the mean time we need the traffic reducing restrictions.	2/11/2021 3:57 PM
94	It decreases traffic until a sidewalk is installed. Unfortunately, it doesn't solve the traffic issue for residents of Hawstead Rd.	2/11/2021 2:07 PM
95	A large expense for little gain	2/11/2021 1:55 PM
96	Do not support no turns of any kind. This road has always been busy and folks should realize this when they purchase there	2/11/2021 1:31 PM
97	Road is safer until sidewalk goes in but destroys yard landscaping and potential to increase. Real issue is bison drive needs to be extended to keep southpointe and bridgewater folks from cutting through.	2/11/2021 1:24 PM
98	I believe that turn restrictions do not work because too many people ignore or circumvent them. The sidewalk is a very good idea though.	2/11/2021 12:26 PM
99	Adding more signage is only going to further create issues, as well as divide neighbours on the adjoining streets.	2/11/2021 11:16 AM
100	Addresses SAFETY of pedestrians	2/11/2021 10:19 AM
101	Diverting traffic to the elementary school is not safe. Also the environment impact is	2/10/2021 10:57 PM

## Hawstead Road Traffic Calming

	unfavourable.	
102	Leaving the current restrictions is more dangerous for pedestrians than the old way. Parking should be banned on Hawstead between the stop signs on the ends of Groveland bay to Bairdmore, there is no where for kids to walk around the parked cars and vision is obstructed at intersection.	2/10/2021 10:11 PM
103	This is the best option. It slows the cut thru traffic and it keeps the pedestrians safe. This is a route that is used extensively for pedestrian traffic and should have had a sidewalk when it was built. Just try walking down the street anytime!	2/10/2021 8:39 PM
104	Given the potential timeline, this is not a solution. If we knew this was a short term implementation, potentially over the summer when school is out, we would be more favourable to this.	2/10/2021 7:56 PM
105	Pedestrians are at risk especially in winter. Hawstead is not cleared of snow with the main streets. Cars are parked on Hawstead there is little room for pedestrians.	2/10/2021 7:54 PM
106	There should be no restrictions on a city road that inconvenience local residents so the turn restriction should be removed. We must have seen over two dozen cars ticketed because of this turn which is a waste of police resources for some people on Hawstead that don't want traffic on their street.	2/10/2021 7:32 PM
107	It restricts access to my residence.	2/10/2021 5:21 PM
108	Better than any part of option 1.	2/10/2021 2:10 PM
109	It's too restrictive to the frontage road residents. It's too much of an inconvenience for me and my family	2/10/2021 1:24 PM
110	waste of time.	2/10/2021 12:59 PM

## Q17 Are there other solutions that should be considered?

Answered: 99 Skipped: 55

## Hawstead Road Traffic Calming

#	RESPONSES	DATE
1	I would disagree with the general statements made concerning speed bumps. Speed humps and tables do more than just slow traffic. People do not like driving over them and will adjust habits to avoid them. Example: I firmly believe that the speed bumps added to MARRINGTON ROAD - has the average reduced speed AND the total traffic volume. I certainly use the road much less, and not because I need to reduce speed.	2/28/2021 12:01 PM
2	Extend Sandusky Dr. eastbound through the south side of Kirkbridge Park over to Marrington Road. This will significantly reduce traffic flows on Hawstead and on Kirkbridge. It is not the best solution but poor planning decisions made many years ago have left current planners with this mess.	2/28/2021 11:16 AM
3	Unfortunately the city has proposed options that address only one component of the solution. We need to see reduced speeds, sidewalks installed and speed tables to address all the issues that have been brought up.	2/28/2021 10:42 AM
4	Per the zoom call, the VOLUME is NOT as big of an issue as pedestrian safety and speed. I am concerned with the dismissal comments on the zoom call about speed tables. Speed tables offer the least inconvenience to adjacent residents of hawtead and should be considered as z along term solution along with reduced speeds and sidewalks on either end of hawtead up to Groveland. Regardless of the data that the suggests speed is not an issue, the one item on the zoom call that's resident unanimously agreed with was the concern for pedestrian safety. In summary, my preferred long term solution is a combination of the following: 1. Reduce speed limit to 30kms, add speed tables, construct sidewalks along the ends of hawtead up until Groveland on both sides.	2/28/2021 10:27 AM
5	I have concerns with the dismissal comments about speed tables above in this survey, for the following reasons. Per Zoom call, VOLUME is NOT the issue to be addressed, rather PEDESTRIAN SAFETY (with the least amount of inconvenience to residents and adjacent residents as possible), IS THE issue to be addressed and so it is VERY IMPROTANT that speed tables be considered as PART OF the long term solution. Regardless of the data that suggest speed is NOT an issue, the ONE item that EVERYONE AGREES ON (i.e. Hawstead Residents AND Adjacent Residents), is that Pedestrian Safety is a concerns that NEEDS to be addressed. Again, this was clear on the Zoom call. In Summary, my preferred solution would be a combination of the following: (1) Reduce speed limit to 30kms per hour (traffic calming measure that promotes Pedestrian Safety); (2) Construct Speed Tables (traffic calming measure that promotes Pedestrian Saftey); (3) Construct Partial Sidewalks on both end of Hawstead, running up to Groveland. Thank You!	2/28/2021 9:58 AM
6	Per zoom call, the VOLUME is NOT the issue to be addressed, rather pedestrian safety and speed are critical issues. I am concerned with the dismissal comments on the zoon call about the option of speed tables. With the least inconvenience to residents and adjacent residents to be addressed so it is very important that Speed tables are considered as part of the long term solution. Regardless of the data that suggests speed is NOT an issue, the one item that everyone unanimously agrees on in the neighborhood (Hawstead residents and adjacent residents) is that pedestrian safety is a concern that needs to be addressed. This was clear on the zoom call. In summary, my preferred solution is a combination of the following: 1. reduce speed limit to 30KMS (traffic calming measure that promotes pedestrian safety), 2. construct speed tables (traffic calming measure that promotes pedestrian safety), 3. construct partial sidewalks on both ends of Hawstead running up to Groveland (on the sides of peoples houses). Thank you.	2/28/2021 9:58 AM
7	In the virtual session, no one answered the questions about other areas in the city that allowed locals to turn into the neighborhood without getting fined by police. If you can confirm the feasibility of this I believe you can implement option 1 get your 50% reduction if that's the goal, stop people using the side rd on bairdmore (with signage) and not waste city funds on sidewalk. You need to allow locals access to their houses. Thank you for considering	2/26/2021 3:39 PM
8	Need to widen Hawstead. When cars are parked there is not enough room to pass.	2/26/2021 2:24 PM
9	Post a sign to reduce the speed on Hawstead to 30 km/h. This will solve the issue of speeding and make it safer. But don't send more traffic to Bairdmore School.	2/25/2021 9:06 AM
10	I find the suggestion "Local Access Only signage" is not enforceable is somewhat confusing. During enforcement and issuance of a ticket Winnipeg Police quickly access vehicle registration and licenced driver data bases in preparation of the ticket. On accessing the data	2/25/2021 7:22 AM

## Hawstead Road Traffic Calming

base driver/vehicle registered address is confirmed allowing the Police Officer the opportunity to confirm "Local Access" and not issue the ticket.

11	YES. Installing a Three-way stop sign at Meadow Ridge and Hawstead Rd, as well as 30km speed signs would be immediate and cost-effective. Monitor for a year and lets take this up again!	2/24/2021 7:59 PM
12	In this day and age, isn't there an app that would model the current situation and propose optimal solutions? At a minimum, find out where the cut through traffic is coming from and to and design a solution for them avoiding streets that are frontage or intended for low volumes. That would primarily leave local traffic which, I'm sorry Hawstead residents, but you bought on a connector street and should have anticipated potential future consequences when you bought. Shifting the problem onto neighboring frontage streets hasn't solved the problem at all and has expanded the issue into a far more dangerous one.	2/24/2021 7:40 PM
13	Make Hawstead a 30 km speed. Limit	2/24/2021 7:37 PM
14	If you do impose a "solution" other than leave this issue and run away (and frankly I do not blame the city for walking away fast... this is a small group that gives impression they are besties with Janice who are putting a mess on the community) please bring down the police and enforce enforce enforce!	2/24/2021 7:37 PM
15	Why can't people get along?	2/24/2021 7:29 PM
16	As a resident on Groveland the ability to turn from Bairdmore to Hawstead without being ticketed. Can this not be included in the options, maybe a conversation between the city and the local police.	2/24/2021 7:28 PM
17	Reducing the speed on hawstead - this is enforcable, and can also be used to reduce the convenience of using it as a shortcutting route (which would likely affect volumes).	2/24/2021 7:23 PM
18	Residents on hawstead and other connected street should be allowed to turn thanks for your time today.	2/24/2021 7:22 PM
19	Reduce speed to 30km on Hawstead. This may even prevent people from using Hawstead.	2/24/2021 7:22 PM
20	Speed bumps	2/24/2021 6:08 PM
21	Make the specified time signs for Mon. - Fri. only when traffic volumes are highest.	2/24/2021 1:27 PM
22	Possibly adding a 30 kph speed limit on Hawstead. The city is already considering the limit for the whole city. Some residents would like the speed humps installed as a traffic calming measure. This would be a physical deterrent. Closing Hawstead off at Meadowridge. This was one of the options suggested earlier. All way stop at Hawstead and Meadowridge is NOT an option. This makes the situation a lot worse. See the public works document at " <a href="https://winnipeg.ca/publicworks/trafficControl/trafficSigns/stopSigns.stm">https://winnipeg.ca/publicworks/trafficControl/trafficSigns/stopSigns.stm</a> "	2/23/2021 7:59 PM
23	Nothing else comes to mind. Thank you for considering our views.	2/23/2021 7:38 PM
24	Stop signs at all intersections on Hawstead. To simple to try. Janice Luke's said well people won't stop they will just slow down. What a response. That what police traffic division is for.	2/23/2021 6:57 PM
25	Leave all routes and points of entry/exits to existing streets open. Introduce lower speed limits on Bairdmore, Hawstead and Kirkbridge. Install calming bumps on Bairdmore, Hawstead, and Kirkbridge at strategic locations to calm traffic. Preventing access to roads only diverts traffic to inappropriate accessways and observably increases unsafe driving behaviors. Speed is the real issue here. Please reduce the speed limit! As an aside, in a recent discussion on Bairdmore a local WPS officer said the only way to deter and calm this traffic is to lower the speed limit, install calming bumps, and have a stop sign at every 3 way intersection.	2/23/2021 2:56 PM
26	Change the speed limit on Hawstead to 30 kph. This will make things much safer for the residents/pedestrians and will deter people using Hawstead as a thoroughfare. And my frontage road will not be impacted.	2/23/2021 2:23 PM
27	REDUCTION OF SPEED LIMIT ON HAWSTEAD - possible solution which I don't think we have discussed publicly is the reduction of the speed limit on Hawstead to 30 km/hr. Speed limits in Winnipeg used to be the jurisdiction of the Province, but I understand now are managed by the City. Perhaps at 30 km/h restriction would encourage drivers to find other routes and solve our high traffic problem as well as reducing noise and increasing pedestrian safety. This approach may reduce the growing neighbourhood tension and animosity that has	2/23/2021 1:47 PM

## Hawstead Road Traffic Calming

been shown by some towards residents of Hawstead. I think it warrants a discussion at least and perhaps a pilot. On a side note - The sentence above "operating speeds on Hawstead Road are consistent with 50 km/h..." makes it sound like no one speeds on Hawstead. I have seen cars going at least 80 km/h on our street. Perhaps these would be race car drivers would think twice about the fine that would be due for breaking the speed limit by 50 km/h instead of just 30 km/h

