

# Encl 3 Glen Allan Traffic Calming - 2018 Project Update - Open House and Online Survey Report.docx

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## Open House and Online Survey Report

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Results of the Open House and Online Survey undertaken to understand resident preferences for traffic calming options in the neighbourhood of Glen Allan.

## Executive Summary

This report summarizes the results of the June 2018 open house and online survey. In total, 160 residents gave their input into this process, representing approximately 127 households.

### *Resident Evaluation of Traffic Calming Installed to Date*

#### Glenbrook Boulevard

While the majority of residents agreed that the traffic calming has decreased speeds on Glenbrook Boulevard, the majority disagreed that the measures have decreased volumes or improved pedestrian safety. A few residents appreciate the aggressive nature of the raised intersections, but the vast majority feel the features are poorly constructed, overdone and damaging to vehicles.

#### Galloway Drive

Resident opinions on traffic calming were very mixed. Many chose a neutral response. A slight majority of residents agreed that traffic calming has decreased speeds on Galloway Drive, and a slight majority disagreed that the measures have decreased volumes on the street or improved pedestrian safety.

#### Gatewood Boulevard

A slight majority of residents agreed that the traffic calming has improved pedestrian safety on Gatewood Boulevard. Few residents felt strongly about these features.

### *Resident Ratings for Traffic Calming Options*

#### Georgian Way (Glenbrook Boulevard to Gatewood Boulevard)

Option C: Speed Humps Only was the most strongly supported option, with 49% of residents indicating they supported the option; however, 46% of residents indicated they did not support Option C. Those who did not support the option, tended to do so more strongly than those who supported it.

#### Georgian Way (Gatewood Boulevard to Granada Boulevard)

Option B: Curb Extensions at Crosswalk Only/Multi-Use Path/Speed Humps was the most strongly supported option, with 55% of residents indicating they Support or Strongly Support this option; however, 40% of residents indicated they Do Not Support or Strongly Do Not Support Option B.

#### Galaxy Way

Option B: Speed Humps was the most strongly supported option, with 47% of residents indicating they supported this option; however, 40% of residents indicated they did not Support Option B.

#### Graham Road

Option C: Raised Crosswalk/Speed Humps/Curb Extensions at Crosswalk and Major Intersection was the most strongly supported option, but only 40% of residents indicating they Support or Strongly Support this option; 51% of residents indicated they Do Not Support or Strongly Do Not Support Option C.

#### Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Boulevard Intersections

Eighty-one percent of residents support the removal of the raised intersections from the plans. Most residents indicated they appreciated the addition of the all-way stop control at these intersections.

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## 1.0 Introduction

The Glen Allan neighbourhood, and in particular, Glenbrook Boulevard, has a long history of resident concern about speeding, pedestrian safety and shortcutting to the Mall.

In 2015, speed and volume data collected in the neighbourhood indicated there were many locations where drivers were travelling in excess of the 50 km/h speed limit. For these reasons, an engineering-driven traffic calming project was initiated for these roads.

The Glen Allan Traffic Calming Plan was developed and approved following an extensive public engagement process that took place from March to September of 2015. Final recommendations and conceptual plans were officially approved at the October 20, 2015 Council Meeting.

To date, the following parts of the traffic calming plan have been implemented:

- Traffic calming has been completed on Galloway Drive and Gatewood Boulevard.
- All-way stop control has also been added at the intersections of Georgian Way with Glenbrook Boulevard and Gatewood Boulevard.
- Raised intersections on Glenbrook Boulevard at Galloway Drive and Gilmore Avenue have been constructed.

Unfortunately, at some locations, updated cost estimates to construct the approved plan have turned out to be more than anticipated due to unforeseen underground infrastructure needs. In addition, there have been resident and constructability concerns with the raised intersections on Glenbrook Boulevard.

No construction is planned for the traffic calming project area in 2018, which gave Strathcona County the opportunity to re-engage residents to gather resident feedback about traffic calming installed to date, to share traffic data collected in areas that have had traffic calming features constructed and to present potential amendments to plans for remaining traffic calming locations.

Strathcona County is committed to working with residents and other stakeholders to ensure our traffic calming plans are economically viable, technically feasible and publically acceptable. Public engagement for this initiative was conducted at the “Listen and Learn” level.

This report provides the results of the June 12, 2018 Open House and the accompanying online survey.

## 2.0 Methodology

### 2.1 Recruitment for the Open House and Online Survey

All residents of Strathcona County were provided with an opportunity to participate in the open house and online survey, although those in Glen Allan were most aggressively recruited. Letters were mailed to all households in Glen Allan May 28, 2018, informing them about the June 12 open house and the online survey.

Additionally, the open house and survey were promoted through the Sherwood Park News, Facebook, and Twitter. They were also advertised in the County's Public Engagement e-newsletter.

## **2.2 Open House and Online Survey Structure**

The open house was divided into three sections. The first section provided background information on the project and provided residents with speed and volume data collected in 2018 on the roads in Glen Allan which had already undergone traffic calming, as well as those which had not.

With the recognition that engineering data collection only represents a snapshot in time, the second section asked residents to provide input regarding their lived experience of the traffic calming features installed to date. Residents were asked to rate their opinions on how the features have addressed traffic issues identified on the roads: speed, volume and pedestrian safety. Residents were also provided with the opportunity to provide open ended comments on each location.

The third section presented potential options for updating the traffic calming plans for the remaining locations: Georgian Way (between Glenbrook Boulevard/Gatewood Boulevard and between Gatewood Boulevard/Granada Boulevard), Graham Road, and Galaxy Way. Residents were also asked if they supported the removal of the proposed raised intersections from the Glenbrook Boulevard/Georgian Way and Gatewood Boulevard/Georgian Way plans, given their experience of these intersections with the all-way stop control in place.

In the third section, residents were provided with information on community and engineering concerns at each location, as well as comparative information the proposed options. Residents were then asked to indicate their level of support of each option on a five point scale (Strongly Support (4), Support (3), Do Not Support (2), Strongly Do Not Support (1), Don't Know(5)). See Appendix One for the survey tool used at the workshop.

The Open House materials were then translated into an online survey format. Residents were provided with the same maps and similar information as those who attended the open house, then asked the same questions. The online survey was available from June 13-29, 2018.

## **3.0 Results**

### **3.1 Participation and location of residence of participants**

In total, approximately 160 residents gave their input into this process, representing approximately 127 households<sup>1</sup>. Sixty-five responses were received through the online survey. Another 121 residents attended the open house, representing 62 households. One resident gave input via the telephone.

Almost all of the residents who provided their address resided in Glen Allan. Two respondents lived outside the neighbourhood, but reported working at Glen Allan Recreation Complex.

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<sup>1</sup> Residents were asked not to participate in both the open house and the survey to ensure only one response was counted per household; however, 28 of those who participated in the open house chose not to share their address, so this cannot be confirmed.

## 3.2 Resident Evaluation of Traffic Calming Installed to Date

### 3.2.1 Glenbrook Boulevard

Residents were asked to indicate to what extent they feel traffic calming features installed on Glenbrook Boulevard have changed speeds, volumes and pedestrian safety.

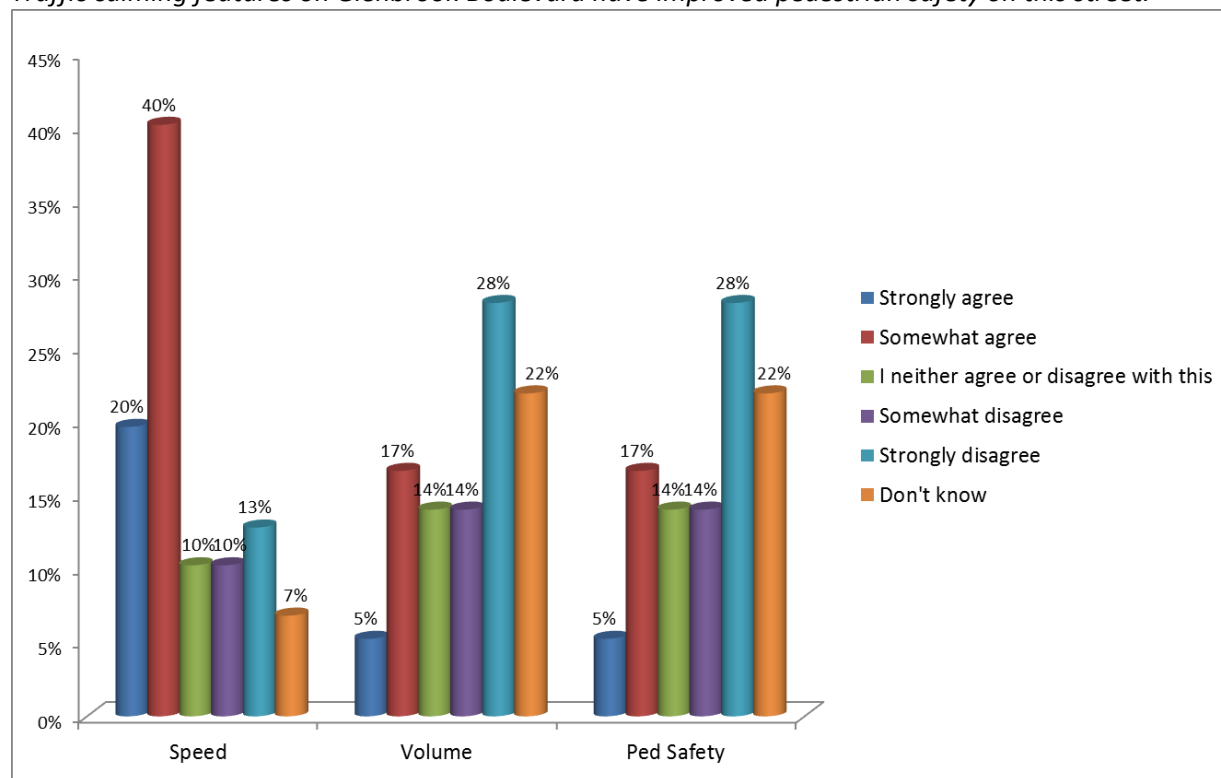
While the majority of residents agreed that the traffic calming has decreased speeds on Glenbrook Boulevard, the majority of residents disagreed that the measures have decreased volumes on the street or improved pedestrian safety.

Figure One: Based on your personal experience, please indicate your level of agreement with the following statements:

*Traffic calming features on Glenbrook Boulevard have decreased speeds on this street.*

*Traffic calming features on Glenbrook Boulevard have decreased traffic volume on this street.*

*Traffic calming features on Glenbrook Boulevard have improved pedestrian safety on this street.*



Eight residents who reside on Glenbrook Boulevard took place in the engagement. Only one of these residents seems fully happy with the outcome of the traffic calming, according to the comments. While 6/8 of these residents agreed that traffic speeds are slower and 5/8 feel pedestrian safety is improved, residents on Glenbrook Boulevard cite concerns with noise, acceleration between the raised intersections, parking and drainage concerns.

