

Jim
Common
Drive
Traffic
Calming
Project

Evaluation
Survey Results

This report provides the results of the online survey undertaken to understand resident opinions related to this project.

March 2019

Executive Summary

This report summarizes 499 responses gathered through an online survey undertaken to understand resident opinions related to the Jim Common Drive (JCD) Traffic Calming project.

Public Engagement

Generally, residents rated the initial portion of the public engagement favourably, including communication about the events, their purpose and scope, information provided and moderation of the sessions. Residents were less positive about communication about the results of the project. Resident agreement that the input made a difference to the outcomes of the project was divided, with 35% agreeing with the statement and 35% disagreeing. For residents who did not participate in the public engagement process, lack of awareness of the project was the most common reason cited (46%).

Based on their personal experience on JCD South and North, participants were asked to indicate their level of agreement with several statements. Where appropriate, perspectives were broken out based on location (Adjacent, Neighbourhood and Commuter) and user type (Pedestrians and Cyclists). There was large variability in both individual resident ratings and ratings by location of residence of all outcomes.

Jim Common Drive South

Overall, there was tendency towards agreement that road changes on JCD South had resulted in speed reduction, improved intersection visibility, and pedestrian safety while maintaining smooth and efficient traffic flow. There was a fairly strong tendency towards disagreement that road volumes and road noise has been decreased.

The most prominent theme in resident comments about the road changes on JCD South was that many drivers do not know how to use the roundabouts. The majority of positive comments spoke to improvements in the visibility at the roundabouts, particularly when heading North/South. Several other comments cited improved pedestrian safety. Many of the negative comments spoke to the lack of speed reduction on the road and the prevalence of aggressive driving.

Jim Common Drive North

Overall, there was fairly strong agreement that the project improved pedestrian safety on JCD North, particularly at the trail crossing. Responses regarding speed reduction and parking management were highly variable.

Although resident comments were also varied, generally, respondents tended to be quite positive about the features installed at the trail crossing and more negative about the choices at Clover Bar Ranch Park. Many residents expressed concern that the road is now too narrow and decreases safety for drivers, particularly in winter. Several residents indicated speeding on JCD North remains a major concern.

Next Steps

Survey results will be used to represent the resident perspective in a comprehensive evaluation of the overall project, with the goal of improving the way Strathcona County engages with its residents and undertakes traffic calming within the community.

1.0 Introduction

1.1 Background on the Jim Common Drive Traffic Calming Project

In 2016, a traffic calming project was initiated for Jim Common Drive (JCD) South and North. This project was initiated based on resident concerns with traffic speed, pedestrian safety, and speed data that indicated traffic speeds were recorded in excess of the 50 km/h speed limit and to coordinate with planned rehabilitation of the roadways.

As a result of this project, traffic calming and management features were installed on JCD South and North during the 2017 rehabilitation of the roads. Now that the features have been in place for over a year, Strathcona County is conducting a comprehensive evaluation of the public engagement, operational impacts and outcomes of the project.

This report provides the results of the online survey which was conducted to understand resident opinions related to this project.

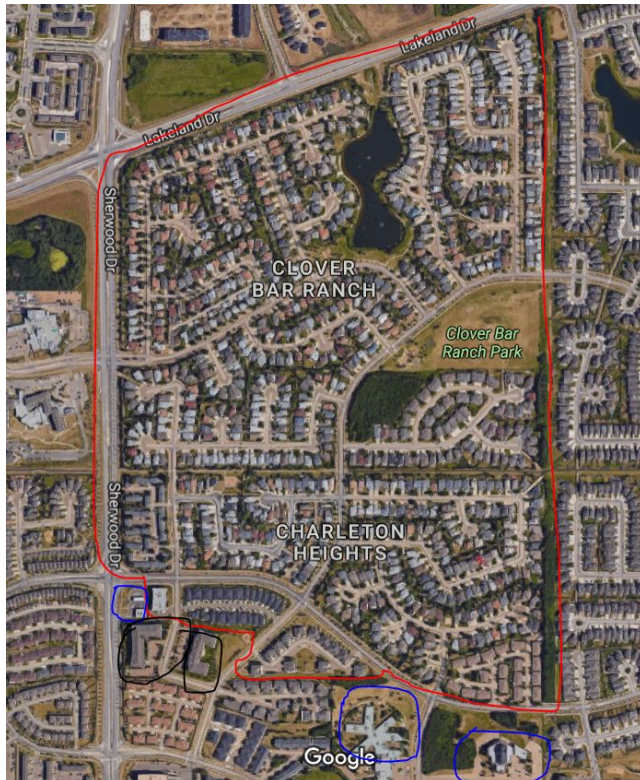
2.0 Methodology

2.1 Recruitment for the resident evaluation survey

Residents of Strathcona County were all provided with an opportunity to participate in the online survey, although those in the neighbourhoods of Clover Bar Ranch and Charlton Heights, as well as nearby condominium complexes off JCD South were most aggressively recruited. Letters were mailed to all households as indicated in Figure 1, inviting them to participate. This mail out area was defined as the project study area, and the same one used for mail outs for the Jim Common Drive Traffic Calming project.

In addition to the resident mail out, the survey was promoted through the Sherwood Park News, the County website, Facebook, and Twitter. The event was also promoted through the County's Public Engagement e-newsletter and the Strathcona County Online Opinion Panel (SCOOP).

Figure 1: Mailout area for JCD Traffic Calming Evaluation Survey



2.2 Format of the resident evaluation survey

The resident survey was conducted online. Residents were also able to obtain a paper copy of the survey upon request, or to provide feedback over the phone. Respondents were asked for their address so that responses could be limited to one per household and to allow for location-based analysis.

Residents completed the survey anonymously through a link off the project webpage to the Survey Gizmo platform. Alternatively, SCOOP members could access the survey using that platform. All results were merged for analysis.

2.3 Participation and location of residence of participants

In total, 499 households gave input into the evaluation. Two hundred forty-two responses were received through the online survey. Another 254 survey responses were received through SCOOP. Three more residents provided comments via the telephone and email that have been added to this report.

For the purpose of analysis, survey responses were divided into three groups based on address.

- **Adjacent residents:** live in homes which front, side or back directly onto JCD North or South.
- **Neighbourhood residents:** those who live in Charlton Heights, Clover Bar Ranch or Durham Town Square (i.e. the mail out area) but do not reside directly adjacent to Jim Common Drive North or South.
- **Commuters:** those respondents who indicated a place of residence outside of the mail out area.

In total, 31 responses were received from households adjacent to JCD South and 10 from households adjacent to JCD North via the surveys. One hundred fifty three other responses were received from households in the neighbourhood. The remaining 302 responses were categorized as commuters.

2.0 Evaluation of the Public Engagement Process

2.1 Perceptions of the engagement process

Overall, 110 respondents (22%) reported that they participated in public engagement related to the Jim Common Drive Traffic Calming Project. These residents were asked to rate their level of agreement with several statements.

Figure 2: Survey responses: Ways to get involved were well communicated

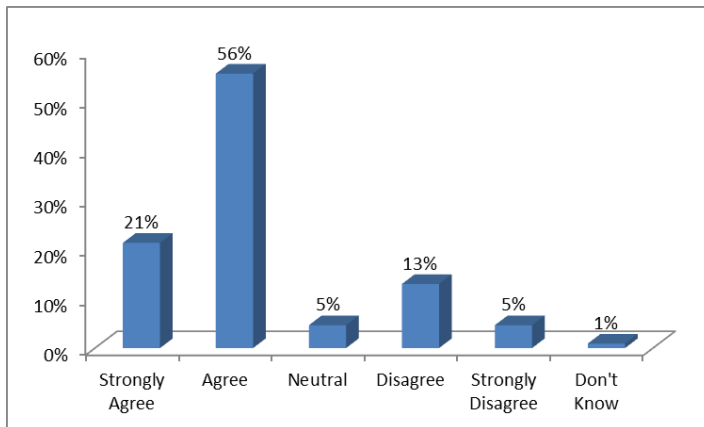


Figure 3: Survey responses: A reasonable variety of options to share input were available

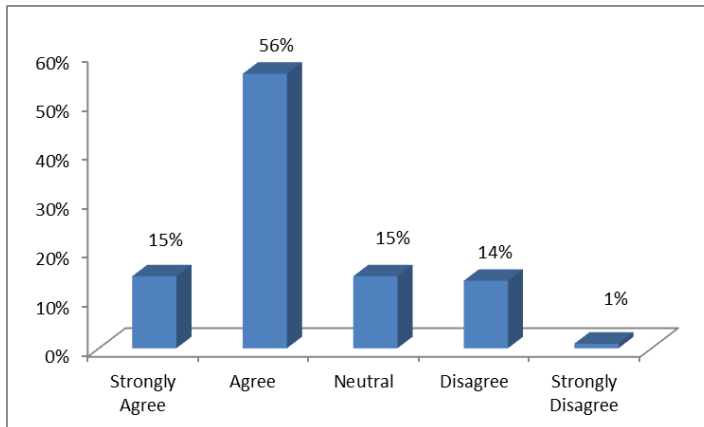


Figure 4: Survey responses: I understood what would be included or completed during the project

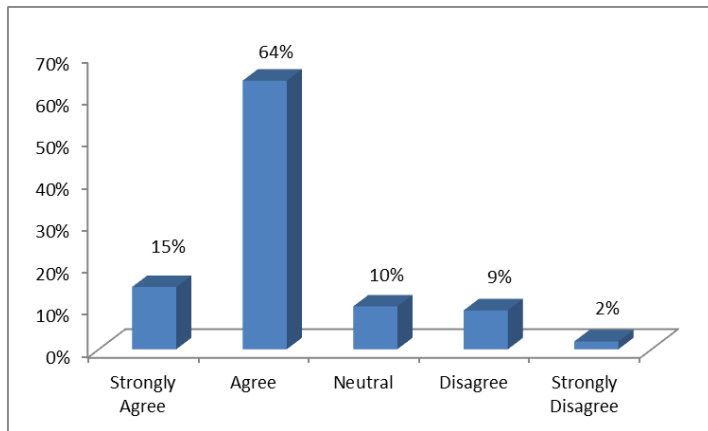


Figure 5: Survey responses: The purpose of gathering public input was clear

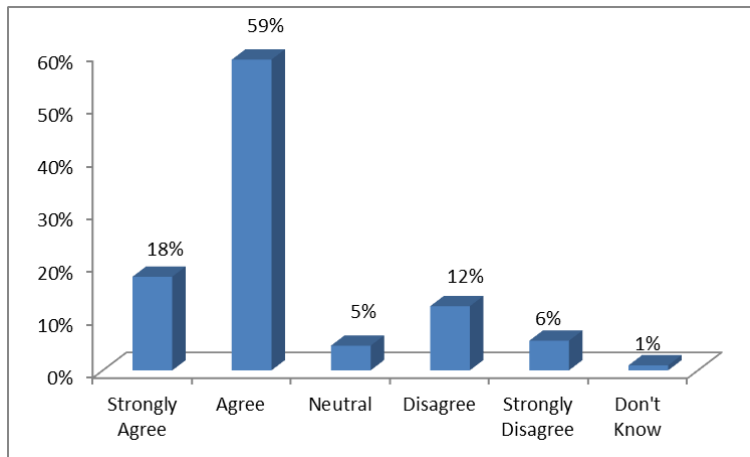


Figure 6: Survey responses: Information on the topic was available prior to or during the event

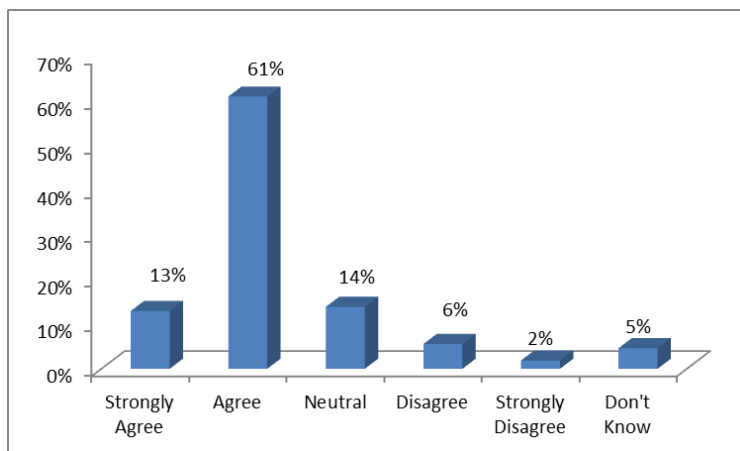


Figure 7: Survey responses: The public engagement moderator was well prepared to answer participants' questions and concerns during the event

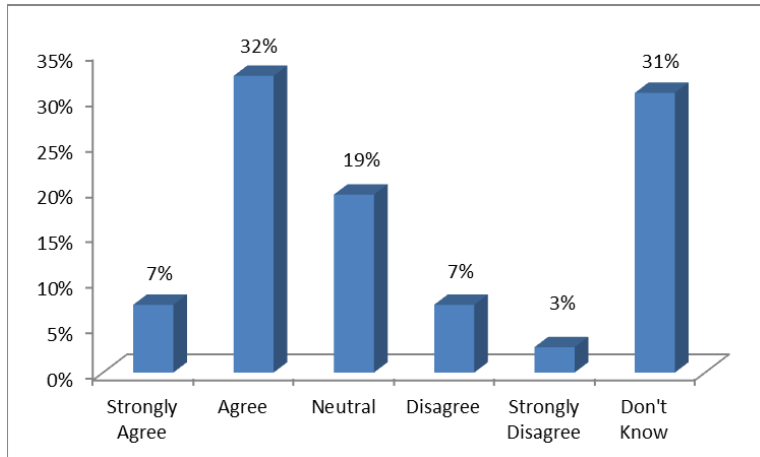


Figure 8: Survey responses: The information provided allowed me to participate in an informed manner

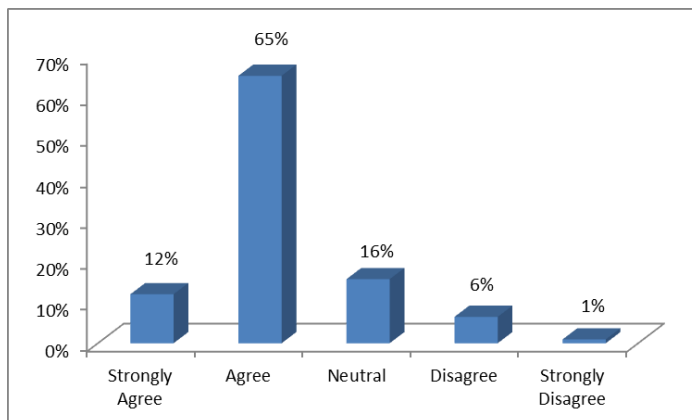


Figure 9: Survey responses: Information was provided about what the County's next steps would be

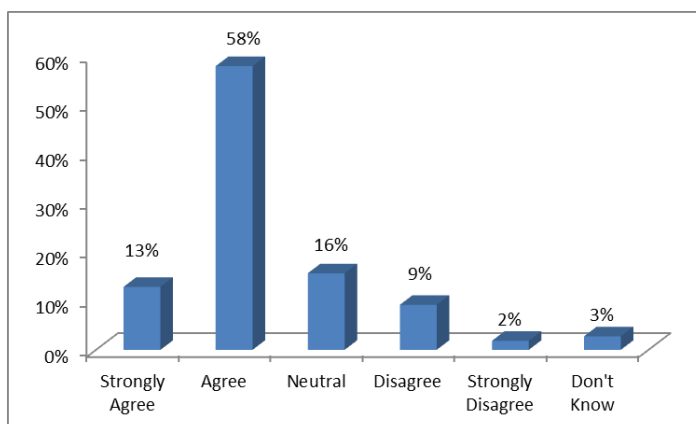


Figure 10: Survey Responses: After the engagement, information was provided on what was heard through the engagement process

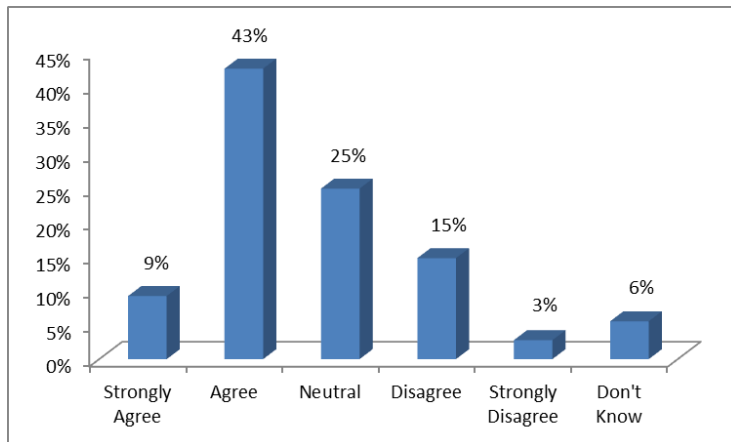
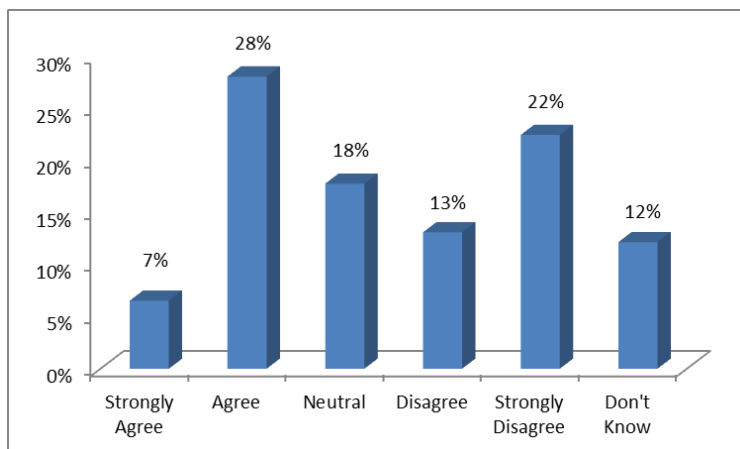


Figure 11: Survey responses: The input provided by residents made a difference to the outcomes of the JCD Traffic Calming Project



Generally, residents rated the initial portion of the public engagement favourably, including communication about the events, their purpose and scope, information provided and moderation of the sessions. Residents were less positive about communication about the results of the project. Resident agreement that the input made a difference to the outcomes of the project was divided, with 35% agreeing with the statement and 35% disagreeing.

Comments about the engagement process

Of the 110 residents who participated in the engagement, 44 provided comments. Ten of the comments were related to outcomes of the project rather than the public engagement, and were moved to the corresponding section for analysis.

Of the 34 comments related to public engagement, the most common theme (9 comments) was that residents felt the outcomes were predetermined and/or engagement results were not reflected in the outcomes of the project.

I think you pushed ahead with this based on a small vocal minority. You knew what you were going to do at the onset, but wasted time going through the "consultation" process.

Five of the comments were positive, commending the County for the engagement.

It was very well run, and all of the options were explained.

Three residents indicated they felt the entire process was a waste of money.

An extreme waste of our tax dollar just to please a few people, (many of who don't even drive) and to "PAD COUNCIL MEMBERS RESUMES"

Three comments indicated that they felt the results of the project outcomes were not well communicated.

The initial survey was clear, but it would have been nice to have some written statements of the final approved projects before the construction actually started.

Three residents suggested that the County did not listen to them or does not truthfully report resident opinions.

The cost of construction, maintenance and irritations to the public are very obvious to everyone who use the affected areas. I challenge to see the county publish truthful factual public opinions since the changes.

A couple of residents outside of the mail out area stated that they felt they should have received mail outs. Two residents felt that the County did not provide adequate data for informed decision-making. One resident felt the process was unclear.