28	I think best options have already been identified	2/23/2021 1:33 PM
29	Local access only signage should be only installed after a generic no access was enforced for a while. It takes times until all drivers as well as online maps get updated about the status of a street. Only at that point, we could replace a general restriction with an "except local traffic" sign. If you look it up on the google map you could see our street (Hawstead) is always open, but that's not the case for a street like (Wellington Crescent) with a local access sign and a "block". That street is always quiet, and is shown as closed in the online maps!	2/23/2021 12:01 PM
30	1. What about turning Hawstead into a one-way street? Automatic 50% reduction in traffic. Turn 1/3 of the street into a multi purpose walk/cycle path. 2. Local Traffic Only. Doesn't Wellington Crescent have local access only on Sundays so that people can enjoy walking and cycling on the street. This was also done on other streets in summer 2020. So this signage is used in COW. Local traffic exemption is not enforceable? Neither is no left turn on Hawstead if there are never police cars there to enforce it.	2/23/2021 12:00 PM
31	Get rid of the danger created by the city in putting in the no left turn and build a sidewalk for Hawstead.	2/23/2021 11:20 AM
32	Reduce speed limit to 30 kmh and add photo enforcement for speeding.	2/23/2021 8:12 AM
33	Reduce Hawstead speed limit and double speeding fines	2/23/2021 7:13 AM
34	I think "Local access only" can be a great solution for all residents. Everything has its start. Why not??	2/22/2021 9:38 PM
35	Please consider 3 way stop signs on Hawstead at both entrances to Groveland Bay. This would slow down traffic on Hawstead, would make it safer, and would discourage short-cutting. DO NOT consider a 3 way stop at Hawstead and Hazel Park Dr or Meadow Ridge Drive as this would encourage short-cutting along Groveland Bay	2/22/2021 7:25 PM
36	Having a 3 way stop at each end of Groveland Bay would make using Hawstead less appealing as a shortcut.	2/22/2021 7:06 PM
37	Reduce the speed to 25km on Hawstead and double speed fines.	2/22/2021 5:08 PM
38	Speed humps may work or a three way stop at Hawstead and Meadowridge	2/22/2021 5:02 PM
39	Local residents only (on hawstead and adjacent)	2/22/2021 4:42 PM
40	Keep turn restrictions at Hawstead 24/7 and restrict parking on Hawstead near Kirkbridge in AM and PM peaks. This area is a significant bottleneck. Cars attempting to turn onto Hawstead from Kirkbridge cannot because of the parked cars and volume and it makes it an unsafe situation for anyone walking down Kirkbridge.	2/22/2021 4:28 PM
41	No parking on Hawstead during rush hour.	2/22/2021 4:04 PM
42	We again ask why Option 2 from the City's report of Jan. 27th, 2020 is not being shown or implemented. Residents of Hawstead Road have voted for this option and the city choose to take a gradual implementation. We can not understand how a minor inconvenience to a few people can so heavily weigh against the safety and livability of the people of Hawstead Road. Please get the traffic down to the design target of 1000 cars. Drivers have adjusted to the current signage and will adjust to the full implementation of option 2.	2/22/2021 9:42 AM
43	Put a three-way stop at the corner of Bairdmore and Hawstead. Would not necessarily reduce shortcutting, but might serve to stagger traffic down Hawstead and increase driver awareness (ie. drivers would no longer be able to turn directly down Hawstead without stopping, giving a chance for both drivers and pedestrians to notice each other).	2/21/2021 10:15 PM
44	Why has it taken 30 yers for the City to construct sidewalks for this road?	2/21/2021 7:18 PM
45	Revert to status quo reminding area residents that the majority of them choose to purchase a home in the area with Hawstead Road as a cut-through between Bairdmore and Kirkbridge	2/21/2021 3:23 PM

## Hawstead Road Traffic Calming

Drives.

46	In its initial study dated Feb. 27,2020 Public Works described Option 1; full closure of Hawstead Rd. at some point between Hazel Park Dr. and Meadowridge Dr.. This is truly the only option that will address the primary issue, which is high traffic volumes. This option offers several advantages: 1. Immediate and permanent reduction in traffic volumes on Hawstead Rd. due to the elimination of cut through traffic. 2. Elimination of any requirement of city resources for enforcement. 3. Minimal inconvenience to surrounding neighborhoods. There would be no turn restrictions at either end of Hawstead at any time. Residents on Hazel Park and Groveland would see their access to either Kirkbridge or Bairdmore unchanged. Residents on Meadowridge and adjoining streets would have their access to Bairdmore changed from the north end of their neighbourhood to the south end. If this proves to be unacceptable, the permanent barrier could be placed on the east side of the intersection of Meadowridge and Hawstead, thereby allowing allowing access to Meadowridge from the west. 4. The likelihood of current shortcutting traffic on Hawstead detouring through either nearby neighborhood is remote, as any of these routes would add considerable commuting time and additional stops due to stop signs. Such commuters will quickly discover that the their fastest alternative is to stick to the main collector streets (Kirkbridge and Bairdmore). 5. The residents of Hawstead Rd. will face the most inconvenience, but will experience a dramatic and permanent reduction in traffic volumes, thereby improving the safety and livability of their neighbourhood.	2/21/2021 1:43 PM
47	Yes. Block Hawstead just east of Meadow Ridge. That would cut the traffic volume from both east and west, including the vehicles going to and from Meadow Ridge and Kirkbridge at east Hawstead. Residents on Hazel Park, Groveland, and Meadow Ridge area could access their streets from the west, and Hazel Park & Groveland residents could also access Kirkbridge to the east. It would be inconvenient for many residents of Hawstead (me included) but I am willing to put up with exiting Hawstead at the east end to make our street more livable and safe. Residents of other streets do not want *any* additional vehicles on their streets & do not want to be inconvenienced. But, Hawstead has at least a thousand more vehicles/day, and I believe that the traffic volume is a serious issue that needs to be addressed. Our safety and livability are important, too, and the problem should be shared.	2/21/2021 1:20 PM
48	The statements on speed humps are not accepted by area residents as not being a solution. If speed is not a problem then safety is not a problem. Then what is the problem???	2/21/2021 9:39 AM
49	None that I can think of.	2/20/2021 9:09 AM
50	Most drivers are directed psychologically by the road designs. We need to understand why people are cutting through hawstead and not bison drive. Is it a road design issue on bison? Signage is not the solution.	2/19/2021 11:15 PM
51	Not that I can think of.	2/18/2021 3:11 PM
52	No	2/17/2021 9:05 PM
53	Put it back the way it is I live in the area pay taxes for these roads I drive on. Plus children need to be protected near the school. And if speed is not an issue those that live on that street know they bought a house on a through way street. That was there choice.	2/17/2021 7:33 PM
54	A combination of reduced speed limit to 30kms/hr and speed humps, will create a safer street for pedestrians, and deter some cut-traffic and will have the effect on traffic levels in both directions. Using signage deterring use as a through street. Local resident access only for example.	2/17/2021 6:48 PM
55	YES there is... during our consultation process, an alternative to solving our traffic issues on Hawstead Road was one of the simplest.... turn Hawstead into a one way street. It has merit. However, this will still anger non Hawstead Residents who won't be able to use our street as a cut through. Quite simply... our Hawstead Road dilemma of too much traffic may have NO SOLUTION. But I would rather have all signs taken down, and revert to its original design, than have a sidewalk through my landscape and driveway.As I stated earlier I would take whatever means possible to oppose this. It is obvious how strongly I feel about sidewalks. A few years back, the City decided to pave Hawstead Road with asphalt over top of the existing concrete. This was about 10 years ago. The job was done very late in the Fall as it was nearing first snowfall around late October. The job was rushed and the existing rounded curb we had was swallowed up by the asphalt overlay. The result was our property at 53 Hawstead was that we have no curb... our front grass goes right onto the road. It was a most disappointing job. This has resulted in drainage issues as we have no collective gutter, Understandably, one can	2/17/2021 5:31 PM

## Hawstead Road Traffic Calming

imagine how a proposed sidewalk construction right through an existing landscape and expensive interlocking driveway would be considered. I hope the organizers of this study will consider my viewpoints carefully. Please feel free to contact me, or to even arrange a visit to see how this would impact my property. I would greatly appreciate if my survey submission was forwarded to Mrs Luke's for her perusal. Thank you. Ken Park

56	<p>Add a sidewalk For morning rush hour, no left turn from Bairdmore into Hawstead, and no right turn from Kirkbridge into Hawstead, as shown in option 1c. People are going to work, so they are more likely to leave. This restricts anybody entering Hawstead Rd from either side, For Afternoon rush hour, no left turn from Hawstead onto Kirkbridge, and no right turn from Hawstead onto Bairdmore. People are coming home at this time. People who live in the area can turn into Hawstead. When shortcutters go south on Bairdmore, turn left into Hawstead, once they reach Kirkbridge, they MUST turn right as you can't turn left. likewise, people can turn right into Hawstead from Kirkbridge, but once they reach Bairdmore, they must turn left. This method means that the majority of drivers aren't forced to take one entrance or drive a few extra minutes. In terms of going North or coming from the North, which is the majority of the traffic, for AM peak hours, the restrictions mean 1 entrance, 3 exits. For PM peak hours, it means 3 entrances, 1 exit. When seeing if any of the options works, gather data by measuring cars driving past Meadow Ridge. Not cars turning in and out of Hawstead. The cars that turn into Hawstead and immediately into Groveland have no effect on Hawstead Traffic, but yet counting the number of cars making the turn into Hawstead includes cars that immediately turn into Groveland. If 1a or 1b were to be chosen, maybe do a survey for Groveland residents only asking: If you entered from Bairdmore, do you enter Groveland closest to Bairdmore or do you go straight down Hawstead to enter Groveland on the other side? Likewise, when you enter Hawstead from Kirkbridge, do you enter Groveland from the Kirkbridge side, or do you drive down Hawstead and enter Groveland from the other side? For me, no matter which side of Hawstead I enter, I always enter Groveland closest to the Bairdmore side. Eliminating the left turn on the Bairdmore side means I am entering on the Kirkbridge side, meaning I am going to drive down more length of Hawstead than if I entered on the Bairdmore side. People whose homes on Groveland that are close to the Hawstead Groveland intersection would most likely drive down Hawstead, turn into Groveland at the other end, than travel the entire length of Groveland, at least by my own experience. If something had to be done with traffic, ask residents what route they take in and out of their homes. It seems to me that left turn from Bairdmore into Hawstead is very important for residents. You can restrict other turns and achieve the same result, and one must take into account that Hawstead isn't going to have the same traffic as a Groveland or a Hazel Park. It isn't going to happen, so trying to lower traffic to a Groveland or Hazel Park level is asinine. If I am not waiting too long at the stop sign in Groveland Bay, waiting for cars on Hawstead to go by, then the traffic is fine. Another thing to think about is you want to make people want to use the route you want them to take, not forcing people into it. That 30km/h school zone isn't doing any favors. Just giving an extreme scenario here. If Hawstead's speed limit were 5km/h, Bairdmore in between Hawstead and Kirkbridge was 100km/h, and Kirkbridge between Bairdmore and Hawstead were 100km/h, people would actually use the route you want them to take. I find myself taking the longer path because the shortest path is slower, usually due to traffic not moving. Giving Hawstead Rd a ridiculously low speed limit should turn people off. I know the Bairdmore School Zone speed limit turns me off, and I always avoid that area at all costs. Hawstead needs to be treated like a connector route, just like Brentlawn Blvd. Peak hour turn restrictions should be good enough. That is the only time see 5 or 6 cars driving down Hawstead at once in either direction. Other than that, it isn't a problem at all. An extreme approach is to eminent domain the Hawstead homes, demolish them, widen the road, and have it be a true connector street, but who would want that?</p>	2/16/2021 8:05 PM
57	Open up Bison Drive west to the new development	2/16/2021 3:40 PM
58	Put up a 3 way stop at Hawstead and Meadow Ridge. There is already a stop sign at Meadow Ridge. The land on Hawstead is city property.	2/16/2021 1:55 PM
59	Restrictions could from Monday to Friday during the school year during the rush hours until a sidewalk is built.	2/16/2021 1:54 PM
60	Yes put in the 3 way stop, on Hawstead and Meadow Ridge. This may start deterring some cars from travelling down this street. There is already a stop sign at Meadow Ridge so a matter of adding sign on Hawstead to make it a 3 way stop since that would be on city land. The 4-5 households from Hawstead have now started a rift in this neighbourhood and it is time to act to revert things to the way they were.	2/16/2021 12:20 PM