Many residents attended the open house primarily to voice their concerns about the features installed on Glenbrook Boulevard, which is reflected in the comments provided on the passports and on the online survey. While there are a few residents who appreciate the aggressive nature of the raised

intersections on Glenbrook Boulevard, the vast majority feel the features are poorly constructed, overdone and damaging to vehicles.

*“As a pedestrian who walks kids to and from school, I LOVE the 3-way stop (all way stop) at Glenbrook and Georgian. I also find the lane taken away helpful although it could look nicer but needs to be something people can't drive over. Find the speed bumps terrible. Even driving slow you can bottom out.”*

Many residents indicated they would support the features if they were less aggressive and more like others in the County (i.e. Glencoe Boulevard, Glenmore Avenue). Other residents did not like the idea of raised features at all and felt that enforcement or dropping the speed limit would have been a better option. Several comments suggested the raised intersections needed better pavement marking and signs for visibility.

The majority of residents supported the implementation of an all-way stop at Georgian Way and Glenbrook Boulevard although a few mentioned that they did not agree with the removal of the right turning lane. Some residents also expressed frustration with the esthetics of the temporary jersey barriers in place at this intersection.

All unedited resident comments regarding Glenbrook Boulevard are included in Appendix Two.

### 3.2.2 Galloway Drive

Residents were asked to indicate to what extent they feel traffic calming features installed on Galloway Drive have changed speeds, volumes and pedestrian safety.

Resident opinions of the outcomes of the Galloway Drive traffic calming features were very mixed. Many residents did not express an opinion on these questions, reporting they do not use the road. A slight majority of residents who expressed an opinion agreed that the traffic calming has decreased speeds on Galloway Drive, and a slight majority of residents disagreed that the measures have decreased volumes on the street or improved pedestrian safety. Many chose a neutral response.

Only four responses indicated a residence on Galloway Drive. Of these, only one agreed that the features on Galloway Drive had positively influenced traffic on the street.

The majority of surveys did not contain comments about Galloway Drive. The ones that did tended to be negative about the features. Some commented that the speed humps were not aggressive enough to slow traffic. Several comments indicated that the curb extensions have narrowed the road too much and that they felt this decreased safety.

*The speed bumps that were put on Galloway Drive do absolutely nothing to slow down the traffic. The curb extensions make it more difficult for 2 vehicles to pass each other.*

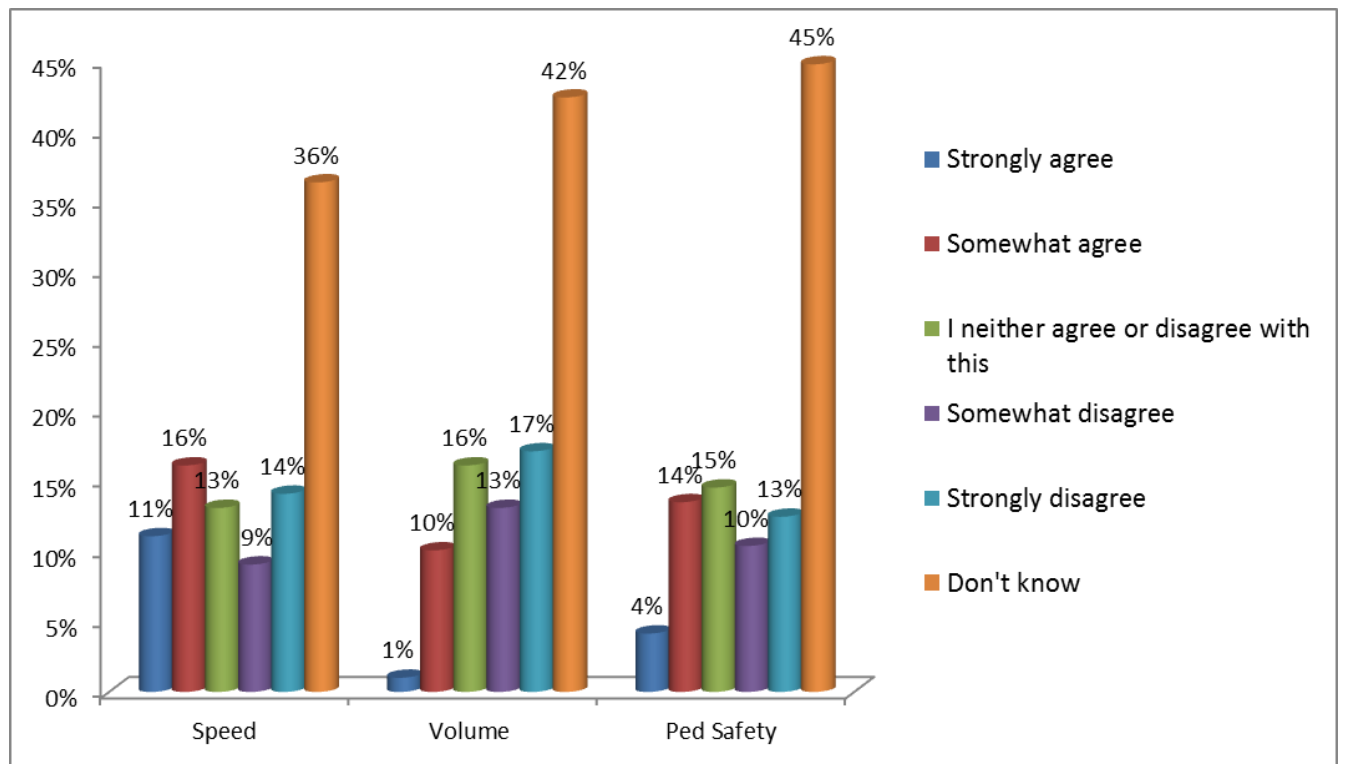
All unedited resident comments regarding Galloway Drive are included in Appendix Two.

Figure Two: *Based on your personal experience, please indicate your level of agreement with the following statements:*

*Traffic calming features on Galloway Drive have decreased speeds on this street.*

*Traffic calming features on Galloway Drive have decreased traffic volume on this street.*

*Traffic calming features on Galloway Drive have improved pedestrian safety on this street.*



### 3.2.3 Gatewood Boulevard

Residents were asked to indicate to what extent they feel traffic calming features installed on Gatewood Boulevard have impacted pedestrian safety.

A slight majority of residents agreed that the traffic calming has improved pedestrian safety on Gatewood Boulevard. Few residents felt strongly about these features, with most choosing Somewhat Agree, Neutral, Somewhat Disagree or Don't Know responses.

No respondents attending the open house or completing the online survey indicated a residence on Gatewood Boulevard.

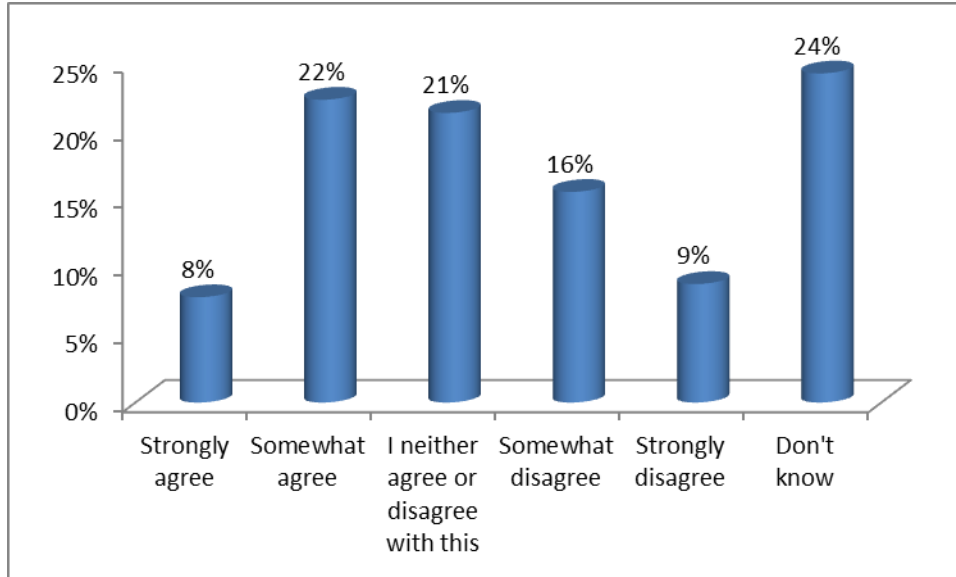
Few residents chose to comment about Gatewood Boulevard, and many who did indicated they did not notice a difference or did not use the road. The most common comment for those who spoke to the traffic calming was support for the addition of the all-way stop at Georgian Way. The few residents who commented regarding the median islands were mixed with some supporting and some opposing them. One resident noted they could be difficult to see at night.

All unedited resident comments regarding Gatewood Boulevard are included in Appendix Two.



Figure Three: *Based on your personal experience, please indicate your level of agreement with the following statement:*

*Traffic calming features on Gatewood Boulevard have improved pedestrian safety on this street.*



### 3.3 Resident Ratings for Traffic Calming Options

#### 3.3.1 Georgian Way (Glenbrook Boulevard to Gatewood Boulevard)

Residents were asked to indicate their level of support for three options at this location:

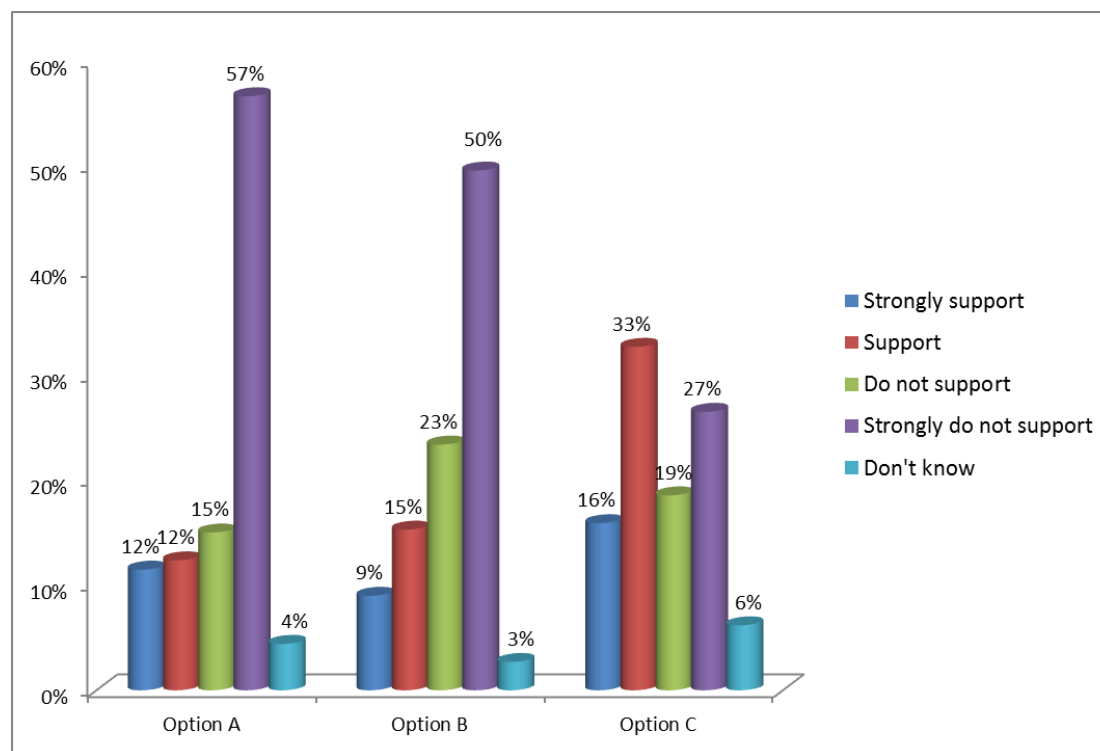
- Option A: Raised Intersection/Curb Extensions (previously approved plan)
- Option B: Curb Extensions/Speed Humps
- Option C: Speed Humps Only

Option C was the most strongly supported option, with 49% of residents indicating they Support or Strongly Support this option; however, 46% of residents indicated they Do Not Support or Strongly Do Not Support Option C. Eleven percent more residents indicated they Strongly Do Not Support Option C compared with those who Strongly Support the option. Only two residents participated in the engagement and identified living on this section of Georgian Way. One supported Option C; one did not.