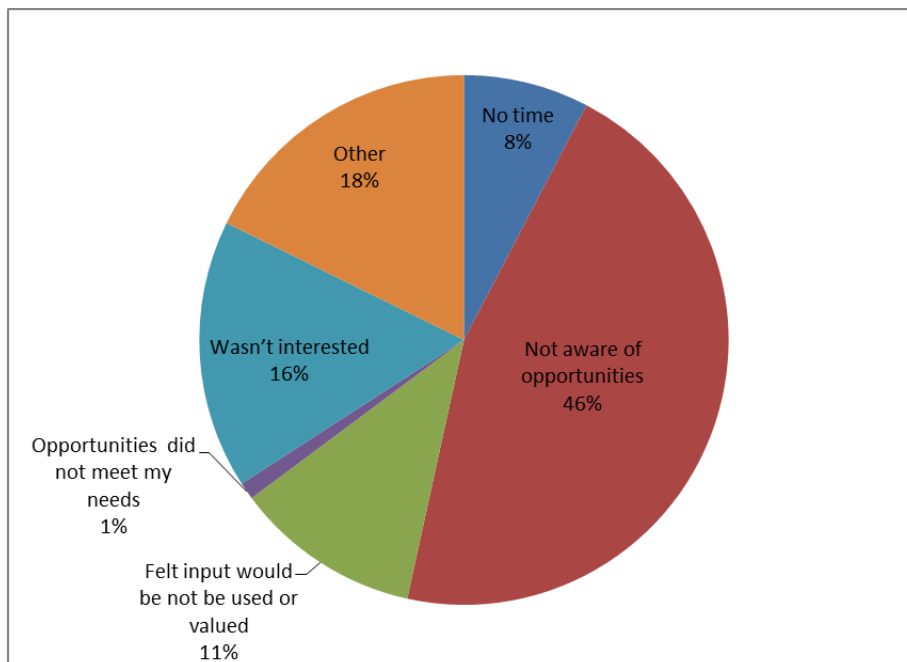
All comments are available in 6.0 Appendix.

2.2 Reasons for non-participation

Overall

In total, 385 (78%) residents indicated they did not participate in the public engagement process for the JCD Traffic Calming Project. Figure 12 shows the overall breakdown of the reasons provided for not participating in the public engagement for this project. Lack of awareness of the project was the most common reason for not participating in the engagement (46%).

Figure 12: Overall survey responses: What is the main reason you didn't provide input?

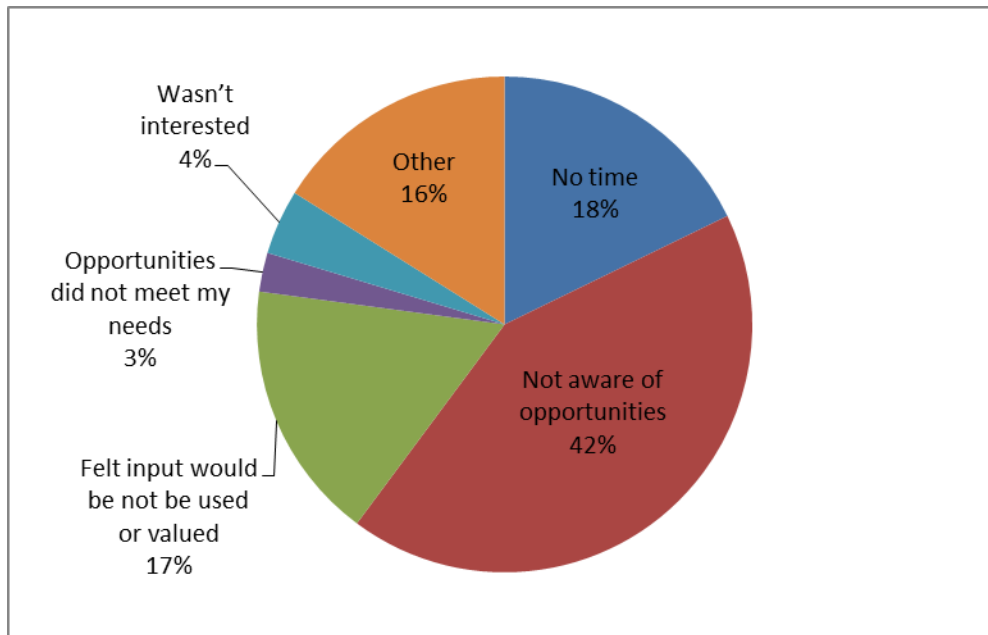


Analysis for this question was undertaken based on respondent address, breaking out responses for those residing within the project area (see Figure 1) and those respondents indicating a residence outside of the project area.

Adjacent and Neighbourhood Residents

All residents living in the project study area received personally addressed letters twice during the JCD Traffic Calming Project, one prior to the workshop and online survey and one prior to the open house and online survey. Despite this, lack of awareness of the project was still the most common reason cited by respondents for non-participation. This group was more likely to indicate that they felt their input would not be used or valued or that they did not have time than the respondents living outside of the mail out area.

Figure13: Adjacent and Neighbourhood survey responses: What is the main reason you didn't provide input?



Adjacent and Neighbourhood Residents' Comments

For residents living in the mail out area who indicated the opportunities did not meet their needs, the following three comments were received:

- Not enough notice or dates
- Went to one meeting but left as it was nearly full and would have been too long for us to stay the whole meeting
- Was not available at times during discussion periods

For residents living in the study area that chose "other", most of the comments indicated that they either didn't live in the neighbourhood at the time or they were just in the process of moving in. A couple of residents suggested they didn't participate because they didn't see a need for changes:

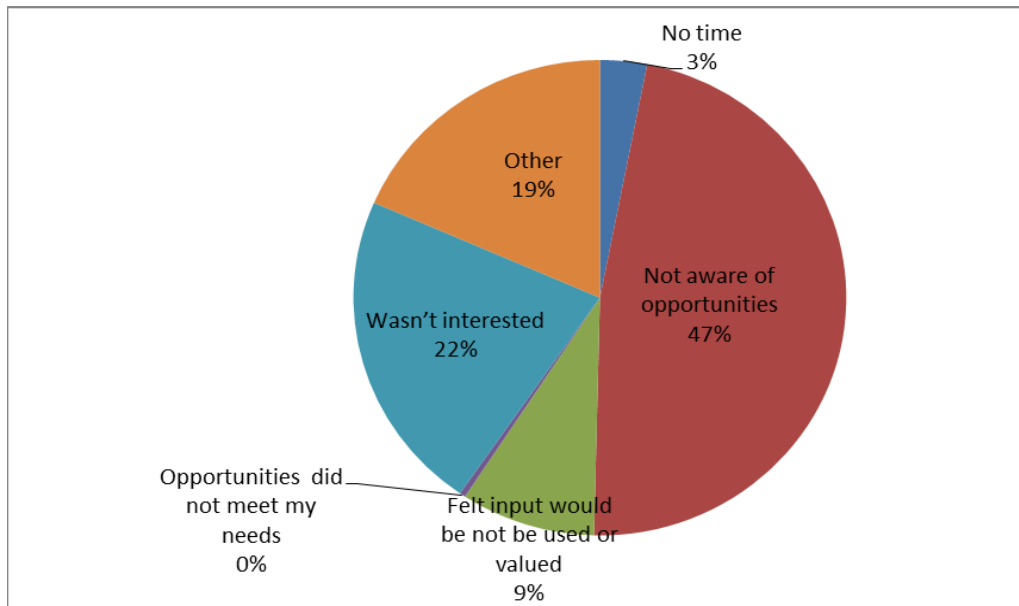
I did not identify any issues with the current set up but I realized others who lived right on the street in question might have issues.

Two residents indicated they were away during the time of the engagement. All comments are available in 6.0 Appendix.

Commuters

For residents residing outside of the project study area, lack of awareness was even more common with 47% of residents identifying this as the reason for non-participation. These respondents were also more likely to indicate that they simply were not interested in the project.

Figure14: Commuter survey responses: What is the main reason you didn't provide input?



Commuter Comments

For residents living outside of the study area who chose "other", about three quarters of the comments indicated that they didn't participate because they didn't live in the neighbourhood, they never use the road and/or the project didn't affect them. Eight of the comments stated they were unaware of the project. Only one resident indicated they didn't participate because it was a waste of time.

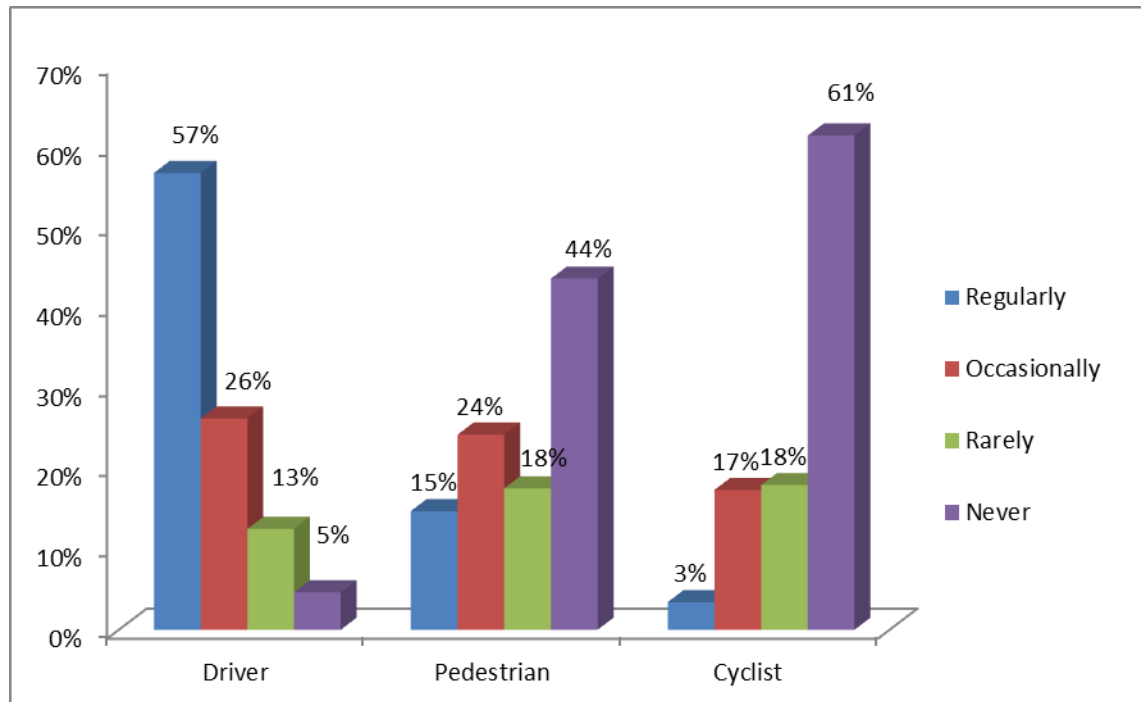
All comments are available in 6.0 Appendix.

3.0 Evaluation of Outcomes: Jim Common Drive South

In order to allow for more detailed analysis, respondents were asked how often they used Jim Common Drive South as a driver, pedestrian and cyclist. Figure 15 details the responses.

Over 80% of respondents indicated they used Jim Common Drive as a driver, regularly or occasionally. Less than 40% reported they walked on the road regularly or occasionally. The majority of respondents never cycle on this street, with only 20% indicating using the road as a cyclist regularly or occasionally.

Figure 15: Survey responses: How do you use JCD South?



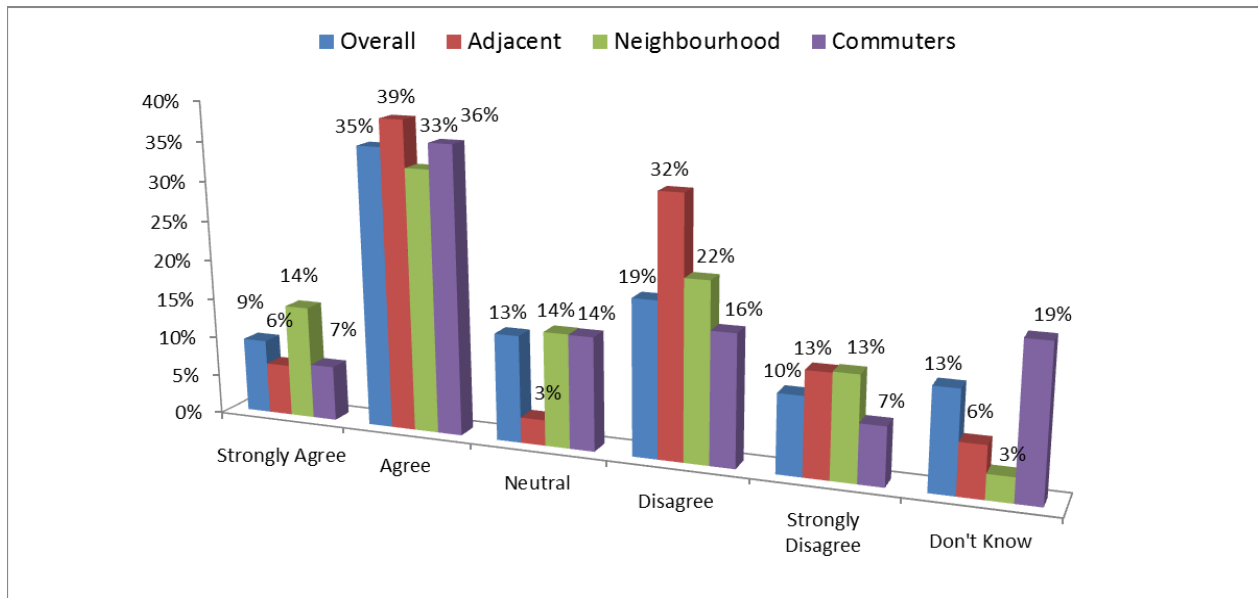
3.1 Resident evaluation of project outcomes

Based on their personal experience on JCD South, participants were asked to indicate their level of agreement with several statements. Where appropriate, perspectives were broken out based on location (Adjacent, Neighbourhood and Commuter responses) and user type (Pedestrians and Cyclists).

Speed reduction

A slight majority of respondents agreed that road changes have decreased speeds on JCD South. However, there were a significant number who disagreed with the statement. Adjacent residents were particularly polarized in their rating, with 45% agreeing that speeds had decreased and 45% disagreeing.

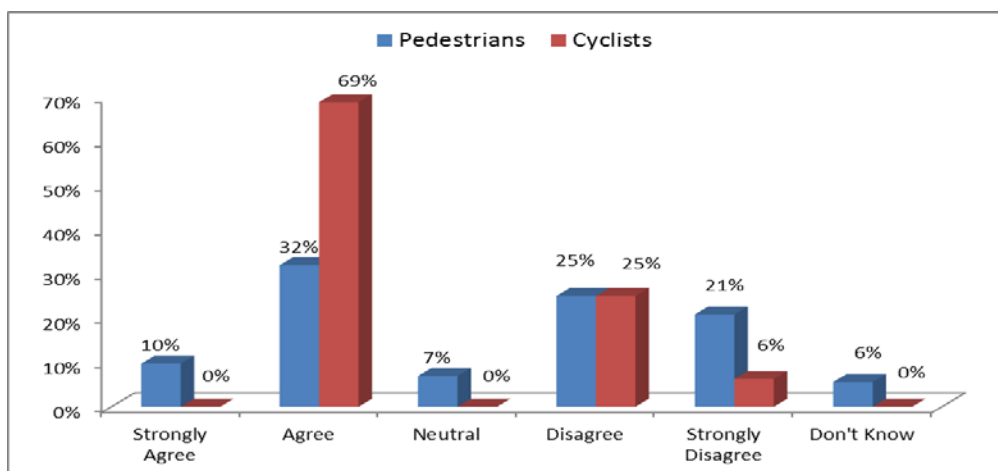
Figure 16: Survey responses: Road changes have decreased speeds



Overall (n=468); Adjacent (n=31); Neighbourhood (n=161); Commuters (n=274)

Opinions of respondents who indicated that they regularly walked or cycled on JCD South were broken out to understand the perspective of vulnerable road users. Slightly more pedestrians disagreed that speeds were reduced on JCD South, while a clear majority of cyclists felt speeds had decreased.

Figure 17: Vulnerable road user responses: Road changes have decreased speeds

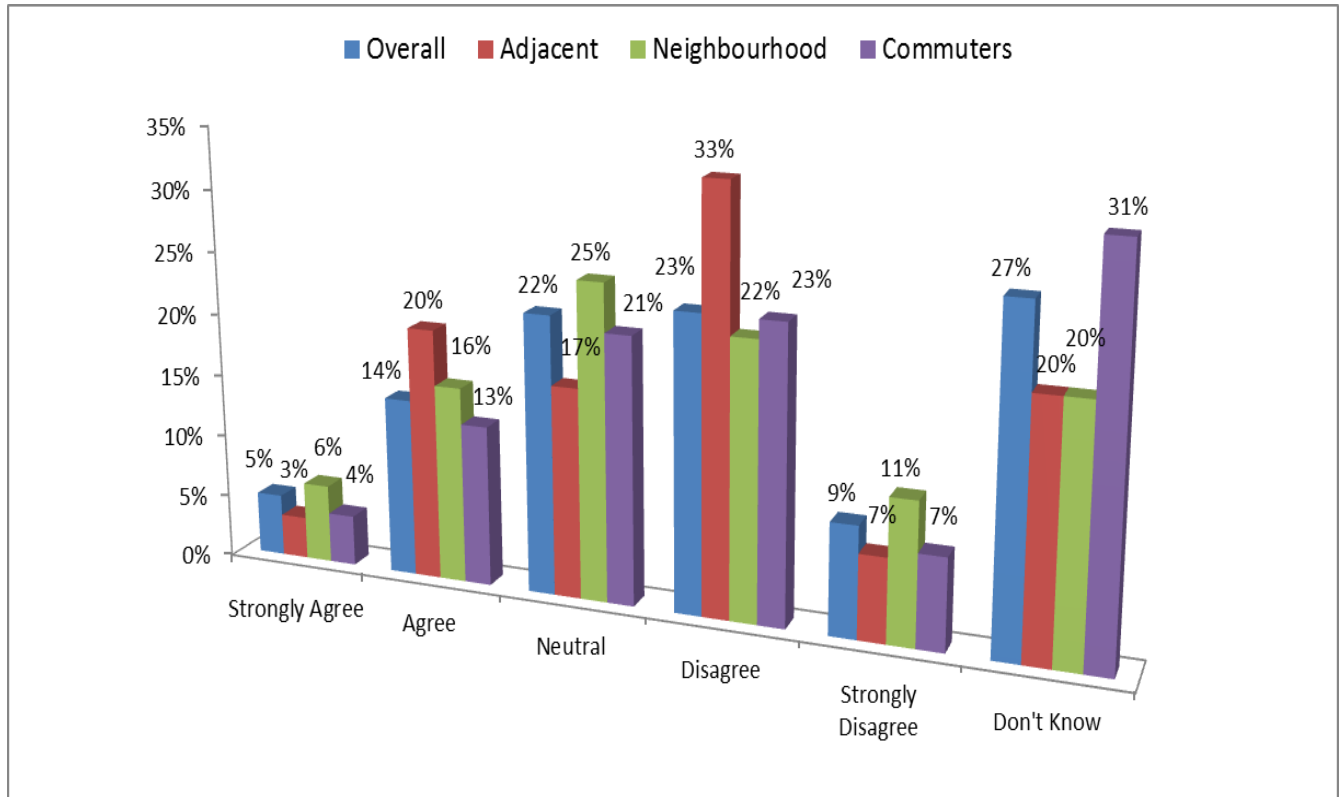


(Pedestrians n=72; Cyclists n=16)

Shortcutting

There was a tendency towards neutral or disagreement in all respondent groups, regardless of place of residence, when asked about shortcutting. The majority of residents have not experienced a reduction in traffic volumes on JCD South.

