



Foxboro and Area Community Traffic Review

Open house and online survey results

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Results of the Online Survey and Open House undertaken to understand resident preferences for traffic safety and management options for Foxboro, Foxhaven and The Ridge.

Executive summary

This report summarizes the results of the second phase of public engagement for the Foxboro and Area Traffic Review. Feedback from 352 households was compiled to understand resident preferences for the traffic safety and management options presented. Responses were concentrated close to Florian Park. Despite several potential road changes proposed in Foxhaven, response rate in that neighbourhood was low, with 38 responses (nine per cent response rate) received.

Resident preferences for traffic calming options

Residents expressed significant concern about existing traffic in the project area, and a great deal of concern about the impacts of the new school on neighbourhood traffic during the first round of resident engagement. However, the results of this survey suggest the majority of residents do not support physical traffic calming, particularly raised features, to manage those traffic concerns.

When determining resident support for traffic calming options, analysis started with the inclusion of all responses. For a more nuanced understanding, responses were also analyzed with consideration of proximity to the proposed road changes to gauge support by location.

In all cases except the intersection of Foxboro Drive with Regency Drive, overall resident preference was clearly with the lower cost, less aggressive traffic calming option (or no change, where the option was given). Generally, the farther away the location was from the new school site, the less support there was for change.

For the intersection of Foxboro Drive/Regency Drive, resident opinions were evenly split on the traffic management options; however, residents tended to be more strongly in support or opposition to the roundabout than the all-way stop. Regardless of which option the resident supported, icy conditions at this intersection was a noted concern across one quarter of all comments.

Next steps

Feedback summarized in this report will be used to inform the development of final recommendations for traffic safety and management in the neighbourhoods. These plans will be presented to Council in the fall of 2023.

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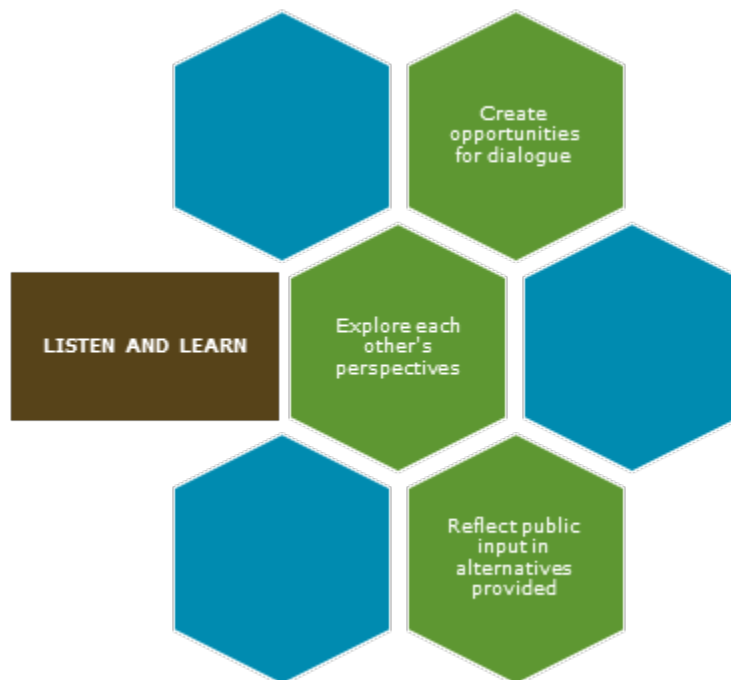
1.0 Introduction

1.1 About the Foxboro and Area Traffic Review

Several collector roads in Foxboro, Foxhaven and The Ridge are nearing time for regularly scheduled rehabilitation. Residents have expressed concerns with traffic speed and pedestrian safety in these neighbourhoods in the past. In some locations, Strathcona County has collected speed data that indicates traffic is travelling above the 50 km/hr speed limit. In addition, a new school is planned in Florian Park that will affect traffic patterns in the neighbourhood. For these reasons, a traffic review project was initiated for these roads (see Appendix A: Project Boundary Map).

The purpose of this project is to review traffic in the area to identify potential improvements for traffic management and safety that can be incorporated during upcoming neighbourhood rehabilitation. Strathcona County is committed to working with residents and other stakeholders to develop solutions that are economically viable, technically feasible, environmentally compatible and publicly acceptable. Public engagement for this initiative is being conducted at the “Listen and Learn” level.

Figure 1: Public Engagement at Listen and Learn Level



The first phase of engagement for this project was held in September/October 2022 and consisted of an open house and online survey to understand resident priorities and concerns. Input from this phase of engagement is summarized in the document *Foxboro and Area Traffic Safety Review: Phase 1 Public Engagement Summary Report*. Resident feedback was used alongside engineering data to develop traffic safety improvement recommendations presented in this second and final phase of engagement.

1.2 What this report provides

This report provides the results of the second phase in the public engagement process for this project. On March 21, 2023, an open house was held to present residents with traffic calming options for the neighbourhood that had been developed to address engineering and resident concerns. An online survey was available for residents from March 22 to April 23, 2023 to provide residents further opportunity to provide feedback to the proposed options.

2.0 Methodology

2.1 Recruitment for the open house and online survey

Letters were mailed out to all 2,732 households in the project review area on March 3, 2023, informing them about the upcoming engagement opportunities and inviting them to participate in the open house and/or survey. In addition to the resident mail out, the survey was promoted through five road signs posted in the neighbourhoods. The 121 residents who had signed up during the first phase of engagement or on the project website to receive the project newsletter also received three reminders to complete the survey.

2.2 Open house and online survey structure

Based on feedback received in the fall open house and online survey and on engineering evaluation, traffic safety and management measures were proposed at 13 locations in the project area. Due to the large size of the project boundary area, proposed options were split into three areas (see Appendix Two). This allowed residents to easily choose to limit responses to road changes that were closest to their own home, if desired, to reduce the length of the survey. Residents were asked to provide their address to ensure only one response was received per household and to allow analysis to consider feedback based on resident location.

Residents at the open house were provided with information on community and engineering concerns at each location, as well as comparative information the proposed options. Residents were then asked to indicate their level of support of each option on a four-point scale (Strongly Support, Support, Oppose, Strongly Oppose, Not Sure/Prefer Not to Answer). See Appendix Three for the survey tool used at the workshop.

The open house materials were then translated into an online survey format. Residents were provided with the same maps and information as those who attended the open house, then asked to indicate their support for the options. The online survey was available for 33 days.

2.3 Analysis

When determining resident support for traffic calming options, analysis started with the inclusion of all responses. For a more nuanced understanding, responses were then divided into three categories:

- Direct Impact: the small group of residents living in close proximity to proposed road changes who would be most affected by their implementation.
- Moderate Impact: those residents who would be required to drive in the area of road changes regularly to access their homes.
- Low Impact: those residents who would not be required to drive in the area of road changes to access their homes.

As expected, not all of those responding answered all sections of the survey, resulting in a sample size that varied across questions. Residents tended to answer questions regarding features closest to their home and/or the new school. However, some respondents opted to provide feedback on features that were not close to their home. Analysing responses as outlined above allowed us to gauge support by location.

For public reporting, quantitative survey results will be provided for the entire sample only (i.e., not divided by address). This is being done to protect the anonymity of those responding. Where the opinions of resident groups differed significantly, it is noted in the text for that location. At some locations, there was variance between the opinions of residents based on location; however, only for location 1B (Regency Drive at Foxwood Crescent) was the difference so large that different options were supported/not supported.

A short content analysis of resident comments is included for each location. All resident comments are available in Appendix Four.

3.0 Results

3.1 Participation and location of residence of participants

Approximately 40 residents attended the open house, representing 24 households. Another 327 complete and 113 partial responses were received through the online survey. Survey data was cleaned to eliminate duplicate and empty responses. Fifteen responses were received that did not provide complete addresses (for example, “Foxboro Drive”). Where there was no evidence that these responses were duplicates, they were included in the overall analysis. In total, 352 households provided data that was used in this analysis, for an overall response rate of 13 per cent.

Participation was not even across the project area. It was most concentrated on the east side and closest to the school. Not surprisingly, there was low participation from Regency Park, located off Regency Drive, west of Ridgemont Way. As all features proposed on Regency Drive were east of Ridgemont Way, these residents would have little impact from the road changes. Participation in Foxhaven was also low, despite several traffic calming features being proposed for the neighbourhood: only 38 of 397 households chose to provide feedback (nine per cent).

3.2 Results Area 1: Foxboro near new school

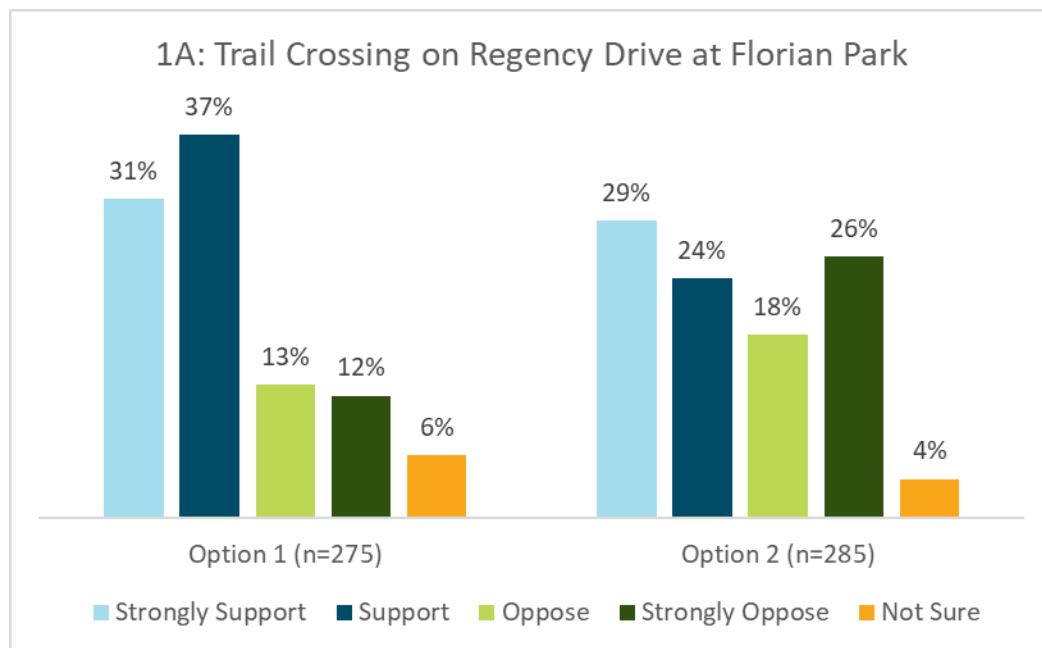
3.2.1 Location 1A: Trail crossing on Regency Dr., north of Ridgeland Cres.

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Realign crosswalk/adjust ramp
- Option 2: Realign and add a raised crosswalk

Resident support for options

Although the majority of residents supported both options, there was stronger support for Option 1 and stronger opposition to Option 2.



All comments received on these options are available in Appendix Four. Twenty-seven of the 101 comments were supportive of the need to slow traffic and supported the raised feature. The remaining comments tended to oppose the options (mostly the raised feature). Of these comments, the most common themes (in descending order) were:

- Keep it as it is/don't waste money (24 comments)
- Alternative engineering suggestion (most commonly "just install flashing lights"- 20 comments)
- Don't support speed humps/raised crosswalks anywhere (11 comments)
- Don't want the school at all (nine comments)
- More police presence (four comments)
- Neither solution addresses traffic flow (three comments).

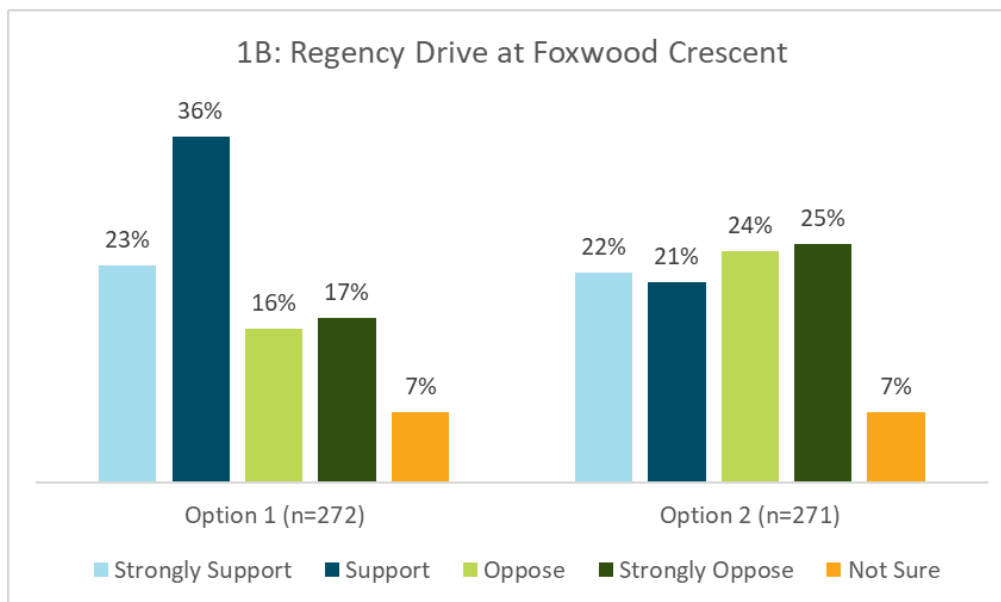
3.2.2 Location 1B: Regency Drive at Foxwood Crescent

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Add raised crosswalk (keep yellow curbs)
- Option 2: Add raised crosswalk with constructed curb extension on the west side

Resident support for options

The majority of residents supported Option 1, regardless of the location of their residence. However, the predominance of this support was not “strongly support”. For Option 2, directly impacted households supported a constructed curb extension, whereas the majority of residents who were moderately impacted or had a low impact opposed construction of a curb extension.