Comments regarding these options were very mixed. Some residents mentioned they would prefer an option with curb extensions only and no speed humps; however, far more residents spoke strongly against the addition of further curb extensions as they disliked the road narrowing and high cost. Several residents commented that they supported the speed humps as long as they were not like the ones on Glenbrook Boulevard. Several others commented that they were against more raised features. Some residents were against the cost of traffic calming. More policing, reducing the speed limit, adding more 3 way stops and driver feedback signs were all mentioned as cheaper options.

All unedited resident comments regarding Georgian Way (Glenbrook Boulevard to Gatewood Boulevard) are included in Appendix Two.

Figure Four: Resident support for Georgian Way (Glenbrook Blvd to Gatewood Blvd) Options



### 3.3.2 Georgian Way (Gatewood Boulevard to Granada Boulevard)

Residents were asked to indicate their level of support for two options at this location:

- Option A: Multiple Curb Extensions/Multi-Use Path/Speed Humps
- Option B: Curb Extensions at Crosswalk Only/Multi-Use Path/Speed Humps

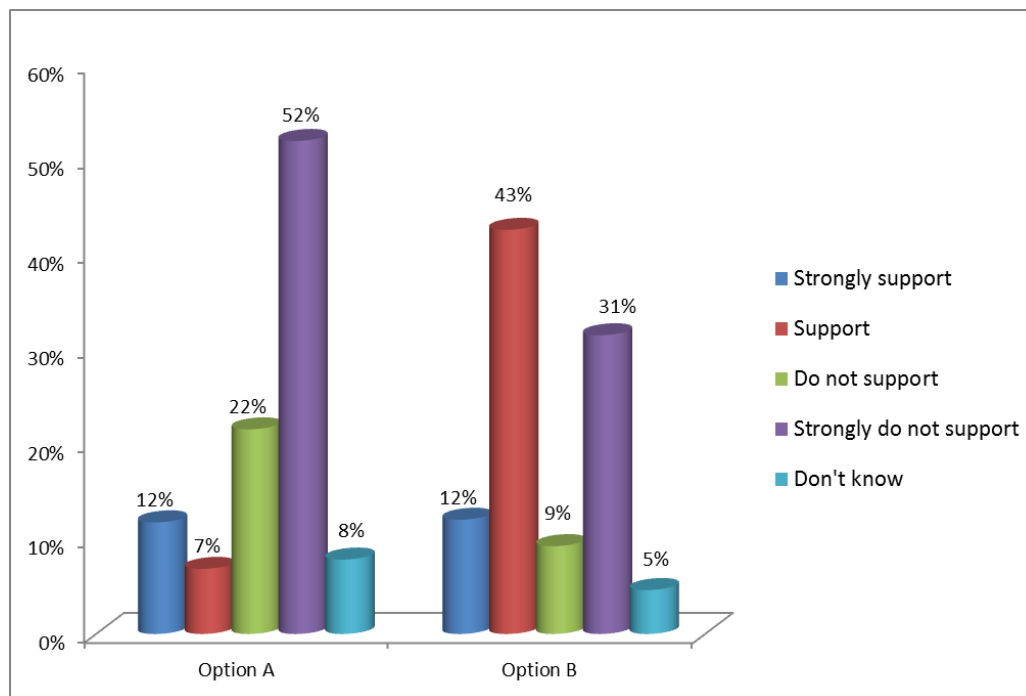
Option B was the most strongly supported option, with 55% of residents indicating they Support or Strongly Support this option; however, 40% of residents indicated they Do Not Support or Strongly Do Not Support Option B. Nineteen percent more residents indicated they Strongly Do Not Support Option B compared with those who Strongly Support the option.

Only six residents participated in the engagement and identified living on this section of Georgian Way. None supported Option A, and support for Option B was mixed.

Comments regarding this location were strongly against curb extensions. The majority of comments that mentioned the multi-use trail were in support. A number of comments suggested the traffic calming on this section was a waste of taxpayer money. Several comments suggested they supported the speed humps, but not so many of them. More policing, reducing the speed limit, and adding more 3 way stops were all mentioned as cheaper options.

All unedited resident comments regarding Georgian Way (Gatewood Boulevard to Granada Boulevard) are included in Appendix Two.

Figure Five: Resident support for Georgian Way (Gatewood Blvd to Granada Blvd) Options



### 3.3.3 Galaxy Way

Residents were asked to indicate their level of support for two options at this location:

- Option A: Raised Intersection
- Option B: Speed Humps

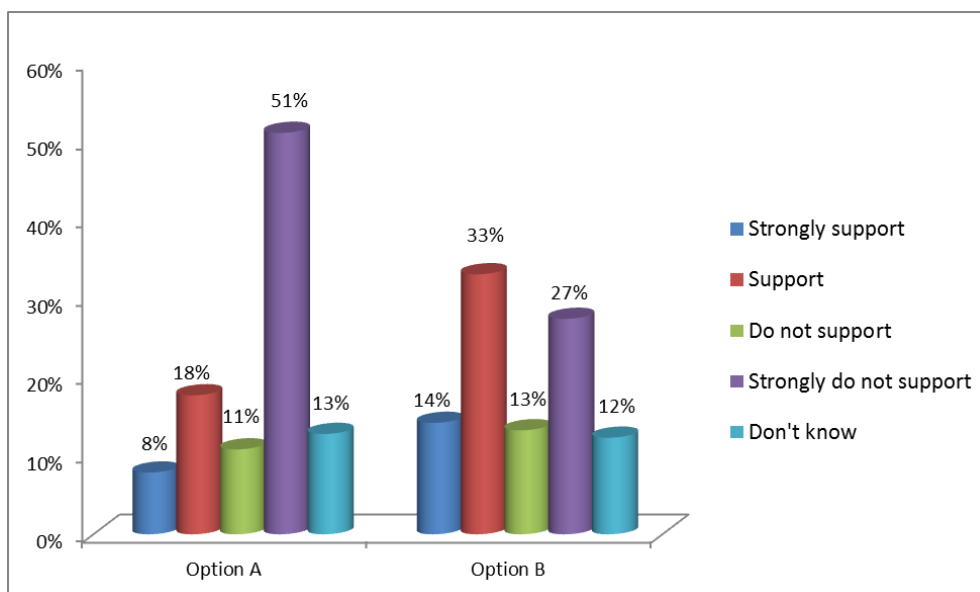
Option B was the most strongly supported option, with 47% of residents indicating they Support or Strongly Support this option; however, 40% of residents indicated they Do Not Support or Strongly Do Not Support Option B. Thirteen percent more residents indicated they Strongly Do Not Support Option B compared with those who Strongly Support the option.

Only two residents participated in the engagement and identified living on Galaxy Way. One strongly did not support either option, and the other did not respond to this question. Neither commented on the options.

Comments were again quite mixed with some residents supporting speed humps and others not. The majority of comments were against any features on Galaxy Way and many residents indicated they thought it was a waste of money.

All unedited resident comments regarding Galaxy Way are included in Appendix Two.

Figure Six: Resident support for Galaxy Way Options



### 3.3.4 Graham Road

Residents were asked to indicate their level of support for three options at this location:

- Option A: Raised Intersection/Curb Extensions/Speed Humps (previously approved plan)
- Option B: Curb Extensions/Raised Crosswalk/Speed Humps
- Option C: Raised Crosswalk/Speed Humps/Curb Extensions at Crosswalk and Major Intersection

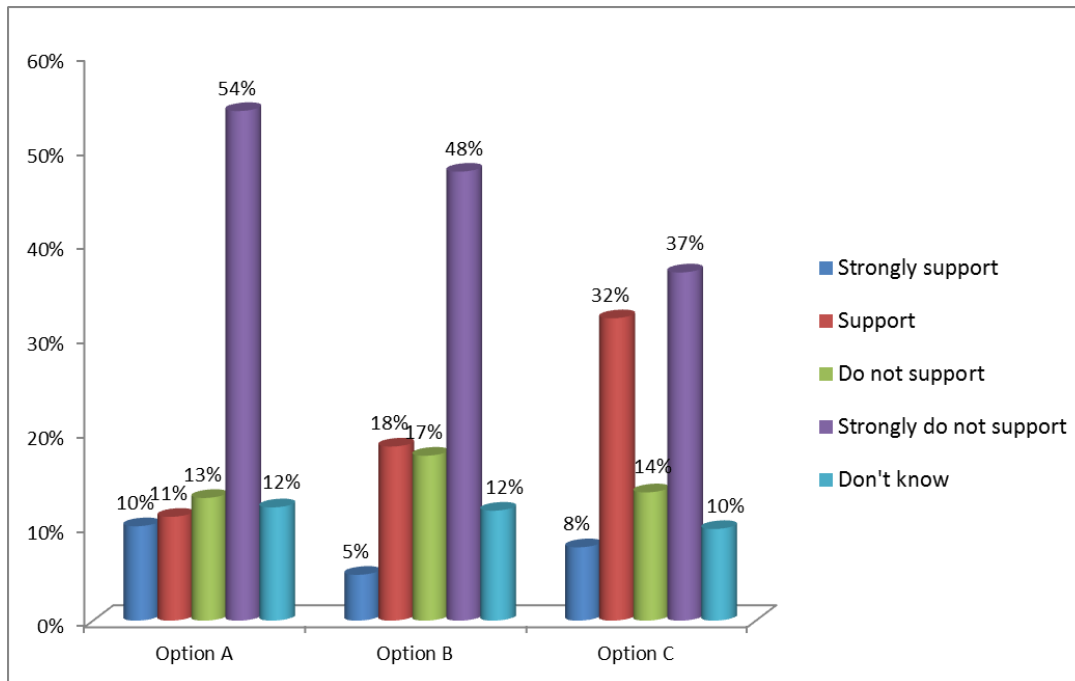
Option C was the most strongly supported option, but only 40% of residents indicating they Support or Strongly Support this option; 51% of residents indicated they Do Not Support or Strongly Do Not Support Option C. Twenty-nine percent more residents indicated they Strongly Do Not Support Option C compared with those who Strongly Support the option.