Figure 18: Survey responses: Road changes have reduced shortcutting

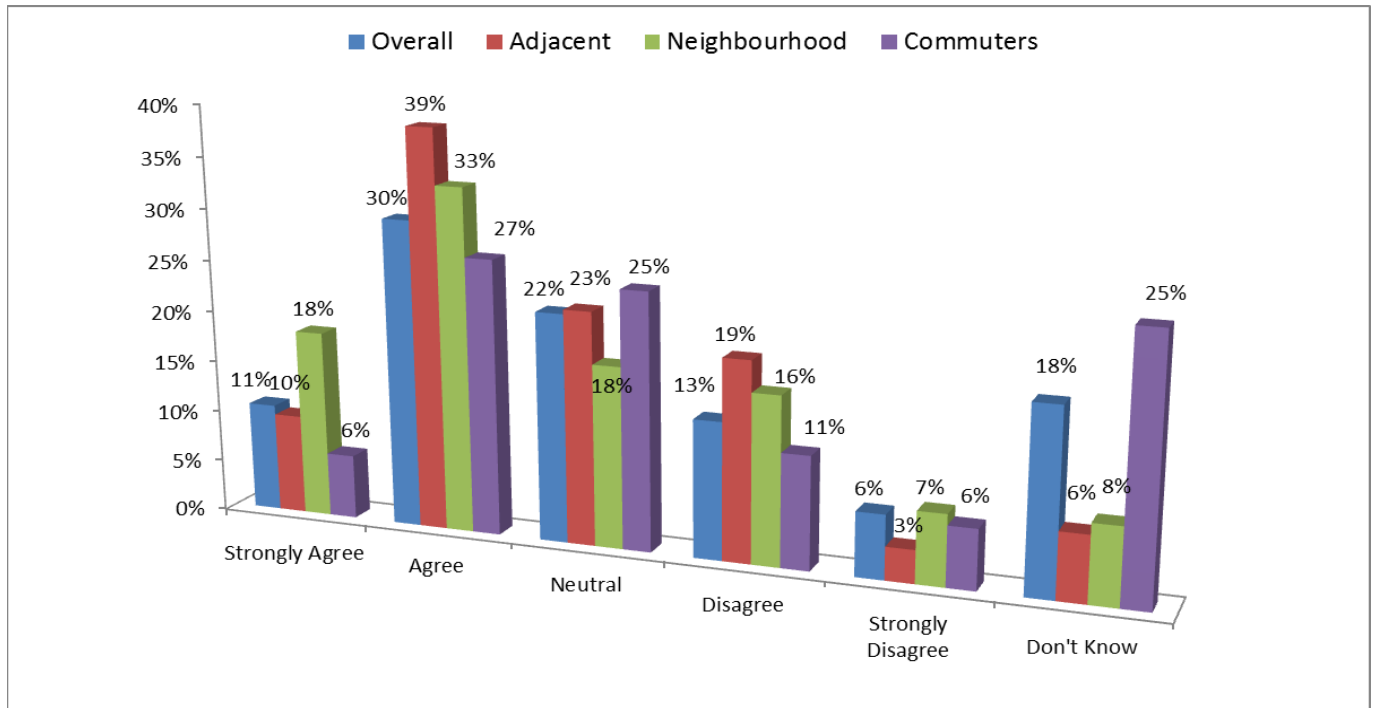


Overall (n=466); Adjacent (n=30); Neighbourhood (n=160); Commuters (n=274)

Pedestrian safety

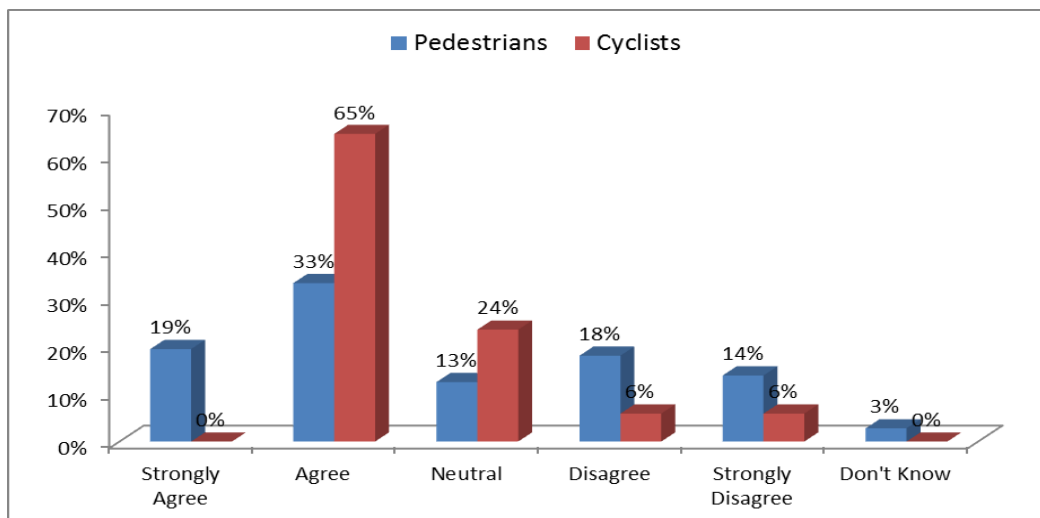
The majority of all respondents who expressed an opinion, regardless of place of residence, tended to agree that pedestrian safety was improved on JCD South, including pedestrians and cyclists.

Figure 19: Survey responses: Road changes have improved pedestrian safety



Overall (n=465); Adjacent (n=31); Neighbourhood (n=159); Commuters (n=273)

Figure 20: Vulnerable road user responses: Road changes have improved pedestrian safety

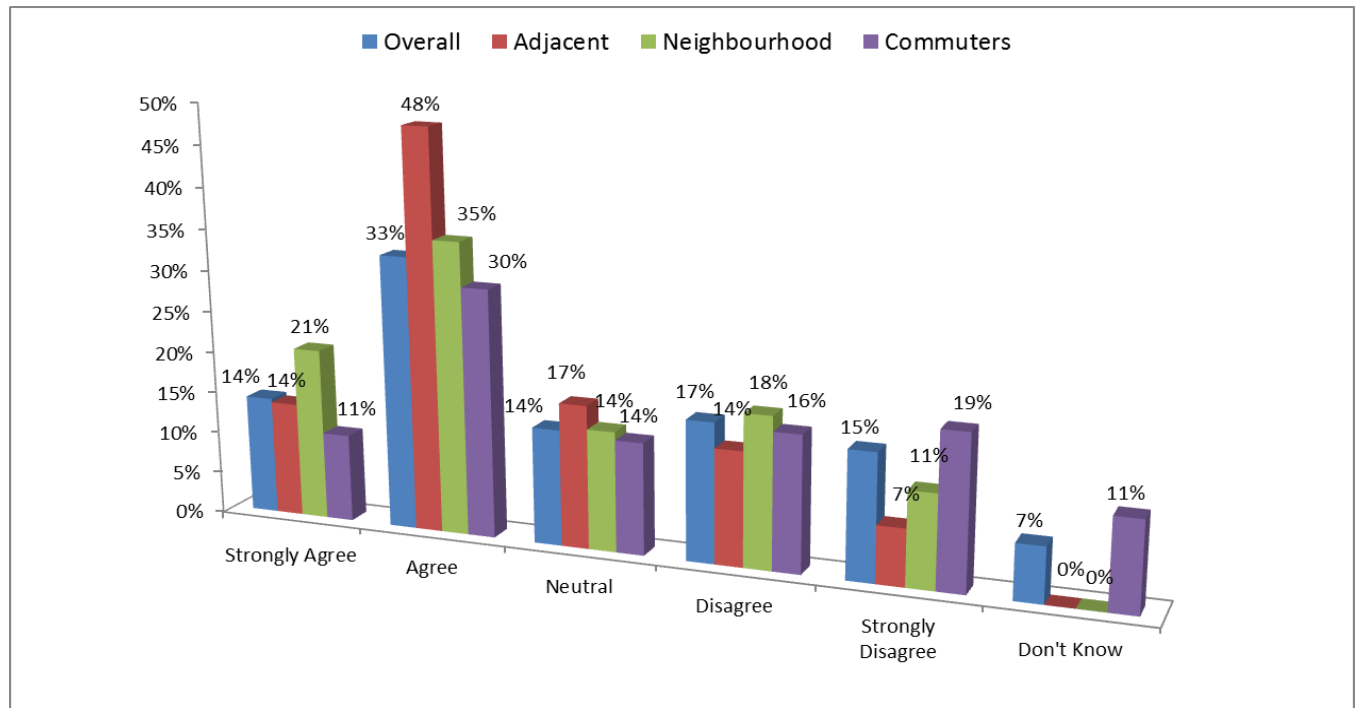


(Pedestrians n=72; Cyclists n=17)

Traffic flow

The majority of all respondents who expressed an opinion, regardless of place of residence, also tended to agree that smooth and efficient traffic flow was maintained on JCD South. Commuters were the most likely to disagree with this statement.

Figure 21: Survey responses: Traffic flow is smooth and efficient

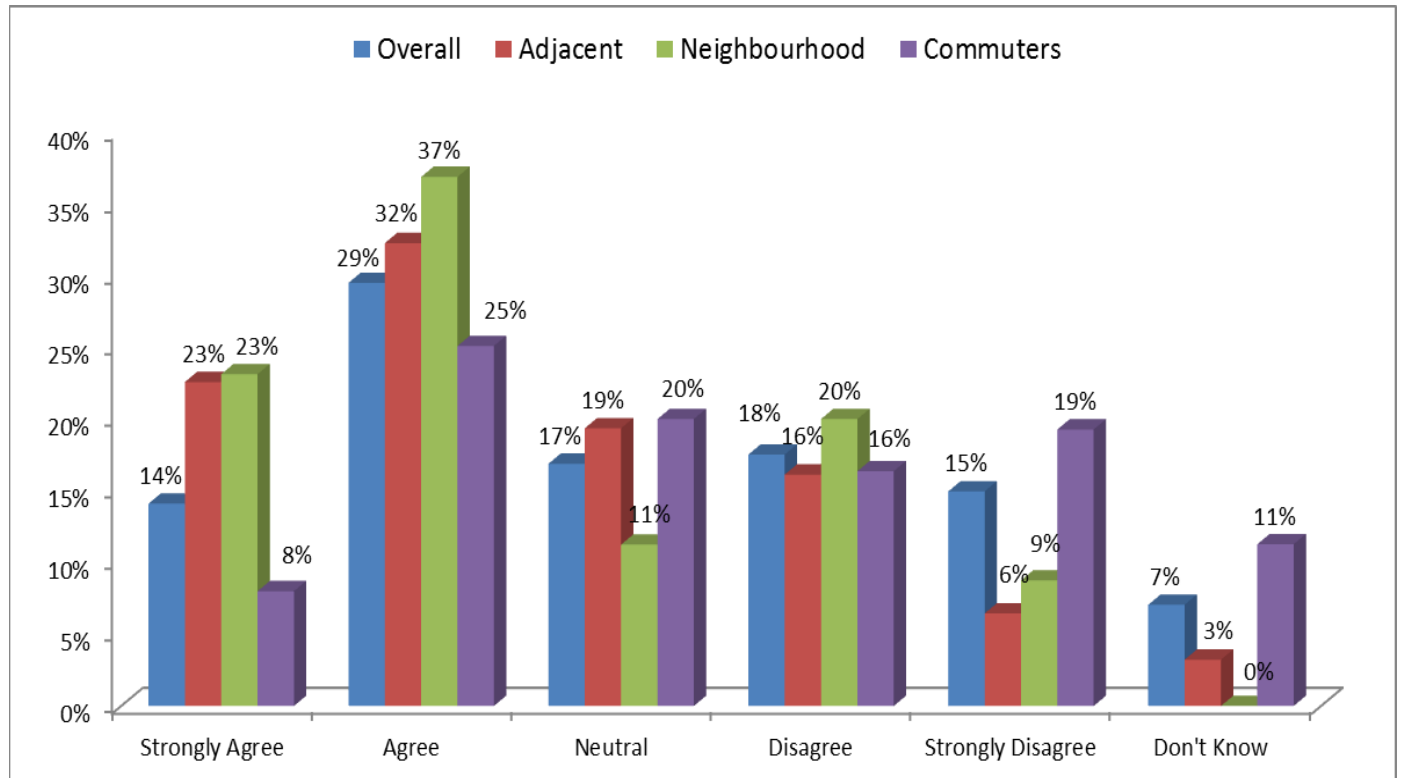


Overall (n=464); Adjacent (n=29); Neighbourhood (n=159); Commuters (n=274)

Intersection Visibility

Overall, there was a tendency towards agreement that intersection visibility has been improved on JCD South. Agreement was strongest amongst Neighbourhood and Adjacent respondents. Commuters were slightly more likely to disagree with this statement.

Figure 22: Survey responses: Road changes have made it easier for me to see to navigate the intersections

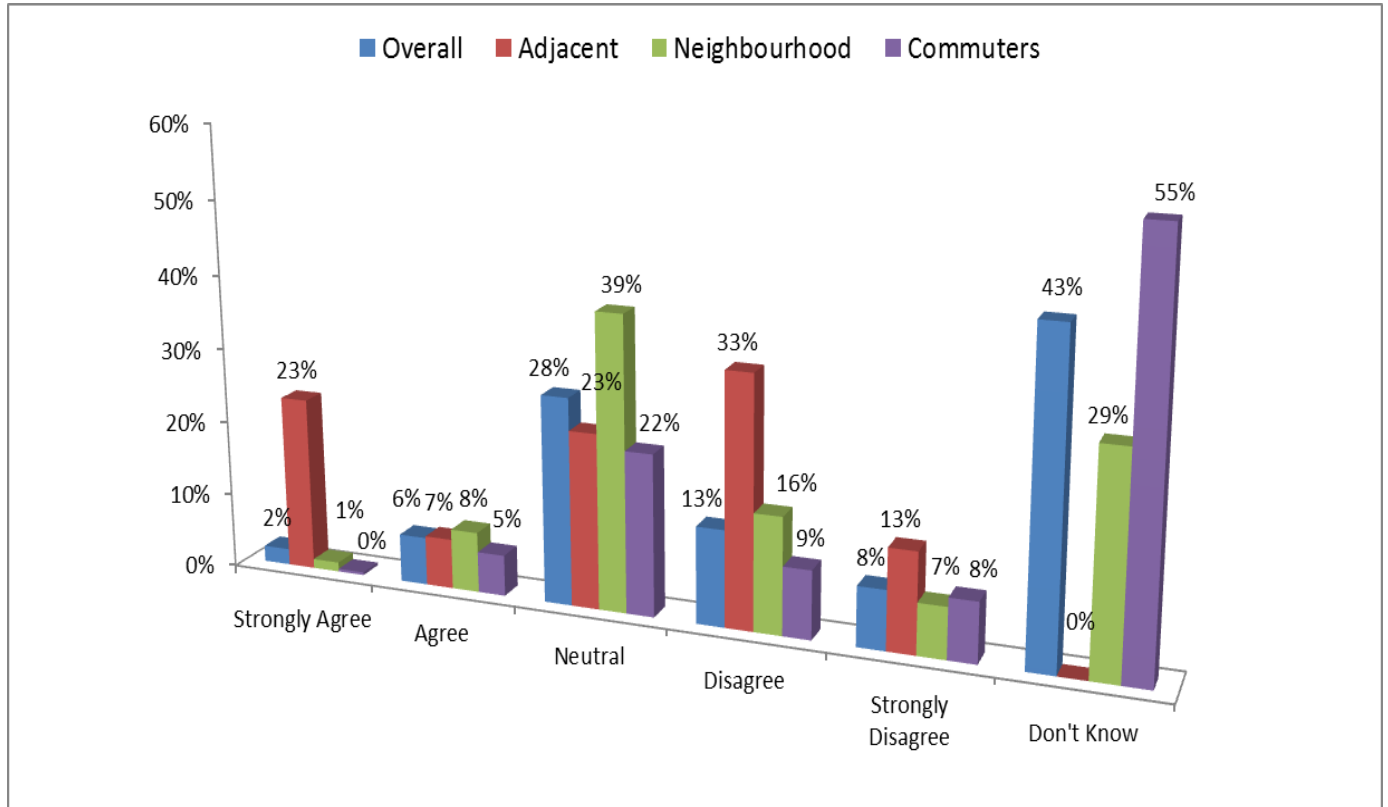


Overall (n=468); Adjacent (n=31); Neighbourhood (n=160); Commuters (n=275)

Road noise

Of the respondents who provided an opinion on road noise, there was a strong tendency towards disagreement that road noise had been reduced on JCD South.

Figure 23: Survey responses: Road changes have decreased road noise

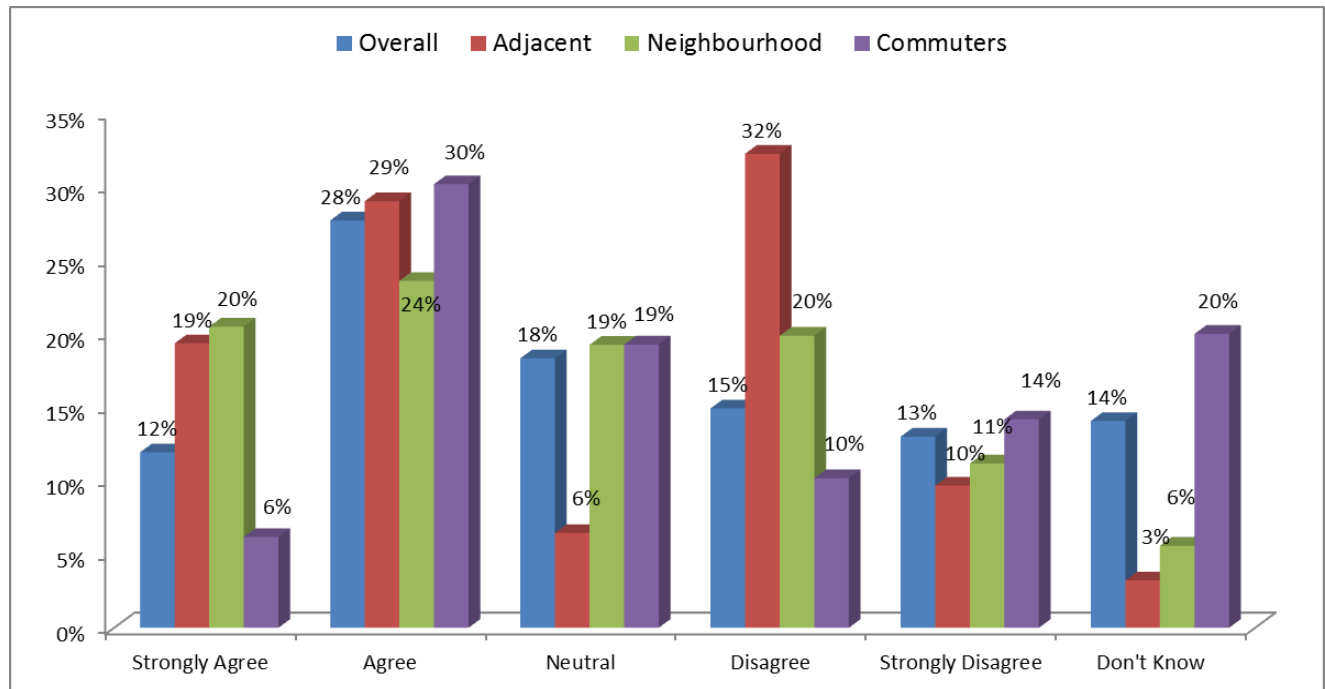


Overall (n=467); Adjacent (n=30); Neighbourhood (n=161); Commuters (n=274)

Overall safety

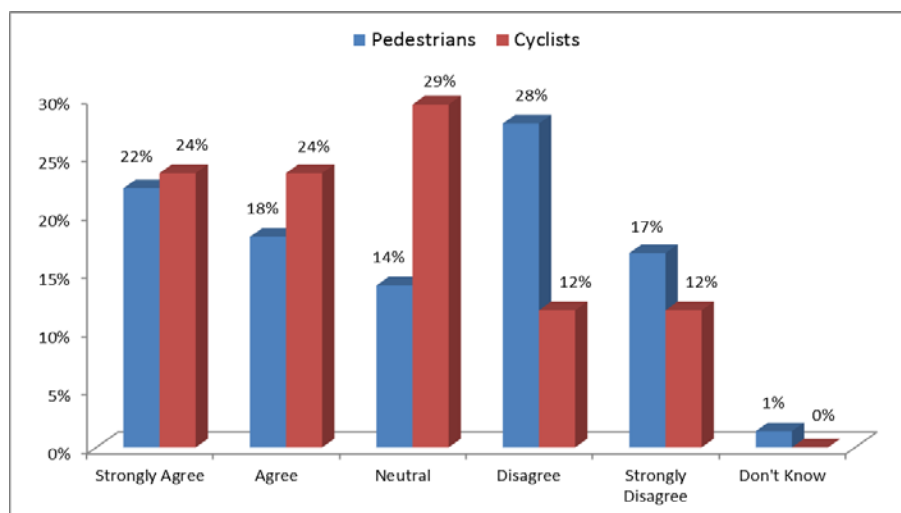
Overall, there was a tendency towards agreement that the project was successful in improving safety on JCD South. Responses were most polarized amongst adjacent residents and vulnerable road users.

Figure 24: Survey responses: Overall, the traffic calming project was successful in improving safety on JCD South



Overall (n=469); Adjacent (n=31); Neighbourhood (n=161); Commuters (n=275)

Figure 25: Vulnerable road user responses: Overall, the traffic calming project was successful in improving safety on JCD South



(Pedestrians n=72; Cyclists n=17)

3.2 Comments on Jim Common Drive South Traffic Calming

Generally, those who rated the outcomes more favourably were less likely to comment on the outcomes, or to simply comment “no”, when asked if they would like to comment. All comments are available in 6.0 Appendix.