Although the majority of residents supported Option 1, the most prominent theme of those commenting on this location is that they don't really support either option. Only thirteen comments specifically support the options to address safety at this location. Others suggest residents are unhappy with both options presented by:

- Expressing opposition to all raised features (10 comments)
- Suggesting safety is fine as is and any change is a waste of money (seven comments)
- Expressing neither the current yellow curbs nor a constructed curb extension are needed (nine comments)
- Offering alternative suggestions, such as flashing lights, enforcement, or only a raised feature OR extensions/curbs (19 comments)

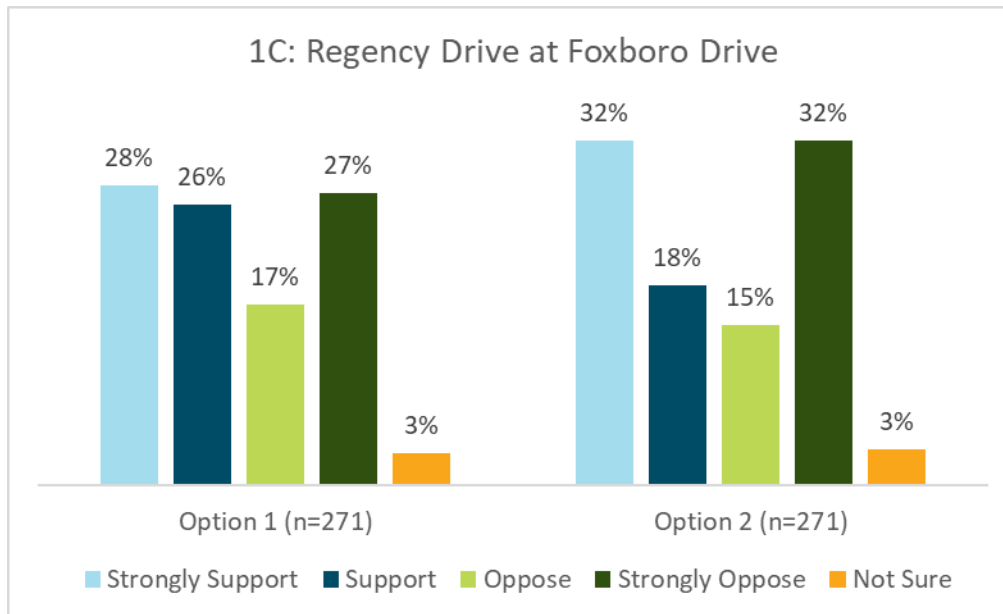
For the 10 residents who did just speak to their preference for the yellow curbs or a constructed curb extension, four supported the constructed curb extensions and six felt the yellow curbs are fine. Six residents voiced their opposition to the location of the new school in general. All 77 comments received on these options are available in Appendix Four.

3.2.3 Location 1C: Regency Drive at Foxboro Drive

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: All-way stop
- Option 2: Roundabout

Resident opinion was evenly split on these options; however, residents tended to be more strongly in support or opposition to the roundabout than the all-way stop.



All 104 comments received on these options are available in Appendix Four.

Similar to quantitative results, resident comments show an almost even split in comments supporting/opposing each option. Residents who support the roundabout (35 comments) tended to cite better traffic flow and safety than an all-way stop. These residents feel an all-way stop is less safe due to compliance and that it would cause greater congestion in the area. Residents who support the stop signs (33 comments) tended to do so because they feel they will slow traffic more and are more cost-effective. These residents often expressed concerns about the safety of roundabouts, due to lack of understanding on how to use them. Cost of the roundabout was also an issue. Seven comments expressed support for either option, but most of these comments also cited concern with the cost.

Sixteen comments suggested that they did not support either option, as they did not feel change was needed and was a waste of money. Another four comments did not support either option and cited alternative solutions.

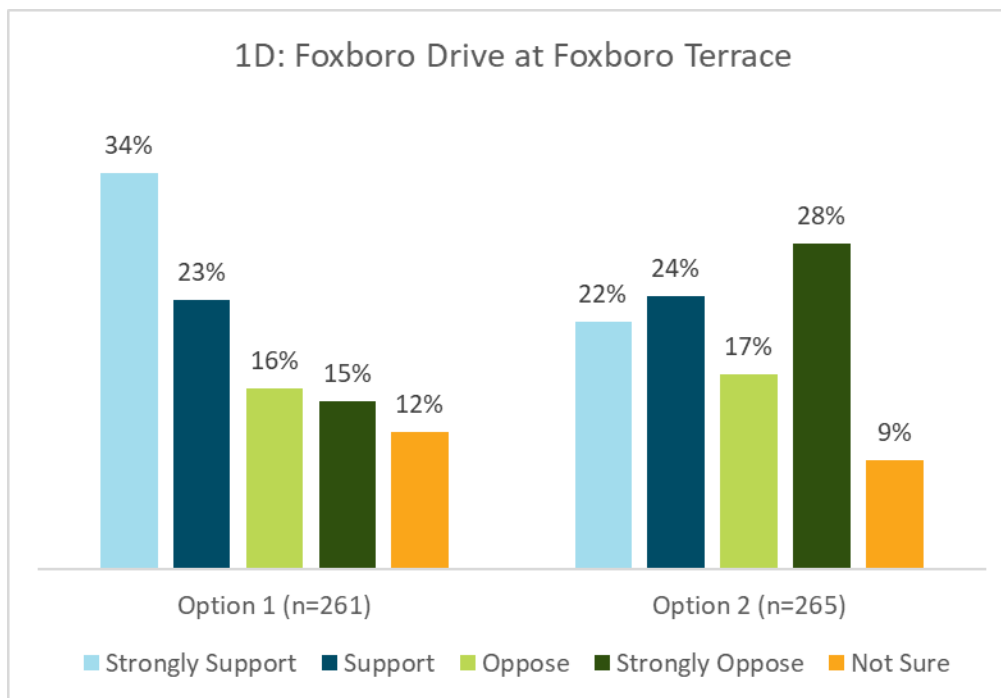
A cross cutting theme in over one quarter of all comments, regardless of which option the resident supported, was concern with ice at this intersection. Many residents related their opinion back to whatever option they felt would be best in the winter. For example, "This is the most slippery intersection in Foxboro... A roundabout would be an icy mess" or "Too icy to stop, circle is more safe".

3.2.4 Location 1D: Foxboro Drive at Foxboro Terrace

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change
- Option 2: Add crosswalk with a median island

Overall, support for Option 1 was over 20 per cent higher than Option 2. However, support for options at this location varied significantly by resident address. Residents who use this intersection regularly to access Foxboro Drive were more opposed to no change at the intersection. For Option 2, support for the crosswalk with median islands was highest with residents who were most impacted and lowest in those with low impact.



All 70 comments received on these options are available in Appendix Four.

Almost half the comments provided suggest no change is needed at this location, citing the nearby existing crosswalk at the trail crossing and/or that any proposed change is a waste of money.

Another 16 comments (mainly from directly impacted residents) suggest the proposed crosswalk and median island won't solve the primary concern at this location, which is being able to turn left off Foxboro Terrace onto Foxboro Drive. These residents would like to see further changes, such as a four-way stop, roundabout or traffic signals. A further nine comments disagree with the proposed changes as they do not like median islands or think a better pedestrian solution exists (mainly flashing pedestrian lights). Only eight comments supported the proposed Option 2.

3.3 Results Area 2: The Ridge

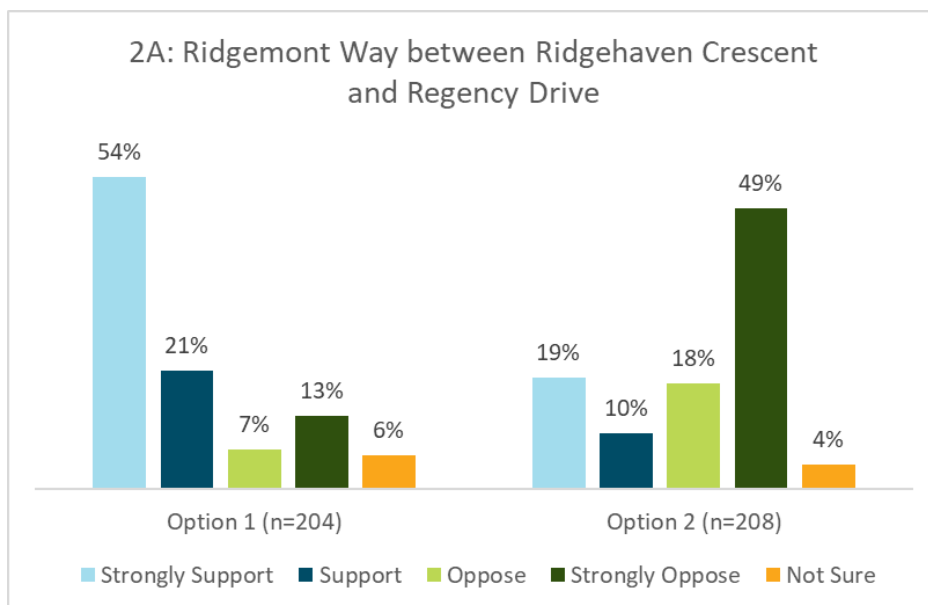
3.3.1 Location 2A: Ridgemont Way between Ridgehaven Cres. and Regency Dr.

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change
- Option 2: Add a speed table

Resident support for options

Option 1 was clearly the favoured option among all residents, regardless of their place of residence.



All 55 comments received on these options are available in Appendix Four.

The comments from residents closely reflected the quantitative results. Sixty-five per cent of comments suggested the speed table was unnecessary/waste of money/unsupported. Twenty per cent of comments suggested speed was problematic at this location and that the speed table was needed. Another three comments suggested speed was an issue at this location but suggested alternative solutions (drop the speed limit, flashing lights). Another five comments were received that were either unrelated or generally voiced opposition to the new school.

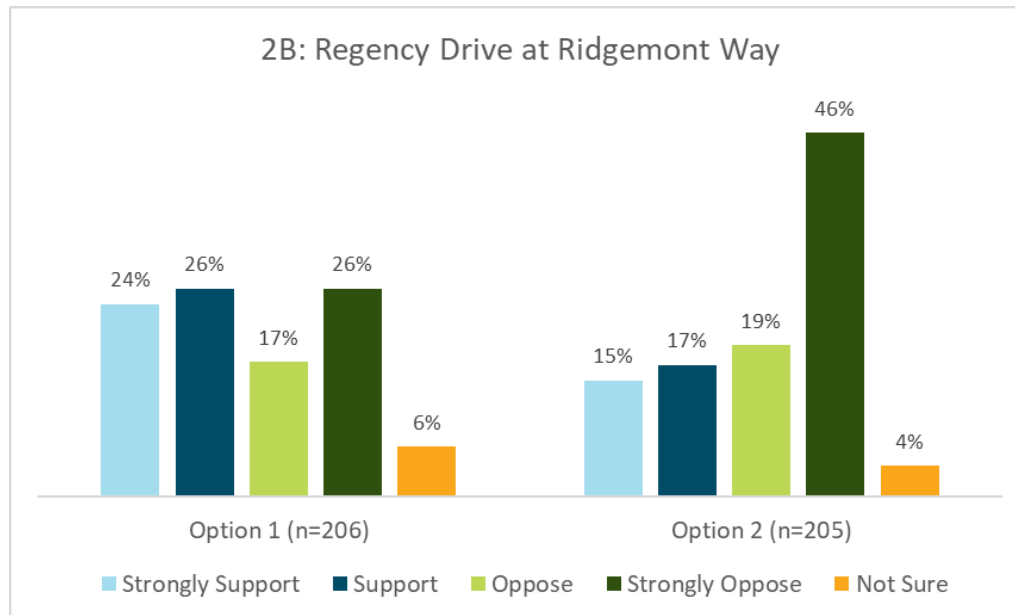
3.3.2 Location 2B: Regency Drive at Ridgemont Way

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Add a median island on the east side of the intersection
- Option 2: Add a speed table on the east side of the intersection

Resident support for options

Option 1 had significantly higher support across all locations, and Option 2 is strongly opposed by residents from all locations. Support for Option 1 is marginal, with an almost equal number of residents strongly opposing it as strongly supporting it.



All 66 comments received on these options are available in Appendix Four.

Just over half of comments the received (35) indicate that residents do not favour either of these options. Twenty-three of the comments agree safety is an issue at this location but disagree with the options presented. Several of these comments favour a roundabout or all-way stop. Twelve of the comments state changes are not needed at this intersection, and that it should be left as is.

Fourteen comments were received that expressed support for a median island and/or opposition to a speed table. Almost all comments in support of the median island spoke to concern about westbound to southbound turning vehicles who cut the corner at the intersection, and how they felt the median would address this issue. Only nine comments were received in support of a speed table and/or opposition to a median island. Five of these comments expressed displeasure with median islands. Those supporting a speed table (five) did so because they feel speed is the issue.

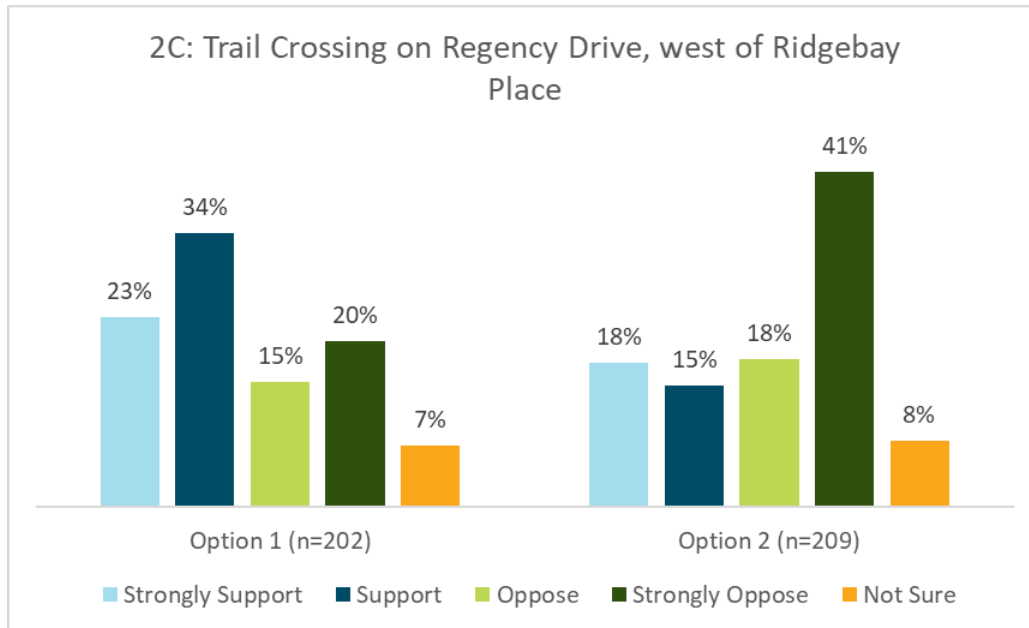
3.3.3 Location 2C: Trail Crossing on Regency Drive west of Ridgebay Place

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Add median islands to existing crosswalk
- Option 2: Add median islands with a raised crosswalk

Resident support for options

Option 1 had significantly higher support across all locations, and Option 2 was strongly opposed by residents from all locations.



All 53 comments received on these options are available in Appendix Four.

Similar to 2C, half of the comments provided (26) suggest they don't agree with options provided. Fifteen comments suggest what the resident feels is a better option (mostly flashing lights). The other 11 comments indicate no changes are necessary at this location.

Nine of the comments suggest this location is dangerous and that they support Option 2. Three of the comments oppose the medians, and two would like to see the raised crosswalk without medians.