Six residents participated in the engagement and identified living on Graham Road. Two supported traffic calming strongly, two supported Option C only, and two did not support traffic calming at all.

Although mixed, generally comments mirrored the proportions in the quantitative results, with the majority of residents feeling traffic calming was unwarranted on this road. There was a strong sentiment against curb extensions.

All unedited resident comments regarding Graham Road are included in Appendix Two.

Figure Seven: Resident support for Graham Road Options

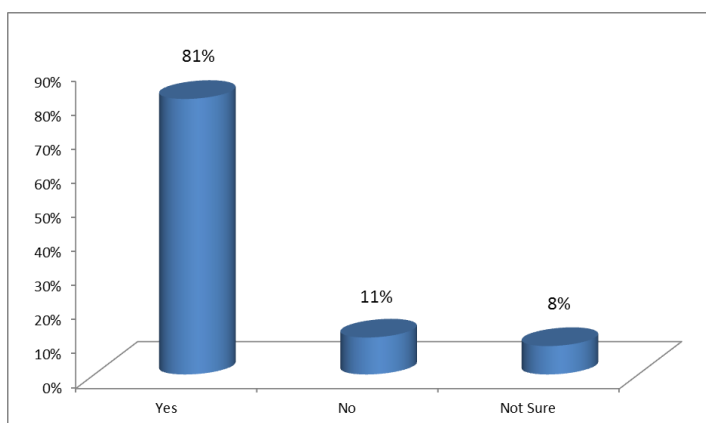


### 3.3.5 Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Boulevard Intersections

All-way stop control was implemented at the Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Boulevard Intersections in 2015. Previously approved plans called for the intersections to also be raised with the next rehabilitation.

Residents were asked: Do you think the raised intersections should be removed from the construction plans? Eighty-one percent of residents support the removal of the raised intersections from the plans. Most resident comments echoed this sentiment, stating the all-way stop was functioning well. A couple of residents suggested the curb extensions should not be built. Others suggested the raised intersection should proceed.

Figure Eight: Resident Support for the Removal of Raised Intersections at All-Way Stop Locations



### **3.4 General Traffic Calming Comments**

See Appendix Two for unedited general traffic calming comments.

Residents mainly used this section to emphasize the comments they gave throughout the engagement. Comments discouraging the use of curb extensions and tax-payer money for traffic calming were most common. A few residents also mentioned reducing the speed limit would be an effective measure. One resident suggested traffic circles should be used in most problem areas. One resident was disappointed there was nothing suggested for the eastern half of Georgian Way. Another resident expressed disappointment that residents seemed focused on what was good for them rather than the good of the community.

### **4.0 Conclusion**

Feedback summarized in this report will be used to inform the development of final recommendations for traffic calming in Glen Allan. These plans will be presented to Council in the fall of 2018.

## Appendix One: Open House Survey Tool (“Passport”)

**Additional Comments:**

**What is your address:**


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Personal information is collected under the authority of section 33 (c) of the Freedom of Information and Protection of Privacy Act and will be used in the management and administration of the Glen Allan Traffic Calming project. Survey responses will be anonymized and summarized in the report and will not be linked to your address. If you have any questions regarding the collection or use of your personal information, contact the Transportation Integration and Safety Advisor at 780-464-8279.


**Thank you for participating in our  
Glen Allan Traffic Calming Open House.**

**Remember to leave your passport at the final station!**

Further information:  
Transportation Planning and Engineering  
780-464-8279  
strathcona.ca/glenallan



**Glen Allan  
Traffic Calming**



**Participant Passport**

Welcome to the Glen Allan Traffic Calming Open House.

**INSTRUCTIONS**  
Please proceed through the stations in order. Stations marked with an \* have a place in this passport for you to provide your input.

**VISIT US**

<b>Station A</b>	Introduction and background
<b>Station B*</b>	2018 Traffic Data Collection
<b>Station C</b>	Resident Evaluation
<b>Station D*</b>	Confirming Plans for Remaining Construction Locations
<b>Station E*</b>	Georgian Way (from Glenbrook Blvd to Gatewood Blvd)
<b>Station F*</b>	Georgian Way (Gatewood Blvd to Granada Blvd)
<b>Station G*</b>	Galaxy Way
<b>Station H*</b>	Graham Road
<b>Station I</b>	Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Blvd Intersections
<b>Station ●</b>	Georgian Way/Granada Blvd Intersection
	Wrap up/Passport Drop Off

**Please leave your passport at the final station.**

### Station B - Resident Evaluation

Based on your personal experience, please indicate your level of agreement with the following statements:  
note: additional space for comments is provided on the last page.

#### Glenbrook Blvd

Traffic calming features on Glenbrook Blvd have decreased speeds on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know
Traffic calming features on Glenbrook Blvd have decreased traffic volume on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know
Traffic calming features applied on Glenbrook Blvd have improved pedestrian safety on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know

Comments:

#### Galloway Drive

Traffic calming features on Galloway Drive have decreased speeds on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know
Traffic calming features on Galloway Drive have decreased traffic volume on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know
Traffic calming features applied on Galloway Drive have improved pedestrian safety on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know

Comments:

#### Gatewood Blvd

Traffic calming features applied on Gatewood Blvd have improved pedestrian safety on this street.	1 Strongly disagree	2 Somewhat disagree	3 Neutral	4 Somewhat agree	5 Strongly agree	6 Don't know
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Comments:

### Station D - Georgian Way (Glenbrook Blvd to Gatewood Blvd)

Option A: Raised intersection/curb extensions	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option B: Curb extensions/speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option C: Speed humps only	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know

Comments:

### Station E - Georgian Way (Gatewood Blvd to Granada Blvd)

Option A: Multiple curb extensions/multi-use path/speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option B: Curb extensions at crosswalk only/multi-use path/speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know

Comments:

### Station F - Galaxy Way

Option A: Raised intersection	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option B: Speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know

Comments:

### Station G - Graham Road

Option A: Raised intersection/curb extensions/speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option B: Curb extensions/raised crosswalk/speed humps	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know
Option C: Raised crosswalk/speed humps/curb extensions at crosswalk and major intersection	1 Strongly do not support	2 Do not support	3 Support	4 Strongly support	5 Don't know

Comments:

### Station H - Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Blvd Intersections

Do you think the raised intersections should be removed from the construction plans?	YES	NO	NOT SURE
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Comments:



## Appendix Two: Resident Comments

### Glenbrook Boulevard

#### *Comments from Glenbrook Boulevard residents:*

- In my opinion, the speed bumps have drastically cut down on speeding. I would say that following the 3 way stop installation, safety immediately improved. People are using more care in the intersection and are no longer driving on the corner sidewalk.
- We are on the corner of Glenbrook and Graham Road. While it may have slowed traffic on the south end of Glenbrook, once they clear the final speed bump going north (Galloway corner) they speed up especially if the light is green. The still come around the corner onto Graham from Baseline and Glenbrook at high rates of speed.
- Many drivers still accelerate as fast as they can until they have to hit the breaks before hitting the speed bump or south bound stop sign.
- The bump outs you have put in has only created a bigger danger to anyone parking on the street and has also created a real big parking problem. Also the new drainage system you have put in front of my house is never cleaned out - only by me, and I can only do so much- they need to be regularly checked and cleaned by you. I can only do so much. I am 73 years old and this should not be my responsibility. Right now this grate is plugged solid with your Alm tree seeds. I have phoned about it but nothing is being done. And when it rains like yesterday, the water and mud just sits on the street. NO I cannot agree that this street is safer. Try crossing to get your mail everyday. About a third of them stop the rest just ignore me. As for less traffic, how can you say that when you now have emergency vehicles and Buses coming up and down Glenbrook as well. You obviously do not live on this street or you would not even be saying what you are saying about safety etc. I listen to the people hitting those bumps day and night. It sure is not a quiet neighbourhood any more - thanks to you Engineers and their crappy advise.
- 70% speed reduction at the bump; bump closest to Baseline very gradual and ineffective. Drainage problem on East side of Glenbrook and Galloway (road is 2 inches below curb base! Need another layer of asphalt on intersections that will cover manhole but was like that for 10 years minimum). We need a "hump" between the 2 raised intersections on Glenbrook.
- While speed is lower, noise is still a problem.

#### *Comments from other residents:*

- At the expense of damage to our vehicles, near rear enders and other such massive nuisances caused by these raised intersections. At 20 km/hr it is still too fast to get over the second massive bump when coming from Baseline. It results in nearly everyone slamming on the brakes and crawling over the bumps so as to not destroy their vehicles. This was never a high pedestrian crossing anyways and I believe the "solution" has caused more trouble and frustration than it's worth. I travel across them at least twice a day to get to my home and despise them.
- This is the most unsightly and thrown together plan I have witnessed. Mills Haven and other communities get paving stones, circles, shrubs and flowers. We get pieces of cement, humps of asphalt and 4 way stops. Do we pay significantly less taxes than the other communities? These eyesores affect our property values and the overall appearance of our community.