Adjacent Resident Comments

Twenty-one of 31 residents living adjacent to JCD South commented on the road changes on this road. Ten of the comments suggested speeding is still a problem on the road. Eight of these mentioned speeding persists between the roundabouts and two mentioned speeding west between Cranford Drive and Sherwood Drive. Many of these comments also expressed concerns with increased noise. Three people suggested speed humps should be added between the circles.

I want to commend and thank the County for the above effort. Unfortunately because we live at {removed} which is exactly in the middle between the traffic circle and the pedestrian crossways, vehicles and motorcycles reach their apex exactly where we are and for us the situation hasn't really improved. There is still a lot of speeding and motorcycles make it very difficult to ever enjoy our patio. Speed bumps are probably the only real solution.

Two adjacent residents felt the noise had decreased following the changes.

I live at {removed} and for me it is the reduced noise. Vehicles aren't stopping and starting.

Six residents suggested that drivers don't know how to use the roundabouts, and there is an increased level of frustration on the road.

There is a lot of horn honking because people don't know how to use the circle and they also honk if you're going the speed limit down the straight road between the 2 circles on our block. Even when we're signaling to turn into our complex driveway people are honking.

People don't know how to use the roundabouts. They don't yield and they don't signal. Traffic still moves way to quickly down the street.

Two residents suggested that they would have preferred 4-way stops to the roundabouts.

It should have been left alone it worked just fine. Stop signs would have been just as effective and cost much less.

Two residents reported that they have seen an increase in the number of collisions on the road, and that vehicles are more likely to end up on the sidewalks and through fences.

Increase of accidents, knock down signs by cars, cars involved in accidents now always end up at the sidewalk and residential fences. Lack of signs and speed still a problem.

One resident mentioned that concerns with street lighting near his/her home were not addressed.

STREET LIGHTING WAS SUPPOSED TO BE IMPROVED IN FRONT OF 320 JIM COMMON DR., DID NOT HAPPEN. LIGHTING IS DETRIMENTAL TO FOOT TRAFFIC SAFETY

One resident who uses a wheelchair provided her perspective with respect to accessibility.

I travel JCD South frequently - I'm in a wheelchair and often ride around the Crystal Heights neighbourhood, as well as up to the Taylor Bldg, Super Store and across Sherwood Drive to the strip mall. Here are my issues which, I believe, apply to everyone walking or rolling in the area.

1. The new 'right turn only' lane on JCD South at Crystal Lane is continuously being used by people to race past traffic that is either turning left onto Crystal Lane, or waiting behind someone who is. Too impatient to wait, they pass on the right, through the marked right turn lane, to get ahead of traffic on JCD South - often at speeds significantly higher than that which initiated the need for calming to begin with. My suggestions and thoughts; a) There needs to be barrier curbing installed to physically block straight through travel in the lane, forcing the traffic to turn right. b) Increased police presence issuing physical tickets for speeding and disobeying a traffic device - or, at the very least, photo tickets as a slow education. c) Eventually, someone will be severely injured or killed as a result of these drivers. I know - I've come dangerously close to being hit while trying to cross there.

2 The pedestrian crossing on Crystal Lane is not properly constructed for handicapped access. Crossing buttons are difficult to reach and the sidewalk slope on the NW corner is dangerously steep. This winter snow clearing didn't even attempt to clear access to the buttons - even though it was brought to the attention of the attendant performing the work

Neighbourhood Resident Comments

107/161 other residents in the neighbourhood provided comments on the JCD South traffic calming outcomes. As with the numeric survey results, resident comments about the changes varied significantly.

By far the most common theme in the comments, whether the resident was generally positive or negative about the changes, was that drivers do not know how to use the roundabouts. Many of these comments indicated that drivers travelling East/West were driving aggressively and not yielding appropriately.

The roundabout has improved safety immensely for traffic flowing on Cranford Drive and crossing Jim Common Dr S. The public does however, need more education on who has the right of way when using traffic circles.

the calming project in my opinion have failed {...} people DO NOT know how to use the round about and I have almost been hit several times as well as my husband, daughter and parents.

Despite the prevalence of comments about people not knowing how to use the circle, only one resident indicated that he/she was confused at the intersections. However, comments from several residents who are upset about drivers not knowing how to use the roundabouts suggested that they were the ones who do not understand the rules.

The traffic circle is too small the traffic moving east and west and west and east feel they have the right of way and move through the circle with speed and do not see the people on their right as having the right of way which is common on an uncontrolled intersection!!

About one quarter of the comments were positive, suggesting the changes had been successful in reaching the goals of the project.

I cross JCS from the north a lot and that traffic circle has made it much safer to proceed as oppose to the past stop sign because the visibility to the EB traffic was poor and if they are moving at the speed limit it was difficult to cross JCS. I am not much of a fan of "traffic calming" but in this case I see this as a successful traffic safety and flow improvement of which I'm a fan.

The majority of positive comments spoke to improvements in the visibility at the roundabouts, particularly when heading North/South. Several other comments cited improved pedestrian safety.

Building the traffic circle at the intersection of Jim Common Dr South and North was the best thing that could have been done. Traffic flows way better now, it is not as scary to cross Jim Common Dr South coming from Cranford Dr (in the winter when the road was icy, it was very dangerous as visibility was pretty bad at that corner) and it is much safer to cross the street when walking or biking. It was especially important with kids... Everything else that was done on Jim Common Dr South is very appreciated. It is much better now when we want to cross the street with kids.

Many of the negative comments spoke to the lack of speed reduction on the road, with a few suggesting that this has decreased pedestrian safety.

People may slow slightly for the roundabout but people are still speeding through the area regularly. The sight lines have worsened at the crosswalk and I have found it even more dangerous for my family to use. People are now looking left for vehicle traffic and not ahead where the pedestrians are. We continue to have "close calls" when we walk through that intersection.

Less common negative themes (fewer than 8 comments each) included comments about increased noise, wasting tax payer money, poor traffic flow on arterials, poor aesthetics of the astroturf, and need for enforcement. A few residents feel the size of the circles is too small and expressed concern about vehicles driving over the centre.

Commuter Comments

Fewer commuters commented on the JCD South road features with 86/275 providing comments. Although some commuters like the changes, most of those who commented tended to be more negative than neighbourhood residents. Comments also tended to be shorter and more general.

As with residents living in the neighbourhood, the most common theme in the comments was that drivers do not know how to use the roundabouts.

residents need education on how to navigate traffic circles and roundabouts. I don't know why it is unclear to people but literally every day people treat these roundabouts as four way stops. People stop and then don't know when to proceed, or cars are stuck in a Mexican standoff. It impedes traffic flow and makes for unsafe driving.

There was a stronger sentiment from commuters that the project was a waste of money and unnecessary.

It was a total waste of money that could have been better spent elsewhere....There have never been any pedestrians noticed. I use this road 6 to 10 times a week.

To SLOW down traffic on a road meant to move traffic as efficiently as possible, is an oxymoron. Roads are for vehicles, not people. Please STOP these ridiculous and unnecessary traffic calming measures. The results are slowing traffic to the point that it takes twice as long to drive from Point A to Point B anywhere you go in Sherwood Park. Please. Quit this and all other traffic slowing measures.

Several commuters commented on icy road conditions, and felt the roundabouts made the road more slippery. Others commented on how the features make it more difficult for snow removal on the road. Commuters also more commonly noted that the circles were too small and difficult to navigate and that they or other drivers were driving over the apron.

I don't actually mind the roundabouts, but I watch a lot of truck drivers and other large vehicles ignore them and drive over top. The other problem they have created is that they can become inordinately icy in the winters and make it easy to fish tail even at low speeds.

A few commuters also mentioned the lights on arterial roads as a source of frustration, encouraging them to drive on JCD South.

I still shortcut on JCD and will continue to do so until traffic flow is fixed on major roads (baseline, sherwood, lakeland) by increasing speeds and removing traffic lights.

One resident expressed concern about the safety of the bus stop just west of the Brower Drive roundabout.

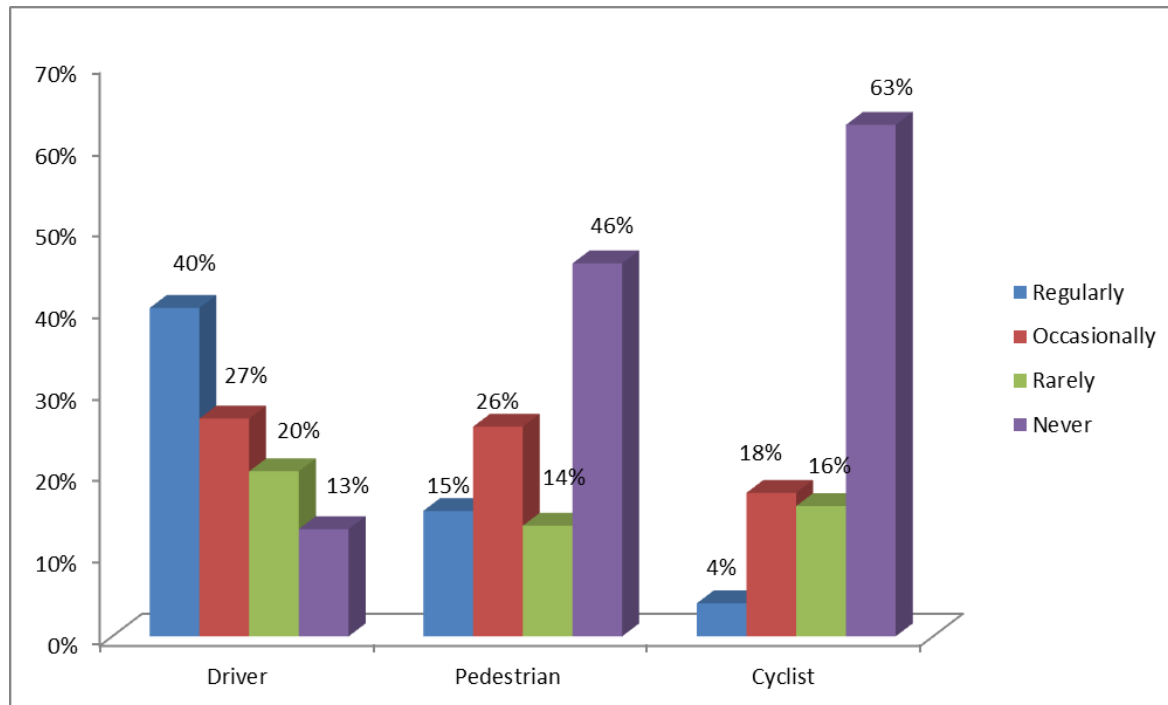
Commuter responses also were highly variable, ranging from “love the roundabouts” to “roundabouts are horrible!”

4.0 Evaluation of Outcomes: Jim Common Drive North

In order to allow for more detailed analysis, respondents were asked how often they used Jim Common Drive North as a driver, pedestrian and cyclist. Figure 26 details the responses.

Two-thirds of respondents indicated they used Jim Common Drive as a driver, regularly or occasionally. Just over 40% reported they walked on the road regularly or occasionally. The majority of respondents never cycle on this street, with only 22% indicating using the road as a cyclist regularly or occasionally.

Figure 26: Survey responses: How do you use JCD North?



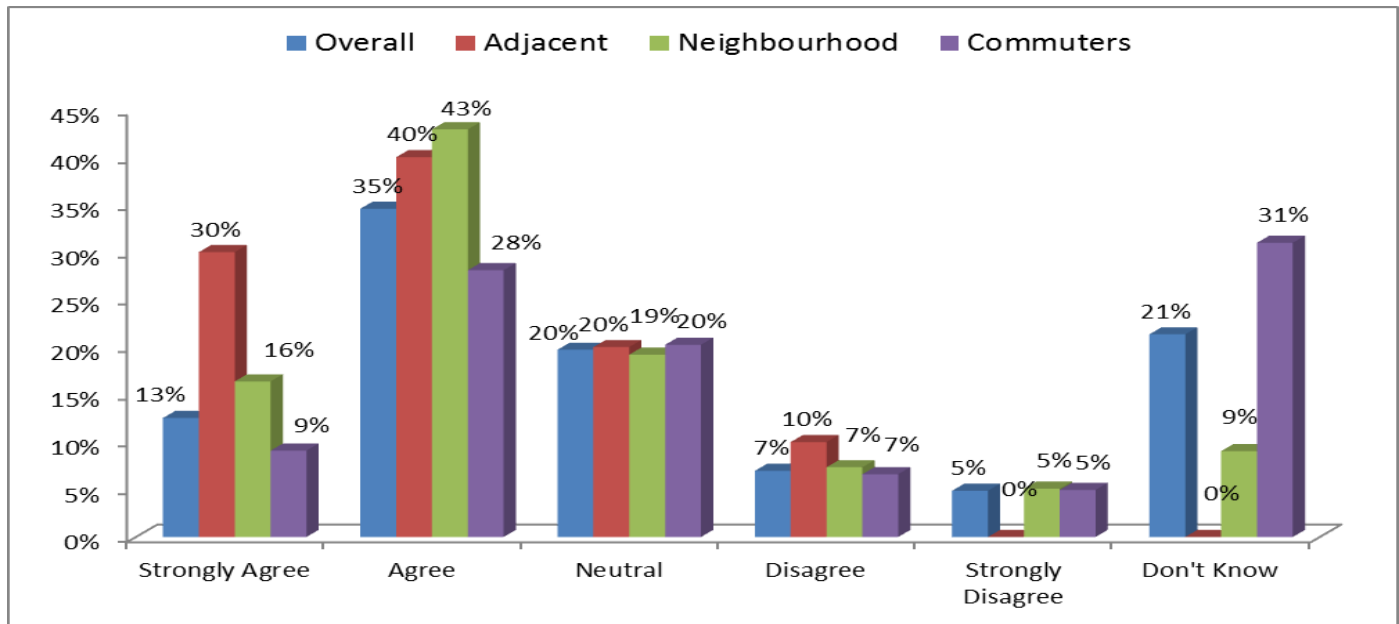
4.1 Resident evaluation of project outcomes

Based on their personal experience on JCD North, participants were asked to indicate their level of agreement with several statements. Where appropriate, perspectives were broken out based on location (Adjacent, Neighbourhood and Commuter responses) and user type (Pedestrians and Cyclists).

Pedestrian safety at the trail crossing

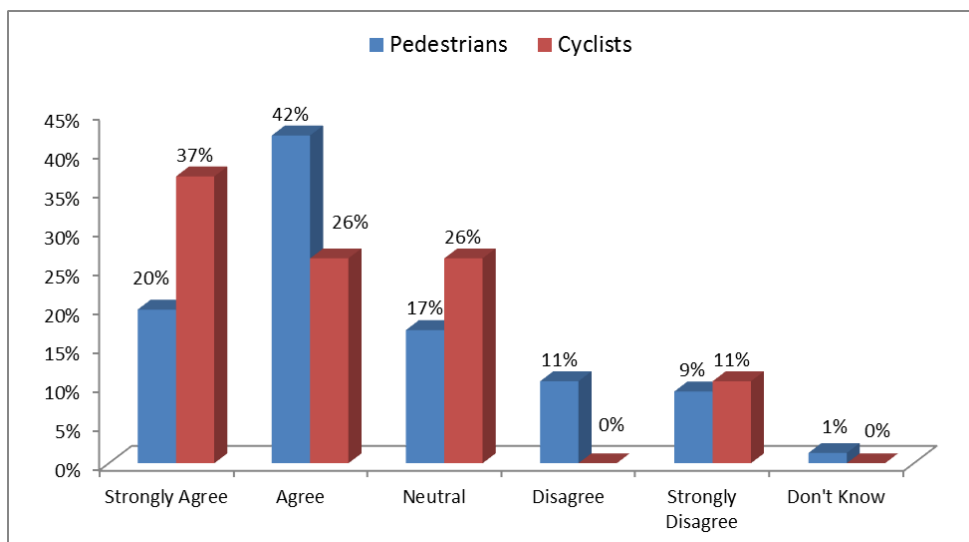
A significant majority of all respondents who expressed an opinion, regardless of place of residence, tended to agree that pedestrian safety was improved on JCD North at the trail crossing, including pedestrians and cyclists.

Figure 27: Survey responses: Road changes have improved pedestrian safety at the trail crossing



Overall (n=431); Adjacent (n=10); Neighbourhood (n=177); Commuters (n=242)

Figure 28: Vulnerable road user responses: Road changes have improved pedestrian safety at the trail crossing

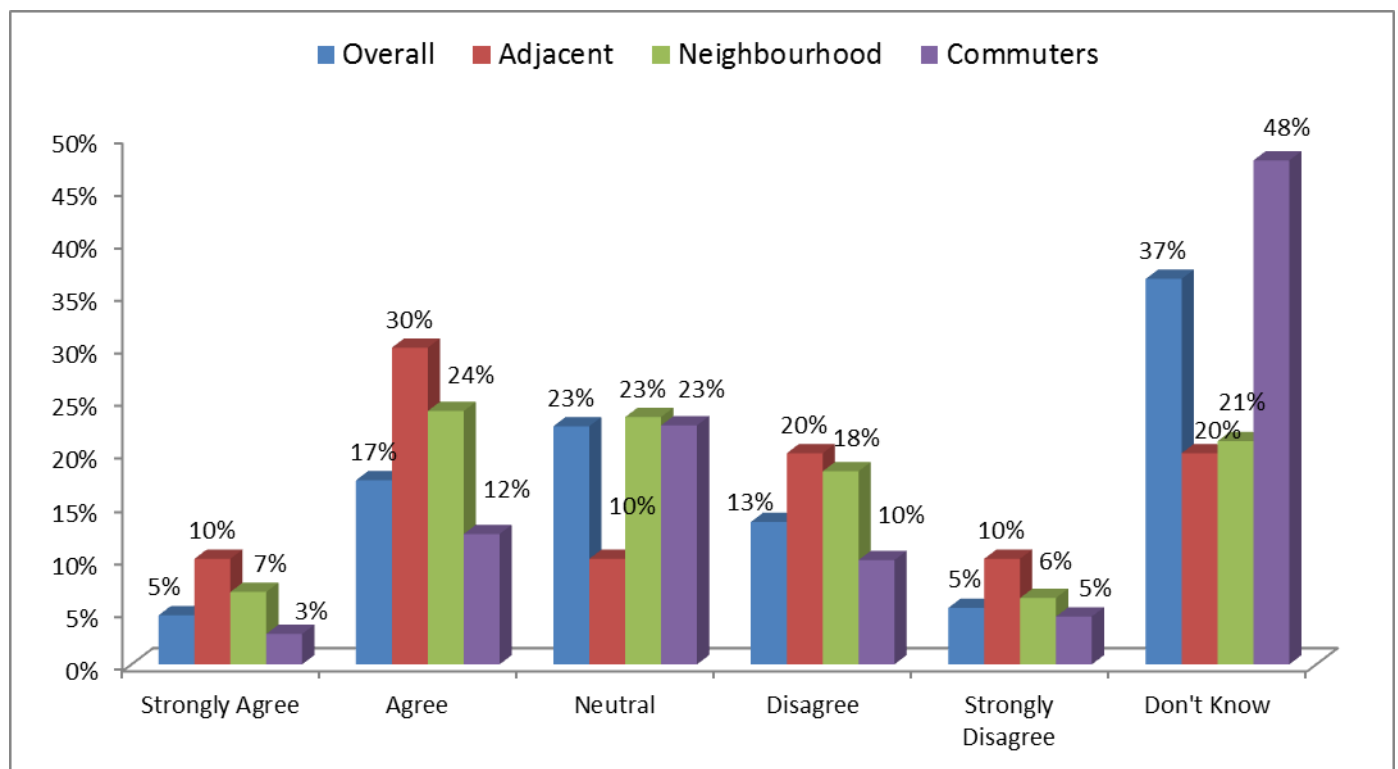


(Pedestrians n=76; Cyclists n=19)

Parking at Clover Bar Ranch Park

Generally, there was no consensus on how residents feel about how the road changes have affected parking at Clover Bar Ranch Park. Few survey respondents indicated they Strongly Agreed or Strongly Disagreed. Many chose a Neutral or Don't Know response, suggesting that residents are generally not seeing a significant change in parking management at the park.