## Hawstead Road Traffic Calming

61	The choice of solution or possible steps towards improvement depend on the problem that we wish to address. City engineers have already determined that speeding is not a general problem. The issue then appears to be volume of traffic. It is suggested that "cut-through" traffic needs to be reduced, if not eliminated. I agree. But efforts must be directed towards how "cut-through" traffic can be affected with minimal negative impact on residents. Residents who pay taxes in the area should be entitled to use the infrastructure that they pay for. To reduce the appeal of Hawstead as a shortcut (cut-through), consideration should be given to making Hawstead as unappealing to cross traffic as possible. To that end, installation of 3-Way stop signs at the intersection of Groveland Bay (west exit) and Hawstead, and again at the intersection of Meadow Ridge Drive and Hawstead would introduce stop-and-go traffic that would dissuade Hawstead's use as a shortcut. Additionally, setting up a speed limit of 30 Km/Hr for the entirety of this 475 metre street - in force 24/7 - would further reduce Hawstead's appeal as a shortcut. Local area residents may have to give up a bit of speed and convenience with this setup, but it would be far less than the restrictions currently imposed on them. In this way everyone would contribute to the improvement of conditions for Hawstead residents without having their own rights totally suppressed.	2/16/2021 12:01 PM
62	Not that I know of.	2/16/2021 6:35 AM
63	Just leave the No Left turn signage. It makes a significant reduction to the traffic on Hawstead.	2/15/2021 3:49 PM
64	None. Leave Hawstead open to regular traffic and put in sidewalks when you can.	2/15/2021 3:38 PM
65	Just get the sidewalk built. Solves all problems without ongoing enforcement.	2/15/2021 1:17 PM
66	No. Revert it back to the way it was. You can't benefit a few people on a street because they don't want cars passing their house... you're benefiting a few people verse 100s in the area that go this way to get to their own home	2/15/2021 12:56 PM
67	Make Hawstead a one way street	2/15/2021 10:10 AM
68	Pedestrian walking solutions at this location are in keeping with environmental and community walk ways that are a signature lifestyle benefit of Southpoint. Due to dual track and non dual track schools the neighborhoods blend together so this allows for a more cohesive living environment. Our demographic of neighborhood continues to be people that are comfortable taking advantage of public transit - let's encourage this by making pedestrian traffic as safe as possible.	2/15/2021 7:32 AM
69	Maybe we should allow local access only signs! Can't we make that change to the rules around signs?	2/14/2021 4:28 PM
70	Remove all access from hawstead to bairdmore (similar to what was done to the end of waverley at the perimeter. Put a small park there instead and the only access to hawstead is off Kirkbridge.	2/13/2021 2:29 PM
71	Once the residents of South Pointe and Bridgewater have local retail and service options, the need to travel to Pembina Hwy will end.	2/13/2021 11:37 AM
72	No, as a sidewalk is the best option as everyone is concerned for the safety of foot traffic and the street and for kids going to and from school.	2/13/2021 10:22 AM
73	The city of Winnipeg created the Hawstead problem with numerous streets feeding off of Hawstead . Why can't the city consider a Local Access Only sign to be added to the no turn sign	2/12/2021 1:02 PM
74	closed the street on both ends. Then we are all forced to travel further and burn more gas.	2/12/2021 12:21 PM
75	If you want slower traffic, install speed bumps on Hawstead as you have throughout Richmond West. I disagree that people would use Groveland as an alternative as it is a lot further to travel.	2/12/2021 11:09 AM
76	I disagree with the speed humps statement - speed humps were recently installed on Marrington and I have noticed decreased traffic speeds which makes the street safer. 3-way stop signs should be considered. This would slow the traffic as well as cause a bit of deterrence to using Hawstead. To increase the safety of pedestrians, a 24-7 no parking ban could be used. As well, the beautiful trees that line Hawstead also block much of the street lights making all travel (vehicle & pedestrian) more dangerous.	2/12/2021 11:00 AM
77	If the City of Winnipeg does consider to reduce residential speed limits to 30 or 40 kph (at	2/12/2021 10:20 AM

## Hawstead Road Traffic Calming

least on Hawstead) this could possibly help lower the speeding factor and reduce some traffic.

78	Put things back to the way they were before. It's clear from this pilot project that it has created more headaches for area residents than solutions. Don't mess with something that didn't need fixing in the first place.	2/12/2021 9:33 AM
79	People walk on a sidewalk that is made for them in Kirkbridge Park. Hawstead is a road. That I directly take home 2x a day. No other choice. I live on a bay off Hawstead. Why am I punished? For people going too fast on that street? Too many cars on that street? *this just doesn't directly affect Hawstead. This affects other streets. Unlike Janice thinks.	2/11/2021 9:05 PM
80	Leave things as before	2/11/2021 8:00 PM
81	Send a notice to all the people in Southpointe that Hawstead is not a Main Street	2/11/2021 7:32 PM
82	Put a sign at the end of Sandusky right in front of the park.....suggesting access to Pembina turn left. This will reduce traffic on Hawstead and not piss anyone off	2/11/2021 7:07 PM
83	Implementation should be based upon sound engineering design and not perceived problems by the public.	2/11/2021 6:19 PM
84	Leave things as they are before	2/11/2021 5:05 PM
85	. I agree that speed humps is not a good solution as traffic will divert to Hazel Park or Groveland. The only thing that I can think of is to reduce the speed limit dramatically on Hawstead to say 20KM/Hour. This will make walking safer and maybe be a disincentive to use Hawstead to cut through.	2/11/2021 4:01 PM
86	No but it does beg the question; why was a sidewalk not installed at the time of development? Ladco Owned all that land on the west side of Waverley and the city should have foreseen this problem developing when that land was developed.	2/11/2021 2:09 PM
87	If Hawstead homeowners are unhappy they should move. Sorry I know that's harsh but they purchased a home on a through street. What did they expect? The city is growing, especially in this quadrant which has been YEARS in planning.	2/11/2021 2:01 PM
88	Extend Bison drive all the way to Kenaston sooner. Leave left turn restriction in place.	2/11/2021 1:25 PM
89	As I explained earlier in the survey - a two pronged approach. A sidewalk to ensure pedestrian safety and I would like to think it could be expedited. Number two - allow all traffic, but at a speed of 30 kph, enforced by cameras and a three way stop at Hawstead and Meadow Ridge.	2/11/2021 12:29 PM
90	No one is going to use the above streets to avoid the speed humps or tables. That would take more time than just slowing down for them, which is ridiculous. Again why are we only taking into account 22 households and not the remainder of those affected?	2/11/2021 11:19 AM
91	Only a sidewalk addresses SAFETY of pedestrians	2/11/2021 10:20 AM
92	None. Just go back to the way it was. Quit wasting our time and tax dollars	2/10/2021 10:58 PM
93	Ban street parking from the end of Groveland Bay to Bairdmore, improved line of sight for pedestrians and cars turning onto Hawstead. Also should be done from other end of Groveland Bay to Kirkbridge. Ban buses on Hawstead.	2/10/2021 10:13 PM
94	Just put in a sidewalk to at least keep the pedestrians safe. Limit the east turn onto Hawstead and no left turn on the service roads.	2/10/2021 8:45 PM
95	Sidewalk is the best option.	2/10/2021 7:59 PM
96	Put three way stops up at either end of Groveland Bay to deter traffic from cutting through. AND Ban parking on Hawstead Rd (plenty of parking available on side streets and everyone on Hawstead has a driveway).	2/10/2021 7:57 PM
97	Tell the sensitive Hawstead residents that they should consider moving to the country for their traffic and quiet requirements.	2/10/2021 7:34 PM
98	One of the solutions suggested by the Hawstead residents was the use of stop signs.	2/10/2021 5:22 PM
99	build side walk and restrict speed limit are enough.	2/10/2021 12:59 PM

# Appendix B – Virtual event boards

# Hawstead Road Traffic Calming Project

**Virtual Community Meeting**

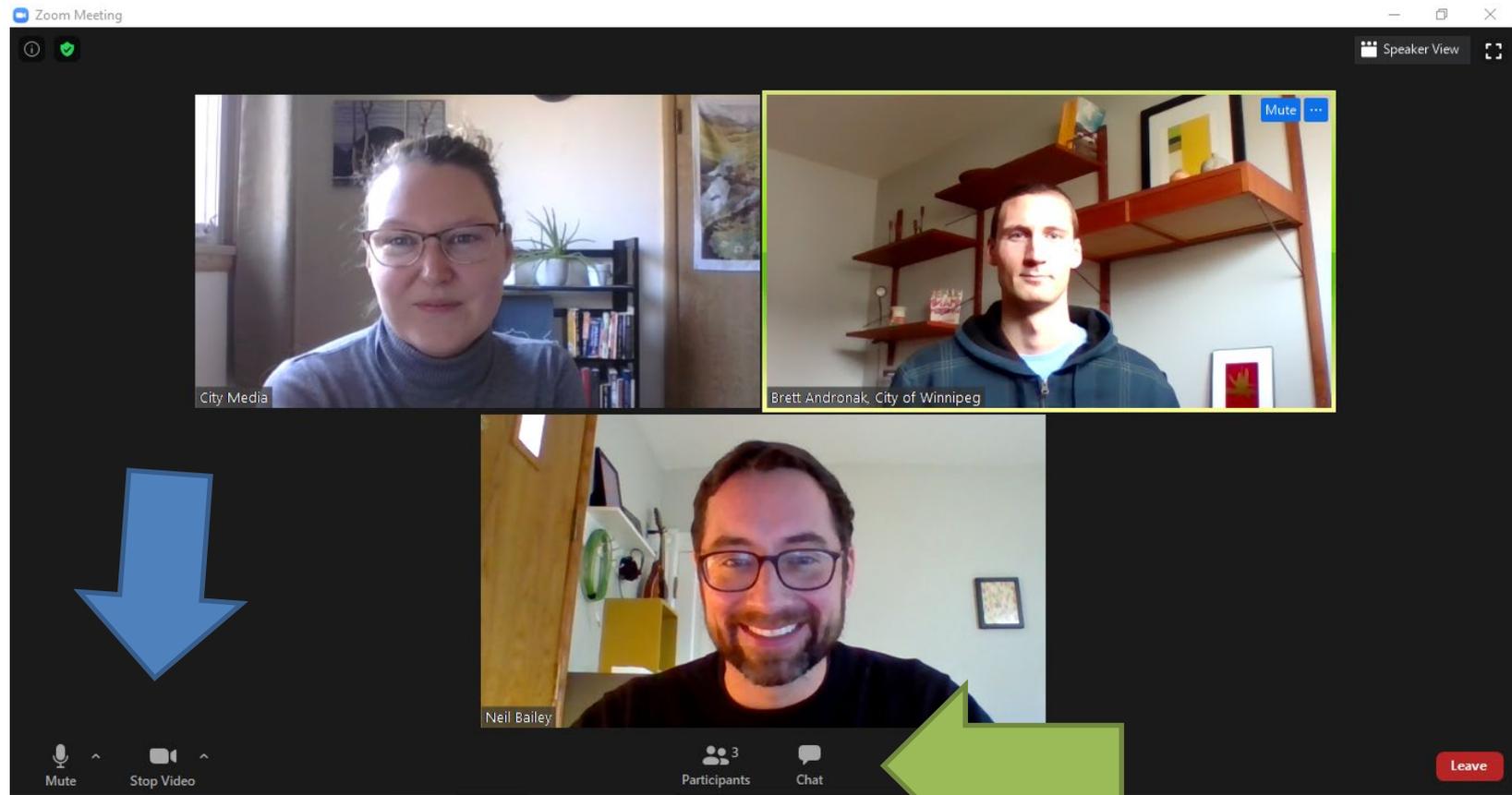
**Zoom**

**February 24, 2021**

**6:00 pm – 7:00 pm**

# Hawstead Road Traffic Calming Project

## Zoom controls



### Technical difficulties

Email: [City-engage@winnipeg.ca](mailto:City-engage@winnipeg.ca)

Phone: 204-451-1841

[www.surveymonkey.com/r/hawsteadroad](http://www.surveymonkey.com/r/hawsteadroad)

# Hawstead Road Traffic Calming Project

## Meeting agenda

- Welcome and introductions
- Project background
- Pilot approach
  - Evaluation and feedback received to-date
- Options and implications
- Breakout rooms
- Report back
- Next steps and closing