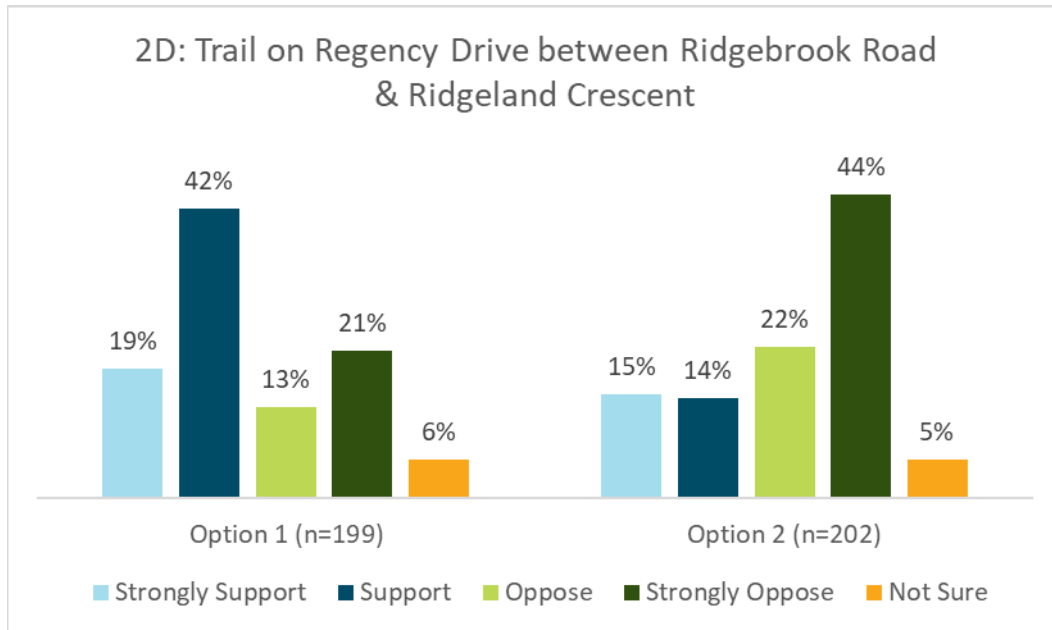
3.3.4 Location 2D: Trail on Regency Dr. between Ridgebrook Rd. and Ridgeland Cres.

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Add a crosswalk with median islands
- Option 2: Add a raised crosswalk with median islands

Resident support for options

Option 1 had significantly higher support across all locations, and Option 2 was strongly opposed by residents from all locations.



All 53 comments received on these options are available in Appendix Four.

Sixty-two per cent of comments (33) indicated the resident did not support either of the options presented. Twenty-two of these comments did not support any change at this location. Another 11 comments suggested an alternative option, most commonly using flashing pedestrian lights.

Eight of the comments indicated the writer did not support raised features, and another six comments voiced opposition to the median islands. Only five comments were positive about changes at this location, indicating support for these options to improve safety and/or decrease speeding on Regency Drive.

3.4 Results Area 3: Foxboro North and Foxhaven

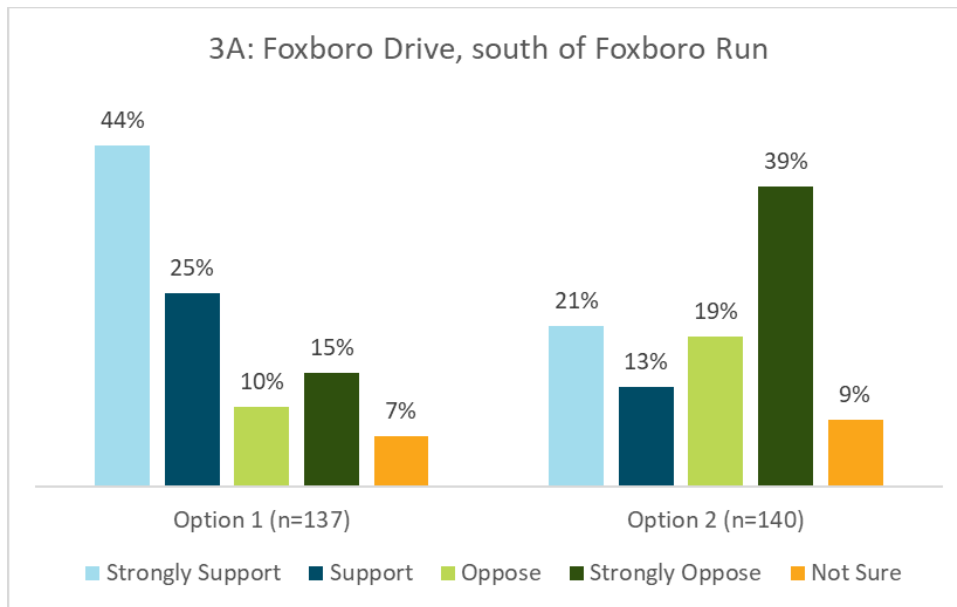
3.4.1 Location 3A: Foxboro Drive, south of Foxboro Run

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change
- Option 2: Add a speed table

Resident support for options

Option 1 was clearly the favoured option.



All 33 comments received on these options are available in Appendix Four.

Seventy per cent (23) of the comments were in opposition to adding a speed table. The majority (14) cited that no change was needed. Six comments offered alternate suggestions to a speed table (flashing lights, reduced speed limit or roundabout), and three comments simply voiced opposition to a speed table.

Only four comments spoke in support of the speed table. Of the six other comments received, two identified other locations where they thought speed tables were needed more, two asked that parking not be removed on Foxboro Drive, and two spoke against the addition of the school generally.

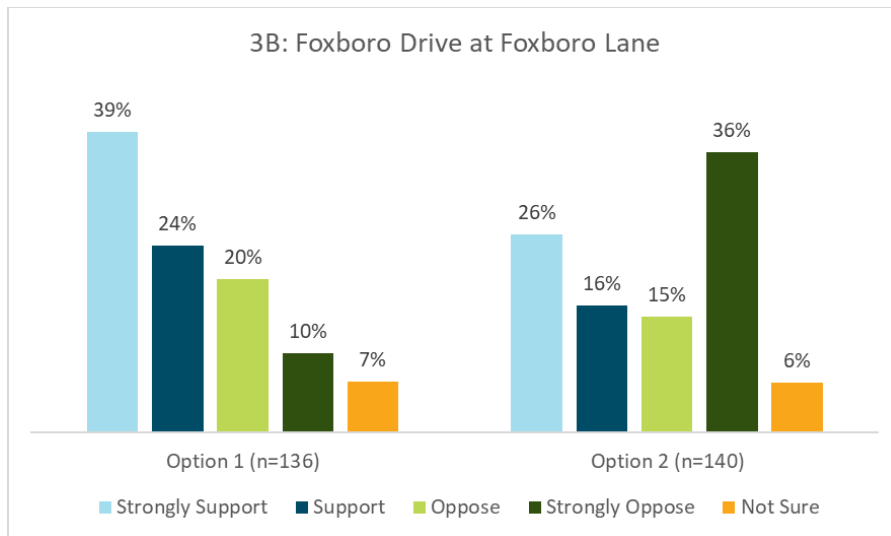
3.4.2 Location 3B: Foxboro Drive at Foxboro Lane

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change (maintain existing crosswalk)
- Option 2: Add a raised crosswalk

Resident support for options

Option 1 was the more supported option among all residents, regardless of location of residence.



Eighty-three per cent (25) of the comments were in opposition to adding a speed table. The majority (15) cited that no change was needed. Seven comments suggested flashing pedestrian lights would be a better solution, and three comments simply voiced opposition to a speed table. Only four comments spoke in support of the speed table. All 30 comments received are available in Appendix Four.

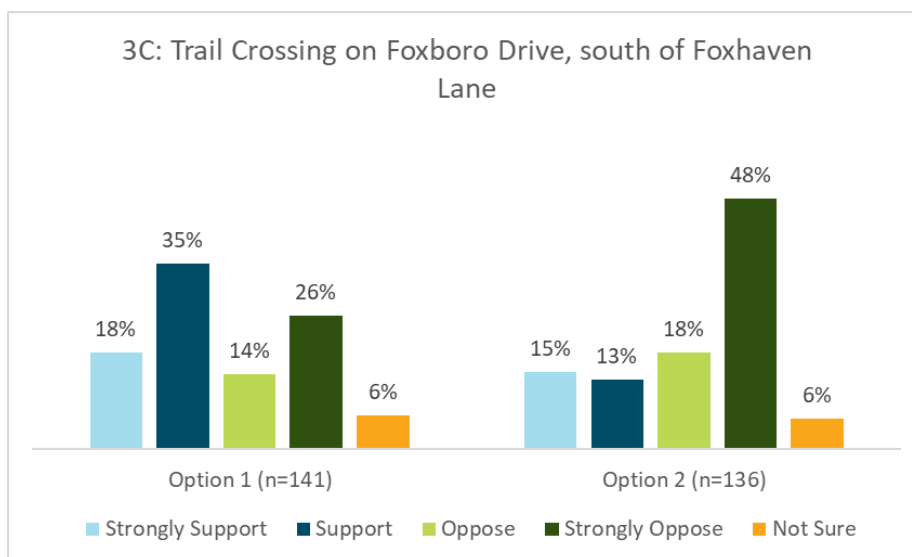
3.4.3 Location 3C: Trail crossing on Foxboro Dr., south of Foxhaven Lane

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: Add median islands
- Option 2: Add median islands with a raised crosswalk

Resident support for options

Option 1 was the more supported option among all residents, regardless of location of residence. For Option 2 was most strongly opposed by those with a direct impact from the feature.



Ninety-three per cent (25) comments opposed the changes proposed for this location. The majority (16) cited that no change was needed. Seven comments suggested alternative solutions to concerns (mainly flashing pedestrian lights) and two comments simply voiced opposition to a speed table. Only one comment spoke in support of medians. All 27 comments received are available in Appendix Four.

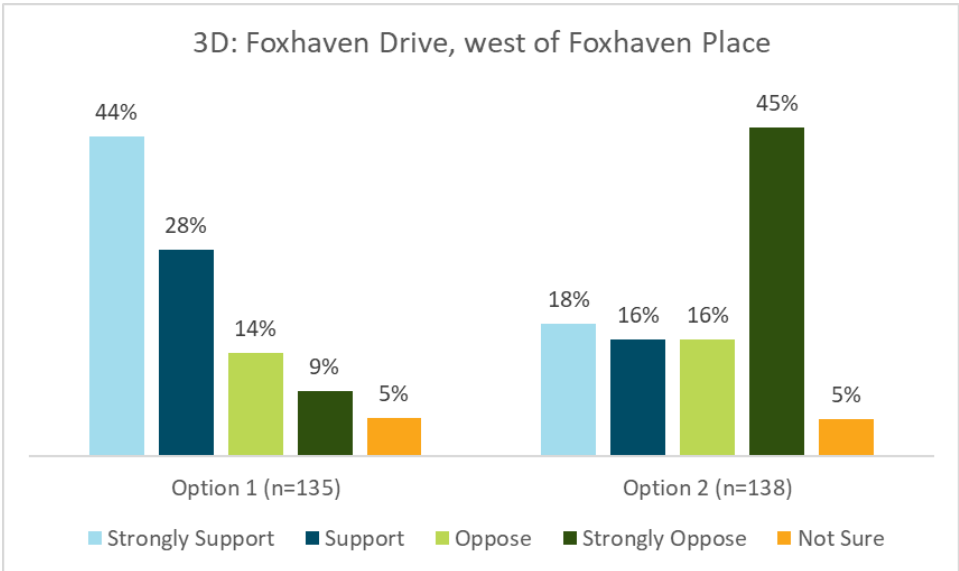
3.4.4 Location 3D: Foxhaven Drive, west of Foxhaven Place

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change
- Option 2: Add a speed table

Resident support for options

Option 1 was the more supported option among all residents, regardless of location of residence. For Option 2 was strongly opposed by the majority of residents, particularly those with a more significant impact from the features.



All 26 comments received on these options are available in Appendix Four.

Almost all comments opposed the option proposed for this location. The majority (13) cited that no change was needed at this location. Four comments suggested alternative solutions to concerns (flashing pedestrian lights, pedestrian education). Five comments voiced opposition to a speed table. Only two comments spoke in support of the options, one of these conditionally, depending on what the other choices were along this segment.

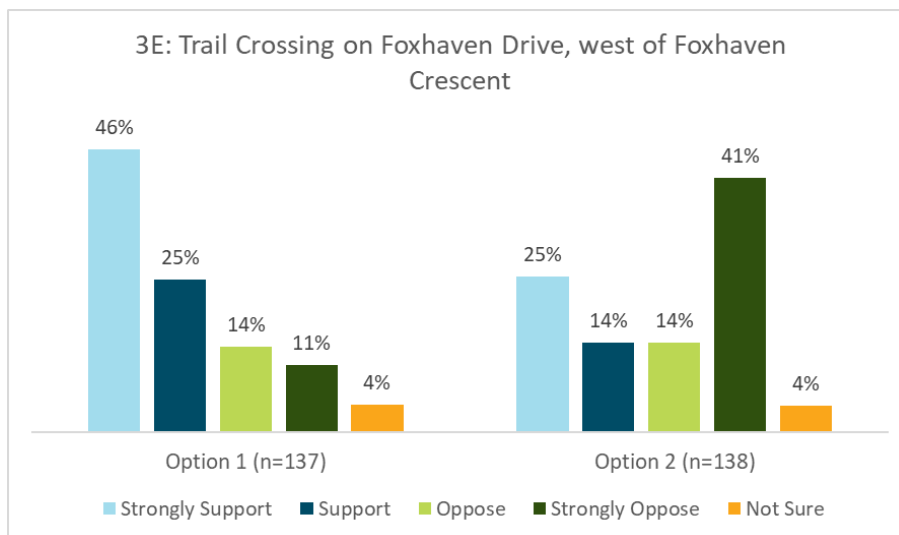
3.4.5 Location 3E: Trail crossing on Foxhaven Dr., west of Foxhaven Cres.

Based on community and engineering concerns, the following options were proposed for this location:

- Option 1: No change
- Option 2: Add a raised crosswalk

Resident support for options

Option 1 was the more supported option among all residents, regardless of location of residence. For Option 2 was opposed by the majority of residents, particularly those with a direct impact from the features. Impacted residents had the highest level of residents who strongly support the raised crosswalk, but also the highest level of residents who strongly oppose the feature.



All 33 comments received on these options are available in Appendix Four.

Similar to the other Foxhaven locations, almost all comments opposed the raised crosswalk proposed for this location. The majority (20) cited that no change was needed at this location, as there are already pedestrian beacons in place. Three comments suggested alternative solutions to concerns (managing parking). Three comments voiced opposition to a speed table. Only five comments spoke in support of the options, one of these conditionally, depending on what the other choices were along this segment. Many people, regardless of their level of support for Option 2, mentioned that pedestrians are not utilizing the lights at this location.

3.5 Final comments

Residents were given a final open-ended opportunity to provide further feedback at the end of the survey: "Is there anything else you would like to add about traffic in the neighbourhoods?", and 154 of the 352 residents responding provided comments.