Figure 29: Survey responses: Road changes help manage parking at Clover Bar Ranch Park

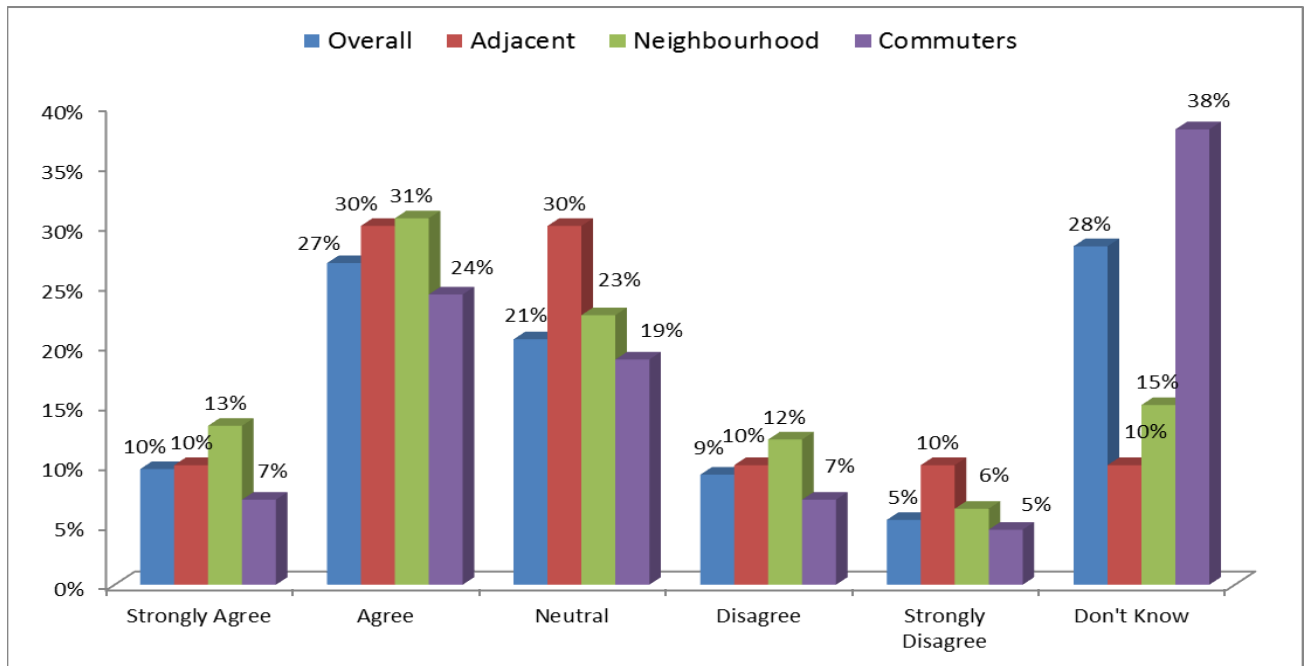


Overall (n=430); Adjacent (n=10); Neighbourhood (n=175); Commuters (n=243)

Pedestrian safety at Clover Bar Ranch Park

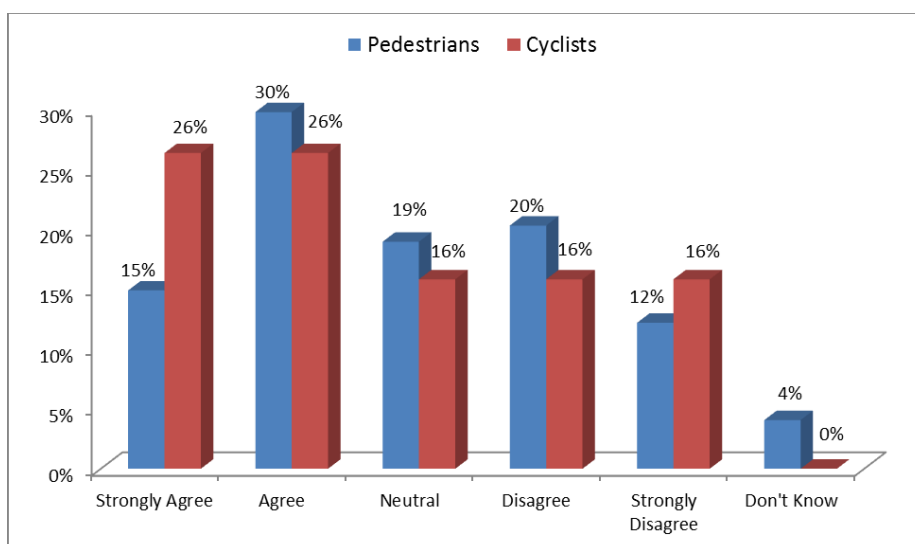
The majority of all respondents who expressed an opinion, regardless of place of residence, tended to agree that pedestrian safety was improved on JCD North at Clover Bar Ranch Park, including pedestrians and cyclists.

Figure 30: Survey responses: Road changes have improved pedestrian safety at Clover Bar Ranch Park



Overall (n=424); Adjacent (n=10); Neighbourhood (n=173); Commuters (n=239)

Figure 31: Vulnerable Road User responses: Road changes have improved pedestrian safety at Clover Bar Ranch Park

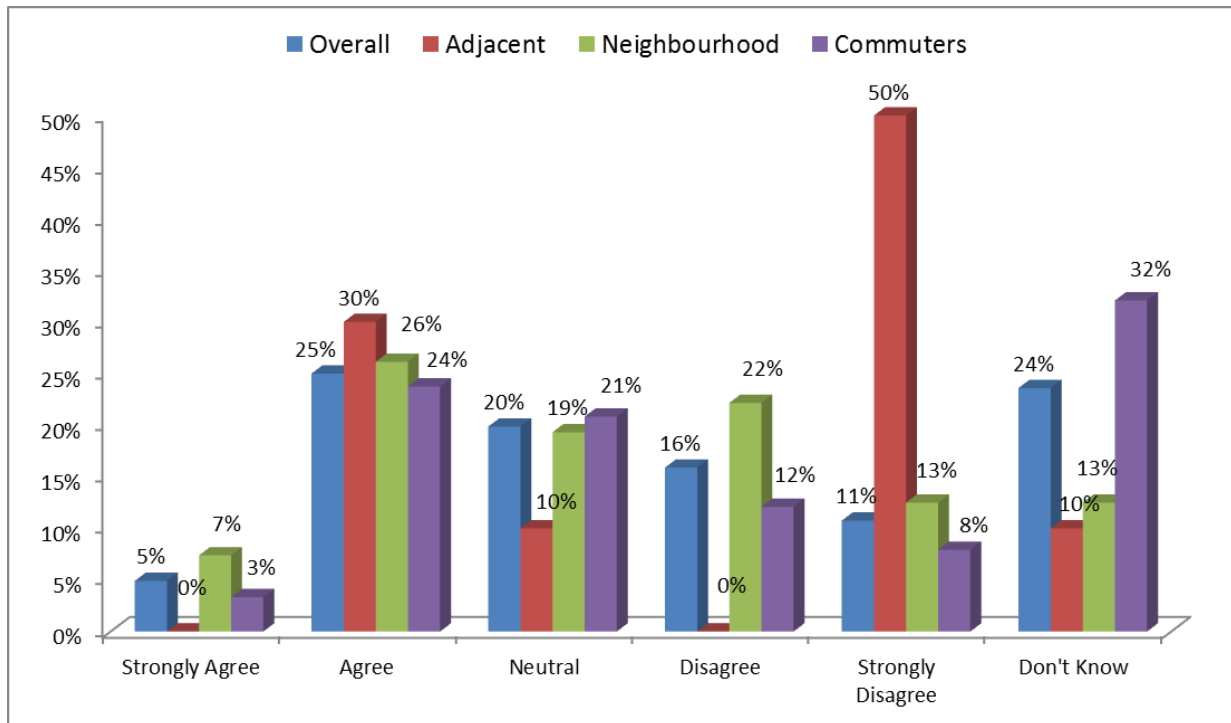


(Pedestrians n=74; Cyclists n=19)

Speed reduction

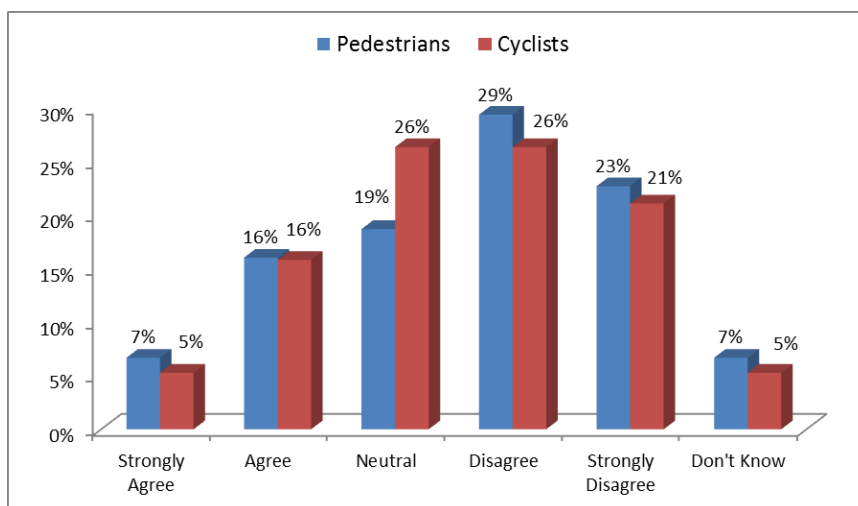
Residents were divided on whether or not they agreed that road changes have decreased speeds on Jim Common Drive North. Slightly more Commuters agreed that speeds have been reduced. However, adjacent residents, Pedestrians and Cyclists were more likely to disagree.

Figure 32: Survey responses: Road changes have decreased speeds



Overall (n=428); Adjacent (n=10); Neighbourhood (n=176); Commuters (n=240)

Figure 33: Survey responses: Road changes have decreased speeds



(Pedestrians n=75; Cyclists n=19)

4.2 Comments on Jim Common Drive North Traffic Calming

Generally, those who rated the outcomes more favourably were less likely to comment on the outcomes, or to simply comment “no”, when asked if they would like to comment. All comments are available in 6.0 Appendix.

Adjacent resident comments

Seven of the ten residents living adjacent to JCD North commented on the traffic calming. Five of these comments indicated speed is still a problem, although two residents indicated the problem is worst east of the study area towards Crimson Drive, one indicated the problem is in the playground zone, and one indicated traffic is fastest south of the park.

One resident commented “*it appears to be improved more due to signage*”, and another commented “*reduced visibility at intersections*”.

Other Neighbourhood Comments

Seventy-six comments were received from other residents of the neighbourhood. Once again, a variety of perspectives were provided.

About 15% of comments were positive about all the features on JCD North.

I think you have got it right, the changes have made a difference & has impacted both the speeders & improved safety.

More commonly, however, comments tended to be quite positive about the features installed at the trail crossing and more negative about the choices at Clover Bar Ranch Park.

The pedestrian lights are good at the trail crossing but I feel that the rest of the "traffic calming" was a waste of resources. Cars still speed.

We agree with all the traffic calming measures. EXCEPT! The counties decision made at the park on Jim common road. We were 100% in favor of speed humps. The curb extensions that were put in place have done NOTHING to slow down the traffic. It is a very busy park. From spring to fall there are always people and children. People have NO RESPECT for the playground zone. On a daily basis we have people speeding through that playground zone. We are VERY dissatisfied with this alternate option and feel that it is done nothing to slow traffic down. It is extremely dangerous.

Residents expressed concern that the road is now too narrow and decreases safety for drivers. Many noted they are difficult to see in winter, and that they make snow removal more difficult.

A few residents suggest the curb extensions decrease pedestrian and cyclist safety.

There could have been pedestrian crossing lights at the trail and by the Clover Bar park and solved everything at a much more reduced cost. Now people go faster to get through the parts that go inwards, including in the playground zone. Busses sometimes take the middle of these

areas and as a cyclist never have I been more worried about my or my family's safety. There is not enough room to weave in and out for a cyclist in traffic.

What an insanely unsafe idea to put pedestrians, and in particular children, directly in the line of travel for vehicles and expect that every driver will never be distracted. The pedestrian crossing jut-outs into the line of travel for vehicles heading in either direction.

Some residents suggested that enforcement or speed bumps are necessary for compliance with speed limit. A few also commented that the project was unnecessary and a waste of money. One resident suggested better lighting was needed for pedestrians.

Commuter Comments

Twenty-nine commuters specifically added comments about JCD North. For the most part, comments suggested the curb extensions at the park narrowed the road too much, decreasing driver safety.

The curb extension at Cimmaron is DANGEROUS in winter. With the curbs now being offset, turning onto Cimmaron drive from Jim Common means you have to swing quite wide and often end up in oncoming traffic before you can correct. If there's even a bit of ice, you can easily end up on the other side of the road. Not to mention that coming from Cimmaron turning onto Jim Common now the curbs are offset and you have no idea where you're actually supposed to stop to observe the stop sign. Basically, thanks for making that corner a nightmare to navigate.

Some of these comments suggested the curb extensions actually decreased pedestrian safety.

I am too concerned for the position of my vehicle with regards to oncoming vehicles that not enough attention watching for pedestrians. Due to the protruding crosswalk and parking along the south side of the road pedestrians are sometimes not visible to oncoming traffic. This park is very busy during hot summer days with the splash park. I dont see this as an improvement.

The majority of comments also suggested that traffic speeds at the park have not been reduced by the extensions.

Even with the curb extension people still speed down this road and now it's even worse as it is difficult for two cars to pass each other and so you often have to pull over to let the speeders fly by you. People still speed past the park.

5.0 Conclusion

Survey results from 499 responses are summarized in this report. Results show a wide variety of resident opinions in both the public engagement undertaken and the outcomes of the Jim Common Drive Traffic Calming Project.

These results will be used to represent the resident perspective in a comprehensive evaluation of the project, with the goal of improving the way Strathcona County engages with residents and undertakes traffic calming in the community.

6.0 Appendix 1: All Resident Comments

Comments are provided in full, as written. Only personally identifying information has been removed.

6.1 Public Engagement Evaluation

Why residents didn't participate

For residents living in the study area who chose "other", the following comments were received:

- In the process of moving in!!
- I did not identify any issues with the current set up but I realized others who lived right on the street in question might have issues.
- Was away
- Was away
- Recently Moved in
- I did not think there was no need for changes
- I wasn't living here at the time of input
- We didn't live here at the time.
- I moved to my house after the survey
- We just moved here
- didn't know about them
- I did not live here at time
- busy
- I didn't know as i was new to Alberta at time
- I did not live there at the time
- because I was being represented by the condo board
- I did not live there at the time
- I don't remember if I provided input or not. I may have done an online survey, but not sure.
- Went to one but couldn't stay

For residents living outside of the study area who chose "other", the following comments were received:

- I honestly don't remember. I know for sure that I didn't attend any open houses, but may have completed survey(s) online.
- I didnt hear about the upgrades until they were completed
- I was not living in the area back then
- Up north
- I don't live in the area, just drive through there often and didn't know there was going to be changes until the day construction started.
- I did not live in the area at the time
- Not in Glen Allan.
- New to working in area
- I rarely drive on Jim common. Maybe twice in the last 10 years

- Not affected by any changes in that area as we don't travel through that area
- Don't live in the area
- out of country
- Don't live near there
- I don't live in this neighborhood and didn't feel like I had relevant input or first hand experience to give to the project.
- Never use road
- I don't live there
- didn't know about it
- Not my neighborhood
- I didn't know about the project
- Did not know about this at all
- Was not aware of the project at all
- wasn't made aware that this was happening.
- I would agree with what the people most affected wanted.
- I don't use that area or live near it
- Honestly do not remember if I did or didn't.
- I wasn't asked, don't live in the affected neighborhoods and don't travel JCD.
- waste of time
- Don't live in the area
- I did not live in Sherwood Park at the time of consultation
- I do not live in that area or use that road
- I don't live in sherwood park.
- Not a resident
- Didn't live in Sherwood Park at the time
- I generally do not travel on that road
- Do not reside in the area
- I rarely drive on this road
- I don't use JCD so it isn't applicable to me
- I do not live in this area, and do not frequent this road/area
- I was not aware of the issue
- I do not go to that neighbourhood
- Don't live in the County
- Was not aware that I could share my input
- do not live in the area
- Didn't live here at that time
- It doesn't effect me
- Not a specific resident of the area
- was not living in Sherwood Park at the time
- Cannot remember

Comments regarding the public engagement

- No (x 4)
- Information presented in the open house left out critical details. The responses available also did not permit a neutral response. I strongly feel the data was compromised by this.
- Well organized probably the first time I have seen a project go from start to an actual finish line with the County. Well done! Went to all the meetings for park across the street, looked promising, but died somewhere on the vine!
- I don't understand why we try to slow traffic down to below the posted speed limit. If we want traffic to slow down then reduce the speed limit. There will always be speeders and if there is a real problem enforce the speed limit. Go back to photo radar. The circles are too tight for large trailers and the extended crossings are so narrow. When transit buses can not make turns with other traffic at the same intersection I look at that as a problem.
- The traffic circle at Brower Dr and JCSouth I walk through on foot 6 times per week. Never before the calming circles was I concerned about my safety. Since the circle went in I fear for my life because it seems vehicles are gunning it through the circle. I have been almost hit several times and have had one driver actually purposely gunned to hit me with their vehicle while I was crossing at one of the marked crosswalks at that circle. Fun eh? Not Safer for pedestrians ! As a driver who uses both circles on JC South several times daily the circles work well for traffic flow. As for stopping the speeding? Well I Don't think they slow the traffic down by much because it seems everyone gunns it up btwn the circles! Lot of money spent for very little result.
- It felt like the outcomes were predetermined.
- Waste of Money. One person complains you jump, and everyone is burdened with terrible outcomes.
- The traffic circles have not improved the situation in front of our house
- The JDC Traffic Calming Project did not achieve the objectives intended even with public engagement. Traffic speeds are still in excess on a daily basis, especially through playground zones and through traffic circles (summer and winter). Many drivers have no knowledge on what to do at traffic circles. I do not believe that residents tax money was well spent in this traffic calming exercise. Four way stop signs instead of traffic circles and speed bumps at playground zones rather than curb extensions would have been more effective in slowing down traffic and much less expensive.
- JIM COMMON drive is still used for a race track, I don't feel safe crossing in the cross walks around the circle because a lot of drivers don't use their signal lights. some drivers including 18 wheelers take the short cut and only go around 90 degrees of the circle. there is no traffic sign coming of Baseline telling the truckers that they can't make the turn on Brower Drive, I saw a 18 wheeler get stuck in the circle and had to get a huge tow truck to get him out of the circle. As far as I'm concerned you just wasted \$ 300,000,000.
- A extreme waste of our tax dollar just to please a few people, (many of who don't even drive) and to "PAD COUNCIL MEMBERS RESUMES"
- street lighting issue in front of 320 JCD and was not addressed.

- Similar opinions provided by myself and several others was not reflected in the report on what was heard in the engagement process.
- seemed they(those putting on workshop) had a pre-determined outcome
- The moderator came prepared. The county traffic engineer was not well prepared. The engineer did NOT listen and did not understand the reason for the problem to begin with.
- it would be interesting to know what % of area people interacted with process
- it was while ago and not recalling all the details but remember feeling unclear of what was happening in the final process. The final work was not what I envisioned completely
- No matter what the people stated the county had their own agenda that they followed thru on
- Overall was a clear process
- We completed the survey, but before construction began, we were not informed of what would be done everywhere. For example, we didn't know that two traffic circles were going to be built and so on.
- In my group there was 100% against this project. Some groups had one or two for it. It appeared that decision by County was already made up to proceed!
- The sharing of the direction of project information was not clearly promoted.
- i found that the during the open house that staff there could not advise me as to the number of motor vehicle accidents in the area, pedestrian injuries, vehicle speeds and other figures that may have helped me understand and determine whether the expense was justifiable.
- well thought out session did not feel at all intimidated sharing my opinion
- It was very well run, and all of the options were explained.
- I think the on-line survey's should have had additional items to better pole participants on how the finished product would look.
- We are very pleased with the traffic circles. However, the narrowing of the pedestrian intersections has not been optimal, causing a significant safety concern. The initial survey was clear, but it would have been nice to have some written statements of the final approved projects before the construction actually started. This time period was a hectic time for us, and a final mail-out would have been much easier to attend to than the public presentations/open house.
- I have stood beside the traffic circles and have noted very few drivers signal their intention nor properly give way to the vehicle who has the right of way.
- The traffic calming measures on JCDS were simply the pet project of the Ward Councillor Dave "let's put in a \$50,000 round about instead of a stop sign" Anderson. There was absolutely no need to waste that much money. Especially on artificial turn for the centres just so that Dave could justify his existence on council. One of the biggest wastes of money I have seen in my 45 years living in this County.
- Debbie was a really good facilitator. She provided a lot of stats and information regarding traffic safety. However, I was (and still am) disappointed by the extremely small amount of data collected around the excessive speeds in the area. A 24hr period in late September did not help the county make informed decisions about how to design the roadways. My family and neighbors have not seen any noticeable decrease in unsafe speeds on either Jim Common North

or South. The only thing that has improved is traffic flow at the roundabout where the two roads meet.