- I do not see a significant difference in the traffic on Glenbrook. The raised intersections slow people down temporarily, but then they speed up again until the next one. Also, they are way too steep and they cause a lot of undue wear and tear on vehicles. We have had a number of visitors to the area comment on how difficult the raised intersections were to drive over. We appreciate wanting to slow traffic down, but it is ridiculous how those intersections are built.
- Glenbrook speed bumps terrible. Location is not good. People still speeding. I take this road everyday.
- A 2 block area should not require such drastic measures. We pay a lot of money for police. Monitoring would cut speeding much more effectively.
- The all way stop has greatly improved traffic flow, especially for parents dropping off kids at the schools. The speed tables have forced drivers to slow down.
- Since I don't live on the street, I don't know what the effects of the changes are. I do think bus drivers and garbage truck drivers and snow plow drivers should be asked for some input prior to making changes.
- I drive on this street not more than twice a week and am sure the bumps do slow traffic but think the job appears to be poorly done as to appearance.
- two calming burms are totally unnecessary within less than one block apart. Whoever the contractor was did not construct them consistent with each other. After completion repairs or replacement was necessary at whose expense. Water collects in portions of the burn and causes breakdown in the pavement. It was a complete waste to put two burms that close together.
- The raised intersections are not equal, pretty terrible construction and there are no crosswalks identified to make it safer for people to cross. It makes no sense to block off the right turning lane from Glenbrook onto Georgian Way.
- There is no doubt that the raised intersections really slow traffic down. Me included.
- the 2 speed bumps have an extreme slope require some revision ASAP, even as a temporary measure
- 2) Of course traffic has slowed down. When you build two mountains in the middle of the road traffic has to slow down. In fact many cars come to an almost complete stop before trying to go over each of them. Yes, traffic slowed down, but traffic flow has been greatly disrupted. Along with that, snow removal is not as good. There has also been a loss of valuable parking spaces. As far as I'm concerned anyone that anything to do with this mess should be fired!! The mess should be removed immediately. Is there some reason traffic humps like on Glencoe would not have sufficed?? I just don't know how anyone could think that that was an appropriate way to make positive changes on what was once a good road. 2b). According to your stats, there have been some minor decrease in traffic volume; but that just means volume has increased somewhere else. Our communities are built like mazes. There are a few roadways that lead out of the maze. There will be increased traffic on these roadways - that's just how it is. Living on one of these exit roads, one should be prepared for more traffic; but with that we also get snow removal more quickly and I believe slightly lower taxes. Speeders - well, there are always going to be some speeders no matter what you do. I would think the mountains help with that but one positive doesn't make up for all the negatives. Again another fact of life.
- There are no crosswalk markings of any kind on the speed bumps. As a result, many vehicles don't even realize that pedestrians may be crossing there
- Horrible design! Terrible speed signage leading up to the speed bump. Should be removed. I would absolutely hate having one of these in front of my house.
- The raised intersections are horrendous. They haven't really stopped speeding. 3 way stop is working. No need to put in sidewalk jut outs.

- The raised intersections on Glenbrook are ridiculous. Coming off of these puts tremendous stress on vehicle suspensions. The roadway is also damaged by this stress.
- Once uniformity of raised intersections is accomplished and revitalization of Glenbrook Blvd. is complete, a clearer understanding of the traffic calming achievements should emerge.
- The only good thing about the changes to Glenbrook was the 3-way stop sign at Georgian Way. The raised intersections are a disaster. You should have used speed bumps like the ones on Glencoe
- The problem is the traffic calming features ie. speed bumps are not clearly marked and slow things down so much that I find I am turning when it is maybe not safe because otherwise I will be waiting for a very long time,
- Raised bumps damage vehicles even when going slow. Small cars bottom out.
- We think the speed bumps on Glenbrook are way overdone and are an eyesore and imagine a problem for snowplows The speed bumps on Galloway are so much better
- I think it was unnecessary.
- The only slowing is at speed bumps /raised intersections, the narrowing is cause for frequent incidents of near head on collisions, first because busses and larger vehicles turning east off Glenbrook and at other spots with the curbs into their driving lane have to go into oncoming lanes to avoid rear wheels over the curbs. So not safe. The raised intersection is dangerous, damaging to vehicles especially drivers new to the area, no one would expect this level of incompetence.
- poorly created speed bumps, posted 20mph, no 10mph to avoid damage to car. I slowed down and almost got reared ended by a truck! safety!!
- Speed humps are poorly constructed (have already been redone once) but need to be fixed
- The horrible speed bumps on this road mean that vehicles speed up and slow down on these speed bumps. It's uncomfortable to drive here now so I take a different route when possible. But the schools still need to have parents come to drop off and pick up children.
- This road is 50 km and you have to almost come to a stop to get over the speed bumps. What happened here. The ones on Galloway seemed to have been done properly. The workmanship on this road was a disaster. I drive Galloway now instead of Glenbrook.
- Those bumps that were put in are awful. They are a hazard. Why can't there be nice jumps like on Glenco blvd. Maybe the councillor that wanted these car damaging humps should move back to the area and drive them every day.
- Although the intent of installing those massive raised intersections on Glenbrook is evident, it appears that the vehicle traffic has been forgotten. Driving on to and off those raised intersections is nothing short of mounting a curb and then driving off of a cliff. They should be effective but easy enough on vehicles like the speed bumps on Glencoe Blvd. I've driven over boulders that do less damage to my vehicle.
- Vehicles slow for the raised bumps but speed between and after because they are frustrated from the annoyance of the raised bump. The aforementioned now collect potholes that further include damage to vehicle and more annoyance for drivers to try and dodge. The Homes for sale along Glenbrook are a visual impact of how the "raised bumps turned rumble strips "have effected those residence. The busy road has become earthquaken with the passing of each vehicle. The houses rumble. ðŸ˜~,
- People slow down for the speed bumps, but not necessarily between. My biggest concern is the people that now pull out from the stop sign at Galloway and Glenbrook. Because we slow down to go over the speed bump, many drivers feel they can pull out in front. Several near misses, too many to count!

- I believe that traffic volume has decreased on Glenbrook Blvd. People now just go down other side roads. What is your plan - to put huge road blockages on every single road in Glen Allan? Why not have the police hand out speeding tickets? That would have been a much simpler and ultimately less expensive solution than this endless road upgrade/construction.
- Agree with the 3 way stop but do not agree to reducing to one lane. During peak hours there is a 10-15 minute delay to get on to Glenbrook from Georgian. Also should remove the jersey barriers they are ugly!
- I guess you've achieved your goal. I hate Glenbrook Boulevard now. I avoid it if possible. If your goal was to make me go along Georgian or go up along Glencoe, you've done it. Instead of me exiting my neighbourhood to a main road, my new choice to is travel through other neighbourhoods to get out. Good job.
- The poor quality of the speed bumps have created a safety hazard, especially on slippery roads as vehicles slide into the speed bump at Gilmore and collide with it. The speed bump at Galloway is so low that you don't have to slow down to cross it. The speed bumps have also accelerated deterioration of the road surface on both sides of both speed bumps.
- The biggest improvement was the 3 way stop signs
- The two raised intersections on Glenbrook Blvd. are a complete and costly mess. Look in front of the new Safeway to see how it should be done and with proper lines painted on the pavement. The only good feature is the all way stop control at Georgian Way; the "temporary" curb extension is unnecessary.
- When will this project be finished? There still needs to be pavement markings painted on this street at each raised intersection and the temporary curb extension at Georgian Way needs to be removed.
- However they are uncomfortable to drive over, even for people going low speeds. They are an inconvenience, to me it was a waste of money and an intrusion while they are being put in the neighbourhood air smells (for precious weeks of the summer) of tar and there was extra noise and dust. Personally I avoid that street now, although I have never been someone who speeds and I do not drive often so I can't Say if it decreases the traffic volumes. On the end of Glenbrook Boulevard which intersects with Georgian way, a three-way stop makes sense, but the number of people who would (choose to) walk along GlenBrook Boulevard is likely to be negligible. In past years are used to be an avid walker of the neighbourhoods of Glen Allan and I never saw anybody walking there, and never walked or rode my bicycle there myself because it was a thorough fare attaching to a busy street and such streets are inherently busier and less pleasant for pedestrians. Car exhaust (even when they drive slower, maybe even especially when they drive slower), noise and simply less peaceful.
- The only complaint I have is that the speed bumps suck. Not the idea or location, just the quality.
- I never heard traffic on Glenbrook Blvd until speed bumps launch vehicles and the caRio they carry. The bumps are inconsistant and cause damage and loss of control of vehicles. I've lived at this address for 46 years. My children and grandchildren have walked to schools and playgrounds in the area and never had a problem. Stop trying to find a problem when there is none. My compromise would have minimum cost and less agrevation to drivers and pedestrians. Have the speed limit reduced to 40km per hour in Glen Allen without any impedimention to vehicles. The money saved could be used for enforcement.

- As a pedestrian who walks kids to and from school, I LOVE the 3-way stop (all way stop) at Glenbrook and Georgian. I also find the lane taken away helpful although it could look nicer but needs to be something people can't drive over. Find the speed bumps terrible. Even driving slow you can bottom out.
- While they have decreased speeds and volumes to some degree, the speed bumps are WAY too rough for the Glen Allan residents that have to drive Glenbrook Boulevard multiple times daily! There has to be a better middle ground. That road is torturous to drive now. And it was redone three times. It seems like a punishment each time you have to drive it.
- The raised intersections on Glenbrook are poorly designed and poorly constructed.
- maybe the 4th try on speedbumps will be something that works
- The speed bumps are not designed or built for 20 km/h. These are dangerous and will damage vehicles at 20 km/h. Maybe your 3rd or 4th time will make a speed bump that looks good and does the job for 20 km/h.
- don't use this road
- Those are nasty speed bumps! They have a 'sharp' transition that is abrupt and rattles your whole vehicle. I understand the intention, but why not use speed humps like those on Beauvista drive: smooth, still slows cars down, and they don't make your teeth clack together with the impact? To me, these speed bumps are needlessly rude. Also, I can see the beginnings of pot holes forming on these speed bumps already and they're only a year old or so.
- The info board itself says they need more time to know the effects. We can't be sure the calming efforts have been the sole effect on the speeds or volumes.
- These raised intersections are a complete mess. They are the worst I have ever experienced- completely unnecessary
- Bad design. Glad I don't live on this street
- Reduce the size of the speed bumps. 3 way stop at corner best thing to happen
- Three Way stop has been the most useful addition to this intersection. Poorly constructed speed tables also help slow people down. Curb extensions-waste of effort. School zone sign should extend to this intersection.
- So called raised intersections a JOKE. Do what they have done on Glencoe and on Beauvista Drive.
- The speed bumps are terrible. That was done 3 times. Broke a spring on my car. Needs to be redone.
- Idea is good; implementation construction is terrible.
- Those speed bumps are killing suspensions on vehicles. Even at 15 km/h. Hopefully the County has enough money for repairs and/or lawsuits. Plus side was 3 way stop.
- I love the raised intersections. Bumps are steep and high and do slow traffic down. People who complain about them are driving too fast. Great job build more of them.
- However, incompetently constructed speed humps! Should be more like those on Glencoe.
- The traffic calming speed bumps/raised crosswalks are very poorly constructed. They are higher than curb height. You cant drive over them at 20 km/h without bottoming out on your vehicle.
- Raised intersections are not uniform, poorly constructed and deteriorating. Just do them properly! Also notice at certain times they are difficult to see. Need Paint. Fix drainage. Stop sign :) Stop signs work great.
- How many accidents have been caused by speeding on Glenbrook Boulevard? Was this considered before installing ridiculous speedbumps?
- The height of these is ridiculous. I drive a small car and I cannot drive the road.
- If pedestrians would stop looking at their phone

- It just made a mess. Give out speeding tickets if necessary.
- The aggressive features work well
- Speed humps on Glenbrook are awful. Way to sharp. May be increasing rear end collisions as people brake to almost a stop for them.

## Galloway Drive Comments

### *Galloway Drive resident comments:*

- The speed bumps that were put on Galloway Drive do absolutely nothing to slow down the traffic. The curb extensions make it more difficult for 2 vehicles to pass each other.