The most prominent theme in these comments (31 per cent of comments) was opposition to physical traffic calming. These residents expressed concern that the addition of traffic calming features will "ruin" or "destroy" their neighbourhood. Many of these residents are opposed to any raised features or

median islands, and they indicate that traffic is not an issue, or that the concerns can be addressed through other options (such as enforcement, pedestrian lights or education). A few indicated that they support “reasonable” measures near the school but don’t want to see extensive changes in the area.

Twenty-four comments (16 per cent) identified a specific area of concern the resident felt was not addressed in the project. Several of these comments were regarding the access point of the writer to either Foxboro Drive or Regency Drive and suggested the addition of stop signs or a roundabout. Six of these comments were in regard to areas of Regency Park west of Ridgemont Way. No other location received more than three mentions.

Twenty-three comments (15 per cent) simply expressed opposition to the new school and suggested that the roads are not equipped to handle the traffic and disappointment in the decision.

Eleven per cent of comments (17) were categorised at “other”. Four of these expressed concerns about traffic noise under current conditions, and four expressed concerns about parking when the new school opens.

Fourteen comments (nine per cent) expressed support for a reduced speed limit in the neighbourhood. Eleven comments spoke about a general concern with current traffic safety, and how concerned they were that the school would make conditions worse. Another eleven comments suggested additional/alternate features at specific locations where traffic calming was already being proposed. Six comments mentioned the need to adjust the traffic lights on Clover Bar Road when the school opens.

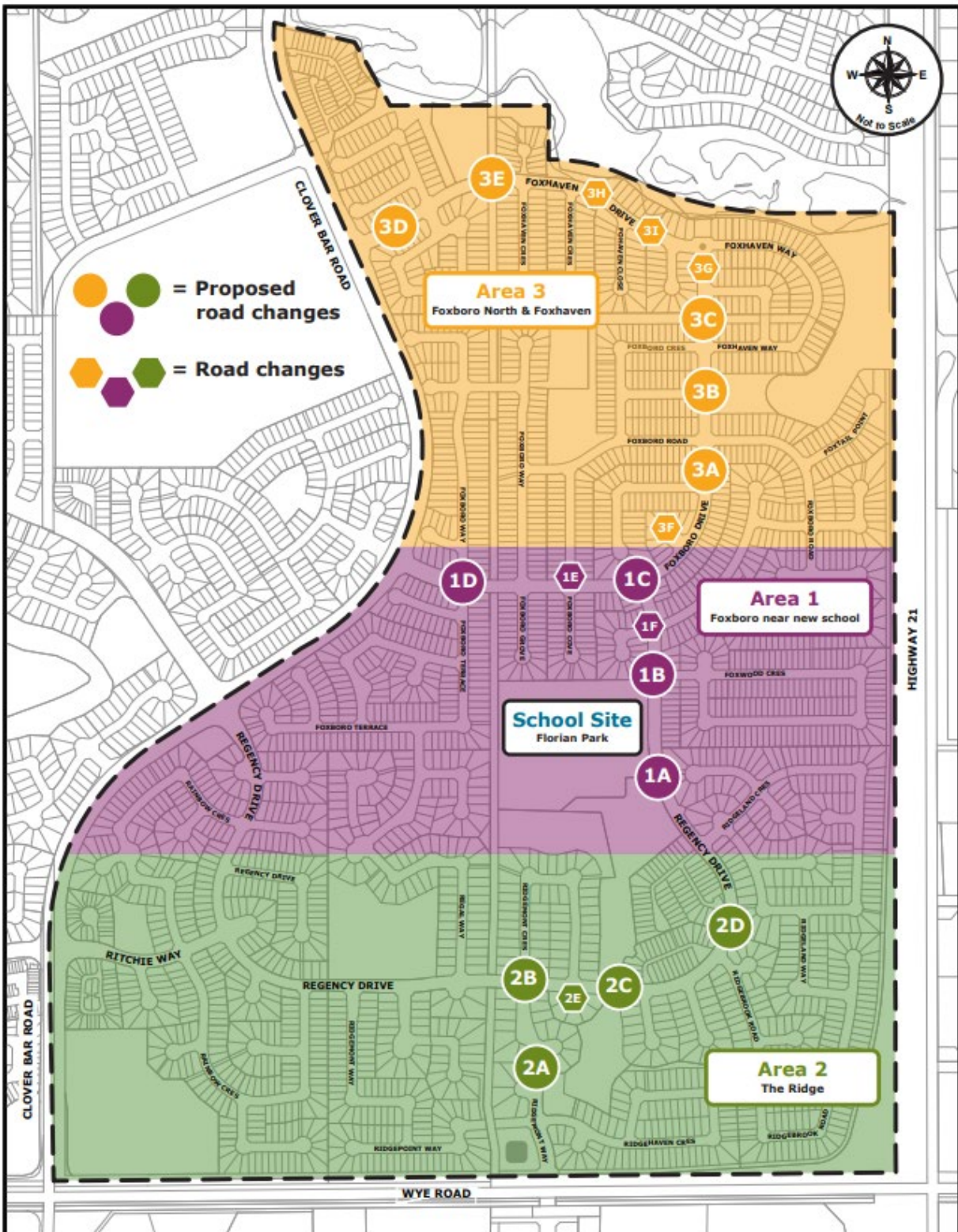
4.0 Conclusion and next steps

Feedback summarized in this report will be used to inform the development of final recommendations for traffic calming. These plans will be presented to Council in the fall of 2023.

Appendix One: Project boundary map



Appendix Two: Project areas and proposed road change locations



Appendix Three: Open house survey tool

Area 3 | Foxboro North and Foxhaven

3A | Foxboro Drive, south of Foxboro Run

Option 1: No change	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a speed table	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer

Comments:

3B | Foxboro Drive at Foxboro Lane

Option 1: No change (maintain existing crosswalk)	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a raised crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer

Comments:

3C | Trail crossing on Foxboro Drive, south of Foxhaven Lane

Option 1: Add median islands to the existing crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add median islands with a raised crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer

Comments:

3D | Foxhaven Drive, west of Foxhaven Place

Option 1: No change	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a speed table	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer

Comments:

3E | Trail crossing on Foxhaven Drive, west of Foxhaven Crescent

Option 1: No change (crosswalk currently exists)	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a raised crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer

Comments:

Foxboro and Area Traffic Safety Review

Resident survey | Open House - March 21, 2023

The purpose of this passport is to gather input on options to improve road safety and traffic management in Foxboro, Foxhaven, and The Ridge neighbourhoods. The findings from the open house will be used to finalize traffic safety recommendations and will be presented to Council in the fall of 2023.

Please submit only one survey per household.

What is your address: _____

We are asking your address in order to:

- (1) consider feedback based on resident location, and
- (2) ensure that there's only one response per household.

Collection and use of personal information: Personal information is collected under the authority of section 33 (c) of the Freedom of Information and Protection of Privacy Act and will be used in the management and administration of the Foxboro and Area Traffic Review project. Survey responses will be anonymized and summarized in the report and will not be linked to your address. If you have any questions regarding the collection or use of your personal information, contact the Transportation Policy Analyst at 780-416-6726.

You will be able to provide comments about location options throughout this passport but is there anything you would like to add about traffic in the neighbourhoods?

Please do not include any personally identifiable information in your comments.

 STRATHCONA COUNTY

Area 1 | Foxboro near new school

1A | Trail crossing on Regency Drive north of Ridgeland Crescent (south end of Florian Park)

Option 1: Realign crosswalk and adjust ramp	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a raised crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

1B | Regency Drive at Foxwood Crescent

Option 1: Add a raised crosswalk (maintain existing yellow curbs)	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a raised crosswalk with a constructed curb extension on the west side	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

1C | Regency Drive and Foxboro Drive Intersection

Option 1: All-way stop with improved crosswalks	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Roundabout with crosswalks on west & south sides	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

1D | Foxboro Drive at Foxboro Terrace

Option 1: No change	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: New crosswalk with median island on east side of intersection	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

Area 2 | The Ridge

2A | Ridgemont Way between Ridgehaven Crescent & Regency Drive

Option 1: No change	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a speed table	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

2B | Regency Drive at Ridgemont Way

Option 1: Add a median island on the east side of the intersection	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a speed table on the east side of the intersection	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

2C | Trail crossing on Regency Drive, west of Ridgebay Place

Option 1: Add median islands to the existing crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add median islands with a raised crosswalk	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

2D | Trail on Regency Drive, between Ridgebrook Road & Ridgeland Crescent

Option 1: Add a crosswalk with median islands	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Option 2: Add a raised crosswalk with median islands	Strongly oppose	Oppose	Support	Strongly support	Not sure/ prefer not to answer
Comments:					

Appendix Four: Resident comments

Location 1A: Trail crossing on Regency Drive, north of Ridgeland Crescent

Important to slow traffic/support raised feature (27 comments)

- Raised to slow traffic down.
- Many people already speed through that playground zone. Raised would help
- I am not 100% sure what the raised crosswalk is but if it is similar to a wide speed bump I completely agree
- It is a good idea to calm the traffic down
- Yes on the south end
- The crosswalk at this area is already narrowed and has decent visibility if there are not rows of vehicles parked near it. Realigning and raising the trail crossing would slow traffic in vehicles.
- Lots of kids crossing here. Will be worse when school open
- The slower the traffic the better
- People speed through the park area and a raised crosswalk should slow them down
- I think there was something wrong with the survey. I would support a raised sidewalk.
- Only realigning the already present crosswalk is a waste of money. If you modify it, add a raised crosswalk that will ACTUALLY do something to slow traffic in what will be a very busy intersection. This will not only force traffic to slow down but also increase the visibility of smaller children.
- This is a path that many students will walk, in addition to residents living in Foxboro, so I believe this will provide the maximum amount of safety.
- School or no school, this is an area that requires something to increase the safety of pedestrians crossing.
- This is where cars tend to speed more often when we are out for walks.
- Not sure what the point of realigning it is. Raised seems reasonable though.
- Spare no expense when it comes to the safety of our children, noise concerns do not trump safety.
- Today, too many cars speed through the playground zone. A raised crosswalk will force cars to slow down and mark the beginning/end of a playground/school zone depending on direction of travel
- I have lived in Regency and Foxboro since 1999 and the traffic has always been too fast and not enough crosswalks with areas to help reduce speed. I think these are great suggestions
- Either is ok
- Raised crosswalk would definitely slow drivers down.
- Good idea near the school
- Would prefer option 2 i.e. raised crosswalk if it is within budget.
- Since that is the main entrance to that playground I would strongly support a raised crosswalk. By the time people slow down they are passed it and I have seen many near misses.
- I don't think realigning the crosswalk is nearly as important as the raised sidewalk; drivers do not find that pedestrians are not reason enough to slowdown or stop so perhaps speed bumps or raised sidewalks that force them to do so will aid in making crosswalks safe to cross at.
- When vehicles are parked roadside along both sides of the road, pedestrians are much more difficult to see when utilizing this crosswalk. The proposed changes will increase crosswalk visibility and lower percentage of unaware drivers.

- Far too often drivers don't slow down for the playground limit. This would hopefully reduce the speeding that occurs.
- Not sure I understand why there needs to be a realignment but support the raised crosswalk

Keep it as it is/don't waste money (24 comments)

- What is the point to realign? keep the crosswalk as is, lets not waste money on pouring more cement in our county.
- Curb extensions act as a pretty good traffic calming device in this location, don't see the need for a raised crosswalk.
- There really isn't any reason to adjust this area, the reduced width already significantly reduces traffic speeds. Adding these changes would be a waste.
- There is already a crosswalk in place with decreased road space for pedestrian safety. Pedestrian visibility is quite good in this area already.
- This isnt a problem in the area, people use the crosswalk properly as is. If anything maybe add warning lights. Waste of funds.
- This road and crosswalk space is narrow enough as is, especially with the amount of street parking that occurs. Narrowing the crosswalk space more would not be helpful or safer.
- There's already a narrowing of the road, a raised crosswalk won't do anything except cost more.
- Currently, pedestrians and motorists are visible. This may not be the highest concern area.
- Raised crosswalk not worth the expenditure. It will hamper service vehicles, emergency vehicles, and transit.
- Traffic incidents in this area are very low, adding anything more is unnecessary. Proper signage is enough to warn drivers to be cautious.
- Fine the way it is.
- 10,000 is too much money to spend on a raised crosswalk
- It doesnt need anything.
- It's 30km/h there and from my experience on a busy day I have never seen a car fly by that place
- I use this route once or twice a week and have never had any issues.
- If there is already a feature to slow down traffic, why will stacking features each perform on their own as they are meant to?
- Doesn't seem like a slight angle change would make any difference, but just cost money.
- Reduced speed in this area makes me slow down.
- Don't change a thing.
- I don't want to spend \$10,000 on a glorified speed bump
- These are not a fiscally responsible idea
- They are completely unnecessary, people will have to slow down for the school anyway. I live very close to Florian Park and the cars almost always slow down going by the park.
- Ridiculous waste of money
- I can support option 2 but the road already narrows which causes you to slow down

Alternative engineering suggestions (20 comments)

- Would flashing pedestrian lights (similar to those on Foxboro Dr) work here instead?
- Add no parking signs close to the cross walk
- If anything maybe add warning lights.
- perhaps install some of the solar powered signals.

- Put in lights, not speed bumps, and more crosswalks.
- Can be busy at certain times. Has a crossing light been considered?
- Come up with better ideas
- the narrowing of the margins makes it extremely unsafe when cycling on Regency. Please keep the road wide. I support the raised crosswalk and/or speed tables.
- Reduction signage should be further back both north and south of the location
- Lights must be at crosswalks. All New and any Crosswalk in High traffic areas should also have Crossing Lights
- Why not just reduce the speed limit?
- Realign crosswalk & add flashing lights like what is in place on Foxhaven Drive.
- Either get rid of curb extensions or mark edges better. Flashing lights would be better than raised.
- That cross walk has been there for years. No need to raise if for people who have to drive over it everyday. Add expense and harder on vehicles. Flashing lights would be better.
- It doesn't appear that realigning the ramp will actually accomplish anything. I do not support that.
- Realigning the crosswalk will only help if the trail is aligned with it. People are like cows...they go the easiest way. Most will cross along the old alignment. Straight and easy. However in doing the realignment there are trees that are impacted. If there was a way to truly slow people down and 'force' them to zig-zag across, then this is a win. Possibly a boulder in the median or more tree planting, that won't allow them to go straight from the trail across the road.
- If anything, a pedestrian crossing light would be most beneficial
- That area is already a hazard with the small amount of distance between vehicles. i have saw people clip mirrors. i have saw traffic stop to allow other traffic through that brings all traffic to a stop. in the winter time its even tighter as ice and snow builds up. ramps and raise crosswalks is not the right thing to do here.
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will.
- Pedestrian lights is all that is necessary

No speed hump/raised crosswalk (11 comments)

- Would like to avoid raised sections of road.
- No speed bumps or raised crosswalks please.
- The more difficult it is for drivers the more they will speed through other non-intrusive roads to get from A to B
- The other raised crosswalks in Sherwood park actually create more noise for the residents with people having to slow and accelerate multiple times. Snow clearing is a problem as well for the graders. Creates ice patches. Drove by Jean Vanier 4 times. Day for years and find myself in more difficult driving situations then ever before creating more hazards
- It's going to be both a playground and school zone. People will be going slow already, so a raised crosswalk is redundant. Also, with the high population density in the area, it will provide too great a risk by causing delays to emergency vehicles.
- Raised crosswalk means the road can't be cleared in winter so it gets icy right where kids will be walking on it.
- Please don't add these horrific bumps! Ambulance rides over these bumps are not fun

- I absolutely despise raised crosswalks. What is the difference from a speed bump ? Terrible and damaging to my vehicle.
- And a big heck no to speed bumps
- STRONGLY OPPOSED to any raised crosswalks or speed bumps.
- Large increase in car noise to neighborhood.