# Hawstead Road Traffic Calming Project

## Project background

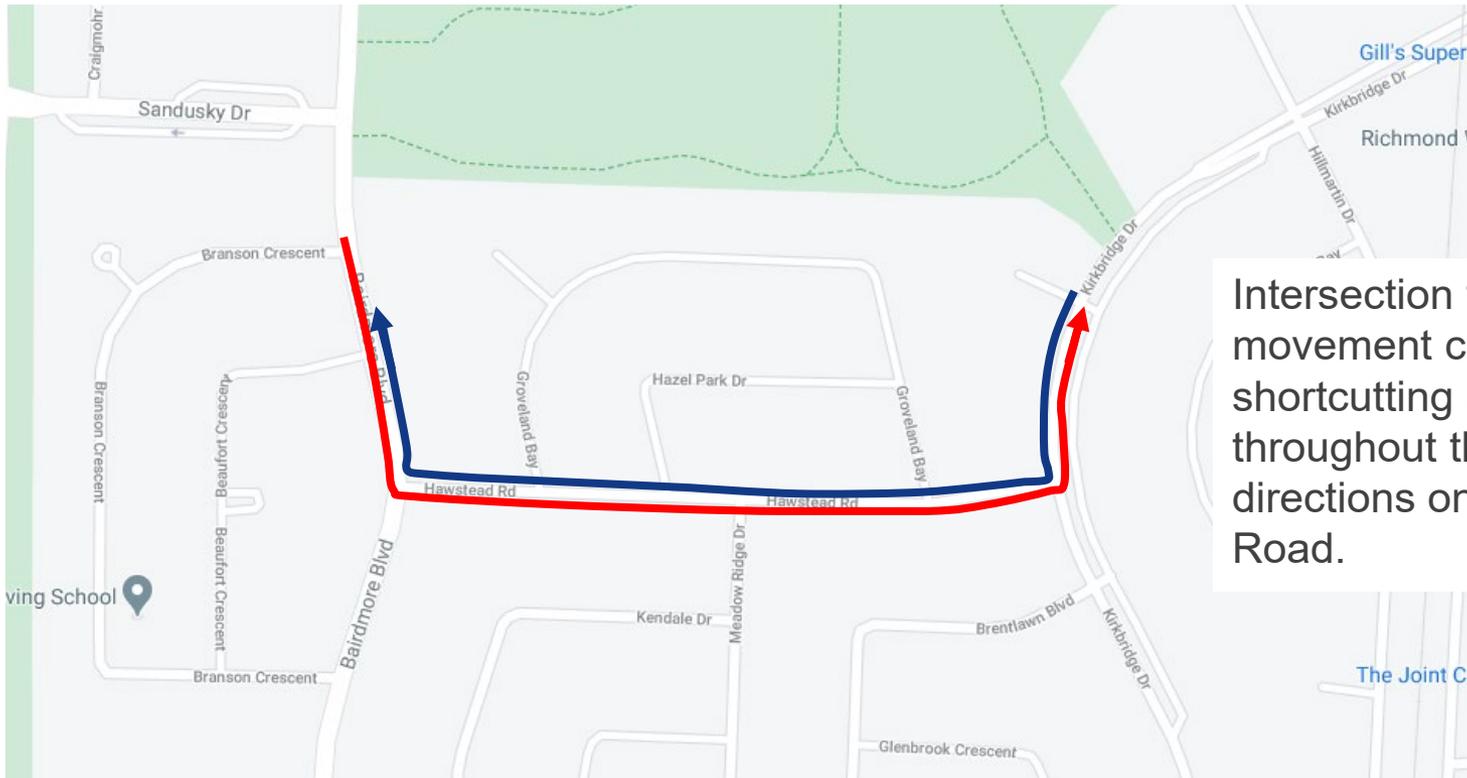
At the request of the area Councillor (through the Assiniboia Community Committee), SPC-IRPW directed a traffic study for traffic calming on Hawstead Road in 2019.

Study highlights:

- Speeds are consistent with the 50 km/h speed limit.
- Hawstead Road is used for shortcutting, leading to higher-than-expected traffic volumes.
  - Volumes were found to be 2,000 vehicles per day, which is twice the intended volume for a local residential street.

# Hawstead Road Traffic Calming Project

## Project background - shortcutting



Intersection turning movement counts show shortcutting occurs throughout the day, in both directions on Hawstead Road.

# Hawstead Road Traffic Calming Project

## Project background

Two initial options were recommended in the report to SPC-IRPW :

1. Implementing turn restrictions at: 
  - Bairdmore Boulevard & Hawstead Road via signage and island
  - Kirkbridge Drive & Hawstead Road via signage
2. Closing Hawstead at the midpoint between Bairdmore and Kirkbridge 

# Hawstead Road Traffic Calming Project

## Pilot approach - process

### Summer 2020:

- Councillor-led engagement with residents
- Limited stakeholder outreach



### Decision:

- Pilot refined version of one recommended option
- Collect feedback from residents and stakeholders
- Collect additional traffic data



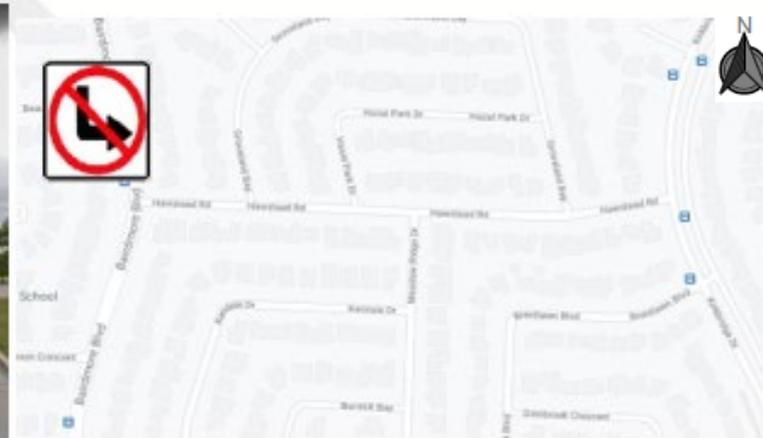
### Fall 2020:

- Pilot installed

# Hawstead Road Traffic Calming Project

## Pilot approach - restrictions

- No left turns from SB Bairdmore to EB Hawstead at all times except for buses
  - Aims to reduce traffic volumes by 50%



# Hawstead Road Traffic Calming Project

## Pilot approach – early feedback

Residents have shared concerns, including:

- The turn restriction has caused a several minute detour for local traffic.
- The turn restriction has rerouted traffic in front of Bairdmore School.
- Motorists are using frontage roads and making other manoeuvres to bypass the turn restriction.
- Residents are concerned with the engagement process and want opportunities to provide input.
- Some residents questioned use of police enforcement during a pilot program.

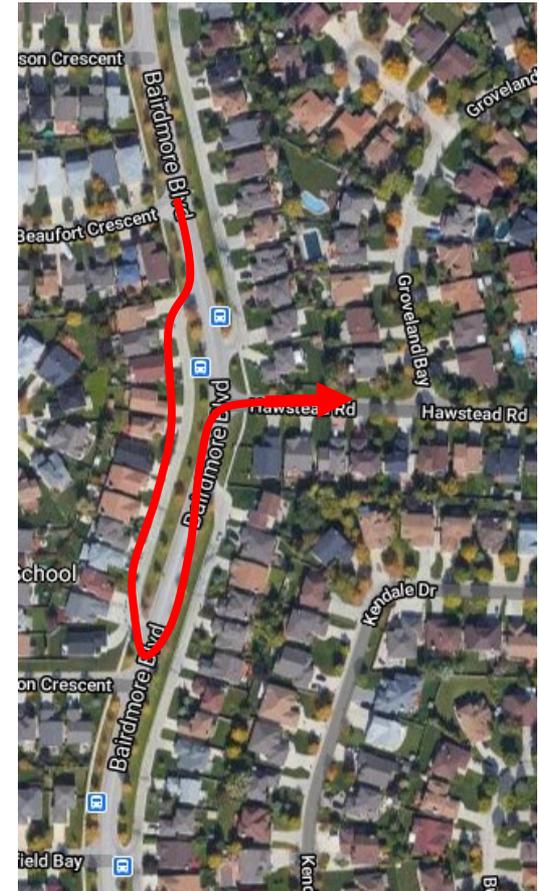
Residents have also submitted feedback to indicate their support for the turn restriction.

# Hawstead Road Traffic Calming Project

## Pilot approach – data

### Traffic count (15 hours, January 2021)

- Looked at compliance with turn restriction and use of frontage roads as bypasses.
- 70+ vehicles made an illegal SB left turn
  - Illegal turns happened throughout observation
  - Highest frequency during PM peak period and early evening hours
- 100+ vehicles used frontage roads to bypass the turn restriction
  - Bypasses most commonly happened on west side of Bairdmore
  - Bypass activity peak corresponded to AM and PM peak periods



# Hawstead Road Traffic Calming Project

## Pilot approach – where we are today

- Pilot duration has been shortened
- What does the public think of each of the four options?
  - Each option has advantages and disadvantages, which may impact residents differently.
  - Your feedback will help us understand the significance of each impact for the neighbourhood.
- Following engagement, we will consider the impacts associated with each option, in addition to the public's level of support, and consult with the area Councillor to determine the preferred solution.



# Hawstead Road Traffic Calming Project

## Option 1: various turn restrictions

Immediate solution – Implement one of six alternatives involving different combinations of turn restrictions

Alternatives:

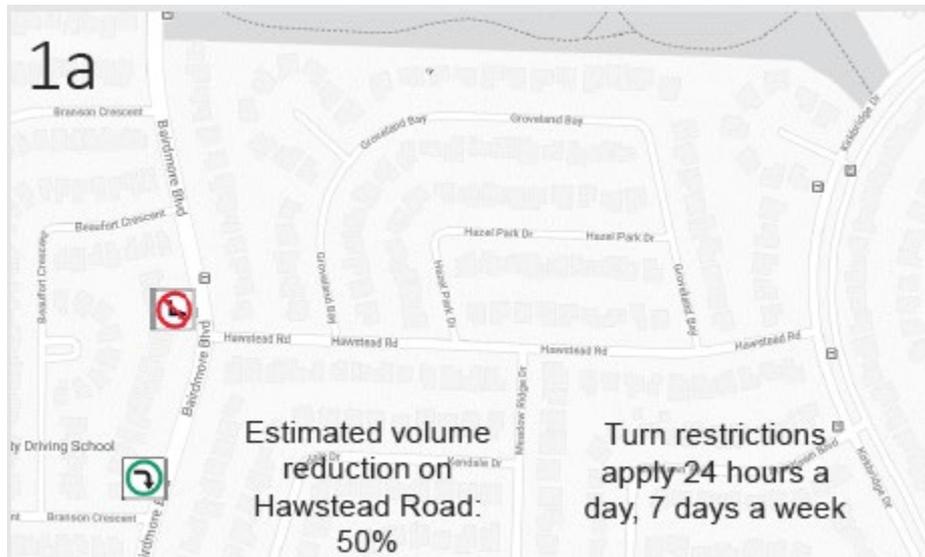
- a. **24/7 restrictions** at Bairdmore Boulevard & Hawstead Road
- b. **24/7 restriction** at Kirkbridge Drive & Hawstead Road
- c. **AM & PM peak period restrictions** at Bairdmore Boulevard & Hawstead Road and Kirkbridge Drive & Hawstead Road
- d. **PM peak period restrictions** at Bairdmore Boulevard & Hawstead Road and Kirkbridge Drive & Hawstead Road
- e. **AM & PM peak period restrictions** at Bairdmore Boulevard & Hawstead Road
- f. **AM & PM peak period restrictions** at Kirkbridge Drive & Hawstead Road

# Hawstead Road Traffic Calming Project

## Option 1: various turn restrictions

Option 1a:

- No Left Turn SB Bairdmore to EB Hawstead
- Must Turn Right at south intersection of frontage road on Bairdmore
- Turn restrictions apply 24/7, 365
- 50% estimated volume reduction



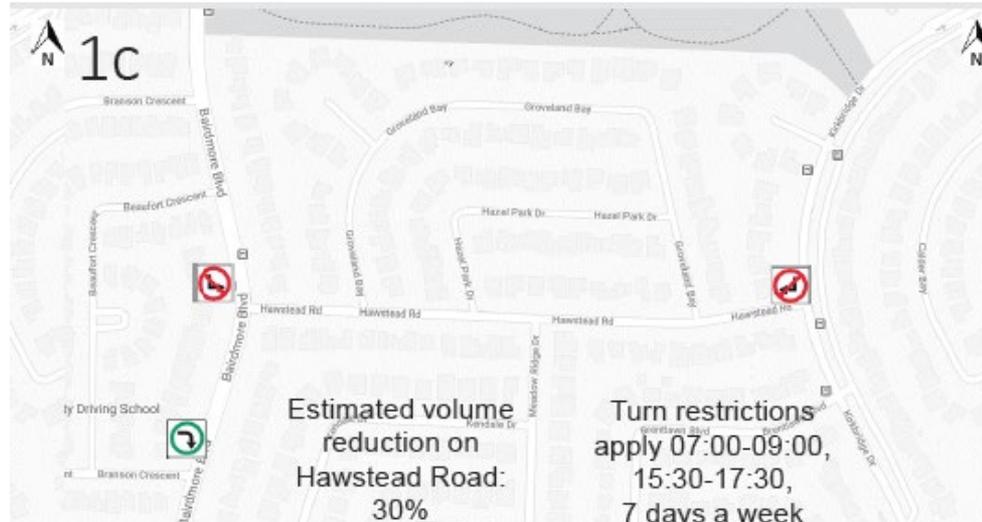


# Hawstead Road Traffic Calming Project

## Option 1: various turn restrictions

Option 1c:

- No Left Turn SB Bairdmore to EB Hawstead
- Must Turn Right at south intersection of frontage road
- No Right Turn SB Kirkbridge to WB Hawstead
- Turn restrictions apply during the AM and PM peak periods (7 days/week, 365 days/year)
- 30% estimated volume reduction



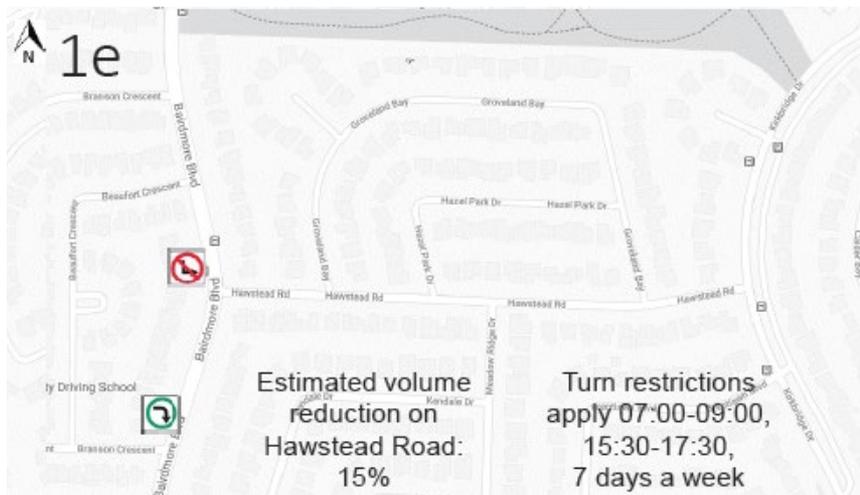


# Hawstead Road Traffic Calming Project

## Option 1: various turn restrictions

Option 1e:

- No Left Turn SB Bairdmore to EB Hawstead
- Must Turn Right at south intersection of frontage road on Bairdmore
- Turn restrictions apply during the PM peak periods (7 days/week, 365 days/year)
- 15% estimated volume reduction





# Hawstead Road Traffic Calming Project

## Option 1: various turn restrictions

### Considerations:

- Traffic volume reduction depends on alternative, compliance, and use of bypass routes
- Varying impacts to resident access
- Increased travel times = resident delay + environmental implications
- Some traffic is rerouted to collector streets (designed for larger volumes)
- Some traffic is rerouted in front of Bairdmore School
- Drivers can still bypass restrictions
- Compliance with the restrictions are a concern and enforcement issue
- Low-cost treatment (only signage is required)
- Can be installed in 2021
- Would require monitoring and potential additional measures to mitigate bypass routes

# Hawstead Road Traffic Calming Project

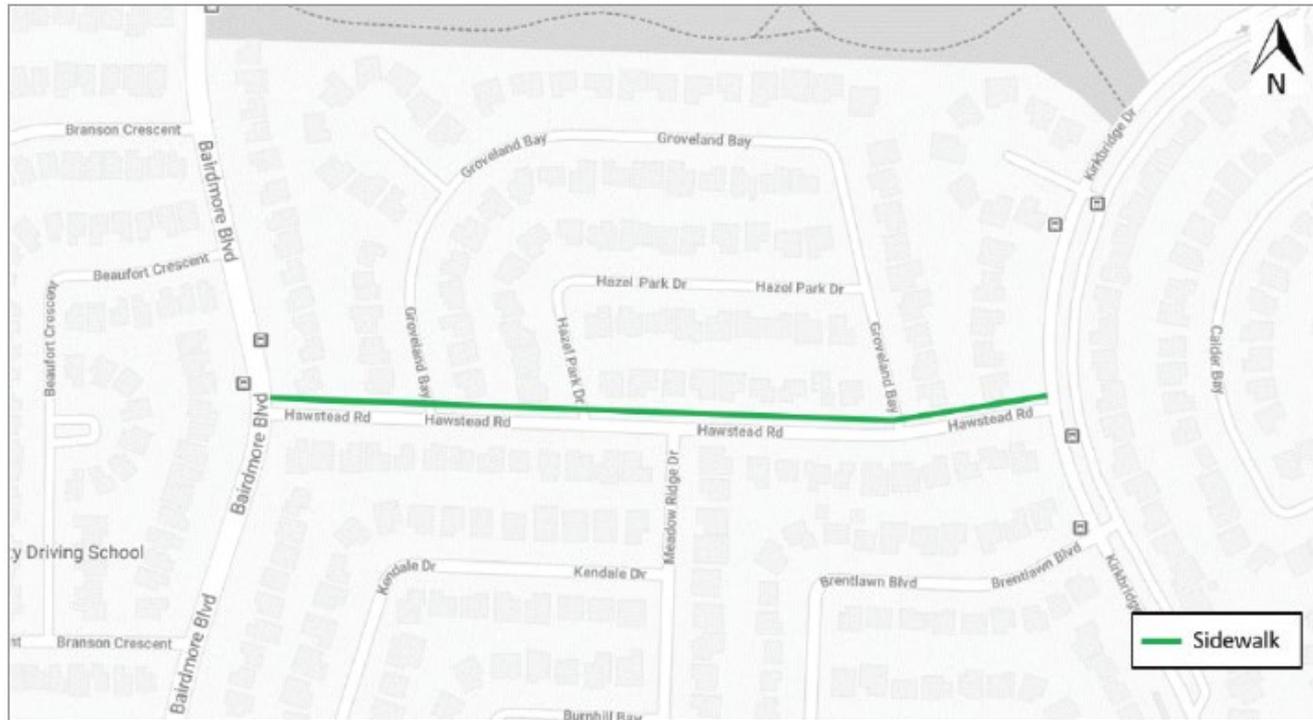
## Option 2: revert to original traffic control

- All conditions revert to the original status
- Traffic volume on Hawstead is not reduced
- Shortcutting concerns remain
- Negative impacts associated with the No Left Turn restriction are alleviated

# Hawstead Road Traffic Calming Project

## Option 3: sidewalk construction

- Long-term solution
- In the short-term, conditions are reverted to the former state



# Hawstead Road Traffic Calming Project

## Option 3: sidewalk construction

### Considerations

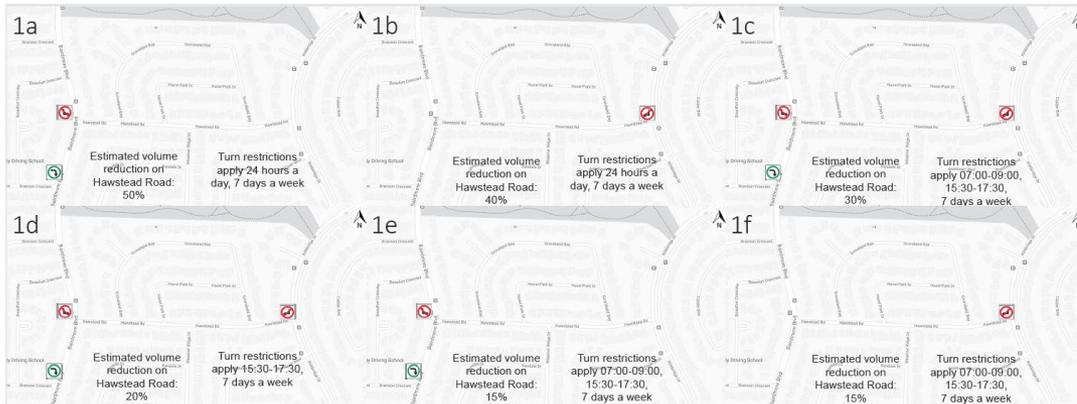
- No traffic volume reduction
- Pedestrians are separated from motor vehicles = improved safety
- No impact to resident access
- Requires tree removal (approximately 6 trees)
- Impacts some private landscaping within City right-of-way
- High-cost treatment (Class 4 cost estimate - \$115,000)
- Available budget for new sidewalks is limited – would require prioritization against other locations city-wide
- Installation would occur in the mid- to long-term (could be 10+ years)

# Hawstead Road Traffic Calming Project

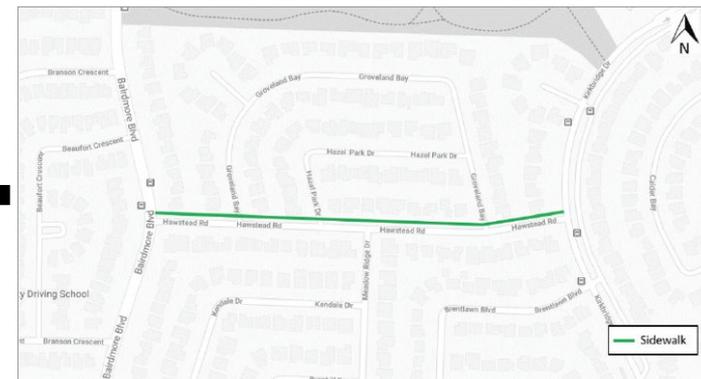
## Option 4: turn restrictions while waiting for sidewalk

- Introduce turn restrictions in short-term
- Construct sidewalk in long-term
- Considerations related to both Option 1 and Option 3 apply

### Short-term



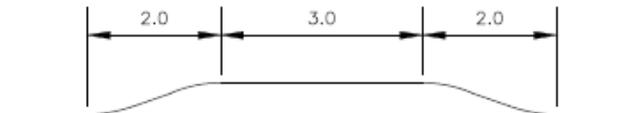
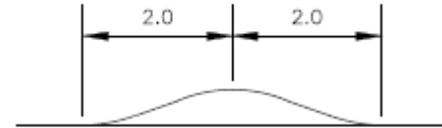
### Long-term



# Hawstead Road Traffic Calming Project

## What about other ideas?

- Speed humps or speed tables are **not** considered an effective measure here
  - Speeds are consistent with the 50 km/h limit
  - Would still lead to bypassing
  - Noise and livability issues
- Local Access Only signage is not enforceable or used elsewhere in Winnipeg



# Hawstead Road Traffic Calming Project

Questions?



# Hawstead Road Traffic Calming Project

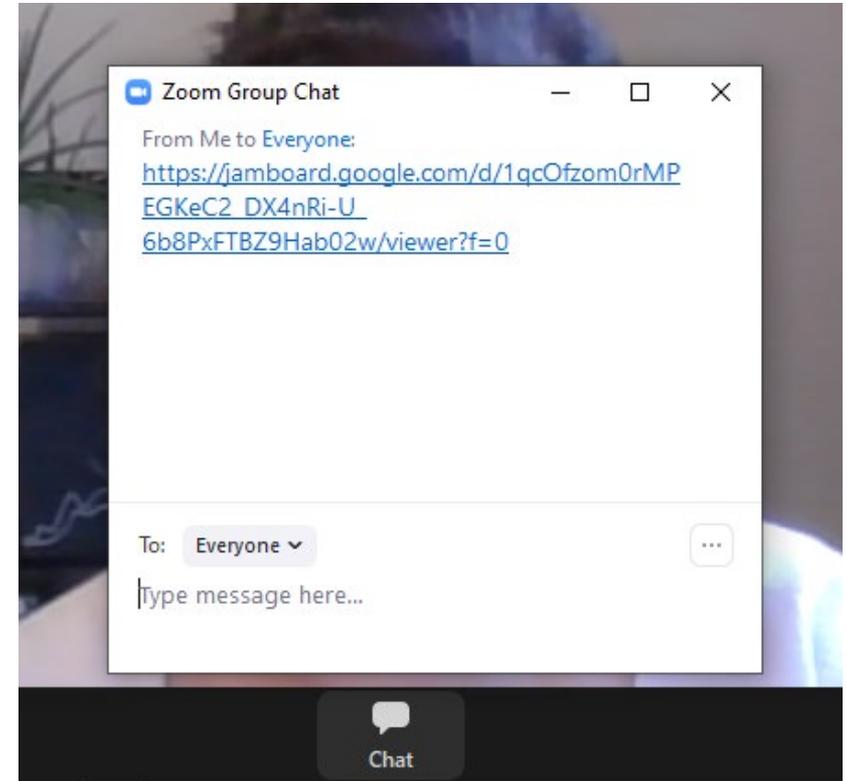
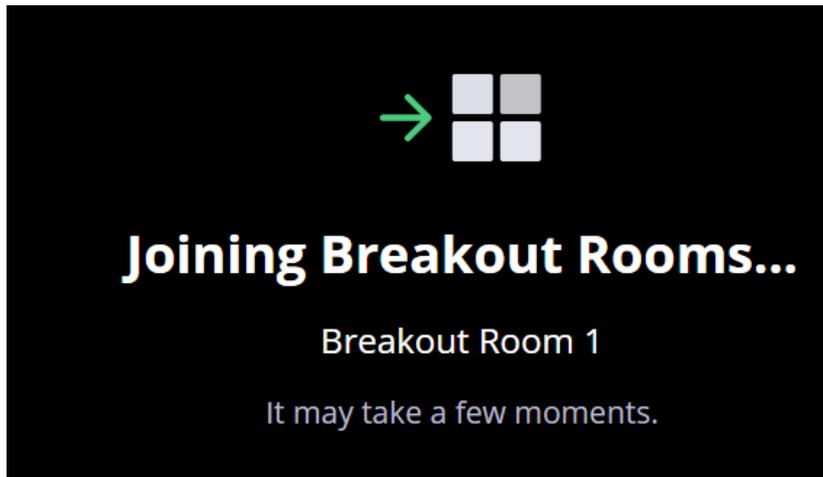
## Breakout Rooms