- Our household did not receive a letter. Neither did any of our neighbours in the cul de sac.
- I think you pushed ahead with this based on a small vocal minority. You knew what you were going to do at the onset, but wasted time going through the "consultation" process.
- Our input was through the condo board where one of the members took our concerns to the county meeting
- Both roundabouts have slowed traffic down and the noise levels. But there are a lot of people that need to be educated in driving the roundabouts. Example - who has the right of way. Very few courteous drivers
- I appreciated the public engagement. I disagree 100% with the options available and the one implemented.
- It seemed like the traffic circles were predetermined regardless of what people wanted.
- We were shown several options and told one or several were going to be installed. That's it. No discussion just shown. The traffic circles are finally decent and work well but the curb extensions are not a good idea as many people swerve over the yellow line to make the 90 degree turn around the corner. I can say thank you for not putting in speed bumps because all the different speed bumps around the park would damage my low car and that would be unacceptable on the roads I drive daily
- This project along with eliminating the double turning lanes are steps backwards. The cost of construction, maintenance and irritations to the public are very obvious to everyone who use the affected areas. I challenge to see the county publish truthful factual public opinions since the changes.
- I personally drive thru this area at least 1 or 2 times a week and I think the circles are a big waste. If you watch you will see people driving over the curbs and then speed up fast to get going again. I think people need traffic circle lessons
- As a neighbouring subdivision, Chelsea Heights, I should have been consulted and was not,
- No one I spoke to voted for the work that was done
- "I really appreciate these surveys and being asked my opinion, I do worry that consultations of any sort do cost money and it should not be overdone. Finding the best balance is optimal use of tax \$s.
- Thanks for asking"
- ongoing traffic training on mini circle protocol, speed
- The options presented did not include the "do nothing" option. It appears that the wishes of a minority were overwhelmingly heard addressed. by the options. The views of the travelling public who utilize Jim Common Drive (N) were not ignored. The County caves in to a small vocal minority.

6.2 Jim Common Drive South Outcomes

Comments from Adjacent Residents

- There is still a lot of speeding well above the 54 Kms per hour , the higher speeds were not mentioned in a note we had from the county, emphasis was on the lower speeds and the average, but not on the more dangerous high speeds
- STREET LIGHTING WAS SUPPOSED TO BE IMPROVED IN FRONT OF 320 JIM COMMON DR.,DID NOT HAPPEN.LIGHTING IS DETRIMENTAL TO FOOT TRAFFIC SAFETY
- The traffic going straight through the circle doesn't even have to slow down. The only traffic slowing down are those who have to go around the circle. As soon as vehicles get past the circle they hit the gas and gun it. Noise is actually worse than before. There is a lot of horn honking because people don't know how to use the circle and they also honk if you're going the speed limit down the straight road between the 2 circles on our block. Even when we're signalling to turn into our complex driveway people are honking.
- It should have been left alone it worked just fine. Stop signs would have been just as effective and cost much less.
- Still hear loud vehicles between 5 and 6 a.m. and 10 p.m. and midnight although during the day the noise is much better.
- No
- Would have liked a 4 way stop. People are still speeding around the circle and don't want to stop.
- People don't know how to use the roundabouts. They don't yield and they don't signal. Traffic still moves way to quickly down the street.
- Excellent project. Would like to see an independent professional evaluation of road configuration change impacts. Are we getting good or poor value for the expense (eg 50% improvement or 0.50% to the important metrics.
- People are honking their horns and gunning it when they leave the roundabouts because they are frustrated with them. Still speeding in between the roundabouts.
- It really isn't Jim Common Drive South. It's EAST. I live at the corner of {removed} and for me it is the reduced noise. Vehicles aren't stopping and starting. I think there's less traffic but don't have any stats.
- Increase of accidents, knock down signs by cars, cars involved in accidents now always end up at the sidewalk and residential fences. Lack of signs and speed still a problem.
- The people entering the roundabouts on JCD seldom ever bother to slow down, so the addition of those two features do nothing to either slow down or decrease traffic volume and noise. Part of the problem is most people do not understand the rules of the road when driving on roads with traffic circles or roundabouts. The city of Edmonton has either removed all of theirs or installed traffic lights in the remaining ones, so we have a lot of drivers that do not understand how to safely drive with these features.

- Require speed bumps between Cranford Drive and Sherwood Drive similar to Glen Allan and Sherwood Heights school. After drivers head west from Cranford Drive, they speed up recklessly - also going east from Sherwood Drive.
- I only use a very short portion of JCD between Crystal Lane and Sherwood Dr, so that's the only portion I'm familiar with. - It seems people still speed going east from Sherwood Dr to the traffic circle. - The pedestrian lights on crystal lane are ugly, but create much more safety for pedestrians. - Would like the green light to be longer on JCD crossing Sherwood Dr, especially going west. - Re e) above, I find it difficult to know which lane a vehicle is coming west on JCD when waiting to turn left (west) from Crystal Lane onto JCD.
- With the size of the circles motorist don't always slow down to go through them and not all motorist seem to understand how the circles are to be used. there are also the ones with load mufflers that speed and back off as to hear the echo between the houses on one side and the condos on the other side. mostly noticeable during morning and evening traffic and more so in summer etc. haven't really noticed decrease in amount of traffic
- Slow for circle but not in between. People don't understand how to use the circle. Still need speed bumps or something to reduce acceleration as they come out of the circle.
- It would be interesting to have cars counted and a comparison done from 2 years ago
- Noise is extremely elevated, drivers accelerate aggressively once they are out of the circle on Jim Common. Ear plugs have to worn when in the yard due to the noise. This is a major health concern. Drivers speed between between the two circles. People still do not know how to use these circles. Some think Jim Common is a free flow, not yielding the right of way. Since installation of this two circles, three accidents have happened at the circle at Cranford. Two of these accidents resulted in vechlies being propelled into fences and back yards. One on the west side of Cranford the other to the east side of Cranford on Jim Common Drive. The third accident involved a smal black car that lost control and hit the light post a Cranford & Jim Common. As our house is the second home in from the circle I am gravely concerned about yet another vehicle losing control and running into our fence and into the backyard. These vehicles speed and then loose control in the circle, because of being in a circle they propell into fences and back yards, resulting in safety concerns. At regular intersections, vechiles for the most part remain on the road way. These are only sum of the accidents. Just this past week we had to come to a complete stop in the circle to avoid being hit from a vechicle with excess speed travelling east on Jim Common. Noise is a major health concern and is at an unacceptable limit. A sound study needs to be done and a solution in noise needs to be found. As a tax payer is is unacceptable to have to wear ears plugs in my own back yard and worry about a vechile losing control and entering the yard. Evidencing further concerns about the safety of these circles is this past week traffic signs have been hit are were down at both these circles.
- some drivers inick up trucks and school buses run over the grassed areas.
- I want to commend and thank the County for the above effort. unfortunately because we live at {#XX} which is exactly in the middle between the traffic circle and the pedestrian crossways, vehicles and motorcycles reach their apex exactly where we are and for us the situation hasn't

really improved. There is still a lot of speeding and motorcycles make it very difficult to ever enjoy our patio. Speed bumps are probably the only real solution.

Comments from other residents in the Neighbourhood (Clover Bar Ranch, Charlton Heights)

- No (x 3)
- Huge improvement!
- Traffic still speeds through the area and police enforcement is absolutely necessary if this is going to change.
- Circles are too small to slow traffic and east and west traffic still believe they have the right of way.
- The traffic circle is too small the traffic moving east and west and west and east feel they have the right of way and move through the circle with speed and do not see the people on there right as having the right of way which is common on an uncontrolled intersection!!
- Just my opinion here but angle entrance and exit to traffic circle could have maybe been somewhat steeper. People FLY around that circle in the east west direction. As was evident from car going thru fence of house on NW corner
- Just put in photo radar. That road should have been easily able to handle 50km/hr speed limit. The distance between the circles and the distance from the last circle to Sherwood Drive does nothing to reduce speed. If some one wants to go above the speed limit they race through the circle then get on the gas. They are still going well above the speed limit. To stop short cutting Jim Common Drive North and South should have never been connected with Crimson Drive. The Intersection of Jim Common and Sherwood Drive is backed up during busy times. It doesn't work well and is dangerous. Seen accidents and close calls there all the time.
- The speed of vehicles going east and west on JCD is still fast... they treat the roundabout like an obstacle course. The intersection at JCD & Cranford Drive is easier for us to get thru, especially if we are trying to head east or north, coming from our home address. Some of the site lines are difficult due to fences at these intersections. Overall, we feel safer on the roads with the changes made by the County.
- Traffic speed could be very excessive before, speed has been reduced effectively. Prior to changes it was very risky crossing Jim Common South at these effected intersections driving or walking
- I find it somewhat more dangerous using both traffic circles on JCD South as many drivers are not sure what to do when approaching and entering the circle. Other drivers do not slow down when entering the circle.
- Drivers do not know how to use the traffic circles on Jim Common. I have witnessed drivers not yielding to traffic in the circle and using it as a slalom course.
- The addition of the roundabouts only means that drivers on the intersecting streets do not have to come to a complete stop before proceeding if there is no traffic approaching along JCD South. The pedestrian lights at JCD South and Crystal Lane are a good addition from a safety perspective. I do not believe that the speed of traffic or the shortcutting of traffic has been positively effected. The situation of speeding on the street in front of Cranford Park is still a

problem, but I understand that it may not have been part of the original terms of reference for this traffic control initiative.

- Far too many folks speed through the circles East and West bound. Frequently racing to avoid yielding.
- Would still have preferred larger traffic circles to ease turning left when towing trailer
- Speed continues to be an issue. People do not approach the roundabouts with caution nor do they slow down. Occasionally drives drive over the curbs
- It was a waste of money. We could have put in stop signs which would have been better and provide lighting for pedestrian
- The traffic circles have slowed down straight thru traffic.
- The traffic circle at Jim Common and Jim Common has made that intersection so much safer. The crosswalk across the multi-use path has made that crosswalk much safer as well. Love them both.
- speeds are similar, but now, people do not know how to yield properly and they accelerate aggressively around the circle, as traffic heading east and west have line of site....and as such they assume they ALWAYS have the right of way...I have informed police of the aggressive driving and they have monitored on numerous occasions
- The roundabouts are excellent. It used to be a challenge finding a gap to leave our neighborhood via vehicle. Now there is very little waiting. I often see 2-3 cars using the roundabout at a given time. Very happy with the end result. I would like to see some shrubs instead of astroturf though.
- I drive on this road every day, nothing wrong with the changes but it hasn't changed anything, the problem is driver education!! Albertans in general are bad drivers, the need is better driver education and more rigorous testing to get your license, drivers don't even know how to properly use roundabouts, I witness drivers doing different things every time, some think its a 4 way stop, others don't even look and think they have the right of way...you get the idea!
- It was a waste of my tax money.
- The traffic circle on Sherwood Drive and Broadmoor doesn't work because drivers do not understand how to use traffic circles. The same is true for the traffic circles on JCDS. I have had many more near misses since the traffic circle have been installed. The risk to me has increased since the changes to JCDS. This was a waste of taxpayers money. The reason drivers short cut has not gone away. The understanding of why drivers shortcut is not understood by your engineers!
- as that no before /after numbers on shortcutting presented, it appears less, but re-allowing parking along Brower may have lessened shortcutting, also mini-circle protocol should occasionally be addressed, east/west traffic "assumes" right of way on a regular basis, leaving north south traffic frustration
- Didn't care for traffic circles at first, but getting to like them better now. Don't think it slowed down the speeders.

- I find that a lot of people do not know how to use the roundabouts. The drivers are stopping and not proceeding when there is no traffic. Very frustrating. Those that know how to use them makes for a smooth traffic procedure.
- Drivers are still not stopping for pedestrians when crossing the roads, some use the traffic circles as a speed way
- The one thing I have noticed is that when you approach these traffic circles, it is a game of chicken as to who should go, most people do not yield going into these circles, because there is no real need to slow down as you can navigate the circle quite comfortably at 50 k's. So if you approach the circle at that speed you automatically intimidate other drivers that had the right of way by the aggressive nature of the approach. THESE CIRCLES ARE A WASTE OF TAX DOLLARS.
- Well worth the changes Traffic circles work, JCD south is an excellent example of changing peoples driving habits to the better.
- It may of been better if the traffic circles were a little larger.
- We hope you will be planting real plants in the traffic circles
- It is fantastic, it has improved safety to a great degree & has actually improved traffic flow. As a driver it has greatly improved flow & as a pedestrian, it has slowed down the speeders & made one feel much safer crossing the road.
- Some drivers going East or West do not yield to traffic who have already entered the circle from North or South. They seem to think they have the right of way.
- Building the traffic circle at the intersection of Jim Common Dr South and North was the best thing that could have been done. Traffic flows way better now, it is not as scary to cross Jim Common Dr South coming from Cranford Dr (in the winter when the road was icy, it was very dangerous as visibility was pretty bad at that corner) and it is much safer to cross the street when walking or biking. It was especially important with kids... Everything else that was done on Jim Common Dr South is very appreciated. It is much better now when we want to cross the street with kids.
- I still see speeding through the 30 zone areas. Perhaps more policing here would reduce the desire to race through the play park area.
- No one yields at the traffic circle. I believe cars drive through there faster now and I'm surprised there isn't more accidents.
- I find two circles in such close proximity to be annoying. I find circles to be awkward in such a small area. Reduction in speed is a plus.
- Well designated crosswalks improved slightly pedestrian safety. Overall project not required.
- I find that most people do not know how to use the intersections properly thus making it a guessing game as to whether you proceed or wait. Very seldom are signal lights used to indicate what the driver is doing
- Speeds are reduced at restrictive points but not in the overall area of Jim Common Drive (N/S
- Safety wise, I have nothing to compare what it was before hand to know if it is better. I must say despite my concerns with the round about a him Common Drive north and south traffic does flow much better. especially if you are heading north or south.

- The traffic circles (if you can call them that) are far too small to be used safely. Cars that are driving straight thru don't have to turn their wheels very much and go thru at excessive speeds. They are so small it is hard to tell if another car is already in the circle
- People have no clue how traffic circles work, as a result people driving east and west on Jim common drive don't yield at the calming circles to cars that were there first, they just barrel through, people driving north and south through a calming circle have to basically stop and wait for all the east west traffic to clear or risk an accident.
- I really appreciate the changes, I believe it has made it safer for both drivers and pedestrians!
- Thinks overall it has greatly improved
- The times I travel this road I have encountered many vehicles that do not yield at the roundabouts.
- Not many yield or slow down when coming to intersection. they take short cuts going over curb to still travel straight. signs are constantly being run down. people are more interested in circle so they miss the people at the crosswalks trying to cross. They dont know what a yield sign means.They still speed through and speed going down JCNorth
- I like the traffic circles, except the bright green fake grass. The areas where the road was narrowed for cross walks, might be too narrow, meeting a bus in that section is very tight
- Speeding now happens between the calming areas. Als the circles are very dangerous as a number of people do not understand how to use them. Many people do not yield to the cars already in the circle. There have been may close calls however I have not seen an actual accident. Also very difficult for larger vehicles to engage the circle.
- With respect to the traffic circles most drivers don't know how to drive them and often times a person wonders if you will be in a collision when you are in the circle. Right of Way seems to be a difficult concept. Having 2 circles in such a small distance also seems in excess. It has been apparent that people have to slow for the circle but when they exit they are hurrying to the next circle
- I'm ok with the round abouts
- improvements noted - however many drivers on jcd south enter the turnabout disregarding the rules and yield signs on the turnabout, causing near accidents for myself and others coming from jcd north.
- I appreciate the effort , as this initiative certainly was needed . I feel this project was successful ,however I witness that the following further improvement would have made this project significantly more successful at achieving the goals that were set before this project began. Speed bumps at or before the roundabouts would further decrease flow / noise and speed . I notice the current traffic volume has not significantly been reduced compared to when the project began. "Finishing" the islands at the center of the roundabouts with planters and / or an architectural feature would improve visibility (mainly in winter) and improve the appearance of this traffic control . Marking (ie: with posts or bollards or hey? what about a tree or two?) the jut outs of the lane narrowing would increase safety and end the numerous vehicles striking the curbs at the jut out point due to curbs obscured by snow . I really appreciate the crosswalk

lights and markings , great improvement for the local kids going back and forth to buses and the corner store!

- the traffic circles sure make it safer to enter JCD, speeding traffic used to make it fairly risky
- Traffic speed is unchanged aonly now vehicles are forced closer and evidence that curbs are hit at the narrowing points! Nerves driver crowd the center forcing oncoming traffic to stop or hit the narrowed curbs, meeting a bus or large vehicle is near impossible, not everybody drives smart-cars.
- So glad this was done I avoided using this road as you could not see down the roadway at the stop sign now i use this road all the time !!
- Drivers going East and West at the traffic circles should learn how to use said traffic circles. They don't yield at the yield signs. They seem to feel they always have the right of way. They don't yield to the traffic entering on their right or the traffic all ready in the traffic circle.
- people do not know how to use a yield sign nor do they know how to yield to the right away. I have witnessed cars traveling east to west following the car ahead of them and not yielding. It seems that the drivers think the car in front of them gives them permission to follow them through the round about without yielding properly to other vehicles driving into the round about. This was a complete waste of money. Should have put a stop sign up instead of a round about and had police monitor the intersection at peak hours. the police station is two blocks away and the police fuel at the macs one block away.
- Feels that circle is too small, and there should be one circle and a flashing pedestrian light.
- too many people don't know how to drive in traffic circles.
- My only issue is there is no traffic enforcement of people not using their signal lights when going through the roundabouts. Only about 50% of people use their signal lights. Very frustrating and dangerous when you don't know where the vehicle in the roundabout is going to exit.
- Some motorists travelling east and west along Jim Common appear to feel they still have the right of way when entering the round abouts. Approaching vehicle speeds still a concern.
- traffic circles are not always safe as I see motorists get into the circles without yielding to anyone
- People don't know how to use the roundabouts. Please put up some signage as they are not being used properly.
- Good idea for this intersection because it was dangerous for vehicles beforehand.
- I notice drivers who don't seem to know the rules of traffic circles. So care has to be taken not to assume right of way. I think overall, positive change.
- I still see cars speeding around the traffic circles and I think the county should have supplied user of the traffic circles with how they should work, as mentioned I see people still speeding around them and people stop when they should be proceeding, people don't signal and I have been cut off many times, people pull up look right at you and pull out in front of you. That part has been frustrating. to conclude traffic flows better but people still speed and the buses cant make the corners without run their wheels on the inner curb.
- Our experience with the traffic circles is that people don't yield, they race to get through. The extensions to the sidewalks for the pedestrians crowd the traffic including the bus and this

hasn't reduced the speed to get through the intersection. Haven't seen any additional traffic enforcement since and when discussed with bylaw they indicated that it is low priority because there have been no serious injury or fatal accidents. Sad state of affairs. Jim Common continues to be street that has traffic travelling at higher speeds on it than what is posted including the playground zones.