Don't want the school (nine comments)

- I don't want this school PERIOD!!!!
- This whole school location is atrocious. The traffic is already slow and congested, put on this garbage and it will take even longer to get in and out of my crescent
- Stop changing the roads. And don't add a new school here.
- This school is a joke. Go build it in the new Bremmner area
- Regency Dr has a busy traffic pattern already without a new school
- It is frustrating that these measures are necessary due to a new school being placed there. Especially with students and busses and staff and all. Not to mention the years of construction disruptions
- Stupid location to put a school. Leave the park alone, this school is going to cause nothing but problems
- The location of the school should be reconsidered. The open area should be left as is as it is used by community members for daily walks, exercise and fresh air. Regency drive as is has high traffic during peak time. The road in front of the school area is very narrow and as residential homes with cars coming in and out from them. The measures will not bring about significant differences. It will in fact cause major traffic congestion.
- Putting a school is poor judgement. Increase of traffic immense. County should look at increased traffic, parking issues for an event there. Traffic in each direction very very limited.

More police presence (four comments)

- Would also like to see radar detectors or more police presence most vehicles travel much too fast through this playground area
- A raised crosswalk isn't the answer for this location. The sidewalk and crosswalk is not aligned properly and should be fixed. If speed is an issue, then enforcement should be used. I have never seen a peace officer conduct enforcement there and only once saw the RCMP. The peace officers are not fulfilling their mandate for enforcement on our roads and focus too much on highways and never in residential areas.
- I would hope that traffic enforcement would ensure no lineup of cars dropping kids off.....if they can5 to drop off it should be within the school parking lot
- I would also request a greater number of speed traps in this area as a reminder to drivers that this is a playground zone and that 30km/hr is the limit.

Does not address traffic flow (three comments)

- This does not help traffic to flow any better. This is in regards to safety which is important but not at all going to help traffic coming out of a crescent that only has one exit right at the school
- Slowing traffic on Regency is only going to make it harder to turn onto Regency off connecting roads

- There is going to be more traffic and you now want to slow it down. How are you proposing to have the school day traffic flow? This area was never designed to accept that much traffic and the curve on regency drive is sloped wrong and a hazard in winter.

Not like Glen Allan (two comments)

- Please make sure that they are similar to the way the raises are in the Glen Allan area as I detest listening to the bottom of my car scrap over the raises because I don't drive a jacked up truck.
- do not support raised crosswalks as severe as Georgian way.

Other

- Only if this matches future school parking/ pick-up locations. If not, then wait for final designs for that area.

Location 1B: Regency Drive at Foxwood Crescent

Support raised crosswalk/safety is an issue here (13 comments)

- A raised sidewalk would be perfect for this spot.
- Vehicles never stop for pedestrians here. I can stand at the corner with my dogs and watch 6 vehicles pass by. It would be a nice addition to have the raised crosswalk but the permanent curb extension seems unnecessary
- I live right there, many people don't stop for crosswalk
- Similar to the comment on the south end, this will be a strong demarcation for drivers to SLOW down.
- Traffic increases speed as it heads north from the playground zone just south of Ridgeland Crescent so another calming device could be a great idea.
- This crosswalk needs more safety features. Either solution is better than what it is now.
- Makes sense to slow anyone down before the stop sign or before the 30km/h zone
- Very busy area.
- I'm behind any method that would slow traffic down.
- Either is ok
- Either option is fine for such a busy intersection with limited time to react.
- Area needs lights at crosswalks as well
- Add flashing pedestrian lights to raised crosswalk

Alternate suggestions (19 comments)

- Also add in better signage such as "kids playing or playground area".
- why raise it, paint some lines make it a proper crosswalk.
- Would flashing pedestrian lights help get drivers' attention in this location. Suggesting in place of the curb extension on one side, which doesn't seem like it would make as much of an impact since it would not narrow the road significantly at this location.

- A raised crosswalk isn't the answer for this location. The sidewalk and crosswalk is not aligned properly and should be fixed. If speed is an issue, then enforcement should be used. I have never seen a peace officer conduct enforcement there and only once saw the RCMP. The peace officers are not fulfilling their mandate for enforcement on our roads and focus too much on highways and never in residential areas.
- I think adding a raised crosswalk is a waste of money. Once that school is open we are going to need traffic lights at that intersection to allow residents from Foxwood Crescent to get out of the Crescent in a timely fashion rather than waiting forever to get a break in traffic to turn!
- Just install the permanent curb extension without the raised crosswalk.
- I think as long as a raised crosswalk is implemented it would suffice.
- curb extension without raised feature is my choice at this location. one bump is enough where most people actually cross
- It may be time to install all way stop signs at this intersection or a traffic circle to help with traffic during peak hours.
- Reduce the speed limit
- why does it have to be raised, wouldnt it be a cheaper option just to put in a normal crosswalk
- Flashing lights would be better than raised.
- No cement change needed. Add flashers
- This area needs better safety features for pedestrians. I have crossed the street to the park many times over the course of the last 14 years and there have been times where cars seem completely unaware a pedestrian is waiting to cross. Just curious, is a cross walk with flashing lights an option?
- Crosswalk lights seem to be a better solution. Raised walks will just slow down already cautious drivers causing more congestion.
- I believe in this spot there should be consideration for lights. Crosswalk with lights flashing as this will be a high volume of traffic and pedestrians
- All crosswalks should have Crossing Lights
- Again this will not help vehicles trying to turn into Regency
- Given that this crosswalk is one of the primary access points, I am extremely concerned about pedestrian safety with the increase of vehicle traffic in the area as the majority of the students/staff will be coming from outside the community. What is going to be done to support the residents of the crescent to exit? I anticipate our family will need to allow for extra drive time to our daughter's school as we need to make a left turn from the Crescent onto Regency Drive. There will be a significant increase of vehicle traffic at that time of day. It is already tough to make a left turn at specific times of day.

No raised features (10 comments)

- Raised crosswalks would not be a good addition to Foxboro
- Would like to avoid raised sections of road.
- Is a raised crosswalk necessary?
- Traffic will be slowed to almost a stop if you put in all the speed bumps where you suggesting.

- I despise raised crosswalks.
- Raised crosswalks are a terrible idea and a waste of money.
- If you add a raised crosswalk, are you going to back up vehicles onto Foxboro Drive. Cars will hit their brakes when they realize there is a speed hump causing a chain effect to Foxboro Drive. Also, do raised cross walks even work as intended during the winter when roads are not cleared?
- With people parking around the yellow barriers there now, it becomes a traffic concern. with having any raised bumps there, it will cause even more issues. and with people parking there, and snow and ice not fully being removed, bumps will add even more issues
- Is a raised crosswalk necessary?
- Don't change a thing and heck no to speed bumps

Waste of money/nothing more is needed (seven comments)

- Who is responsible for the cost?
- Come up with better ideas that tax payers aren't on the hook for
- Traffic already is slow through here being a park area. Waste of money and not great for vehicles
- I think it's fine how it is
- There are better uses for tax payer dollars than speed bumps
- These will do nothing and are a waste of money
- The yellow pylons are adequate without anymore added measures, including that of a raised crosswalk.

Don't support curbs or constructed curb extension (neither is ok) (nine comments)

- the curb extension is pointless and already only congests this area so people are forced to drive closer to the homes on east side
- Narrowing already congested area will cause greater traffic issues
- I'm not sure the yellow curb extension has added to the safety so I don't support more. In fact, it's almost distracting especially as children and adults are often standing at different spots to cross the road.
- Hard to navigate with trailer
- The curb extensions make it extremely dangerous for cycling on Regency (even when there is low traffic) as cars do not respect the traffic laws and allow the bikes to travel, instead pushing the bikes into the curb ramp which is very dangerous for the cyclist.
- I know so many people who have almost hit those yellow curb extenders. No one knows why they are there.
- Narrowing already congested area will cause greater traffic issues
- Prefer we remove yellow curbs
- Curb extensions reduce parking and the ones on Regency have only caused people to veer towards the center line when they see it. This is dangerous and I have had many near misses.

Don't support constructed curb extension (six comments)

- I think the existing yellow curbs are working well and the addition of a curb extension would be unnecessary.
- The extended curb is working at this location.
- I don't understand how a curb extension in this area would specifically target traffic calming? The yellow curbs are already present.
- Yellow curbs are easier to see on the road.
- I prefer the temporary curb extensions. If they don't function well, they can be adjusted.
- No need to readjust, adding a raised crosswalk is all that is necessary.

Support constructed curb extension (four comments)

- The yellow buffers seem a bit odd as they are not commonly seen around Sherwood Park, the concrete alternative seems like it would offer the same protection yet be more identifiable by winter drivers as this enlarged curb would seem more normal under snow covered conditions and edge of curb can be estimated smoothly rather than stand alone yellow concrete slabs.
- The current yellow curbs look temporary - invest in a permanent solution.
- If I had to pick one, I would say the constructed curb extension; there would be less winter road grime and debris to clean out around them with the yellow curbs.
- Those yellow barriers that were added are not great. I would prefer a curb extension.

Generally oppose the school (six comments)

- Nobody wants any of this.
- Again, you need to re-think this location. In the housing is so dense that I can imagine increasing the volume of cars twice a day.
- Stop changing the traffic and don't add a new school.
- This school is a joke. Go build it in the new Bremner area.
- School is a waste of taxpayer dollars.
- The location of the school should be reconsidered. The open area should be left as is as it is used by community members for daily walks, exercise and fresh air. Foxwood Crescent has high traffic during peak time. The road in front of the school area is very narrow and as residential homes with cars coming in and out from them. The measures will not bring about significant differences. It will in fact cause major traffic congestion.

Other (two comments)

- Would also have monitoring and fines of dogs being off-leash and more garbage cans needed.
- Not that the school entrances have been displayed. It would depend how this crosswalk would be implemented should the entrance to the school be close by. So the extension would impede school entrance so the options may have to be revisited.

Location 1C: Regency Drive at Foxboro Drive

Support stop sign/Oppose roundabout (33 comments)

- Need 3 way stop traffic to make intersection safe.
- All Way Stop is best in these high traffic areas. Round about Drivers do not always follow the procedures of using them correctly. Stop Means Stop for cars and most importantly Pedestrians.
- The roundabout will help facilitate the movement of traffic. However, the crosswalks should be accompanied with pedestrian lights, etc. I teach at Lakeland Ridge school where one of these roundabouts is present and two young children were hit by a car when the car failed to stop in time/did not easily see the young kids trying to cross the street at the crosswalk. The 3 way stop intersection would hopefully help facilitate greater driver awareness of young pedestrians.
- I think the 4 way stop is a better option for buses in the area and for people walking
- This is a high traffic area for children (coming on and off school busses nearby) as well as dog walkers and runners due to the major Lakeway amd linked walking trails. Veh have poor visibility taking the long curved roadway to see up ahead at this intersection and this is further impeded by cars parked roadside at the residential houses. A traffic circle will promote continuous movement of vehicles where's driver behaviour should be trained to stop here, whether veh/pedestrians are present or not. The curved roadway seems to not give enough forward view of the round about, stop sign would offer more safety. This intersection I'd also ALWAYS icy during winter due to veh heat from heavy use and sun angles melting roadway ice, a stop would help slow veh and make them aware of the icy conditions as they leave the residential areas and venture onto more open and faster roadways (cloverbar).
- Yes, this is exactly what would improve this intersection, I have witnessed many near-misses. The roundabout will just add more winter accidents as this is an especially icy and treacherous corner; people will be driving on the embankments of the roundabout, damaging public and personal property.
- A four way stop would achieve the same results as the way more expensive option 2
- I do not think this intersection is large enough to accommodate a roundabout. As well, there is a ton of pedestrian traffic (kids on bikes, dog walkers) here and I do not think removing the existing stop sign on Regency and replacing it with a yield sign and round about will make this intersection SAFER, especially with increased traffic for the school. People at least know what a stop sign means so a 3-way stop sign intersection is safest.
- The three way stop makes sense but improved crosswalks or a round a bout aren't necessary and will impede the flow of traffic in the area when the time comes to implement.
- No one even sows down for roundabouts, stop signs would be safer.
- Stopping is safer for children than the round about. People also don't know how to use the roundabouts properly.
- An all-way stop would likely achieve the goal of slowing drivers down.
- Buses have a hard time turning in the roundabout especially in winter. The existing Foxhaven roundabout is extremely icy in winter and many cars have slid up the curb. This is not an option

that you would want to build with kids walking on the sidewalks next to the roundabout. Do not install a roundabout!!!! This would cause pedestrian safety issues.

- Round about will be a huge issue for the school busses and county bus plus they never seem to sand the roundabout in the winter in this community as it is!!
- There isn't enough room for a roundabout, and there isn't enough of a problem at that corner to justify it.
- Roundabouts are pretty annoying in little sizes like this. Better off to just have an all way stop
- This is the most slippery intersection in Foxboro. Vehicles slide through existing stop sign at the end of regency. A roundabout would be an icy mess.
- The round about in foxhaben is dangerous when it is ice. Many cars have hit the curbs.
- Roundabouts in Sherwood Park are all sloped the wrong way and I see tracks all winter of cars hitting the outside curb. Definitely a no. Might need lights if the intersection gets too busy.
- Option 2: Even with the additional space this seems like a tight area to place a roundabout. In addition I have seen vehicles drive over the roundabouts (near the edges) to maintain their speed.
- A roundabout would be terrible. It's very busy without the new school as parents and teens are driving that way to get to Haythorne and Bev Facey. A three way stop would slow down traffic more yet keep the flow going better from Regency Drive.
- Roundabouts do not accommodate buses or larger vehicles. Roundabouts are less safe for pedestrians and bicycles.
- I am concerned that at certain times (am rush) that the roundabout may cause accidents, especially since this corner is very very slippery in the winter.
- For cyclists, the roundabout is more dangerous as cars do not allow for bikes to take the lane (even though that would be the correct way for the bikes to travel).
- There is not enough knowledge about how to properly use a roundabout - too many people won't know how to use them safely.
- It is very expensive options 2 and why to take away couple trees.... Not sure how green conscious the county is
- Avoid all traffic circles. Utilize Peace Officers for enforcement of stop signs.
- Why spend \$150,000 when we can't afford heated shacks at outdoor rinks. Allocate some money to where it is needed
- This intersection is a major issue with ICE and Snow in the winter time. With being a major bus routes for schools, and public transportation, the roundabouts is not a good choice. At the far north end of Foxboro Drive, the roundabout get very slippery with ice and snow build up. not including the pot holes the city doesnt fix right. having a round about here there will be the same major issues of snow and ice. a 3 way stop is better, but it needs more care in the winter for snow and ice as people always slide through there.
- There are enough difficulties stopping and accidents in the winter at the Foxboro and Regency corner with ice and LACK of plowing and sanding in our area. If a traffic circle was put in that area it would be a complete hazard for busses and traffic. This is completely ridiculous.
- Roundabouts don't help anything and there are already too many in Sherwood park

- I'm concerned my bus route will have issues.
- People struggle to use roundabouts in Sherwood Park as it is. This is a high pedestrian crossing point as well and with the confusion of the roundabout, most drivers forget to look for or don't see pedestrians until the last second.