Let's discuss:

Values

Areas of concern or agreement

Options and impacts



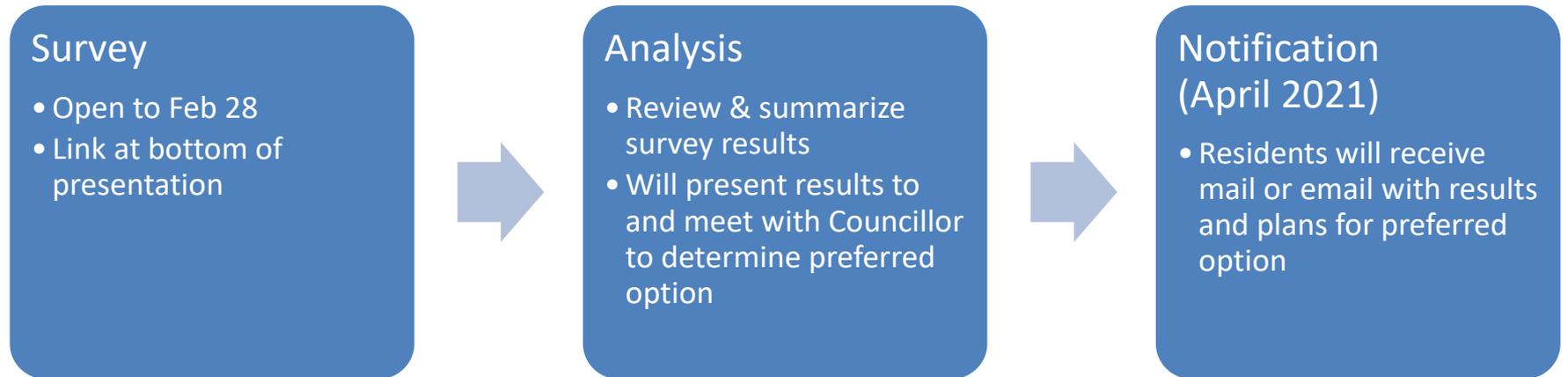
# Hawstead Road Traffic Calming Project

Report back on breakout room discussion



# Hawstead Road Traffic Calming Project

## Next steps and closing



# Hawstead Road Traffic Calming Project

Thank you

[www.surveymonkey.com/r/hawsteadroad](http://www.surveymonkey.com/r/hawsteadroad)  
[311@winnipeg.ca](mailto:311@winnipeg.ca)



# Appendix C – Q & A's from virtual event

1. Are the slides available after the presentation?
  - The presentation slides are available here:  
[https://winnipeg.ca/publicworks/transportation/pdf/HawsteadRoad/HawsteadVirtualEvent\\_final.pdf](https://winnipeg.ca/publicworks/transportation/pdf/HawsteadRoad/HawsteadVirtualEvent_final.pdf)
2. Why wasn't the island at Bairdmore Boulevard and Hawstead Road part of the pilot project?
  - First and foremost, constructing the island is not considered feasible at this time due to school bus routing. The pilot project was conducted with signage only as it is low-cost to install and remove. During the pilot, an *Except Buses* tab was added to the sign to allow school buses to make the southbound left turn.
3. What is the root reason for the traffic study?
  - At the request of the area Councillor (through the Assiniboia Community Committee), the Standing Policy Committee on Infrastructure Renewal and Public Works in 2019 directed the City to conduct a study for traffic calming options on Hawstead Road. Residents had expressed concerns with speeds and traffic volumes. The traffic study found speeds to be consistent with the 50 km/h speed limit, and volumes to be double that of what is considered typical for local streets. Hawstead Road is a local street with a 7.5 metre roadway width and no sidewalks. High traffic volumes are a concern for pedestrian safety and pose livability issues for residents on Hawstead Road.
4. Can a 30 km/h speed limit be an option?
  - On July 23, 2020, City of Winnipeg Council directed the public service to study lowering the default speed limit on residential streets. Part of this study will involve trialing lower speed limits on several streets in Winnipeg. The study is in the early stages and trial locations have not been selected; it would be imprudent for us to implement a trial at a single location, outside of the study's scope, at this time.
5. Have traffic volumes in front of the school been measured to evaluate the impacts?
  - A traffic count was conducted adjacent to Bairdmore School in January 2021, under somewhat atypical city-wide conditions due to the ongoing pandemic and related traffic fluctuations. It is therefore difficult to draw concrete conclusions from this count. The turn restriction option presented at the meeting would divert traffic in front of Bairdmore School, which we consider a negative implication. Note that Kirkbridge Drive in front of Bairdmore School has a 30 km/h reduced speed school zone, sidewalks on both sides of the street, and a roadway width that is wide enough for collector street traffic volumes.
6. Has the school been consulted with and are they opposed to the turn restriction?
  - We have consulted with Bairdmore School and made several site visits to help the school improve existing traffic concerns at pick-up and drop-off times. School administration has not reported any new traffic issues associated with the turn restriction; however, we recognize traffic volumes are currently atypically low due to the pandemic. The school has informed us that their parent council has submitted a letter voicing their concerns with the turn restrictions.
7. How do you define local traffic?

- The primary function of a local street is to provide direct access to properties on the street or properties on connecting local streets. Traffic which is not accessing properties on the given street or connecting local street would be considered non-local.
8. Is Hawstead Road wide enough to accommodate a sidewalk?
    - It is feasible to constructing a sidewalk on the north side of Hawstead Road within the existing right of way. The travel surface of the existing roadway would not change with the construction of a sidewalk. Some tree removal and modification or removal of private landscaping that is within City right of way would be required.
  9. Can you just install a sidewalk where there aren't private driveways?
    - Selecting the sidewalk option would result in a sidewalk along the entire north side of Hawstead Road. It is important to connect sidewalks together for pedestrian accessibility and connectivity purposes. Any future sidewalk would need to provide a level and continuous surface to be accessible by pedestrians of all ages and abilities; this would involve removing a portion of private approaches that are within City right of way.
  10. Can Hawstead Road have the same signage that limits motor vehicle traffic as Wolseley does?
    - On Sundays and holidays between Victoria Day and Thanksgiving, motor vehicle traffic is limited to one block of travel on Wolseley Avenue and a few other streets in Winnipeg. This signage is regulated by way of by-law with the purpose of creating temporary bicycle routes. Hawstead Road is not identified as a bicycle route in the Pedestrian and Cycling Strategies, so this type of signage would not be appropriate.
  11. Have you counted to determine the reduction in cars since installing the sign?
    - Please see the presentation slides for details on data collection. A count was conducted at Bairdmore and Hawstead in January 2021 to assess compliance with the turn restriction and use of frontage roads and bypasses. It is not possible to evaluate the effectiveness of the sign as traffic volumes are reduced city-wide due to the pandemic.
  12. How do we stop short cutters while still providing access to residents?
    - We recognize that the turn restrictions impact resident access. Several turn restriction options have been developed which impact resident access to varying degrees. Increased livability for Hawstead residents requires rerouting that impacts all residents on Hawstead, Groveland, Hazel Park and Fairbrook Cove.
  13. Where did the sidewalk idea originate?
    - The City developed the sidewalk option as a way of improving pedestrian safety.
  14. Why is the sidewalk an option if it doesn't reduce traffic volumes?
    - The sidewalk option improves pedestrian safety, which is one of the desired outcomes of traffic calming measures, by separating vulnerable road users from motorists.
  15. Can the sidewalk be built sooner than 10 years?
    - Due to available budget, the sidewalk option is a mid- to long-term option that could take 10 or more years to construct. Any new sidewalk, anywhere in Winnipeg, that is not tied to a new street or new development is placed on a prioritization list that is worked through in order.

16. When will the survey results be released?
- Residents will be informed of the public engagement results and final decision in April 2021.
17. What are the volumes of traffic on Hawstead that are heading to homes on Hawstead, Groveland, Hazel Park or Fairbrook Cove?
- These volumes are not available. This type of study, an origin:destination study, is outside the scope of what was directed; it would require many cameras throughout the neighbourhood, and would need to track license plates on vehicles as they travel.
18. How does the City recommend residents travel within the neighbourhood with the turn restriction in place?
- The City recognizes the current pilot turn restriction impacts resident access. Most traffic is diverted to nearby collector streets, which have existing sidewalks and a wider roadway designed to handle larger traffic volumes. Residents may need to plan new travel routes in advance. When southbound left turns are restricted at Bairdmore and Hawstead, access to Hawstead is provided at Kirkbridge and Meadowridge.
19. Given the cost of constructing a sidewalk to improve safety, why would you not consider speedhumps which would slow traffic and likely reduce volume as a lower cost more immediate option?
- The traffic study found speeds on Hawstead Road to be consistent with the 50 km/h speed limit. Speed humps are unlikely to address shortcutting issues due to the layout of the road network and would just divert shortcutters elsewhere in the community. (For example, Motorists may use Groveland Bay or Hazel Park Drive to avoid speed humps on Hawstead Road). As well, speed humps being traversed by 2,000 vehicles a day may create noise and new livability concerns for residents on Hawstead Road.
20. What are the plans for the continuation of Bison Drive?
- Extending Bison Drive between Kenaston Boulevard and Waverley Street is identified in the secondary plan for Waverley West Neighbourhood "B", available at: <https://www.winnipeg.ca/ppd/CityPlanning/LocalAreaPlan/default.stm>.
21. Can a sign be installed at Bairdmore and Sandusky directing traffic to use Bairdmore to access Pembina Highway?
- To install such a sign without it being a turn regulation would further impact routing for Hawstead, Groveland, Hazel Park and Fairbank Cove residents and would be unenforceable/for information only. Such signs are often ignored by drivers wanting to take the shortest route which in turn increases resident frustration.
22. Why don't any of the options prevent right turns from Bairdmore onto Hawstead?
- Turn restriction options were developed to address movements where shortcutting is occurring; the traffic study did not indicate a significant problem coming from right turns from Bairdmore onto Hawstead. Further turn restrictions would necessitate further re-routing to for residents.
23. Can all-way stop signs be installed?

- Stop signs are not traffic calming measures. For more information please visit: <https://www.winnipeg.ca/publicworks/trafficControl/trafficSigns/stopSigns.stm>
24. Why wasn't Hawstead constructed as a collector street to begin with?
- With the current neighbourhood design, Hawstead should have been constructed as a collector street with frontage roads, sidewalks and a wider roadway. Unfortunately, this did not occur when the development was planned. Hawstead has the geometric design of a local street, with a 7.5-m pavement width, no sidewalks, and no frontage roads. The larger network cannot be retroactively changed now to accommodate Hawstead as a collector; the proposed sidewalk option is a partial remediation to a planning flaw.
25. The turn restriction alternatives shift the problem elsewhere in the neighbourhood.
- We recognize each option would result in several implications. We want to understand the significance of the impacts associated with each from residents' perspectives and are trying to balance trade offs.
26. How many streets are included in this project?
- Throughout this project, letters have been mailed to property owners bounded by the area of Waverley, Sandusky, Pembina and Kirkbridge.
27. What is the difference between a local street cross section and a collector street cross section?
- Hawstead has a local street cross section. The right of way width is approximately 18.5 m and the roadway width is approximately 7.5 m. There are no sidewalks or frontage roads. Private approaches access Hawstead directly. Bairdmore and Kirkbridge have collector street cross sections. The right of way width is approximately 30 m and the roadway is approximately 10 m wide. There are sidewalks on both sides of the street. Frontage roads are provided so that private approaches do not have direct access onto the collector streets.
28. Constructing a sidewalk would impact private approaches and landscaping on the north side of Hawstead Road.
- If the sidewalk option is selected, efforts would be made to minimize impacts and disruptions within the boulevard. However, some removal of trees and some removal of private landscaping that is within the right of way may be required. Private approaches would be modified to accommodate a sidewalk.
  - As per section 91 of the City of Winnipeg Neighbourhood Livability By-Law (1/2008):  
Where a person is authorized by or pursuant to this By-law to apply a non-standard boulevard treatment to a portion of the boulevard or a non-standard treatment to a median or traffic island, the authorization is granted subject to the condition that any
    - (a) vegetation planted on;
    - (b) items placed on and affixed to; and
    - (c) improvements made to; the boulevard, median or traffic island become the property of the City of Winnipeg and are subject to removal or destruction by the City, or with the authorization of the City, without any

obligation on the City to replace or repair them or to compensate the owner or occupant of the property for their loss or destruction.