### *Comments from other residents:*

- The speed bumps here do slow traffic down a bit, but they are much easier to drive over. Much less harsh and much easier on the vehicles.
- Do not use Galloway Drive.
- I do not live on Galloway so do not feel that I should comment. But I do know that they DO NOT STOP at the stop sign coming onto Glenbrook. In some ways I can understand when there is so much more traffic on Glenbrook, it is really hard for them to get onto that street. I certainly know I wait a long time to get out of my driveway when I need to.
- Off Glenbrook on to Galloway there is a need for another "hump" much earlier than the one that is there. (leave that one)
- I don't live on this street
- Don't have occasion to use this street.
- There is more traffic on Galloway than before
- Speed humps served no purpose during the winter months. Unless snow removal frequency is improved, the speed humps will remain as seasonal calming features.
- We have not had any concerns prior with pedestrian safety, speed or traffic volume.
- Easily the dumbest thing I've ever seen. Leaving Glengarry Cres I have to pull out into the oncoming traffic lane to turn the corner.
- Only at the unsafe ramps you put in the road and only if you familiar with the area. It is also unreasonable to expect traffic on a collector rout that is the main feeder in or out of the are also feeding two schools to not have a huge amount of traffic. Move off the bus route to a cul de sac if you don't want thru traffic. If you had done your homework and policed the area you would find speeds not exceeding the speed limits, also I have to swerve or frequently stop for aggressive drivers, large vehicles or poor drivers that can not navigate their vehicle on the right side of the yellow line. You've narrowed the road and it's only a matter of time before a serious head on collision occurs. Streets are designe to move vehicle s and not for pedestrians. Cross at corners and crosswalks, with your head up not at a snails pace with your head down in you phone , you should get a distracted walking ticket.
- Don't travel this way
- I do not drive along Galloway Drive
- This traffic calming has done very little to change this drive.

- Actually it's probably increased as many people probably avoid Glenbrook since the speed bumps didn't seem to be constructed properly. The ones on Galloway are reasonable
- Traffic calming was poorly designed and implemented. Crosswalks were kept at strange locations. Most traffic calming in Sherwood Park had speed bumps be the location of the crosswalk which makes the most sense but on Galloway they chose to randomly place the locations of cross walks and bumps. They are not at all related and it appears as though no thought was put towards it. Bumps were terribly constructed and either do not cause drivers to slow down or are in such poor condition that they instead may actually cause damage to some vehicles.
- None.
- I don't use Galloway Drive.
- I do not drive or walk here at this time so I can't say.
- I think it's great, even if it doesn't necessarily reduce volume of traffic. It makes the drivers have to actually wake up and pay attention.
- the curb extensions are not a good feature at all. vehicles are now parking on the street and now we don't even have 1 full lane going in either direction. Galloway drive is now more congested then it ever was before and I haven't noticed a decrease in the volume of traffic, also driving visibility is very decreased because of the large trucks and vans parked on the street, A waste of money with little improvement
- I feel like the calming features on Galloway have only made things worse for the residents in the area. Often now, two vehicles are unable to travel in different directions down that road at the same time if there are cars parked and due to the raised sidewalks that now jut out into the road. Cars have to stop to let each other pass which causes delays for residents. In the winter, the snow covers the raised sidewalks and cars are often running into them. I really think the calming efforts are not to the benefit of the residents and were not worth the few speeders that might have come through before.
- The traffic calming features have increased the aesthetic appearance of the street.
- Never travel on this road
- No one stops for a stop sign
- I don't live on that road, but use it more often than Glenbrook
- Peds stop looking at their phone and eyes on the road
- The aggressive humps work well. Curb extensions (snowcatchers) either take them out or clean them better in the winter

#### **Gatewood Boulevard Comments:**

- The stop signs have slowed traffic and have made it much safer to cross as has the marked crosswalk further west.
- It seems safer to me, and I drive that road frequently. I am quite surprised to read in this survey that speeds have increased.
- Again I do not live on this street so it is not air for me to answer your questions.

- Too busy watching for concrete obstructions to look seriously for pedestrians that cross wherever they feel like it.
- The 3-way stop at Gatewood & Georgian Way is a huge improvement in both driver and pedestrian safety at that intersection. Would be good to disallow the white cube van that parks on the northwest corner of Georgian Way at that corner but it's not as big a problem as it was before stop signs.
- There needs to be flashing lights for a cross walk or something. Drivers are focused on the people turning out of the mall there
- Since the painted crosswalk was not visible for most of the year, owing to snow accumulation and the use of cheap paint that only lasted a short time, it is not possible to attest to the pedestrian safety aspects of the calming structures introduced.
- The the 3 way stop is good and at glenbrook as well. The rest is a waste of money. The population is increasing, and that is encouraged by council and of course every household now has 3 vehicles, cause all the kid can't afford to move out. So you have even in this old area a 30 % increase in vehicles per household that in itself generate so much more traffic. And all the schools are at capacity and most parents are driving their kids ,that also adds to the volume. People that are complaining should do some homework where they are buying. 3 schools,a shopping mall, and a rec center all in this little area you should expect a significant increase in traffic.
- no, I notice increase traffic to avoid Glenbrook mess, I too prefer this route.
- I have never noticed.
- The stop sign has done all the good here.
- While I'm familiar with what you did on Galloway, I can't even think what you did here. Not very noticeable from my perspective.
- The only good feature is the all way stop control at Georgian Way
- The stop signs at Georgian Way are useful.
- What you did on gateway was fine with me as a user. I am not a pedestrian at that location however. Only a driver.
- Anything that puts more responsibility on the driver is a bonus.
- Traffic doesn't seem any calmer!
- In no way has pedestrian safety improved. Traffic control may help. A total waste of taxpayers money.
- Poor lighting on this street. Little island in the street is barely visible at night. Need curbs on them painted yellow with reflective paint.
- Great 3 way stop
- Eyes on road not on phone

#### **Georgian Way (Glenbrook Boulevard to Gatewood Boulevard) Comments:**

- Consideration for the aesthetics would be most appreciated. Use some design ideas like you have in other communities



- The raised intersections are very hard and jarring to drive over. Speed bumps will slow traffic down without having the same jarring effect.
- Something needs to be done in the school zone.
- Again the curb extensions are too DANGEROUS. I now I am living with them now.
- Anything to slow the traffic down and the short cutting.
- If these areas are so serious, get the police to monitor them.
- Two speed humps max. Tax payer dollars can be better spent.
- I am not much in favour of any of these options. If there was an alternative, such as more public awareness using signage, that would prevent speeding; it would be my preference.
- Having used streets in Mills Haven with curb extensions, I am opposed to them strongly as they can be difficult to maneuver especially in winter.
- These items create a hazard and no doubt make it difficult for snow removal or street cleaning.
- the raised intersections on Glenbrook are terrible - the curb extensions wouldn't stop people using Georgian Way as a racing strip and they look terrible after the first year - see by Jean Vanier school - a pilot project of temporary speed bumps would show if this was an effective way of slowing down traffic
- We are on the end of the T intersection of Glenbrook Blvd and Georgian Way. There is a detailed drawing of a curb extension which would also extend our driveway along with residents of 97 Georgian Way. This imposes serious safety concerns for us to not access/exit our driveways (turning radius is not sufficient to safely back our vehicles without impeding ALL lanes of Georgian Way) while having the additional danger of vehicles turning Left travelling southbound onto Georgian Way in our blind spot. In addition the extensions will prohibit plans for us to widen our driveway for an additional parking pad due to the fact that we lost parking spaces in front of our home when the 3 way stops were implemented. Ryan Anders and Tahir Hameed had suggested having accessible extensions to ease access however it would not be appropriate to have a parking pad constructed with the extension immediately in front of it.
- Traffic increases at the same rate as population increase. Making the roads difficult to use is a silly short term band aid fix. You solve nothing, if you don't end development within the county.
- 5a) a DEFINITE NO to any "raised platforms" anywhere on any roadways!!! The supposed positives associated with curb extensions is far outweighed by the negatives. It increases congestion on the road when we need it the most like before and after school when there are buses, school buses, cars, bikes and people. To me the increased congestion is worse than the supposed helps. Curb extensions also interfere with snow removal big time. Not sure if this has been improved or not but when I used to walk my grandson to school in the winter, we could often not cross at the extensions anyway as they were piled with ice and snow. They decrease valuable parking spaces. The time frame they maybe needed is so small, they do NOT prove to be of any overall value.
- We should increase the number of speed bumps along Georgian Way, especially in front of the elementary schools and near the hills
- All of these options bring out the frustration of drives. More stopping on a dime to get over the obstacle, then excessive acceleration to make up for lost time.

- Only if there has to be something. Not sure it has any effect at all.
- I think that curb extensions would be adequate
- All of these options are a waste of taxpayer dollars and eyesores for the community. The red concrete is hideous and doesn't match anything else in the area. Additionally the county has not maintained the existing curb extensions on Georgian Way properly so I'm not in favour of adding even more of them.
- The roads are too narrow already without making them even worse! You won't see them or humps anywhere else in the world.
- I believe policing the area is much more effective, like main blvd, people are less likely to speed, except for the idiots that would serve them well to get caught, you don't get caught by a speed hump. Narrowing the road is just creating a dangerous situation that will eventually get someone hurt
- Traffic circle the best for traffic. Look at Jim Common and other areas
- has a reduced speed limit in all residential areas in the park been considered
- not necessary, cost too much to prove nothing, wont change anything, nobody hit here what is point?
- idiotic, unnecessary and total waste of money
- waste of out tax money
- Do not support speed humps over this distance-constant acceleration and deceleration
- The curb extensions are fine. The speed bumps are horrible. NO SPEED BUMPS DAVE.
- Don't think they are helpful. The one on Galloway at Glencoe is almost more of a hazzard as the street isn't wide enough to make the turn if someone is approaching on Glencoe. It's too easy in the winter to turn into oncoming traffic
- Most effective pedestrian friendly. Style A
- Go study the speed bumps on Glencoe. I would support that kind of bump, but these raised intersections are terrible.
- The speed humps on Glenbrook BLVD are hazardous in the winter - I do not believe that adding more of the same is wise. And they look like a cheap version of traffic calming compared to the measures along Main BLVD.
- Reduce speed to 40 km/h
- Please! Please! Please! No more traffic calming in Glen Allan, specifically, no more raised intersections nor curb extensions!! They are too costly and prone to screw-ups as we have seen on Glenbrook Blvd.
- Lets keep the costs to a minimum.
- This is a bus route. A major thoroughfare through Glen Allan. That is what it was designed for A to move traffic and provide reasonable access to the side roads. It seems ridiculous to me to intentionally block traffic movement to this extent. Snow removal would be impeded by all these proposed options. Why not just put in an extra three way stop or two? This would slow down traffic, give places for pedestrians to cross safely, and cost next to nothing. In addition I believe that today's technology could be applied in some way. Not just photo radars but those billboards that announce your speed and say slow down, or more interactive things like that.