Support roundabout/Oppose stop sign (35 comments)

- Roundabouts do a better job of keeping traffic moving.
- roundabouts are the best form of traffic management and would greatly improve traffic flow at this awkward intersection
- The roundabout will slow down traffic while keeping it moving
- My husband and I each drive this stretch twice daily. We both have nearly been hit by drivers not STOPPING at the intersection when coming from Regency Dr. This is a wicked spot. A roundabout would work nicely. The other one does ;)
- This is the most concerning intersection in my opinion as it is often icy in the winter making it difficult to come to a stop on Regency Dr at the stop sign currently in place (especially if you are not familiar with this location) . Also turning right onto Regency Dr can be tricky when icy (I have seen vehicles slide all over the place when they take the turn at approx. the speed limit). Traffic circles are generally safer and more efficient than 4 way stops, and people can and do blow through stop signs all the time, hence our preference.
- If the traffic flow in the area does increase, the all way stop will cause more traffic concerns for those coming into the neighborhood. Many people take a right turn off Regency. A roundabout would be a more efficient way to slow and move traffic.
- Regency already has enough traffic, now with plans to pack in a school and get rid of one of the most useful greenspaces by adding all way stop I would imagine the area would become even more inaccessible. The roundabout would be the only way to alleviate.
- This intersection is treacherous in winter - a roundabout would encourage continuous flow at lower speeds facilitating left turns from Regency and avoiding the stopping that likely adds to the build up of ice. Also helps manage those who elect not to signal and cause delays for other motorists.
- The roundabout would promote better traffic flow by reducing stop and go
- I think a roundabout would be better at slowing down traffic than a 4 way stop
- Prefer the roundabout option
- Roundabouts have the traffic's continuously moving. Stop signs will slow traffic with all the additional traffic to the area
- In winter the existing northbound stop sign creates a LOT of icing up in both stopping & starting, resulting in a lot of accidents. A roundabout would help flow traffic without resulting in the stopping of traffic unless needing to yield. Not to mention the aspect of squealing bus brakes to the noise level for residents.
- This intersection is terrible with long waits already. And icing in winter from excessive traffic. A roundabout would be way more efficient for traffic movement

- this intersection is extremely slippery in the winter and slowing down, never mind stopping is a concern in the area. Therefore a circle may be better as traffic could continue to flow if unable to stop.
- Would prefer roundabout with sidewalks on all sides
- Traffic needs to flow!! Do not put stop signs it is going to back up so much. Roundabout works perfect just down the road
- Traffic circles keep traffic moving and there is a lot of traffic at peak times on Foxboro Drive.
- I am more in favour of a traffic circle. I live on Foxboro Cove and turning left (west) during rush hour traffic will be very difficult. At least having a traffic circle will give me and my family the chance to turn right (east), take the traffic circle and head back west. Would a 3 way stop result in a sufficient break in traffic to allow me and my family to turn west of Foxboro drive easier. I'm in favour of anything that will help me and my family safely exit the cut-de-sac (without running the gauntlet).
- Already a dangerous intersection with bad traffic flow. I support a round about with increased crosswalk visibility
- I like the idea of the roundabout! Traffic seems to flow better with a roundabout
- This intersection is always very icy in the winter and needs better road maintenance. Both proposed options will be icy and need to be taken care of properly by the county in order to prevent a constant stream of car accidents. Roundabout would be better for flow of traffic however.
- Option 2 is terribly expensive but is the overall better solution, option 1 feels more like a bandaid and option 2 seems to be a better long term solution.
- Too icy to stop, circle is more safe.
- Less noise with a roundabout. Stop signs create more noise from the constant stop and go
- The circle promotes organized flow. Stop signs back up traffic
- All way stop would make traffic backup much worse! *This intersection (all directions) is EXTREMELY ICY much of the winter!
- This is the iciest corner in the neighbourhood. Please don't add stop signs! If the bus stops here could be moved, that would GREATLY improve traffic safety!
- An all way stop would block traffic all the way back up Foxboro drive towards clover bar road. An all way stop would be extremely disruptive to traffic flow on a busy street coming off of clover bar road and make us take way more time to get home
- currently to navigate the stop sign northbound on regency (onto Foxboro) , sightlines are such that you have to nose into the intersection. all way stop moves stopped vehicles back such that they would have to stop twice. having to stop EBND will back traffic up severely in all directions at peak times making it more difficult for residents who live in the area
- Nobody knows what to do at a three way stop!
- 3 way stop will make traffic flow terrible at this intersection and it is offensive that it is being considered.

- This is an extremely busy spot and a lot of drivers speed through the intersection. There are several school bus stops nearby and eventually there will be a serious accident. I don't think a four way stop will work as drivers will just roll through it.
- Drivers ignore stop signs in off school hours, making them unpredictable.
- People don't stop for stop signs when no one is watching, too risky

Support neither option-no change needed (16 comments)

- Both options are incredibly tedious and frustrating for drivers who follow the rules. They both cause incredibly icy conditions. I used to live by Jim common drive and when they installed the 2 roundabouts it became incredibly icy. Four way stops also cause incredibly icy conditions. Also how slow is this going to be every day before and after school hours?!?! Tons of vehicles and busses coming and going. That sounds like it is going to make it very slow to get out of my own neighborhood and cause congestion in front of my cul de sac on Foxboro drive.
- No accidents here except for the icy roads the county doesn't maintain. Additional expenses and changes are not needed we are all capable of utilizing the existing stop sign
- I do not feel like either option is needed here. If we must have one I would strongly oppose the roundabout.
- Not necessary!!!!
- I don't believe this intersection needs any changes but if one was to occur the 4 way stop would be beneficial. Absolutely not necessary to have a round about.
- This intersection isn't a problem where there needs a stop Or traffic circle. The intersection has some weird tendencies in the winter where it is known to become extremely icy and hard to stop. By adding stops it will only make it worse. This isn't a problem. If it is a ped crossing issue than a ped flashing light should be added.
- Traffic calming measures at the single main entry to the neighbourhood will cause greater traffic issues and create increased danger and ice concerns in an already icy area. There are already several incidents a year of cars slipping around the traffic circle at foxhaven drive due to poor drainage and sloping despite speed. Stopping and starting unnecessarily at intersection will also create greater ice conditions. Why are such measures thought to be needed for a school representatives insist will be majority bussed in? Poor location choice for such a school given roadways and potential.
- I would prefer it be left the way it is
- Who comes up with these ideas? It's like we have too much money so let's waste it
- That intersection functions fine as it is.
- This does not feel like an area of issue to me. The traffic circle would be extremely frustrating, cause traffic back log and also not improve safety. People don't slow down and generally drive through traffic circle without much thought. Having a crosswalk mixed into a traffic circle is a horrible idea and would make the situation worse, not better. This area does not need improvement.
- Feel the one northbound regency rd only needs the stop sign. It is not too busy at this time to have either option.

- Either option will stop traffic in the area, come up with a better idea. Any pedestrians will slow traffic even more.
- This road is too busy for these proposals.
- \$5,000 per stop sign? Where's that bid package I'm sure I could do it myself for less. Roundabout for \$125k more is no good. Why not just do a single stop sign off Regency?
- Waste of time and money at an area that is fine as it is

Support either (seven comments)

- This intersection directly affects my house, I can hardly get out of my driveway in a school day morning to get my kids to school. This intersection is already bad, cars lined up, people speeding around the corners. While I prefer the round about the cost is crazy, 3 way stop sign does help but with the increased traffic I am very concerned that I will have even more trouble getting in and out of my driveway with the school traffic.
- Both options work effectively. I would suggest starting with the 3 way stop for cost savings
- Not sure about the cost of the roundabout, not sure I feel it's necessary. However, something needs to be put in place as this is an extremely difficult intersection to walk across and does not feel safe from any direction.
- PROS AND CONS to both Roundabout are confusing and would cause clogging the area should pedestrians be going to and from school. Stop signs will cause vehicle back ups waiting their turn. It is not a wide intersection VERY prone to being icy throughout the intersection
- either option works the roundabout might improve traffic flow however not having the 3rd crosswalk in might lead to people crossing anyway
- My wife uses the bus stop at this location and something needs to be done. I do not know if a roundabout is warranted at this time but we think the all way stop signs and speed bumps would be a better first option due to cost. If this does not work as intended, then a roundabout could be considered in the future.
- Cost is the primary consideration for me

Neither option- alternative suggestions (4 suggestions)

- This will need lights. Stop looking at other options. The school is going to cause havoc for all incoming and outgoing traffic. Not impressed with solutions.
- A roundabout is going to slow traffic down in a negative way; creating huge headaches for residents trying to get out of the neighborhood. What's needed is traffic lights. It's going to be an extremely high traffic area once the school opens.
- Same as other responses. Put in lights!
- Reduce the speed limit and increase fines for speeding

Against school (five comments)

- Is anyone listening? No school so we don't need to change the road!
- Absolutely horrible idea to have to bus in the majority of the students here

- Stop changing the traffic and don't add a new school.
- Traffic will be backed up for miles This is a joke
- The location of the school should be reconsidered. The open area should be left as is as it is used by community members for daily walks, exercise and fresh air. Foxboro drive as is has high traffic during peak time. There is one stop sign at this time. With the increased high traffic coming in and out of Regency drive, adding a circle on the narrow road will not bring about significant differences. It will in fact cause major traffic congestion and higher incidence of accidents. In winters the situation could be worse no regular snow plows on this routes.

Other (four comments)

- intersection is too icy, you can't stop.
- This is going to wreck our paths
- Who is responsible for the cost?
- Is there room for a roundabout?

Location 1D: Foxboro Drive at Foxboro Terrace

No change is needed/waste of money (33 comments)

- Personally have never had an issue crossing the street in this area
- I cannot think of a reason why pedestrians would use this cross walk when there is already one 30 meters further east on the street.
- All these raised speed bumps, round abouts etc are a waste of time & money. They hinder traffic flow & the traffic change is not needed. Pedestrians need to be road aware & not play etc on said road. Need to enforce the basics not change to adapt to those who think they are entitled. Law enforcement needs to start enforcing rules of the road if it is so bad. Lived here over 20yrs & there have been problems at this site. It's not broke so don,t mess around with it.
- Unnecessary money spent at an intersection here.
- It's much safer to cross @ the trail that already has medians and lights. Get people to walk the extra 15 steps.
- Half a block down is the trail with crossing lights.
- Not sure this is necessary but I could live with the change if safety data suggests it should be done.
- There is already a crosswalk within half a block. Adding another crosswalk in such close proximity seems redundant.
- Anyone crossing can just cross at the existing walkway. This is definitely not needed
- There is a marked pedestrian crosswalk with median island approx. 50 m to the east of this intersection (presumably not being removed), so we don't feel this is necessary.
- There is a crosswalk not too far away already, there is no need to waste money on this.
- There is already a marked crosswalk ~50m down the road from this location. This seems redundant.

- There is a crosswalk for the path not far west of here and an assumed greatly improved system for Regency/Foxboro Dr. Not sure the need to have another crosswalk so close to others.
- I feel what is present is adequate
- Nothing needed here
- There is already a crosswalk for the trail with warning lights just a few steps from the intersection. Absolutely no change!!!
- There's literally a crosswalk 50' from that location, paint some lines and call it good
- I think the current arrangement is fine.
- there is a cross walk so close this will interrupt traffic even more.
- This location does not need new features. There are multiple crosswalks with median and lights along this stretch. Adding another, especially being so close to the turn in from Clover Bar Road is extremely unnecessary.
- A crosswalk & median doesn't seem necessary given the fact that a 1/2 block east is a solar powered walk light with median already!
- Stop changing the traffic and don't add a new school.
- No major issues there. Save the money and spend on the round about.
- There is a crosswalk further east along the trail area no need for this option here
- There is already a crosswalk in this area and it's already hard to see people crossing because of all the cars parked on the road. I do not think there will be that many LOCAL students that attend this francophone school - it will be at least 85% driven traffic (ie kids NOT walking to school) so adding a crosswalk here is not effective.
- Don't see why a median needs to be put in.
- There is already a marked crosswalk within this area.
- Redundant
- There is already a pedestrian crossing just meters away on the foot path. We don't need 2 pedestrian crossings within meters of each other!
- No need for option 2.
- there is a crosswalk mid block just east. save the 7500. not necessary to have medians.
- Waste of money
- Not necessary

Proposed change does not address problem (16 comments)

- Neither solution addresses issue of turning only Foxboro drive for vehicles.
- This is the wrong choice/option. You should 100% be strongly considering a roundabout. People turning left out of Foxboro Terrace onto Foxboro Drive, towards Cloverbar will NOT be able to do so during rush hour/school busy hours. The turning left onto clover bar already gets backed up PAST the Foxboro terrace/Foxboro drive intersection. I cannot imagine after the school is operational. Traffic from this residential area & adjacent will then experience a detour and will naturally reroute to driving through the entire regency residential area (drastically increasing community neighbourhood traffic & drastically decreasing safety) to get out to Wye Road.

Furthermore, for those that do try to complete this left turn during rush hour, it will be very likely to result in collisions. It's already very busy during rush hour and already hard to turn left. Option #2 presented here will not help at all with this, though it will help with pedestrian safety only, though it will further congest traffic and often times, backed up vehicles will be blocking this intersection waiting to turn left onto Cloverbar. If you do not choose to do a roundabout, this will be a nightmare of a situation in the coming years. I'm shocked it's not even presented as an option, yet 1C has it as an option. The Foxboro Drive/cloverbar intersection will be one of the major ways in and out of the neighbourhood for Ecole school buses & families.