- I am very frustrated and disappointed with the curb extensions. They create potential for crashes as they are too narrow. And it must be a nightmare for the graders. We do live in Canada with a lot of snow you know!! Frankly they are a total waste of money. I guess I will need to be hypervigilant when it comes to public consultation. However I really trusted council to make more common sense decisions especially in our economy. If you want to prevent shortcutting do more on the main roads to promote smooth traffic flow, such as synchronizing lights. I take the Yellowhead trail into Edm for work. I take Cimmaron Way and turn right onto Sherwood Drive and sometimes hit 5 red lights before I can turn onto the Yellowhead! And now I can't even turn right onto Sherwood Drive if there is a car waiting to go straight through! It really is frustrating and I can't stress enough my disappointment with traffic in the County and the decisions that are being made. Although I doubt anyone will listen.
- I travel JCD South frequently - I'm in a wheelchair and often ride around the Crystal Heights neighbourhood, as well as up to the Taylor Bldg, Super Store and across Sherwood Drive to the strip mall. Here are my issues which, I believe, apply to everyone walking or rolling in the area.
 1. The new 'right turn only' lane on JCD South at Crystal Lane is continuously being used by people to race past traffic that is either turning left onto Crystal Lane, or waiting behind someone who is. Too impatient to wait, they pass on the right, through the marked right turn lane, to get ahead of traffic on JCD South - often at speeds significantly higher than that which initiated the need for calming to begin with. My suggestions and thoughts; a) There needs to be barrier curbing installed to physically block straight through travel in the lane, forcing the traffic to turn right. b) Increased police presence issuing physical tickets for speeding and disobeying a traffic device - or, at the very least, photo tickets as a slow education. c) Eventually, someone will be severely injured or killed as a result of these drivers. I know - I've come dangerously close to being hit while trying to cross there.
 - 2 The pedestrian crossing on Crystal Lane is not properly constructed for handicapped access. Crossing buttons are difficult to reach and the sidewalk slope on the NW corner is dangerously steep. This winter snow clearing didn't even attempt to clear access to the buttons - even though it was brought to the attention of the attendant performing the work.
 3. Nowhere, in any information or surveys that were presented, was it indicated how ugly the roundabouts would be. When they were constructed, I genuinely expected the centre areas to be reasonably pleasing to look at. Imagine my surprise when they were completed using astroturf! They look ridiculous, and are embarrassing. Every time I have guests to my home - I have to endure numerous negative comments regarding the finished look.
- This traffic circle has improved safety and encouraged more reasonable road speeds.
- very happy they were installed

- People have to learn how to navigate traffic circles. I am almost hit every week with someone pulling in front of me while I am in the traffic circle.
- Traffic circles were a waste of time and money. Most people I meet at them don't know how to use them, don't yield and still treat Jim Common South as a straight thru thoroughfare and not as a traffic circle, and rarely slow down. Witnessed many near misses and been part of near misses as well when people don't yield properly. Would have been better off and cheaper to have made it a 4 way stop.
- Has anyone taken note the traffic skid marks on the curbs and in the centre of the traffic circles ?
- Many drivers do not know how to use the roundabouts; therefore speed bumps would have been a better solution.
- The traffic circle is unsightly and very unattractive. Also, from my observations has not improved the flow or speed of traffic. People are uneducated on how to operate in traffic circles, they do not yield, signal in or out, or slow down, often driving over the curbs to drive more of a straight line. The pedestrian calming I believe has improved, sight lines are better and signage has helped.
- I love the roundabouts!!
- People still don't understand traffic circles, and still race through
- When entering a traffic circle, every car should yield. That does not happen. There have been more accidents than before.
- The roundabouts, particularly the one on Jim Common north to Jim Common south, are too small. particularly when you are entering it northbound, you still can't see the traffic approaching from Sherwood drive because it is blocked by the fence of the duplexes. I have also noticed more engine revving noise when walking as people gun it between the 2 roundabouts
- I have found that often people do not know how to drive in a traffic circle, I've almost been hit a few times due to people not knowing when they should be yielding and who has the right of way.
- The problem we have in Sherwood Park is a driver training problem. People need to know how to drive and follow the rules. I do like the look of the astroturf. Waste of taxpayer money
- Could have done better with 4 way stop signs and creating less area for traffic to go by creates more of a chance of accidents
- People may slow slightly for the roundabout but people are still speeding through the area regularly. The sight lines have worsened at the crosswalk and I have found it even more dangerous for my family to use. People are now looking left for vehicle traffic and not ahead where the pedestrians are. We continue to have "close calls" when we walk through that intersection.
- The biggest problems with the traffic circles is at least 50% of drivers either don't know how to use them or disregard rules for traffic circles.
- When I drive up to the traffic circle from JCDN onto JCDS... even if I am at the yield first I have to stop as vehicles along Jim Common drive south from east to west fly through. It is like the circle is not there for some people. Even if vehicles not up to the yield sign several feet before it

continued and then they are on my butt and seem impatient. Do the vehicles on JCDS have the right of way? Also if I am there and there are let's say 7 cars coming, do I allow them all to go through, they don't notice you coming from the other streets. They just go. It's safer to wait. I also witnessed while walking a fellow and his dog almost got run into by a car just flying through. The walker slammed his fist on the car's hood as it whisked behind him. That close! They had some swearing at each other for several minutes. (I thought they were going to have a physical fight) and went their sep ways. I find people still fly down our street. Maybe not as bad as before. But young guys in trucks are the worst. They are the rudest people in this province. Maybe I am just new to this type of town. I think busses can go a little slower down past here. Just last summer while I was in my front yard, an suv was going too fast and went up on the curb then back onto the street. There is a slight curve and he/she almost missed it. Luckily no one was walking there. It happened quickly. I walk everyday, and crossing the street up there is a little nerve racking, I am not one to just saunter across the street and I grew up in the country, I still stopped and looked both ways. I also lived in Moncton NB where everyone just goes across the street without looking. Drove me crazy. However up at the circle I do wait and i feel people aren't looking to see if anyone is there. It's like they see you and are surprised. I give eye contact and I thank them. I find it a bit scary! Well that's it for me. Thanks!

- My observations have been that many people speed up to the traffic circle and often don't understand how to drive in a traffic circle. I have been honked at numerous times by drivers who try to treat this as a 4 way stop. I am not sure the cost of the change in the road has yielded the kind of results seen. I am not sure if I have seen any published information in our local paper (although might have missed this) that compares pre and post volumes. At the time, this felt like an election ploy and I am not sure my opinion has changed. Having said that, I also continue to use the road in a safe manner daily.
- I avoid using this road as very few motorists know how to use traffic circles.
- The traffic circle regularly gets driven over by busses and often the signs have been knocked down this winter. It is icy and slippery to turn around in poor weather. The fake grass on the top is unsightly and it would look much better with some shrubs or plants, like in other areas. People do not signal and do not know how to use traffic circles properly.
- numerous times we have seen drivers coming east on jim common south who do not yield to people already in circles we would have liked signs highlighting signal lights should be used and normal traffic circle rules apply
- Some drivers still don't know how to enter traffic circles. Many don't slow down and often they don't yield to the appropriate direction of the vehicles.
- People need to be educated on how to use these traffic circles. I am afraid every thing I enter one in Sherwood Park because nobody knows how to use them.....
- The roundabout has improved safety immensely for traffic flowing on Cranford Drive and crossing Jim Common Dr S. The public does however, need more education on who has the right of way when using traffic circles.
- I think it was not necessary to have two circles in a row. Perhaps a 4 way stop may have done the same.

- I have found drivers travel through the roundabout aggressively to avoid being stopped by other traffic trying to merge into the roundabout. I have found most drivers speed up to make it through as I am about to enter into the roundabout forcing me to stop or get hit.
- circle is too small
- Drivers are not educated correctly on how to navigate a "calming" circle.
- Circles are different size and the approaches are not lined up. Also the yellow lines are not centered
- Cars frequently use the traffic circle incorrectly and don't adhere to proper right of way rules
- It is actually very dangerous, as a pedestrian, to get across by the traffic circles. Drivers whip through them at high speeds without looking or slowing down.
- At peak times, traffic flow is congested; however, as people get used to using the circle I trust that traffic will ever become smoother. I think the circle has absolutely improved traffic flow, but I often find that I look more attentively for oncoming traffic, and then pedestrian's second. I think that this model has maybe made pedestrians to become more aware of traffic as it now surrounds them.
- I cross JCS from the north a lot and that traffic circle has made it much safer to proceed as oppose to the past stop sign because the the visibility to the EB traffic was poor and if they are moving at the speed limit it was difficult to cross JCS. I am not much of a fan of "traffic calming" but in this case I see this as a successful traffic safety and flow improvement of which I'm a fan.
- the calming project in my opinion have failed. People still speed past the park, as i have caught numerous ones, people DO NOT know how to use the round about an i have almost been hit several times as well as my husband, daughter and parents. People disregard the speed signs by the spray park and i have noticed several times adults and kids have to be extremely cautious while crossing the street so as not to get hit, especially when the park is extremely busy.
- dangerous in winter cant see curbs. two half tons mirrors just about hit .Planners should get of golf course and spend more time on job
- I know some people were not happy with the traffic circle. I think it was a great idea. Trying to turn right and left onto Jim Common South to Jim Common North was difficult at certain times of the day. Now it is easy with the circle

Commuter comments

- No (x 11)
- No one seems to know who has right of way, so there are often near collisions when people just barrel through. At least with a stop sign there was an expectation that you'd stop to make sure it was safe to proceed. The first circle off Sherwood Drive is awful for people not even slowing down as they drive west to east on JCS. It's quite scary at rush hour.
- Nice artificial grass in the middle. I wonder how long it will take some idiot to either steal it or wreck it!
- I think there is a flaw with the 4-way yields at the roundabouts. Nobody yields at those signs. I think the yields should only be for a single direct N/S or E/W so one direction is freeflow and the other yield. I see daily close calls becuae of this flaw and soon there will be accidents I am sure.

- I still shortcut down Jim Common. The only way to fix this is to remove lights and fix flow on major roads.
- I don't think those narrowing portions are a good idea, they are hard to anticipate while driving and I believe they slow traffic
- Nope works very well at that location
- How did this ridiculous idea ever get approved ??????????
- Although I do not live in the neighborhood, I travel this road twice a day during the week due to my day home being in the area.
- No, good job.
- Residents do not know how to use traffic circles. There should be an education mailer sent out for education in the area. Residents don't use their signal lights. I have had someone pull out in front of me, roll down the window and give me the finger due to the lack of awareness on how to use a traffic circle. There is a bus stop just after the first traffic circle when heading west bound. This bus stop should have been moved further away from the traffic circle or even merged with the one closer to Sherwood Drive. When the bus stops just after exiting the traffic circle it's a hazard.
- Some residents use the roundabout as a 4 way stop. More round about education needed.
- The Roundabouts did very little to alleviate the speed and road safety on Jim Common Dr. South. I would think that simple 4 way stops and speed bumps would have accomplished as much as the roundabouts, which I expect would have been a much less expensive alternative. The Solution to the traffic issues on Jim Common Dr. South should have been extended and included all of Jim Common Dr. South to the "T" intersection at Crimson Dr. There is excessive speeding between Crimson Dr. and the roundabout at Brower Dr. There is also a substantial increase in "cut-through" traffic from Baseline Road to Jim Common Dr. South on Brower Dr.
- The traffic circles are a waste of time and money.
- Didn't think it would slow down traffic, but it did.
- Please get rid of the traffic circles! They are terribly icy during the summer and dangerous all year round. People do not know how to use them properly. They are a nuisance for people that use that road multiple times a day like I do.
- I used to live in Lakeland and drove this section daily. I now live in Summerwood, also a traffic calming neighborhood. These roads are too NARROW in good conditions let alone in winter driving conditions. These traffic circles may be effective but are too small in radius and most vehicles slide around them in winter road conditions. Buses do not have the room to go thru them, I feel for these drivers having to deal with these traffic circles. I can not understand why this municipality wants to put in more traffic circles yet the largest traffic circle in Sherwood park has been altered to stop the flow in one lane off of Broadmoor to Sherwood Drive. Educate the drivers don't take lanes away from systems that are proven to move traffic efficiently! This is not calming traffic when everyone gets frustrated with these changes to the roadways.
- Roundabouts are an efficient way of moving traffic, and I'm happy they are there. I do think that more education is required for the drivers. I'm not sure how to target these drivers, perhaps some 'checkstop' style campaigns.

- Most people do not signal and several do not know what the right of way process is around traffic circles.
- People do not know how to use a traffic circle, I have seen people go the wrong way, hit the curbs because it wasn't cleaned in a timely manner after snowfall/ice conditions and even pedestrians having close calls. The traffic circles have caused more harm than good.
- Adding roundabouts on JCDS is asinine. This community needs special instructions on how to navigate a simple traffic circle. So you think adding more of them makes sense. The two roundabouts could have been addressed for less than \$5k with the simple installation of stop signs. Not the hundreds of thousands of dollars spent on ineffective roundabouts.
- It appears most people are unfamiliar with the use of a roundabout intersection. This results in improper signals, unnecessary stops, dangerous speeds and dangerous entry and exit of the intersection. I feel the intersection is now much more of a safety concern. The curb extensions also have forced near head on collisions on a previously safe street. Drivers again are unfamiliar with the installation and don't know to slow down or who has right of way. This results in a very dangerous potential for head on collisions. I have nearly been hit in both the roundabouts and extension areas multiple times when another driver simply didn't know what to do about a new road feature or wasn't paying attention. The roundabouts also collect snow, which freezes and narrows the roadway causing slipping on the built up ice. I've seen this happen to many drivers and it ended up costing my fiancée a day of work and expensive repair simply because the county can't clear roads effectively or plan road features appropriately.
- Sherwood park needs to stop wasting tax payers money with all of their awful traffic calming ideas.
- Cement guards and curbs are extremely dangerous in winter. I see people slide into them regularly. The entire project was an embarrassing mess.
- Stop putting roundabouts everywhere. There has to be a better solution.
- The East end intersection is still a hazard as a driver and a pedestrian
- The intersections on JCD S are too small to accommodate a traffic circle. I feel far less safe driving due to driver incompetency and more turning and slowing down in icy conditions. I feel possibly less safe as a pedestrian going E/W due to being hidden around the corner of the exit/turn. People still speed and then suddenly slow down at the traffic circle, a) scaring uncertain drivers from properly using the traffic circle and b) causing further pedestrian risk in winter conditions. JCD S is not a frequently pedestrian crossed road.
- I think it was kind of dumb, the pedestrians don't pay attention and there should be lights they can trigger in these calming circles. People still rip through and drive right over the calming circles and no one knows how to use them properly. Might as well just make them a 4-way stop since that's how everyone treats it.
- The roundabouts on Jim Common Drive are confusing and even hazardous at times. The large speed bumps on the roads have also been a huge waste of money. I have seen them constructed and deconstructed several times (the same ones) and that is not where I would choose my tax money to go.

- Not only did the county implement the calming measures, the work and style for the project were complete with an asthetic way!
- Total waste of tax payer funds. Poor design and useless. Better speed enforcement would have been a better choice.
- The circles are too small and do not slow down the traffic. I can go through the area at the same speed but now it's just difficult in the winter. I don't think the county takes the traffic circles into consideration in the winter. Vehicles just slide no matter how slow you go and just ice up the area making them very dangerous. I don't believe it was taken into consideration that this is a very high senior living area who do not even drive. The seniors enjoy watching the traffic and complaining. Please stop with the traffic circles!! They are not worth the calming effect you think they are.
- Drivers do not understand the protocols for driving in a one lane round about. They try and be polite but it interrupts the correct flow of traffic.
- It was a waste of money to put in all of the roundabouts when a couple of stop signs would have done the trick. Disappointing mismanagement of public funds.
- You overlooked the crosswalk right after you turn onto JCS from Crimson. It's used more frequently than the crosswalk you addressed.
- Nobody knows how to use the roundabouts. People don't slow down, they just speed through if their going straight. You need to approach with extreme caution as it's usual someone won't yield, just go through. You can't see pedestrians, if anything people are just angrier about them and drive worse.
- Get rid of the curb extensions here and everywhere. My experience in watching other drivers is that they are a huge hazard to both pedestrians and motorists.
- My only concern is the efficiency of snow clearing and sweeping. It seems to me we will see considerable curb damage.
- The flashing pedestrian light is great. Having two traffic circles in such close proximity is a headache. I drive this way twice a day, from home to the Bethel Transit Station and back. Nobody every uses their signal lights when entering and exiting these traffic circles (except the buses!) so it's difficult to know which exit the car you're supposed to yield to is taking. It's especially terrible in the winter, when the roads are icy and slippery.
- Features that cause drivers to accelerate and decelerate cause more road noise and environmental impacts. The roundabouts are preferable to a 4 way stop. Thanks
- Vehicles rarely yield at the two roundabouts. They just speed to arrive at the roundabout first to avoid yielding and signaling. The roundabouts were a bad idea; making vehicle traffic worse. However the flashing lights to indicate pedestrian crossing is an excellent improvement.
- From living in a neighborhood with the roundabout traffic calming applied, people regularly accelerate over the circle to avoid waiting or just for fun.
- The traffic circles are too tight if you drive a larger vehicle.
- Although I rarely am on JCD South, the measures taken make good sense from a safety perspective.

- Traffic calming measures only work for the smallest amount of time and usually are a bigger hazard for everyone.
- don't use it enough to evaluate
- the fake grass is gross, please get rid of it
- As a homeowner in the area I strongly support initiatives like this, even though they might inconvenience drivers. We do have a traffic circle and road narrowing just off of Crimson Drive that I use regularly and my only comment would be that when the snow pack is high it can be a bit difficult for drivers who don't regularly drive the route to be aware that the road narrows briefly - I wonder if an above ground post or marking could be helpful.
- People constantly enter the traffic circles when it isn't safe.
- Have zero issues using traffic circles other than the poor excuse for drivers who can't navigate a traffic circle if their life depended on it.
- No, as usually only use it once a month.
- Love the roundabouts
- this project was totally unnecessary & a waste of taxpayer money
- Need to consider how traffic increases on Baseline road are impacted by the traffic lights and new businesses in the area
- An utter, complete waste of taxpayer money. It is much more dangerous for pedestrians crossing the road at traffic circles as drivers are focused on oncoming traffic entering the circle and not watching for pedestrians. Secondly, flashing crosswalks are less costly and more effective for pedestrians crossing the road. To SLOW down traffic on a road meant to move traffic as efficiently as possible, is an oxymoron. Roads are for vehicles, not people. Please STOP these ridiculous and unnecessary traffic calming measures. The results are slowing traffic to the point that it takes twice as long to drive from Point A to Point B anywhere you go in Sherwood Park. Please. Quit this and all other traffic slowing measures.
- Assume it is difficult for snow removal equipment
- Entry and exiting using traffic circle is easy and efficient.
- I drive this road daily from the Bethel Transit Centre to my home. I observe people speeding through the roundabouts without yielding, driving straight through the right hand lane even though it says right turn only and generally still driving fast on the road. Given the number of people coming from Baseline or turning towards Baseline I feel it is still being used as a shortcut. If anything, the pedestrian crossings are more dangerous now as cars don't pay sufficient attention as they exit the roundabout. And, snow removal has been lacking. Although the roundabouts themselves are sanded, the lanes leading into them are not so it is extremely icy approaching a roundabout.
- All your doing is scaring bad drivers and increasing points of collision. If there is a speed issue in the area that what the police are for not a place to make an obstacle course. If you want to discourage shortcuts stop putting up traffic lights every 100m. The last place there are no traffic lights is residential.

- I used to live in that area before the changes, but don't drive there often now. I think traffic circles are a great way to slow traffic. I use Aspen Trail a lot, and the traffic circle there definitely slows car traffic. Thank you for that!
- Now people are speeding through the circles like Mario Andretti..nice race course you have provided! As a pedestrian I have been almost hit several times by drivers not paying attention while navigating the circle at Brower.
- they only increase road rage
- My parents and sisters live close so I use Jim Common Drive regularly. I like the roundabouts, and think they enhance safety and decrease speed.
- residents need education on how to navigate traffic circles and roundabouts. I don't know why it is unclear to people but literally every day people treat these roundabouts as four way stops. People stop and then don't know when to proceed, or cars are stuck in a Mexican standoff. It impedes traffic flow and makes for unsafe driving.
- It was a total waste of money that could have been better spent elsewhere.
- People of Sherwood Park do not seem to understand how to use a traffic circle and these traffic features have increased the number of incidents/near misses substantially
- When using the traffic "circles" I find them too narrow and tight... sometimes driving on the medium because the curves are too tight or small
- Round about cause larger Strathcona vehicles to drive over them ie school and transit buses
- Many drivers seem to ave difficulties navigating through the tiny traffic circles. Road position seems to be a problem.
- Very few people actually signal in and out of small, residential traffic circles. That doesn't necessarily promote smooth traffic flow. It slows speed at the traffic circle but do the cars just speed up to make up for time?
- It seems to be a challenge for some people to see if they can get through the circle first while ignoring the yield signs and not signalling
- I drive a pickup and find maneuvering around the round snouts difficult and an often tailgated by other vehicles while doing so. The radius. Is too small.
- I still shortcut on JCD and will continue to do so until traffic flow is fixed on major roads (baseline, sherwood, lakeland) by increasing speeds and removing traffic lights.
- There have never been any pedestrians noticed. I use this road 6 to 10 times a week.
- I don't actually mind the roundabouts, but I watch a lot of truck drivers and other large vehicles ignore them and drive over top. The other problem they have created is that they can become inordinately icy in the winters and make it easy to fish tail even at low speeds.
- Don't like it
- I like the traffic circles but feel other changes made were not required. If our main roads were designed properly there would be no need to take shortcuts. You are looking to slow traffic down everywhere instead of addressing the main issues. We are not a small town anymore and need to design our main roads to effectively move traffic!
- It is a very busy road/ The roundabouts are great. Crystal Lane and are very congested at that spot and it can be difficult to see pedestrians trying to cross from the North side.