- I don't support the price but I am in full support of pedestrian safety.
- Winters freeze/thaw-ice builds up and sidewalk safety for seniors and children. In spring elm tree seeds plug up drains. Where are these drains? 3 way stop signs.
- When pulling my holiday trailer around corners with curb extensions I have to cross the centerline into on coming traffic or scuff my trailer tires. These ideas of curb extensions were thought up by idiots if they think they make streets safer in any way.
- the curb extensions don;t work so if you are going to install speed bumps make them high enough to decrease speed of vehicles and to stop traffic from going down those streets as a shortcut. Then you also need to install high speed bumps on Greystone Crescent as vehicles are now using this residential street off galloway as a racing road, speeds are way to high as we have lots of little kids on this street.
- Better than Glenbrook
- The problem with speed humps, is the increased traffic noise for the residences near them. The noise being from deceleration/acceleration at the hump locations. Since I don't live near these locations, I do support them, however if I lived in proximity to the speed humps, I would strongly oppose.
- If they're going to speed humps like those on Glenbrook Blvd: no no no!!! Those have a sharp transition that is needlessly rough on the driver and their vehicle. If they're the nice, smooth, almost even fun speed humps that still make people slow down, like the ones on Beauvista Drive, I would be more ok with it. As a driver and pedestrian, I much prefer the side walk extensions and find them more effective for improving pedestrian safety. The big advantage is the pedestrian has somewhere 'safe' to be while looking before crossing the street, while also being more visible to drivers. Speed bumps don't do that.
- 3 way stop
- Only if humps are reasonable and not like Glenbrook
- Speed humps do nothing but annoy drivers
- Bumps

#### **Georgian Way (Gatewood Boulevard to Granada Boulevard) Comments:**

##### ***Adjacent Resident Comments:***

- This is where I live. And definitely there are vehicles that speed by here. So, something needs to be done, I guess. How can we possibly change driver's attitudes and reduce the hurry, hurry in them.
- Controlled crosswalks would be more effective and less costly likely.
- We support speed bumps and the multi use path only
- Too many speed bumps between Galveston and Granada.

##### ***Other Resident Comments:***

- Not multiple curb extensions
- Cheaper & still safe
- Again you are creating a BIG PARKING problem.

- Flashing light crosswalks. Police monitoring.
- I would support option c...which would be multiple speed bumps and no curb extensions. I feel the other options are cost prohibitive.
- Keep the path.
- 6) speed humps only. I see no reason to tear up sidewalks to make a multi use trail. These streets are not filled with throngs of walkers, bikers, etc. The sidewalks are more than adequate.
- Speed humps. No curb extensions
- Six speed humps along this stretch of Georgian Way may be overly aggressive. Have a closer look at reducing this number to four or five speed humps, possibly by way of incorporating one such hump as a raised crosswalk at the Galveston Ave. intersection.
- This is way to many speed bumps
- They are a complete waste of taxpayers money.
- Traffic Circle
- has a reduced speed limit in all residential areas of the park been considered
- as previously stated waste of funds and prove nothing, plz donot be foolish in anymore of these something to spend money on or something to do or we well be forced to move, cannot accept much more of this nonsense
- idiotic , ineffective, unnecessary and total waste of money
- waste of tax money, no incident has occurred here since I lived here since 1989. must spend money, many charities are in need for assistance
- The cost is great but safety should be number one priority
- No speed bumps
- Not required. You're solving problems that don't exist by creating problems. This is another example of the babysitting of society because we perceive that no one can take responsibility for themselves.
- How would Option A impact this road as the annual parade route? Would multiple curb extensions increase the safety for pedestrians?
- Reduce speed to 40 km/h
- Please, no more traffic calming on Georgian Way. It is way too costly and too prone to screw-ups.
- Too costly and not necessary.
- Again, same as for the other section, I would prefer use cheaper three way stop or yield signs rather than annoying, expensive, distracting, uncomfortable speed bumps. Why is this not being proffered as an alternative? Curb extensions should be kept to a minimum but ok if,there is going to be a multi use trail. I am in favour of a multi use path. It should be fostered going right back over to Jean Vanier and GARC park via the walk throughs.
- not really a fan of speed humps
- adopt the cheaper option
- hope they are better speed bumps than Glenbrook more like Glencoe bumps.

- My first choice would be to have the speed limits in this area reduced to 40 kmph and strictly enforced.
- If they're going to speed humps like those on Glenbrook Blvd: no no no!!! Those have a sharp transition that is needlessly rough on the driver and their vehicle. If they're the nice, smooth, almost even fun speed humps that still make people slow down, like the ones on Beauvista Drive, I would be more ok with it. As a driver and pedestrian, I much prefer the side walk extensions and find them more effective for improving pedestrian safety. The big advantage is the pedestrian has somewhere 'safe' to be while looking before crossing the street, while also being more visible to drivers. Speed bumps don't do that.
- 3 way stops
- Crosswalk not needed at Galveston N- walk that way everyday. No problem crossing for 46 years. Too many speed bumps
- No humps
- Too much money to do Option A. Why not try Option B first and see how it works? Too many speed bumps between Granada and Galveston. Remove at least one.
- Speed humps only

#### Galaxy Way Comments:

- NO MORE RAISED INTERSECTIONS PLEASE!!!!
- Cheap and does the job
- Raised intersections do not work except to keep people awake at night.
- Such short distances should not require exorbitant measures.
- Two speed humps max
- Speed humps only!
- Only if there has to be something. Not sure it has any effect.
- Based on evidence to date along Glenbrook Blvd., raised intersections have proven to be problematic structures. Non-uniform profiles and snow removal damages have proven to be construction and performance challenges.
- speed humps do nothing to slow traffic
- Another total waste of money.
- waste of money.
- Option A increases pedestrian safety (strong support)
- No comment unsure
- Georgian way is the main road to move traffic not slow traffic is much.
- I'm sensing you know how I feel about these changes. :o)
- The speed humps on Glenbrook create hazards in the winter.
- NO MORE TRAFFIC CALMING IN GLEN ALLAN PLEASE. If you feel you have to do something, speed humps are the better option.
- Again, keep the costs down.
- I find this street low on traffic already and intentionally use it take a quiet drive home. My previous comments about the annoyance and discomfort of speed humps all apply to this

proposal. They are not bumps, but they are still a waste of money, effort and added noise and air pollution to install. Plus the added snow removal problem, leading to slower snow removal, more noise and air pollution in the winter due to that.

- 3 way stops?
- If they're going to speed humps like those on Glenbrook Blvd: no no no!!! Those have a sharp transition that is needlessly rough on the driver and their vehicle. If they're the nice, smooth, almost even fun speed humps that still make people slow down, like the ones on Beauvista Drive, I would be more ok with it. As a driver and pedestrian, I much prefer the side walk extensions and find them more effective for improving pedestrian safety. The big advantage is the pedestrian has somewhere 'safe' to be while looking before crossing the street, while also being more visible to drivers. Speed bumps don't do that.
- No humps
- Don't like speedbump options
- Bumps

#### **Graham Road Comments:**

##### ***Adjacent Resident Comments:***

- I feel that a cost efficient short term solution would be to remove the solid yellow line on Graham road. I feel this line gives people a sense that they are on a major road rather than just a residential street. It's unfortunate how fast some vehicles go on this residential street. I'm actually confused as to why there is a painted line because when vehicles are parked on the street, which they always are, if I stayed on my side of the yellow line I would be taking off peoples mirrors. It is safer just to drive in the middle of the road and deal with oncoming traffic as you would on any slow going residential street.
- Out of the 3 options, C is the only one that comes close to making sense
- Don't agree with anything. What a waste of tax payer money
- The logical solution is to reduce speed to 35-40 and enforce it.
- Reduced traffic. Less speeding. Many vehicles parked on street.

##### ***Other Resident Comments:***

- Again, please no more raised intersections. In fact, if you could get rid of the ones you built on Glenbrook it would be great!!!
- Again I do not live in this area but I know through experience that narrowing the road with curb extension only creates more danger. And people don't care how hard they hit the speed bumps no matter how high they are. A raised crosswalk could work if it was painted so everyone could see it.
- Not necessary.
- This road is narrow- why? Two speed humps at most.
- No curb extensions

- By starting with option C, follow-up evaluation(s) will provide a measure of (calming) effectiveness. If pre-defined targets are not achieved, then option B may have to be introduced at a later date.
- no raised intersections
- Another waste of money.
- Traffic circle
- instead of wasting time and money on ineffective traffic calming fix the mess you created at the traffic circle by the water tank or better let someone who knows what they are doing tackle it.
- Due to speed humps poorly constructed on Glenbrook
- If all these changes go through, I would seriously consider moving out of the neighbourhood.
- No more of this nonsense please!
- Too costly.
- Same comments as before, I really disagree with all of these plans and methods. The raised patch at the park entrance is fine. There is already a speed sign for the park entrance, on graham road. It is not even a very long road, and no one drives the length of it since it is mainly access to their own home on graham or to the street attached to Graham, so I am wondering why this street is being targeted for all these speed humps? Why not eg just lower the speed limit to forty? I have a safety concern about putting Herbert extensions at the bottom of My St., Glen Ridge Road. There is a hill going down onto Graham Road, and in the winter time it can be dangerously slippery where some of the melt or ice accumulates, or where vehicles have accelerated from their stopped position. Extensions would add to the danger and would not slow traffic because sometimes it is simply impossible to control one's vehicle unless one chooses the safest section of the road. I Believe that putting extensions at this location and any other location which has a hill going on to an intersection will add to the risk of collisions for the person attempting to access Graham Road from their side street. Galaxy has the same hill going onto Graham road. Road crews may also have trouble adequately spreading gravel or salt to alleviate danger spots. What about our recycling and garbage trucks, as well? Has anyone canvassed the county workers who will be driving them to see how the proposed extensions and humps affect the length, safety and efficiency of their work day. The risk of increased back or other workplace injury if they can not access the recycling bins the same way, would also concern me. There is one area of concern which I would strongly be in favour of more safety measures, where Graham road intersects with sherwood Drive, and there is a multi use trail which also crosses Graham road at the intersection. There seems to be increased potential for users or pedestrians to be hurt, and it worries me because sometimes I see people with scooters or wheelchairs or other vulnerable situations coming along, and it seems that other drivers do not realize the trailers there because they are looking at the oncoming traffic and making a left-hand turn into the neighbourhood onto Graham from sherwood drive. I am not sure what can be done about that. Maybe another intersection is warranted there. It is also sometimes difficult to turn right and get out onto Sherwood Drive to then access baseline Road. However, Sherwood Drive is a major thoroughfare. Unlike the yellow head where overpasses are the method of transitioning from neighbourhoods to major thoroughfares, sherwood Park