- This intersection needs a four-way stop or other measure to allow vehicles turning left onto Foxboro Drive from Foxboro Terrace to do so in a timely manner. Current wait (at any time) is usually very frustrating. Timing of traffic light at Foxboro Drive and Cloverbar Road also requires huge improvement. The wait to turn left onto Cloverbar is far too long, and the green light is ridiculously short.
- It's not clear to me what difference moving the crosswalk West will make.
- This is a problem without the school, more options need to be provided on this one
- In heavy school times, it's already very hard to leave Foxboro terrace onto Foxboro drive (left/west). Sowing the traffic here will make this harder when volume increases. We would like to see something where flow isn't bottlenecked here because we can't cross the road.
- It is already near impossible to make a left hand turn from Foxboro Terr onto Foxboro drive during school drop off/pick up times, and around 5pm when people come home. Both lanes on Foxboro Dr are quite busy during these times and you can wait a long time. With the addition of the school this turn will be next to impossible. Going 400m from my house to Clover Bar will take at least 15 minutes (going south on clover bar is worse as the queue goes past the intersection daily. Going out the back way is an addition 2km detour which is ridiculous. Stop signs or traffic lights are needed here.
- Maybe a new cross walk but not the median. This intersection is already an issue during school commute times. There should be more than just a crosswalk here. How are people going to get out of their neighbourhoods?
- We do not see many people crossing at this location. We rarely walk across at this point.. we use the crosswalk lights just down the street.
- I live off of this street and I won't be able to make a left turn off of my street during school drop off and pick up; this will be a real issue for those of us that need to get out of our neighborhood and a left turn is our only option
- Extremely difficult and dangerous intersection for vehicles and pedestrians. This is one of my main intersections on my commute and it's already very difficult to turn left to head west. I would also support a roundabout here. The cross walk a few meters east of this location is still quite dangerous and cars drive much too fast and aggressively down this road. Going on Foxboro terrace north bound towards Foxboro drive is also down a small hill, which gets extremely icy. I've seen many vehicles slide into this intersection as a result of the hill and ice. I feel like more precautions should be taken here.

- 1D is currently a bad location for traffics. Traffics from Cloverbar Road are coming in and Vehicles on Foxboro Terr and Foxboro Way are having a hard time to get into Foxboro Drive. Traffics will be so congested and accidents waiting to happen for people to jump into Foxboro Drive. There are school buses dropping kids on this intersection as well. Should consider this as a 4 Way Stop.
- Possible roundabout
- Lights should also be installed
- Home time drive from work daily I see right turns heading into the residential area (from cloverbar) at this intersection often, cars enter this roadway at higher speeds than normal due to merging off cloverbar at higher speeds and maintaining them...reaction times are slower when speeds are higher, and a pedestrian walkway here would grab drivers attention more than the bare intersection...coming from the residential area out to cloverbar I don't see issue its the veh coming into the area from cloverbar at the 60-70km speeds from the merge lane that is the issue. Veh also bypass each other at this point, these turning right (south) into the residential and those continuing east...its a tight choke chokepoint for veh is one is turning off the main drag.
- I would rather see a stop light on Foxboro Drive as traffic coming in both directions makes it impossible to get from Foxboro Terrace.

Disagree with islands/don't support idea (nine comments)

- Islands don't help people who cross there in the winter time, as ice and snow doesn't get clean away from there properly like at the other location. Having it properly marked with, and a solar power light system to cross there would be better than Islands.
- I hate the concrete barriers! They look terrible and are destroyed the first winter when snowplows clear the roadways.
- There is parking along this stretch of roadway, now it is down to one lane. Nothing but congestion. How many cars are you projecting a day? The Christian elementary school on Cloverdale road is a safety hazard as cars are backed up on the other side of Wye road. Please note that is a two lane road.
- A lot of traffic coming off of Clover Bar would make this area very congested if there was a crosswalk in that location.
- I have never seen how the medians create a benefit. Again more of a hazard for drivers and for snow removal
- All Crosswalks Must have Lights
- Reduce the speed limit and increase fines for speeding
- Add flashing pedestrian lights with option 1
- Middle medians make it more difficult to snow plow and mean more build up in the center, narrowing lanes even more in the winter.

Support proposed change (eight comments)

- It will be a good safety feature for pedestrians

- I cross here anyway. The mid-block crosswalks in this neighborhood are odd.
- people already cross there, having an actual crosswalk would only improve safety
- Should of been done long time ago to help slow traffic
- I support a new crosswalk here...this is a wide roadway to cross. Especially with people coming from Clover Park Road...fast drivers
- Should be a crosswalk here, regardless of the new school.
- I believe Option 2 is a better option because some of the traffic coming off cloverbar road are still going pretty fast in this area.
- Again this road people travel way to fast so a crosswalk would be a great option.

Reconsider school location (two comments)

- These are narrow roads with high traffic already. The school will add to the traffic. Existing walkways are difficult for pedestrians specially in winters and dark hours. Car driver hardly adhere to speed limits, during dark hours, snow covering it is difficult to see the pedestrian crossing. Reconsider the location of the school.
- This is a complete joke Traffic will be backed up for miles

Other (two comments)

- What will this option do to the existing crosswalk and blinking lights at the walking path 1/2 block away from this?
- Cost?

Location 2A: Ridgemont Way between Ridgehaven Crescent and Regency Drive

Speed table is unnecessary/waste of money (36 comments)

- Road is already tight and slow. People respect it.
- We already have the narrowing of road plus crossing lights which makes this a safe crossing. Speed hump is overkill
- We already have too much concrete in the streets (2B)
- no bumps!
- I do not see the aggregate value of having the speed tables
- Regency drive already has high traffic. It is already difficult to maneuver from Ridgemont Way to Regency drive. Adding the school will significantly increase traffic on these roads. The measures will only add to traffic misery for the residents. These roads are not plowed in winter and will cause traffic issues
- Not needed here but would like to have better driving at the stop sign area further north of this road have seen many accidents at this intersection
- This location does not need improvements, such would be unnecessary. It is a short stretch featuring multiple turns and bends in the road, these work as speed limiters. There is also a crosswalk with lights in this stretch of road. No change is necessary.

- If speed is an issue here it is very it is extremely easy to enforce that area. There is a long crosswalk area to house peace officers. It is already a tight enough area and I feel it would cause trouble for fire trucks and other emergency vehicles
- Would like to avoid raised sections of road.
- I don't think it is needed in an area with no school. I have lived here for awhile and the traffic has been good. No speeding
- This is a heavy traffic area most times of the day, adding anything will cause traffic congestion and most likely lead to more issues in the future.
- The stop sign at Regency Drive slows the traffic down already.
- We cross there every single day walking our dogs and have never had a problem.
- Traffic jam both ways
- Too much traffic as it is so this would make it worse.
- The speed table is more of a hazard in winter conditions.
- I don't think this is needed so would prefer the county not waste time and money on it.
- I don't feel this area has speeders but does have a high volume of traffic that gets into the Ridge area. It's the main way in!
- There is no need to make the speed slower here
- This area does not need speed bumps added
- Is there a safer area in Sherwood park. Asking because To make a safe area safer must be the definition of lunacy.
- Not needed. Impedes emergency vehicles.
- Traffic is never going very fast here, people are always doing a reasonable speed
- We don't need speed bumps. This location is quite a distance from the school site.
- There is a light controlled crossing in Ridgemont now I don't think there is need for anything else.
- What effect could this have? Ridiculous
- Feels unnecessary to do much here. There is a crosswalk with activated lights south of here and also along Regency just west. I cannot recall if there is a clearly marked crosswalk at the Regency end of Ridgemont Way if so, with a stop sign there, probably fine.
- not sure it is warranted
- There is zero value in changing this section of the roadway, there is no crosswalk, few pedestrians and no reason for a change
- These cause more noise from cars and people get frustrated and accelerate out of these, causing more noise and speed.
- Not needed
- It would be better if this table we actually put somewhere where a crosswalk is needed.
- unnecessary, waste of money
- Traffic not fast at these locations. I strongly suggest we spend taxpayers dollars elsewhere.
- Waste of money

Support speed table/speed is problematic (11 comments)

- Something to slow the traffic down on this road is a better option than leaving as is.
- Traffic needs to be slowed down in this area, year round.
- Traffic speeds are so high coming down the hill. Everyone is racing and tailgating. It's very dangerous
- Vehicles continually speed through this portion of Ridgemont Way, another option is to lower the speed to 40km/h
- We have had ongoing issues with people speeding on the curve on Regency with cars ending up on the East Sidewalk, on one occasion they actually went through our fence. Adding traffic tables will keep pedestrians on the sidewalks safe! It is just a matter of time before someone gets hurt.
- Too many drivers speeding through residential areas here, and with the added risk of the neighbourhood winding and curving there is limited visibility putting everyone at risk. We need speed bumps and any means of slowing down irresponsible drivers.
- I live on Ridgemont Way for 30 years. The traffic going past my place travels too fast. The second they come on of Regency Drive they pin it on way to Wye Rd. This school is going to double traffic past my place again! My back deck is only around 25 feet from edge of road. I have noticed neighbours selling recently, and we are also. This is not what we envisioned when we moved here. Along our street 5 neighbors have to back on to Ridgemont Way, and it's about to get more dangerous
- This is a chance to do the traffic calming correctly, unlike the section of Regency further north/west towards Cloverbar. The extended curbs there have done NOTHING to slow the traffic. All they do is force traffic closer together, travelling at the same speeds as before. It is patently ridiculous as students late to school at Bev Facey race around that corner. Coming the other direction from the 7-11, cars routinely hold the 60kph speed until well into Regency. Cars routinely on/over the yellow dividing line, speeding. The traffic calming has made this section of road worse, PLEASE do not do the same with section 2 on your map. Raised crosswalks were the solution for section I have mentioned, but they were not installed. Please, make traffic slow down, don't force it closer together.
- It would be great to slow traffic on Ridgemont Way and to reduce those who use Ridgemont Way and Regency Drive to shortcut through this area rather than stay on Wye Road to Cloverbar.
- already too much speeding traffic--have been here 32 years--have to drive to mailbox--crosswalk was added with no consult mostly benefits dog walkers not us going to the mailbox--do not know what a speed table is--have seen the joke of circles in mills haven
- This is a great suggestion crosswalk lights should also be installed

Speed is a problem but us an alternative solution (three comments)

- Reduce the speed limit and increase the fines for speeding
- Lowered max speed limit plus increased enforcement would be better
- Having solar power crossing lights would be better than speed table. this would allow crossers to hit a button and alert the drivers that are coming closer there.

Other (three comments)

- Please reduce the speed. I have almost been hit several times with people speeding on Regency Drive, trying to come out of silver oaks 1.
- I would like to suggest speed humps from Cloverbar all through Regency drive. The area from Cloverbar to MacPherson park is a raceway!
- If there was a speed table here I would just go a different direction out of the area.

Disagree with school (two comments)

- You are going to screw all the people that live in this area
- Stop changing the traffic and don't add a new school.

Location 2B: Regency Drive at Ridgemont Way

Oppose both- wrong options (23 comments)

- Come up with better ideas, stop screwing all the people that live here
- Roundabout! The other options will help nothing. Many people don't stop at the stop sign. Add enforcement?
- Roundabout. No stopping @ stop sign. Too fast!
- should be a 4-way
- A roundabout may serve this intersection better as it would slow traffic down on both the east and west sides.
- Regency drive and Ridgemont Way as is have high traffic specially during peak time. There is visibility issues already coming from Ridgemont Way. The roads are not plowed. The school will increase the traffic flow. These measures will not bring about significant differences. It will in fact cause major traffic congestion.
- Neither are great options. Will also cost more for snow ploughing and street sweeping due to these measures
- Adding either option would impact cars coming from Ridgemont way onto Regency. Hard enough to see Regency Dr from Ridgemont due to HUGE evergreen on corner!
- being honest, I would have thought this would be an appropriate intersection for a 4 way stop sign controlled intersection.
- There is only 2 reasons that this intersection is an issue. One is because of the "enormous" evergreen tree blocking vision to the east on Regency, from the house on Ridgemont way. Secondly, in conjunction with the sight line is the speed of vehicles coming west bound on Regency drive approaching Ridgemont way. Once again I have lived in this area for in excess of 10 years, yet have NEVER seen traffic enforcement in this area..please RCMP/peace officers- stop sitting at all your favourite high collection spots throughout sherwood park and start attending these high danger areas.

- Can the speed table be put further east on Regency Drive? People don't really hit their maximum speed until they're partway down the road, so that's why I'm thinking it should be farther away from the intersection
- Another intersection that's already difficult to turn left at. With increased traffic comes more safety concerns about collisions with vehicles and pedestrians.
- I don't like either option I was given but would prefer the island over the speed table.
- This is a terrible intersection, I have witnessed several near miss collisions. There is poor visibility, high volume and vehicles moving fast. This should be a 4 way stop.
- I believe the biggest concern at this intersection is the turning left traffic don't yield from Regency onto Ridgemont. Also, the tree on the corner is quite a concern when making the left from Ridgemont to Regency - reduced visibility.
- First off, the stop sign on Ridgemont way is back so far from the turning lane. People stop out in traffic to see better with the trees blocking the view. Islands don't get cleaned properly, and that location has an ICE issue in the winter time as it doesn't get cleared properly or enough. It needs to be put on a major sanding schedule, just like at Regency drive/ Foxboro drive stop sign.
- Whoever designed these ideas should be fired
- These measures both create greater issues in winter. In areas where these have been used it is very difficult to see these measures and create danger for drivers.
- This intersection is already dangerous and in need of either a 4 Way stop or a traffic light.
- Not sure why a median should be placed here. This may prompt pedestrians to be more daring versus going to the controlled crossing just west. Speed table doesn't make sense to me either as many are turning toward Wye Road (or coming from the stop onto Regency).
- Median Islands just reduce the width of the drive lane and put the vehicles closer to the pedestrians. There is no valid reason for a speed table at this section...put it to the west of the intersection by the existing crosswalk
- I honestly don't think either of these options will do much in the way of traffic calming. A traffic circle would be a better option
- This intersection is always icy in the winter and during freeze thaw. Making it more prone to build up from snow plows will make this worse. The visibility with a median is also less and will not make traffic flow any safer or better. Very very strongly opposed. Pedestrians also use this a lot, especially kids, and a median makes it too easy to pause mid road and not be seen and get confused.