- Like the addition of the roundabout.
- It was never proven by any statistics that there were safety problems on JCD south. In my previous comments I meant to say JCD South.
- I find that people tend to drive over the cobblestone features in traffic circles and may slow down in some cases. The extended curbs result in dangerous features for drivers when they are snow covered and cannot be seen by the unsuspecting drivers. Even snow clearing equipment tends to damage the curbs resulting in higher maintenance costs. The narrower roadway at those places could be hazardous when two vehicles approach the area at the same time and one driver is not aware of the encroaching curb due to unfamiliarity of the roadway. Traffic calming may theoretically work if all people are reasonable. Unfortunately a number of drivers are not reasonable making a theoretical concept unsafe.
- Roundabouts are horrible!
- The pedestrian crossings made sense. The roundabout was senseless, disrupts the flow of traffic and leads to more people accelerating then deaccelerating. In areas where speed is a problem, police giving speeding tickets for a few weeks usually reminds drivers to slowdown and is better prevention than a roundabout.
- Great implementation
- What community puts in Traffic Circles. In most cases you find them removing them. This is the second time I have seen this in Sherwood Park/Strathcona. I suggest if you need to do something make primary and secondary road designations. Primary are the ones that are set at 50 Km and above and secondary roads are 40 km. Intersections that are problematic then make them just a four way or all way stops. Overall making people stop on the secondary roads will curb the shortcutting people do because they don't like coming to full stops if they were using that way as a short cut. Making overall speeds in Residential areas at a maximum of 40kms would also be a great community initiative. Slowing down traffic for our homes protecting our children and seniors. Besides more side roads barely can handle two way traffic when people living there use street parking on both sides of the street so why not slow everyone down. Huge waste of money on the JCD South changes. I hate also what was done in Glen Allan. The table tops on Glenbrook are like the Rocky Mountains and not done very well at all. Narrowing the road with the fins is just overall waste of money. Put in four way or all way stops at every major intersection and slow down speed to 40 km and you have now done traffic calming and reduced waste of money on stupid things like uneven table tops and fins into the roadway creating a possible ICE BLOCKAGE COME SPRING. My god did the planner not grow up in Northern Alberta and see what snow and ice do in the spring? Anyways my two cents.
- Winter snow accumulation makes it very difficult at times to see the curbing. I can imagine it's a nightmare for snow clearing crews.

6.3 Jim Common Drive North Outcomes

Comments from Adjacent residents:

- I have lived on Jim Common Drive North for 27 years and have watched it become a speedway from the Spray Park east to Cache Court/Cache Place. Vehicles constantly travel at speeds of 70

kph to 80+ kph and never once have I seen a radar/police presence. Pedestrians, pedestrians with pets, strollers and small children cross Jim Common and many times I have heard screeching tires then looked to see a vehicle stopped to allow pedestrians to cross. On any given day I can watch 8 out of 10 vehicles cruise right through the stop sign at Cactus Way and Jim Common. I believe this is a serious problem area and while the Spray Park area has been addressed, the road east of the Spray Park has been ignored and needs serious consideration before there is an unfortunate incident.

- From the entrance on Lakeland Village onto Jim Common to Catalina is still a race course. The entrance into the traffic circle from south to north is a HUGE improvement visibility and safety wise!!
- it appears to be improved more due to signage
- Speed still a factor
- from the park, south to JC south there is a lot of speeding. Our back door is +15m to the roadway so speeders really wind up southbound, not so much northbound.
- Most drivers still speed through the park area at all hours of the day and can hear them speed past my house. I and my children have almost been hit several times from drivers who don't care that you are trying or are crossing at the protruding crosswalk at the park.
- Reduced visibility at intersections

Comments from other residents in the Neighbourhood (Clover Bar Ranch, Charlton Heights)

- No (x 10)
- Narrowing the roadway has not slowed down traffic. Drivers just move into the centre of the roadway. The park crossing is still scary sometimes when drivers are not paying attention. The pathways crossing is much better then before.
- Traffic enforcement is still required here as well.
- I use the trail crossing regularly, I fail to see the need for it based on the pedestrian traffic I encounter.
- Its a 30km/hr playground zone. Photo radar or enforce the speed limit and 30km/hr is just fine. The crossings are too narrow. Made it more dangerous for traffic. When meeting a transit bus in the winter its tight. some people will almost stop if they have to meet someone. Thats dangerous. A few extra feet would have made a world of difference when meeting people.
- We appreciate what was done by the County especially at the trail crossing on JCD north.
- a lot of the issues at trail crossing prior were due to walkers being unobservant & a feeling of entitlement as a pedestrian
- Having lived at our present location for 28 years, I have not seen any noticeable reduction in traffic speeds on JCD North even with the latest initiative, particularly through the playground zone across from Cimmaron Way. This playground is used extensively over the summer with people and children crossing JCD from their vehicles and between vehicles without regard to the posted crossing. Drivers speeding, not paying attention or using their smart phones may not anticipate someone crossing the road, resulting in possible injury. The traffic calming initiative has not been an effective solution in my view. Again, Four way stop signs rather than traffic

circles, and speed bumps through playground zones instead of curb extensions would have had a greater impact in reducing traffic speeds. I would strongly urge the County to monitor traffic through the playground zone on JCD North on a regular basis summer and winter to get a indication of traffic speeds.

- Does not like the traffic circles in general. Liked the stop signs better. People don't know how to drive through the circles
- Drivers still occasionally fail to observe the posted 30 kmh playground speed
- The playground already controlled speed therefore a waste of money due to construction cost and repair.
- Speed continues to be a HUGE issue and remains bad. At times there is racing past the playground Crossing the road can dangerous as people ignore the 30KM zones. Strategically placed, wide speed bumps would slow traffic
- We agree with all the traffic calming measures. EXCEPT! The counties decision made at the park on Jim common road. We were 100% in favor of speed humps. The curb extensions that were put in place have done NOTHING to slow down the traffic. It is a very busy park. From spring to fall there are always people and children. People have NO RESPECT for the playground zone. On a daily basis we have people speeding through that playground zone. We are VERY dissatisfied with this alternate option and feel that it is done nothing to slow traffic down. It is extremely dangerous.
- My daughter regularly walks that path and has almost been hit several times. We need proper lighting to see pedestrians and not just the road jutting out.
- You brought the kids closer to the traffic so no one has any time to react if one runs out on the road. Other crosswalk signals were not needed. What a waste of money
- Again, as I've already commented, nothing wrong with the changes but nothing has changed, everyone still drives the same speed and it is no safer crossing the road with my kids than it was before! Poor initial road planning perhaps?
- Waste of my tax dollar.
- The short cutting on JCDN is still a problem.
- See comments for JCD south.
- There could have been pedestrian crossing lights at the trail and by the Clover Bar park and solved everything at a much more reduced cost. Now people go faster to get through the parts that go inwards, including in the playground zone. Busses sometimes take the middle of these areas and as a cyclist never have I been more worried about my or my family's safety. There is not enough room to weave in and out for a cyclist in traffic. I would hate to be a snow plow operator or bus driver having to navigate the in and out of what was a perfectly good straight, easy to navigate road for all traffic and cycling. Now I avoid cycling the road or use the sidewalk. I do appreciate the green turf in the middle rather than the over-abundance of trees blocking visibility and looking all messy like the one by Lakeland School - that's a needless mess. Roundabouts are not pretty and we should clearly see what is coming. While I am at it, the public needs education on how to correctly use the roundabout - like signal, not stop when no

one is coming. No one knows and many close calls observed at time. money could have been better spent on this whole process.

- The narrowing of the road causes drivers to drive in the middle therefore 2 vehicles are not able to proceed at the same time. They over adjust.
- I still encounter speeding drivers that will not stop for people crossing at the intersections
- Big improvement on safety
- Likes the roundabouts.... seems to have slowed traffic down.
- The pedestrian lights are good at the trail crossing but I feel that the rest of the "traffic calming" was a waste of resources. Cars still speed. I have witnessed other areas in Edmonton that installed speed bumps and feel they are much more effective in slowing down traffic. The traffic circles that were installed, I believe to have a substantial benefit to traffic flow.
- Again, I think you have got it right, the changes have made a difference & has impacted both the speeders & improved safety.
- I'm happy with everything that was done. Good job!
- The road changes around the park has helped a bit, but it is more important that speeding through the 30 zone is reduced, as all the parked cars around the play park in the summer leads to need for increasing care looking for people crossing the road to the park.
- No one yields at the traffic circle. I believe cars drive through there faster now and I'm surprised there aren't more accidents.
- I am not a fan of two in such close proximity. I feel one would have sufficed in placed on Brower.
- Well marked and lighted crosswalks would have achieved all required.
- As a driver i prefer wider roads that allow me to see more and not have to pay so much attention to whether or not I'm going to hit a curb or not. this allows me to focus more on whats ahead and around me. I feel i have to pay more attention as a result, maybe that a good thing but I also wonder if I might miss a pedestrian as a result. I feel that the large speed bump in front of the playground as a pilot a few years ago was just if not more effective then what was put in now. I also note as a result of narrowing the roads at some intersections to allow for easier pedestrian crossing we have made it difficult for snow plows, school buses and city buses to navigate. I have already noticed than in areas with traffic calming practices, concrete curbs etc seem to be more damaged than those with wide streets due to snow plows and heavier vehicles having difficulty maneuvering around them.
- When I stopped by the County offices to complain about the traffic circles, I was amazed to be told that the road designers receive no feedback from police or maintenance workers (i.e. snowplow operators). As an engineer, I consider this a real flaw in the system of designing and maintaining roads. While I'm at it, let me voice my displeasure with what a letter in the Sherwood Park News called the "engineered potholes" on the road from Baseline to Glen Allan school. Cars slow down to traverse the bumps and then speed back up until the next one. Sure, it takes longer to get from one end to the another, but is it really making it any safer? And you don't seem to be able to keep the road around them from sinking, making the bumps a real hazard to vehicle suspensions.

- Same as before, possibly too narrow for bus and truck to meet in this area.
- Same as comments on North.
- Since installed and drivers are accustomed them their speed has not changed. Some are way above the posted speeds.
- With the boulevards jutting into the roadway I would think that we will be repairing often after winter from damage done. I have to say that the flashing pedestrian crossing signs I find more difficult to see as compared to lights over the roadway. I do understand the need to control the speed of travel but there needs to be education for drivers, pedestrians, and cyclists. On several occasions cyclists just drive across the road without stopping or even looking.
- The 'narrows' at all pedestrian crossings are needlessly too narrow (by about 4 to 6 feet). This is dangerous for drivers: when passing oncoming vehicles (particularly buses and delivery trucks) and when deeper snow hides the bump-outs. The bump-outs would serve the same purpose if they were pushed back a bit.
- the curb extensions are absolutely no good, only one vehicle at a time can go thru there generally, if you meet a bus, you better stop back in advance so there's room for it , I drive a crew cab dually truck and there better not be any body else at the same time or we don't fit then with regards to snow removal its that much harder on the snow removal drivers if and when then do remove snow off the roads , with out snow removed it might as well be a one lane pass thru I DO NOT LIKE THEM AT ALL
- Vehicle and RV's parked on Crimson Drive make the intersection EXTREMELY DANGEROUS for both Pedestrian's crossing at trail end and vehicles alike!Speeding in all the area Play Grounds is STILL a major issue with no visible enforcement measures and the drivers know this especially on Cimmaron Way (the short cut to Sherwood Drive!). Clearly these children's safety is not important enough to the drivers!
- At the roundabout some drivers do not yield properly the right of way. They do not slow down before entering the roundabout.
- Accidents in general has increased since the construction comparing to the last 10 year prior the construction. Pedestrian safety is a joke now.
- Haven't noticed any great change in the traffic flow. Speed or amount of usage. Perhaps some traffic monitoring or static enforcement would better reflect the how effective these changes in road design are.
- living along this section of road shows me that traffic passes by at high speeds so nothing was accomplished by spending all that money on "traffic calming".
- Changes were good and important as the park and the children who use it were in danger from people speeding by.
- It is much better
- This idea was ridiculous. This creates vehicle safety challenges: maneuvering RVs, not enough room to pass oncoming vehicles safely, directs attention to oncoming vehicles so pedestrians are secondary, etc. It is not as safe as before the changes. Bad move.
- I think it was a worthwhile project for the community.

- I still see cars speeding around the traffic circles and I think the county should have supplied user of the traffic circles with how they should work, as mentioned I see people still speeding around them and people stop when they should be proceeding, people don't signal and I have been cut off many times, people pull up look right at you and pull out in front of you. That part has been frustrating. to conclude traffic flows better but people still speed and the buses cant make the corners without run their wheels on the inner curb.
- Same comments as previously stated.
- Traffic enforcement is required.
- Despite the signage, the narrowing of this intersection is difficult to see during the winter months, especially when snow is piled. The lights do help with some of this.
- People are still parking near the crosswalk at the park inhibiting views of the crosswalk especially on the side adjacent to the park
- Drivers still drive way too fast thru park playground area. Bringing curbs out have done nothing for this in any way of traffic calming.
- Still not enough parking at Clover Bar Ranch Park.
- Again, unsightly. Poorly engineered.
- the only time traffic is slowed on jim common north is when there is an oncoming vehicle at an intersection with an outcropping. the only real benefit I have seen is that it allows pedestrians wanting to cross the road to be more visible at the park when it is full up with cars. I think there should be speed bumps and/or more active enforcement in this area.
- Although pedestrian safety is improved, I feel it is still an issue as the number of cars parked along both sides of the road at the park make it very difficult to see pedestrians waiting to cross the road. Although the amount of speeding vehicles has decreased, I feel that speed is still an issue in front of the park.
- The problem is that pedestrians need to look out for themselves. Waste of taxpayer money. Curbs are dangerous in the winter. hard to see where they end.
- people speed up after going around then slow down for the next one. more noise for the amount of money spend I have to question why it was put in 6 -8 homes at the East end and senior living I do not recall many seniors using the walkways
- The lights at the trail crossing are good. The bump outs at the crosswalks by the park are inadequate in the supper when there are cars parked in the area. People still speed and are reckless.
- Curbs installed are dangerous when snow covered
- How was the traffic calming initiative ever going to change the safety and parking in Clover Bar Ranch. It is not even close to us.
- It is very narrow when a bus is approaching.
- I have heard from other neighbours that drivers are not slowing down. Also my next door neighbour was almost hit by a car in the new cross walk and the guy was speeding. These circles do not work in my opinion. A lot of money spent for nothing...
- Road changes at the trail crossing have improved safety, but I think that too much was done here. Just installing pedestrian crossing lights would have sufficed. Reducing the road width here

was not needed as daytime visibility is excellent anyway and the extra expense was not warranted. Road changes at CBR park have just made it harder to park and drive here. Better enforcement of road rules was needed.

- speed has only been minimally affected, mostly when the park is busy
- I have had to yield to many cars as a pedestrian trying to cross the road between trails.
- Because of the curbs you have reduced parking and all the people that use the spray park park in transit zone and even further down the street. The curbs also make people swerve around corners and cross the Center line into oncoming traffic. Also the curbs are narrow and the intent is to slow people but they cross over and take up your lane as they pass by. Dangerous and I noticed when officers are around then they drive normal but that's down side to narrow roads. What ever you do. DONT put in speed bumps just keep it the way it is and we will live with it.
- Excellent job
- Rather than creating the "bump outs" that drivers can't see in winter and end up damaging their vehicles on, the same effect of slowing vehicles down could have come from installing flashing pedestrian signals.
- As a driver, this tight space was a tougher one to get used to. Its more of a nuisance as a driver, but I can absolutely see where people are. I think it has definitely improved parking too.
- I don't use the park during busy periods, so this project has not had not much impact in my mind
- Prior to the calming there were no parking signs on both sides of the crosswalk in front of the park. Following the calming the signs were moved and now it is difficult to see pedestrians in the cross walk as the cars park too close to it and obstruct the drivers vision when heading east on JCD North. The signs need to be moved back and the area needs to be policed. They were still parking on the crosswalk last year - there is ample parking on the opposite side of the street and down the road.
- What a waste of money, there was no need for this.
- What an insanely unsafe idea to put pedestrians, and in particular children, directly in the line of travel for vehicles and expect that every driver will never be distracted. The pedestrian crossing jut-outs into the line of travel for vehicles heading in either direction. This gives the person a false sense of security and they will and do walk up to the, now extended sidewalk and wait to cross. Drivers SHOULD be alert and pay attention to their driving, but it's a busy playground with lots of activity in the summertime to distract drivers. Someone should win a Darwin award for this design.

Commuter Comments

- No (x 11)
- The curb extension at Cimmaron is DANGEROUS in winter. With the curbs now being offset, turning onto Cimmaron drive from Jim Common means you have to swing quite wide and often end up in oncoming traffic before you can correct. If there's even a bit of ice, you can easily end up on the other side of the road. Not to mention that coming from Cimmaron turning onto Jim Common now the curbs are offset and you have no idea where you're actually supposed to stop to observe the stop sign. Basically, thanks for making that corner a nightmare to navigate.

- Even with the curb extension people still speed down this road and now it's even worse as it is difficult for two cars to pass each other and so you often have to pull over to let the speeders fly by you. People still speed past the park.
- Seldom go that way
- No thanks for the opportunity
- Vehicles travelling South on Jim Common Dr. North RARELY yield at the Roundabout on Jim Common Drive South.
- They make it hard for two trucks to go through at the same time. They don't make it necessary to reduce speed. It is stupid
- Roads are too narrow to get through during ideal conditions. Winter driving is almost impossible to pass through when another vehicle is approaching. If there is a bus coming you literally have to stop to let the bus proceed. I am too concerned for the position of my vehicle with regards to oncoming vehicles that not enough attention watching for pedestrians. Due to the protruding crosswalk and cars parked along the south side of the road pedestrians are sometimes not visible to oncoming traffic. This park is very busy during hot summer days with the splash park. I don't see this as an improvement.
- Stop wasting money on stuff like this! And get rid of the damn traffic circle you guys all screwed up and made more dangerous
- Traffic calming takes my focus from the surroundings and people to watching out for the curbs while driving
- I don't see a difference in traffic speed. Not sure how an extended curve is supposed to help this...
- Parking has become worse around the playground. The narrowed intersection is dangerous in the wintertime. Our household has not noticed any difference in vehicle speeds.
- Traffic has not slowed at all in my experience. People fly through those traffic circles. Traffic was safer when the N-S had to stop.
- Once again these features make people go faster as they try to get through before oncoming traffic.
- Get rid of curb extensions.
- Snow clearing efficiency will be affected and I suspect we will see considerable curb damage from plows.
- The narrower lanes can be intimidating for drivers of small vehicles when oncoming trucks are driven aggressively, so some type of narrow median or barrier would be nice.
- I believe the flashing lights to indicate a pedestrian is wanting to cross is an excellent addition to crosswalks.
- I normally avoid JCD even though it is the obvious route for me to take. The traffic circles are a big pain.
- don't use it enough to evaluate properly
- The curb extensions narrow the road for oncoming traffic. I'm always scared I'm going to sideswipe someone, especially if a bus is coming the other way.

- I have noticed that Strathcona County Buses as well as a large portion of vehicle traffic fail to yield at the newly installed traffic circles and have almost been hit on numerous occasions when I have had the right of way. I would like to see an increased police presence & tickets being issued against those who fail to yield.
- We have been crossing Jim Common at the trail with the new flashing signal and cars coming down the hill have still not yielded to us. I feel there is simply bad driver behavior on this stretch of road as we routinely see people speeding through the playground zone and running stop signs from the side streets onto Jim Common. If anything, the traffic calming features have made the road more dangerous to drive on in the winter.
- It's important to improve safety on this road due to the popularity of the playground and splash park.
- It was a total waste of money that could have been spent elsewhere.
- Improving traffic flow on major roads by increasing speed and removing light will fix this problem.
- Vehicles are not slowing down.
- People should be taught (ie. in school) how to be better drivers/pedestrians/cyclists rather than annoying everyone.
- Traffic calming measures in my neighbourhood make parking worse at the corners. Not sure why it would be any better in this neighbourhood.
- Great improvement