# Appendix D – Project correspondence received through 311 and email

## Correspondence received by 311

\*personal identifying information has been removed from the 311 correspondence and emails

Date: 2021-02-13

Email states: Dear Rebecca Peterniak We are writing in response to your letter of Feb.4th, 2021 regarding the above subject. My wife \* and I are long-time residents of Hawstead Road, having built our home here in 19\*\* . We have seen the area grow and with it, the traffic flow on our street. We are thankful Councillor Lukes initiated a review of traffic on Hawstead and thankful the city is working to correct the error it made when planning this area.

There are a few questions we would like answered before our Zoom meeting on Feb.24th. - Over the winter, we noticed cameras positioned at both Hawstead and Bairdmore and Hawstead and Kirkbridge. We assume these were installed by the city to monitor activity. We would like to see the results of that report. Regarding the sidewalk option mentioned in your letter. Although we are not in favor of this option, who would pay for the sidewalk? - In the original administrative report dated Jan.27, 2020 and attached to Lukes letter of Feb. 27th, D.Patman, author and J.Berezowsky, Department Head, offered two options. One involved closing Hawstead Road. This option was later deemed as not viable. The second option, which eliminated left hand turns on to Hawstead from Bairdmore AND time restricted right turns from Kirkbridge onto Hawstead, is not shown in your letter of Feb.4th. This is the option that residents of Hawstead Road have chosen in two separate votes on the subject. Why is this not listed as an option?

We look forward to getting this issue settled and having Hawstead Road returned to its original design capacity. The city has a responsibility to return traffic to the intended level. The risk associated with twice the traffic and over 20 speeders per day has been identified and everyone is aware.....it has to be corrected.....regardless of how inconvenient it may be to a few individuals. The consequences of not doing so, are just too great.

---

Date: 2021-02-18

Description of call: Citizen states that people are still going to hawstead but in different and using bairdmore as uturn street and citizen wants to speak with department about it please do the follow up.

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Date: 2021-02-19

Email states: I could not find the survey concerning Hawstead Road but I do wish to participate in it. The no turning onto Hawstead off of Bairdmore is a real nuisance to us and our families. I'd like option 3. I walk down Hawstead daily at all times of the day and while there is traffic it is never an

issue. Sidewalks would increase safety but the inconvenience of the no turning is substantial so if option 3 is not feasible than option 4 gets our vote. I would like to be added to the list for updates on this project.

---

Date: 2021-03-09

Email states: My name is \* and I am a resident on the north side of Hawstead Road at \*\*...the one area that is most affected by the City's proposed options.

I have already sent an email to Rebecca Peterniak as well as Janice Lukes outlining 8 major drawbacks against constructing a sidewalk through our 35 year established landscape. I would be glad to present these to your City Engineers.

This Option came as quite a shock to us when it was delivered in the City's latest notice. Prior to that, before the sign was erected at Bairdmore, we were presented with the prospect of blocking the street with the proposed jersey barriers \*. We could see our property value plummet in either scenario. I have invited both Rebecca and Janice to come out to my property and see for themselves how a sidewalk through my custom driveway and property would be a disaster. There are 3 other custom driveways on our block as well.

We have lived on this street for \*\* years and still have the City document originally planning the sidewalk on the SOUTH side of Hawstead. When John Angus was Counsellor, and through negotiations, it was decided the development agreement funds, would be diverted to upgrades at Kirkbridge Park and no sidewalk would be added on either side of Hawstead. If we had known the City was again proposing this we would never have decided to beautify our property with a \$\* + custom driveway complete with borders and patterns. It is important that the City's engineers come out and see for themselves. It would be so disappointing.

I know the Hawstead Road residents are the one's most affected. We are meeting virtually as a group and plan to submit a unified petition or statement what we want, and what we don't want. After the Pandemic subsides, traffic on Hawstead will increase. With ongoing home building in Waverley West, South Pointe, Prairie Pointe, numbers may rise to 2600- 3000 cars a day. Hawstead was built for no more than 1000.

I know you are being bombarded with feedback. Interestingly, the idea of turning Hawstead Road into a One Way Street should be considered. It would cut our volume in half AND it would solve the dangerous situation occurring on the Bairdmore Service Road, as cars are going down there, then turning left and back onto Hawstead. The One Way would take some getting use to, and result in detours for residents on Groveland, Hazel Oark, as well as us on Hawstead. Some residents would complain, even disregard the law, but that would be their choice.

This dilemma has no perfect solution.

Thank you for listening to my concerns.

---

## Correspondence received by project team

\*personal identifying information has been removed from the project team correspondence and emails

Date: 2021-03-02

Email states: My name is \* and I live at \* Hawstead Road. I know the Public Works Dept are inviting feedback on this contentious issue that is causing strong feelings in our neighbourhood, and unfortunately dividing our community.

I wanted to specifically focus on the proposal #3 - the construction of a sidewalk on the north side of Hawstead Road. It came as both a disappointment and surprise when we received notice of this in the mail, as it would have a direct effect on my property. I did express my views on this at the Zoom Meeting on Feb. 24th, but wanted to summarize my arguments against this proposal in writing.

My family is strictly opposed to this idea for the following reasons:

1. Primary reason we are strongly opposed is the fact we have a custom uni-stone Barkman driveway with \*.

This cost of this driveway was in the range of \$\*. To hear a proposal that it will be replaced by concrete on the approach is extremely disheartening even though it is City Property. There are 3 other families on our block also with custom driveways. Was this factor taken into account when the \$\* estimate was tabled? Could this be much higher.

2. The issue of a proposed sidewalk on Hawstead was once presented and defeated in our community as development agreement requirement in the 1990s. Through much controversy, it was decided that the sidewalk would not be installed, and the designated funds were diverted by then Counsellor John Angus for local upgrades to Kirkbridge Park such as trees, etc.

3. The cost of a sidewalk, as mentioned above, estimated at \$\* would place a financial burden on the residents. There are many areas of Winnipeg that have crumbling infrastructure. It would be a shame to approve a sidewalk, as a way to solve the problem. It would not reduce the 2200 cars a day we deal with. The sidewalk would not lead to anywhere.

4. Drainage would be greatly affected by a sidewalk. Our present landscape is \* years established. Some residents, not us, have placed landscape stone on the city approach.  
( ex. \* Hawstead) This bed and others would be obstructions to sidewalk construction.

5. No Curb!! Several years ago Hawstead Road was designated for an asphalt overlay. The year that it was done ( can't recall exact year), the process was done a day before first snowfall. The crew rushed the asphalt overlay, and as a result, the asphalt surface in many areas of Hawstead was

irregular and filled to the top of the curb. Consequently, drainage is already compromised significantly. in front of my home, I have no curb.

6. Disturbing \* year established landscape could cause significant water main breakage. We have had some water main breaks in our area over the years including driveway section repair. Why cause more?

7. Decrease in Property Value. I am not a realtor, but could guarantee a plunge in our curb appeal/appearance and the resulting dip in property value. I have considered getting feedback on same from a realtor.

8. Destruction of our tree canopy. In the summer our canopy is now beautiful. We would be left with big stumps. Not good.

In summary... Rebecca, I think it would be a cruel blow to the residents of the north side of Hawstead if the City was seriously considering this as a solution to the "Hawstead Conundrum."

As I communicated to Counsellor Lukes, there has to be a compromise to solve this problem. If there were sidewalk sections put at both the east and west ends of the block, I would support that, as those are the danger zones for pedestrians, and do not impinge resident frontages. They are side yards. A viable compromise.

Lastly, please be aware the surveymonkey question asking respondents if they support a sidewalk on the north side of Hawstead is a tainted one. Of course people would agree, as long as it isn't in their front yard. That question shows unfair bias against north Hawstead residents.

I was very impressed on how the Zoom Meeting was conducted and moderated. I can understand some of the concerns of others, and I really hope the aforementioned factors will be seriously considered..

Rebecca, please feel free to call me if you have any questions, or even to walk the block with me. Counsellor Lukes would also be welcome. I would greatly appreciate acknowledgement that you have read and received this email.

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Date: 2021-02-24

Email states: I think the residents who have voiced their opinion opposing the restrictions, appreciate the steps you have initiated here to get a better solution and to include all affected residents. Thanks for that.

One thing I feel needed more discussion is the use of speed humps. I realize the city planners feel it would not reduce volumes, but of the research I found it potentially would result in some decrease and at the same time addressing the ultimate issue of safety on the street by reducing speeds (to a safer level for pedestrians). If one option is to install a sidewalk for pedestrian safety, why not

consider installing speed humps? To me the benefits hit on every concern we heard from almost all residents:

1. Lower cost
2. Can be implemented short to medium term.
3. Will reduce speeds(making it safer AND allowing people more time to back out of their driveways.
4. WILL reduce volumes\*
5. Will not affect Hawstead residents concern of yard changes.
6. Will not create inconvenience to local residents accessing their homes.

\* Of the research I have found, speed humps can reduce volumes anywhere from 8-38%, just on what I read. If the city engineers are saying the increase in volume is coming from Southpoint, then the chances that drivers coming from Sandusky will opt to go left onto Bairdmore as opposed to taking The Hawstead route with speed humps wi increase.

I think the city needs to reconsider this traffic calming option as it's the most sensible one given all of the feedback?

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## Correspondence received by city-engage@winnipeg.ca

\*personal identifying information has been removed from city-engage@winnipeg.ca correspondence and emails

Date: 2021-03-02

Email states: Thank you for finally listening to the broader community concerns and not just the residents of Hawstead who have the ear of our City representative. (If \* and others are to be believed they have a friendship and the ear and persuasion with our representative)

It has been evident since the beginning that our representative was meeting and listening only to a small segment of the population without all those of us directly impacted being involved.

Yesterday we had another near miss on our access road. A direct result of the decisions made without consultation. How many will it take? Will it take a tragedy and lawsuit? I surely hope not.

Because of these decisions our quiet little access road/public walkway has become a nightmare of near misses and rude behaviour by drive through traffic.

As we know compliance without enforcement is poor and while I very much appreciate the no left turn on the south end proposed, I hold small hope that it will restore our safety and quiet on the access.

I am angry and afraid of the consequences of your decisions. The thoughtless and careless actions of our representative has brought discord to our community and increased risks of harm from traffic like never before!

Hawstead is undoubtedly a problem and has been as long as I have lived here (\* yrs) and traffic law enforcement has been non existent. Rolling/no stops, speeding, careless drivers all add to the safety issues that come with being a high traffic street. Now we have added rear end collisions from illegal left turns onto Hawstead as the speeding traffic on Bairdmore is not prepared for the illegal turns, increased volume on a relatively small access road and excess speed and carelessness for the access road conditions (width, parked cars, pedestrian traffic, snow/ice as we are not a priority snow removal route on an access nor should we be as we are an access road).

I am hoping against hope that our quality of life that has been so damaged this winter by this ill conceived pilot will not be irrevocably harmed. I lost the confidence that I always had in our comfort and safety. Our neighbourhood is a beautifully culturally rich neighbourhood. It has been a peaceful safe place to live. Now I fear that a simple blunder called a pilot project implemented without appropriate community consult may have changed us in a way that I am afraid will result in it never being the same. If going in my front yard or on the access is unsafe... if people keep debating with anger on Hawstead as has been happening or keep yelling at cars as has been happening... I wonder..... what has our representative and others accomplished that was for the good with this pilot?