neighbourhoods are too close to the thoroughfare and it would be too invasive to have an overpass. General commentary on this traffic control and reduction proposal. We are living in a society where everybody is overly focussed on driving their cars. This is the reason why there are so few pedestrians. Children are not even allowed to walk to school anymore. This is due to fear of predators and maybe convenience or choice of school. I wonder what pedestrians you are actually trying to protect-has anyone actually counted the number of pedestrians on some of these streets? People walk their dogs, and some people walk to use the park and I am all in favour of 3ing them. However there seems to be some confusion about cause-and-effect. People with an insanely busy schedule and all these other car and vehicle use habits are not going to suddenly start walking because you put speed bumps in. They're just going to get more irritable and there will be more incidents of road rage. I'm not speaking about myself personally but I predict this based on my experience as a person with disabilities who has seen the societal and attitudinal changes turn the whole society into drivers. I sometimes drive on Main Blvd which from my perspective was decimated as a functional thoroughfare by these sorts of changes. (I dislike the euphemism traffic calming, it is insulting to my intelligence. This is traffic reduction and control, in most cases the name of (non existent) pedestrian safety. Driving attitudes - I am in Moderate, law abiding, careful driver and I do not speed. It seems to me the root cause behind all of this proposed expense is the poor attitudes of some bad apple drivers. I know it could also be about the increased population of Sherwood Park, whose older neighbourhoods were never constructed to 3 this amount of traffic. I also frequently drive from Granada Boulevard of Peacock Drive, which I find inconvenient, I assume the same attitude was used there, to dissuade people from using that route. Has this planning group considered that increasing the extra distance that people will need to drive as a result of these measures, is not environmentally sound? Even if it five or ten percent, multiplied by all these cars? It's that much more air pollution. Why not take some of these funds and look at cash or community incentives like free gym passes or county property tax breaks for people who use their bicycle or walk to work, school or the bus station? How? It's easy enough to look at stats from fit bits and odometers on bicycles. I am a person with disabilities who must drive now, but I spent twenty years as a bicycle commuter and avid pedestrian, walking six km through the river valley to work in the city of Edmonton, and cycling from Sherwood park to Edmonton for years, so I have experience in these modes of transport and even advocated for computer trails for cyclists in Edmonton in the 90s. Attitudinal changes are slow, but work from home is another way to reduce traffic. Finding a way to help people reduce divorce rates would also help with all the driving since divided and split up complex families invariably lead to more driving. This is not simply an abstraction, I have seen it around me, time and again.

- Drivers now have a hard time staying on their side of the line in the road. Adding any impediments will make it more difficult to drive safely.
- Still not a fan of speed humps, especially poorly constructed ones
- I strongly oppose the addition of speed humps on Graham Road. Speed hump(s) along Graham will result in diverting traffic through Garfield Crescent as motorists try to avoid them. This will result in significantly increased traffic volume on a quiet residential crescent.



- If they're going to speed humps like those on Glenbrook Blvd: no no no!!! Those have a sharp transition that is needlessly rough on the driver and their vehicle. If they're the nice, smooth, almost even fun speed humps that still make people slow down, like the ones on Beauvista Drive, I would be more ok with it. As a driver and pedestrian, I much prefer the side walk extensions and find them more effective for improving pedestrian safety.
- Without speed bumps
- No humps

### **Georgian Way/Glenbrook Blvd and Georgian Way/Gatewood Boulevard Intersections**

- This intersection is busy after school. There are kids everywhere. It doesn't seem like a good idea to add more distraction.
- Slows traffic down. It is very safe to cross the street.
- They work the way they are.
- Absolutely
- Proposed/Approved/Reconstruction on Glenbrook/Georgian should remain as a 3 way stop only. No raised intersections, no curb extensions, no more tax \$
- Also need to remove the curb extensions
- Traffic Circle
- Raised intersections are sometimes not very noticeable until it is too late.
- Still with the 3 way stop I have still almost gotten hit. I think raised would make it way more prominent to drivers.
- The 3 way stops do a good job and allow traffic to move.
- Need to channel WB traffic to one lane at Glenbrook/Georgian
- 3 way stop is good enough
- Total waste of taxpayer money
- Make sure they are high and steep if you want success
- Minimize the humps
- We don't need curb extensions as it will interfere with the water runoff and make it impossible to back into the driveways. Safety concern.
- If you want put speed humps

### **General Traffic Calming Comments**

- speed bumps should be installed on Gravenhurst Cres. The traffic is fast, children on these roads. Curb extensions give motorists less room in the winter to make turns. I don't feel they slow traffic down. Honestly, I think they are a waste of money. Glenbrook/Georgian Way if it is put into a single lane from school this will totally condense the traffic. 3 way stop good but the barriers are a problem in the winter.
- Glenbrook: The repair of the road surface is HORRIBLE! You must redo it. Also the surface (asphalt) at the corner with Georgian Way is wrong. It forms a pool of water/ice. The raised stuff might be OK if you repair the road bed. PS: I suggest you drive it and then form an opinion. Young person in the truck tries to fly over the humps to see the distance he can get on the other side.

- No curb extensions please. Please reconsider the installation of curb extensions at the Glenbrook/Georgian Way intersection. The all-way stop means there is not parking near the intersection. The curb extensions are not aesthetically pleasing (see Main Blvd where they look dreadful) and will create greater drainage issues at the intersection; and they will create a huge safety concern for those of us with driveways near the intersection. Ingress and egress will be greatly impacted. Please feel free to come by and have an in-person look at trying to park from the main traffic lane.
- Very Dissatisfied! Nothing has been considered for EAST side of Georgian Way!
- On Glenbrook and Galloway Drive in order to move traffic it is imperative that a traffic circle is in place. There is nothing but traffic jams every morning and at 3:30-5:00pm or we are wasting time at these open houses. We cannot make everyone happy. I have been a resident for 55 years in Glen Allan. Also we should think of our Emergency Vehicles when they respond.
- After speaking to Ryan I understand the need for traffic calming; however, the speed humps are strongly to my disliking. If the average speed is above 70 km/h part of problem. This should be a larger part of the plan.
- The raised intersections on Glenbrook have been repaved 3 or 4 times (at what cost) and are still a mess- they should be like the ones on Glencoe Blvd. 2. Curb extensions pose a problem for anyone hauling a trailer and putting them on both sides of the same street narrows the roadway unreasonably. 3. The raised intersections collect water creating potholes in the low areas. 4. save some money- hire more police for speed control.
- Look at the damage on Main in 2/3 years. Your wasting our tax dollars- creating inefficient and costly street cleaning. No stats support all this waste of tax dollars. Engineers were trained to construct roads as straight and clean as possible to reduce the cost of cleaning and equipment maintenance. Use speed bumps- they worked on Beauvista. Why all of this crap is being proposed. Look at the inability to turn safely from side streets on Main- with a short box truck- must pull out into opposite lane.
- Very disappointed. Why not put speed limit to 40 on Graham Road to see if that has changed anything. I have lived on Graham Rd for over 30 years. Traffic used to be terrible but not now. Traffic lights at Glenbrook and Baseline have helped and also Happy Mart is gone. Curb extensions cause problems for snow plows and then more money is needed to fix them in the spring.
- As I was walking around reading and filling out this survey, I heard a lot from various different people "Well I don't care, because it doesn't affect me". It breaks my heart, because the age of the majority verbalizing this attitude are ones that were here in the beginning (70s). "We" as a community and County have to bring these people and their neighbours back to the thought of "It takes a village to raise a child" and help them connect with their roots and realize that it is not just their tax money...
- We need to be cost efficient! Residents on Georgian Way and Glenbrook on holiday occasions, their family members are unable to park on the roadways nor the schools. On Glenridge Road in the spring we had a road heave. If one has a lower level vehicle one can lose car parts.

- Stop signs seem to work well. We do a lot of things with "overkill" in Sherwood Park. Hire someone who can build proper speed bumps (Glencoe) not the curbs on Glenbrook.
- This traffic calming appears to address only reducing speed and does not take into consideration moving traffic. It looks like if a couple of people call in about speed (which they estimate) the County is considering it. To reduce the speed limit is not going to stop the speeding driver that creates a dangerous situation.
- Ryan was very helpful in explaining some of the traffic flow processes. Thank you.
- I work at Glen Allan Rec
- The speed bumps and raised intersections are a waste of resources, uncalled for and ridiculous. They cause wear and tear on vehicles more accelerating and braking and a general increase in frustration. They should not be included in the plans. It seems the need for traffic calming raised by a few is not supported by the many. Classic case of the squeaky wheel gets the grease. Also, shortcircuiting! Give me a break. People are getting from point A to point B using the roads that we paid for. There are main roads in every residential area that are going to be used. There are also quiet roads. You know which are which when you buy your home. Lived on Georgian Way for 20+ years.
- Curb extensions are great at marked crosswalks or anywhere else
- Reduce speed to 40 km/h in Glen Allan
- Georgian Way- School zone should extend to crosswalks at either end in order to protect students crossing there.
- Ryan was very professional yet understood concern and explained plans very well. Maps up by psoters would of helped. Ones that were there were not satisfactory.
- Spending many taxpayer \$\$ to control a few
- Narrowing any street will cause a chance of head on collisions. Georgian Terrace is narrow as it is. Pass a law stating any large vehicle or tree in the way at intersections be removed. This will reduce collisions. Cyclists not dismounting at intersections. Law enforcement is key. not Tim Hortons.
- It seems to me the engineering department has made decisions on speed bumps and the raised intersections. We are just wasting our time. I am in favor of the "bull noses" but not any raised streets. A whole waste of taxpayer money.
- Why not just reduce all speed limits to 40 km/h in all residential zones- much cheaper!
- I choose the most cost effective options as I don't believe the County needs to spend a large amount of money to erect and maintain curb extensions that do not significantly reduce traffic/speed any more than the less costly options. Too many traffic calming devices will leave residents frustrated. I should still be able to drive 50 km/h on streets where the posted limit is 50 km/h. The only place in Glen Allan that I have seen speed enforcement is the last 5 years was in front of Glen Allan school in the morning. It doesn't sound like Glen Allan has many vehicle collisions nor pedestrians/vehicle collisions. I would like to see a map with those collision locations as well as quantity, date, etc.
- Traffic volume has decreased constantly since roads were opened up for new areas. Speed bumps and traffic calming is very expensive. Do we need this or do we need compliance with

existing traffic laws? I've been told the cost of damage to snow clearing equipment outstrips the cost of coaming. That doubles the cost and is a maintenance cost that is annual.

- Maybe a lot of this is overkill. Stop signs- 40 k speed limits would solve the problem and be cost effective if enforced.
- The installation of speed bumps was an ill conceived idea. Has it reduced accidents? It is an annoyance to drivers. The 3 way stop at Georgian/Glenbrook is a good idea if drivers knew how to obey the rules. Frequently drivers blow right through or don't wait their turn.
- Curb extensions are a waste of taxpayer money. Get beat up by snow removal and aren't well maintained.