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Date: 2021-02-25

Email states: I am writing this email to correct an error that was expressed twice at the meeting last evening, and to add to the chat comments that are being distributed to attendees. I tried to contribute to the chat, and electronically raise my hand. Neither worked. I physically raised my hand to comment but the meeting ended before I could speak.

Thank you for scheduling the meeting last evening regarding the traffic situation on Hawstead Road. It was very upsetting to hear so much objection from people who do \*not\* live on Hawstead and who are unhappy with having to drive an additional couple of minutes to get to their residence. Residents of Hawstead are equally inconvenienced, but what non-residents do not understand is that it is unsafe to back out of our driveway, go out to the street to cycle, cross the street with our elderly, little dog to take him for a walk, and even just try to have a conversation with a neighbour in our front yards but cannot because of the traffic noise. It is not a time issue, it is a safety and livability issue.

My main purpose in writing, though, is to correct an error in information give last night, both by a City of Winnipeg employee, and then by \*. It was stated that Hawstead Road was always a through street and a cut-through. That is incorrect. We moved into our house in July, 19\*\* and, at that time, the street ended about 1/2 to 2/3 of the way down the street west. It was opened up at some time after that.

In addition, the traffic on Hawstead is heavy at all times of the day, not just during rush hours.

So, in spite of what \* said and implied, some of us were \*not\* stupid in buying a house on a busy street. We bought a house on a very quiet street. Had we known that it would be busy, we would have purchased the other house that we were looking at on Burnhill Bay. In retrospect, that would have been a better decision.

I would appreciate this error correction and the above highlighted information being added to the comments that are being distributed from last night's meeting. I think it is important that people know that the street was a dead end at the time some of us moved here.

I would like to add that the woman who vehemently commented about the traffic being an issue for 30 years and nothing being done is correct. My husband and I were at those meetings with John Angus when the issue was first addressed. We met a few times but nothing was ever done.

We appreciate Ms Lukes' taking on this issue. We do hope that there will be concrete action taken that actually does reduce the traffic volume on Hawstead Road. A sidewalk, while making it safer to walk once one crosses the street, does not address the need to reduce the traffic volume, which are safety and livability issues.

I sincerely hope that the impact that the heavy volume of traffic has on Hawstead residents carries more weight than residents of surrounding streets who do not have to live with the traffic in any decision taken by the City of Winnipeg.

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Date: 2021-02-25

Email states: Dear Council & City-Media,

An immediate option can be as follows:

Lets consider, Installing a thee-way stop sign at Meadow Ridge and Hawstead Rd, as well as 30km speed signs. This would be immediate, cost-effective and have a traffic calming effect, not to mention less perturbed residents of the Hawstead Rd & area as well.

We can monitor for a year and then revisit this again in Feb 2022.

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# Appendix E – Project notification: background and letter



February 4, 2021

Dear resident,

In 2020, the City of Winnipeg began a traffic calming pilot project to address neighbourhood safety and livability issues related to shortcutting traffic on Hawstead Road.

Phase 1 of the pilot included prohibiting left turns from southbound Bairdmore Boulevard to eastbound Hawstead Road at all times. Since the restriction was introduced we've heard concerns from residents about the turn restriction and have subsequently shortened the duration of the pilot project.

Later this month, we will begin public engagement to help us decide on a preferred solution for addressing the continued traffic concerns. We would like to hear from you to determine which options are most supported by the community, which will help us come up with the best solution.

- Please join us at a virtual event to discuss the issues and potential solutions with your neighbours.

Date: Wednesday, February 24, 2021

Time: 6 p.m. – 7 p.m.

Location: Zoom

- Complete a short online survey by February 28, 2021 to give us your individual feedback.

Survey and link to Zoom registration available at:

**[www.surveymonkey.com/r/hawsteadroad](https://www.surveymonkey.com/r/hawsteadroad)**

The attached information provides an overview of the pilot and traffic calming options.

After engagement is complete, we will work with the area Councillor to analyze community input, and evaluate the options based on feedback, effectiveness, impacts to residents, area walkability, and constructability. Residents will be notified of the results and next steps by April 2021.

If you have questions or require alternate formats to participate, please call 311 or email [311@winnipeg.ca](mailto:311@winnipeg.ca).

Sincerely,

Rebecca Peterniak, M.Sc., P.Eng., RSP1

Community Traffic Engineer

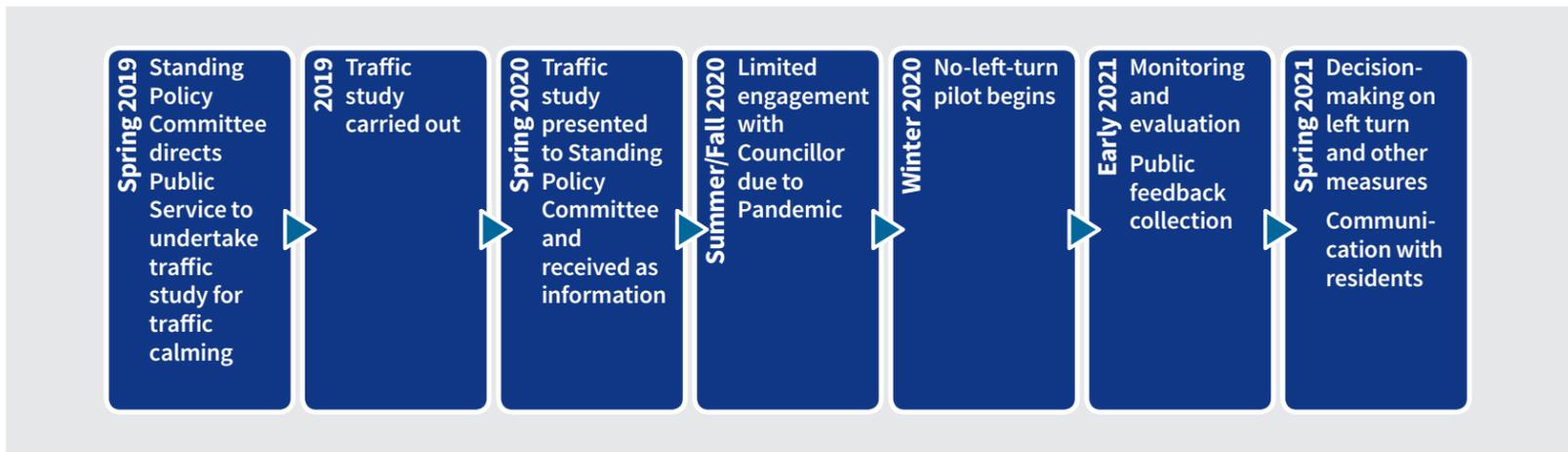
Transportation Division

Public Works Department

City of Winnipeg

[311@winnipeg.ca](mailto:311@winnipeg.ca)

# Hawstead Road Traffic Calming



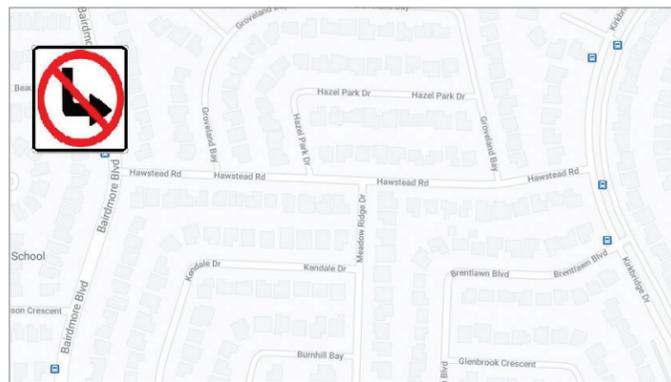
## Why are we doing this?

In 2019, a traffic study was carried out on Hawstead Road. The traffic study found that Hawstead Road:

- is used as a shortcutting route
- has weekday traffic volumes of about 2,000 vehicles per day (twice the intended volume, which creates neighbourhood safety and liveability concerns)
- has average vehicle speeds around 37 km/h, which is appropriate for the 50 km/h speed limit

## Why is there a no-left-turn pilot?

We initiated a no-left-turn pilot from Bairdmore Boulevard onto southbound Hawstead Road to address shortcutting and reduce traffic volumes. Residents have shared concerns about the turn restriction and how it's resulted in a mandatory detour for some drivers while others have disregarded the signage or used frontage roads to bypass the restriction. We have shortened the duration of the pilot project based on this feedback and are now moving into a public engagement phase to help us decide on a solution that meets the community's needs.



## What are the options? (maps and implications on reverse)

- Option 1:** Immediate solution – Implement one of six alternatives involving different combinations of turn restrictions at the intersections of Hawstead Road and Bairdmore Boulevard, and Kirkbridge Drive and Hawstead Road.
- Option 2:** Revert conditions to the former state and make no further changes.
- Option 3:** Long-term solution – Construct a sidewalk on Hawstead Road. In the short-term, conditions are reverted to the former state.
- Option 4:** Introduce turn restrictions in the short-term until a sidewalk can be constructed in the long-term.

## What about other ideas?

Residents have inquired about other options, which are not considered feasible.

- Speed humps or speed tables are not considered an effective measure for reducing shortcutting traffic volumes on Hawstead Road.
  - o Speed humps and speed tables are raised areas of the roadway that slow speeds by causing the upward movement of a traversing vehicle, creating discomfort for those traveling at higher speeds. Speed humps have a more abrupt profile and are used on local streets. Speed tables are elongated versions of speed humps that have a flat top and are used on collector streets as they are designed to be accommodated by larger vehicles.
  - o Speed humps or speed tables can be effective at reducing vehicle speeds, however, operating speeds on Hawstead Road are consistent with the 50 km/h speed limit and do not require traffic calming. Motorists may use Groveland Bay or Hazel Park Drive to avoid speed humps or speed tables on Hawstead Road. Speed humps being traversed by over 2,000 vehicles per day would create noise and livability issues for residents on Hawstead, without resolving shortcutting concerns.
- Local Access Only signage or “except local traffic” sign on the No Left Turn restriction is not enforceable. This type of signage is not used in the City of Winnipeg.

## What happens next?

Your feedback will help determine which options are most supported by the community. City engineers will work with the area Councillor to review the options. Community feedback will be one of the factors used to evaluate the options, along with cost, effectiveness, impacts to residents, area walkability and constructability. The project team will follow up with residents with a summary of the feedback received and the decision taken on next steps by April 2021.

## Option 1 implications:



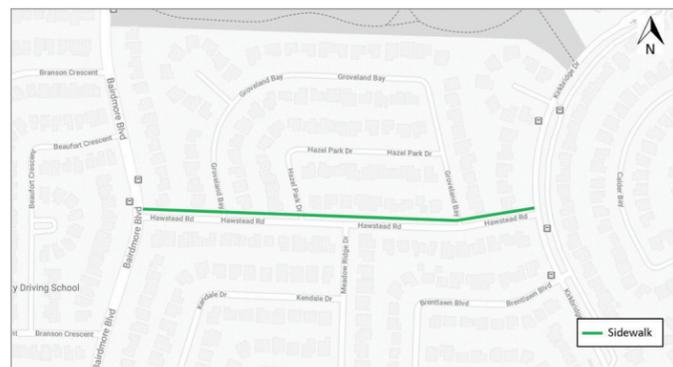
- Traffic volume on Hawstead Road could be reduced to varying levels, depending on the alternative selected.
- Resident access is impacted at different times and to different degrees.
- Travel times may be increased by several minutes which causes resident delay and has environmental implications.
- Some traffic is rerouted to collector streets which is designed to handle larger volumes.
- Some traffic is rerouted in front of Bairdmore School.
- Motorists may use frontage roads and make other maneuvers to bypass turn restrictions.
- Compliance with the restrictions are a concern and enforcement issue.
- Low cost treatment, as only signage is required.
- The treatment can be installed in 2021.
- Turn restrictions would be monitored and additional measures may be considered to mitigate by-pass routes.

## Option 2 implications:

- All conditions revert to the original status.
- The volume of traffic on Hawstead Road is not reduced.

## Option 3 implications:

- No traffic volume reduction on Hawstead Road.
- Pedestrians are separated from motor vehicles, creating a safer travel environment.
- Resident access is not impacted.
- Approximately six trees are removed and removal of some private landscaping that is within City right-of-way is required. This would be confirmed at detailed design stage.
- High cost treatment. Class 4 cost estimate is \$115,000.
- Budget for new sidewalks is limited. Locations are prioritized City-wide and installation would occur in the mid- to long-term (could be 10 years or more before installation).



## Option 4 implications:

- See implications of Options 1 and 3.