Oppose both- change is not necessary (12 comments)

- Leave the same
- Already too much concrete. Also replace the islands west of the intersection with a raised crosswalk. The islands prevent snow removal on Regency.
- unnecessary, waste of money
- No need
- no change needed there
- Ridiculous ideas that will do nothing but waste money

- speed tables proposed would induce racing between features, increase traffic noise from vehicles speeding up and slowing down rapidly. we find it more disruptive than the odd speeding vehicle
- Leave the roads alone!
- Both these options will interfere with snow removal. This location is till far from the school site.
- Absolutely unnecessary at this location
- dont think they are worth the investment
- No speed table or bumps are needed

Support median and/or oppose speed table (14 comments)

- A 20 kph speed table - you've got to be kidding, it's a major intersection! A median however would give the added benefit in winter of westbound traffic slowing to go around the median if they are turning south, rather cutting the corner. Immediate sanding in winter of that intersection would cut down accidents/slides.
- Would like to minimize speed bumps in the area
- Vehicles turning southbound onto Ridgemont Way from Regency Drive WB cut intersection during turn
- If possible add island on west side as well
- A median would be good, as often times the lanes are not upheld especially with turning vehicles. A speed table is unnecessary and a waste of time & resources.
- Would like to avoid raised sections of road.
- I like the median but not the speed table.
- Speed tables impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Speed tables are a terrible and short sighted option.
- No speed bumps. It affects the winter road cleaning.
- The main issue with this intersection in my opinion is traffic heading west towards the intersection when they turn left into Ridgemont they cut the corner.
- I'm this case a concrete barrier would stop drivers turning left onto Ridgemont way from cutting the corner.
- Either option is desirable to slow traffic though a median island would eliminate drivers shaving the corner when going west and turning left on to Ridgemont Way.
- Speed table won't be as noticeable/effective during winter months and island is more a visual cue that up ahead is the main turnoff intersection that is needed to be taken to get out of this area. It's a cue reminder and safety item whereas the speed-bump is only one use.
- Many people cut this corner. Median would help, speed table would not

Support speed table/oppose median (9 comments)

- For option 1, not sure what adding the median does... Is the thinking that by narrowing the road people may drive slower. If so, then I am okay with it, but prefer option 2.
- Narrowing the road is very dangerous for cyclists, as cars do not give cyclists the right of way, even if the bicycle should have the right of way. Please do not narrow Regency any further. The narrowing by Florian Park is extremely dangerous for cyclists in its current state.
- A median is possible to cause damage to cars in that spot, that intersection becomes very icy in the winter and have seen many people slide into that area when turning.
- A median island here would be terrible - it's a busy intersection in the morning and some people are trying to turn left from Regency onto Ridgmont while others can currently be in the right lane and go around them if they're going straight on Regency.
- I believe that Regency Drive will see greatest volume increase in traffic. Drivers will seek routes to quickly exit to Clover Bar Road at the intersections. I believe that traffic needs to be slowed as much as possible on Regency Drive for safety.
- Please stop pouring cement medians everywhere. It looks awful and in the end gets damaged and looks even worse. please stop.
- Speed table will slow traffic down while coming down the curve.
- I see people EASILY doing 70+km/h on this part of the road and it is so unsafe
- That would slow traffic down. A median is harder to see in the winter and could ultimately cause more accidents.

Support both (two comments)

- Both of these would be great
- Much needed.

Other (six comments)

- Stop changing the traffic and don't add a new school.
- Ridgepoint Way already has excessive traffic due to drivers bypassing the playground zone on Regency and using Ridgepoint Way to get to Wye Road. This includes private autos, couriers and pizza deliveries (many at excessive speeds)! Speed bumps or some kind of traffic calming method on Ridgepoint Way would be an asset to residents.
- Complete traffic nightmare
- So we lose all the parking that street?
- This intersection will see a dramatic increase in traffic as foxboro terrace residents are forced to detour through this neighbourhood to wye road due to decision not to even consider roundabout at 1D
- just block off the road to the new school in the ridge--have people enter from somewhere on the other side--school should have been built somewhere else--old wye school site--people do not even slow for people at the mailbox

Location 2C: Trail Crossing on Regency Drive west of Ridgebay Place

Oppose both/better alternatives (15 comments)

- Come up with better ideas, traffic will slow to a crawl
- Put crossing lights
- Add flashing lights
- Flashing lights instead of medians
- Add some crosswalk lights
- Regency drive as is has high traffic specially during peak time. There is visibility issues already coming from Ridgemont Way. The roads are not plowed. The school will increase the traffic flow. These measures will not bring about significant differences. It will in fact cause major traffic congestion.
- All Crosswalks Must have Lights This is going to be a lot more busy with and if the new school goes in and Crosswalks with Lights Should be a standard.
- Reduce the speed limit and increase fines for speeding
- What about solar crossing lights?
- Still far from the school site. Pedestrian Crossing lights would be just as effective
- Traffic jams either which way
- raised sidewalks are crazy on major bus routes. Islands dont get cleaned enough. get solar power lights there. allow crossers to activate the lights to allow on coming traffic to know someone is crossing.
- Lower speed limit to 40 koh all along Regency Drive except at school zones are 30 kph.
- Median may help slow traffic/narrow the lanes of travel. Lighted pedestrian crossing indicators may help as much or more.
- This will only make the crosswalk area more confusing and reduce visibility.

Oppose both/not necessary (11 comments)

- unnecessary, waste of money
- Not needed
- Once again. All of these options are at huge cost to the county. Please force the law enforcement officers to sit here once a day for a week. You will collect so many dollars and educate the minor amount of fast moving vehicles in this area
- There is no issue here, why waste money
- Nothing needs to change. Leave it all alone!
- Again, we cross here all the time with no problems
- I don't think either is necessary here but the cheaper option seems sufficient.
- Why does it have to change? Not worried about the residents safety before the school.
- This is the safest crosswalk I have ever used in my life.
- This is a waste of money

- the existing crosswalk is well defined, is very visible to both traffic and pedestrians and does not require any additional interventions

Support median/oppose speed table (Option 1) (11 comments)

- Don't want to spend money on speed bumps. Median islands are sufficient
- Greatly dislike the raised idea. People just speed between them then slam on their breaks. They are hard on vehicles. Not sure they do extra at protecting children.
- I don't feel excessive features are necessary in this area. Medians would be okay, but more to separate / control traffic as there aren't explicitly marked lanes.
- Would like to avoid raised sections of road.
- see previous comment about racing between features
- Raised crosswalks impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Raised crosswalks are a terrible and short sighted option.
- Raised crosswalks provide no advantage except damaging vehicles, and are a waste of funds.
- I have had numerous near misses try to cross at this crossing. Adding the median may make drivers take notice instead of the raised crossings how about adding the solar panel signal lights? This crossing is in a bad spot due to the dip in the road lights would help.
- again raised crosswalks seem to be very expensive for what they are
- The raised sidewalk is unnecessary, it's a major visual area already with wide views to either side, I felt the raised crosswalk is a financial waste. The other items are the same and I feel are very necessary both as safety, traffic lane controlling, and visual cues.
- Don't need speed table or bumps.

Support median islands and raised crosswalk (9 comments)

- Prefer a raised crosswalk. If the thinking is by narrowing the roads, the traffic will slow down, then I am fine with that.
- This is a busier walk way/crosswalk would be a good idea here. Also note that Canada post super box is on the north end of this road and should be moved as often vehicles stop here which has caused some close calls with west bound vehicles coming up around the corner.
- I use this crosswalk almost daily and always need to wait for the drivers that don't even realize there is a pedestrian waiting. Anything to slow drivers down would be extremely beneficial.
- regency drive is even worse for kids than ridgement way and there are many kids in that area and the road is curved and narrow--as bad as main in millshaven which should have told the planners something before the ridge and regency park were built
- Probably prefer second option. Often pedestrians are missed at this crosswalk so anything to make it safer.
- Pedestrian safety should be a priority no matter the cost.
- Again speeds of 70+km/h. Does not feel safe to walk this section of road

- Given the amount of traffic on this road, combined with the multitude of pedestrian traffic, this specific spot should have the greatest amount of traffic calming measures available. I have personally seen near-miss accidents take place at this location.
- Again, people choose not to stop or slow down for pedestrians at this cross walk, a raised crosswalk would might be more of an incentive (perhaps a reduce speed sign as well, but that might be asking too much).

Oppose medians (three comments)

- Concrete prevents street cleaning
- Again, narrowing Regency causes increased danger to cyclists. Please do not narrow Regency Drive. The narrowing near Florian Park is already extremely dangerous for cyclists as cars do not follow traffic laws, do not let cyclists have the right of way (even if it is correct!) and force cyclists into the curb, which is terribly dangerous for the cyclist. Please do not narrow Regency Drive in any way
- Pls stop adding medians, we don't need to waste tax payers money on cement islands everywhere.

Support speed table only (two comments)

- I don't think median islands are effective but this would be a good spot for a raised crosswalk to slow traffic as there is a ton of pedestrian traffic crossing here and people are going quickly down the dip in the road on Regency here.
- If you could replicate braeside crescent with their speed bumps/raider crosswalks that would be great.

Other (two comments)

- Stop changing the traffic and don't add a new school.
- I believe that this crossing has a flashing pedestrian crossing lights. Are these remaining? If so the activation buttons both north south crossing are on the wrong side of lane. If north crossing pedestrians must cross into the southbound lane to activate the control button (same for the south traveling pedestrians)

Location 2D: Trail on Regency Drive between Ridgebrook Road and Ridgeland Crescent

Change not necessary at this location (22 comments)

- With 2 other crosswalks in closer to the school I think this is redundant.
- Regency drive as is has high traffic specially during peak time. The roads are not plowed. The school will increase the traffic flow. These measures will not bring about significant differences. It will in fact cause major traffic congestions and chances of accidents.
- Not needed. Not busy enough to need this

- There are crossing opportunities not far before and after this point. A crosswalk or medians here is unnecessary.
- unnecessary
- Not required
- no change needed here. there will be changes made closer to the school, nothing needs to be at this location. nobody crosses here now
- No need for either in these locations
- A raised crosswalk with no median island would be preferable to any narrowing, however the school children have no need to cross Regency at this location so it makes no sense to modify this location.
- Leave it alone.
- I'd rather you just left it alone
- Again these options interfere with snow removal on a collector road. How many local children will use this crosswalk to attend this French only school? Very few. There is a playground already on this site that children access with no current issues. There will be busses delivering students to this school. Isn't it better to keep the road as a wide and clear as possible?
- Traffic nightmare both ways
- Not needed
- I don't feel this change is needed at all. If we are doing anything here then we should do the cheaper option.
- I do not feel there is need for another crossing in this location.
- Nothing is needed here
- These measures are unnecessary
- how many crosswalks can we have as noted the one close to me does not serve my little crescent--it is a noisemaking nuisance with teenagers from somewhere talking as they cross and dogs visiting as they are walked
- While raised crosswalks and speed tables are good on Regency, I do not believe there is a need at each proposed location. 2 of the 4 should be sufficient.
- I'm not sure if we need a crosswalk there. I'm undecided.
- Nothing needed here, but a crosswalk with a median is the better choice. No raises crosswalk needed.

Alternative Option (11 comments)

- If you need a crosswalk there, a better idea would be to install one of those solar powered crosswalk warnings of which we have four in the vicinity. That would give drivers the heads up that a person was crossing & they'd slow down. That's what you want isn't it - a safe crossing area for pedestrian's?
- This combined with other suggested methods are poorly thought out. Come up with better ideas
- Challenge with graders. Crossing lights

- Flashing lights instead of medians
- All Crosswalks Must have Lights. Crossing lights should be standard with the installation of new design or implementing a new crosswalk.
- Reduce the speed limit and increase fines for speeding
- What about solar crossing lights?
- SOLAR POWER CROSSING LIGHTS. Islands don't get cleaned enough in the winter time. the road needs to be cleared better in the winter time, and sanded more often. put up crossing lights and that will allow people to know when someone is crossing
- Again, a crosswalk is more than sufficient. If worried about people speeding through, flashing crosswalk lights that are button controlled would be a better option, especially for night or poor weather days. They work very well in front of the uofa and it is highly trafficked and works despite high emergency vehicle passage.
- A crosswalk in this location with the flashing lights would be great as I feel the extra medians are unnecessary
- I'd prefer to not have raised crosswalks. Difficult for snow clearing and bad for suspension and buses. Provide flashing beacons for pedestrians.

No raised crosswalk (eight comments)

- Don't want to spend money on speed bumps
- bumps aren't needed
- The first option has the same functionality as the second one. Why go for the most expensive one
- Would like to avoid raised sections of road.
- Raised crosswalks impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Raised crosswalks are a terrible and short sighted option.
- Adding a crosswalk here makes sense as it is quite far from other proper ones. Not sure the need for elevated crosswalk - how much do you expect this to be used to necessitate dropping speed so much again when vehicles are heading into or coming out of the Florian zone?
- raised crosswalks too expensive
- This curved Lakeway is always icy in the winter due to sunshine angles and windswept due to area shape and openness, many vehicles slide to curb at low speeds due to downward angle of roadway and centrifugal pressure on vehicle due to curve.....I support concrete dividers for visual and physical safety but not a raised walkway, this could bounce a vehicle even at slow speeds to slide needlessly when it's icy....road scrapers from the county don't always get right down to pavement around these raised walkways and this could only add to iciness of area. Bump=vehicle weight shifting, even at slow speeds.

No median islands (six comments)

- Medians on that eastward banked road is a recipe for disaster in winter as you need the whole road. In order to avoid the icy slippery (tracked) areas, you avoid the track by driving on the inside or outside of the track, where there's snow for traction. You put a median there, it will definitely get hit.
- The crosswalk is fine but the median doesn't seem purposeful being on a curved road where speed is slow
- No concrete!
- Please do not narrow Regency Drive in any way. The narrowing near Florian Park is already extremely hazardous to cyclists.
- no median islands, add a cross walk if you must.
- Add a crosswalk only, no medians

Support changes for safety/speed reduction (5 comments)

- This area is a big problem where vehicles start going down the hill and accelerate. I am glad to see something being done here.
- Need to reduce speeds on this road
- Not familiar with this location or the amount of crossing that takes place but I do feel that children need to have a safe place to cross the street to get to school.
- Either one will suffice. This is something that doesn't need to wait until the school is built, it is required now.
- Again, just to slow traffic to the speed limit would be great.

No school (one comment)

- Stop changing the traffic and don't add a new school.

Location 3A: Foxboro Drive, south of Foxboro Run

No change is needed (14 comments)

- Ridiculous waste to do either option
- No need at this location.
- I live near here and have never had a concern. This is a waste of money and would just be annoying.
- Why waste money on building speed bumps, that make living in the area worse?
- I am at this intersection multiple times every day both in the car and walking. This is a (visibly) open intersection that has always felt pretty safe. A speed table here would be extremely frustrating as a driver.
- Just concerned about noise from acceleration of traffic.
- This isn't even near the school. Speed tables are ridiculous
- Why are we putting speed bumps so far away from the school? Not practical for winter street cleaning. Leave as is.

- Nothing is needed here
- not needed at all!!!!
- Pretty decent lines of sight here normally for pedestrians and vehicles, with other crossings not too far north of here.
- Speed does not seem to be an issue
- Not necessary
- A speed table seems unnecessary

Alternate suggestion (six comments)

- This intersection should get a round about (Foxboro Drive/Foxboro Road/Foxboro Run)
- The way people park here, you MUST be cautious when driving in the northbound lane on Foxboro Dr. many people cross at this intersection. This would ensure people slow down for them. I don't support a speed table, but possibly a pedestrian bump out or narrowing of the road so people are visible to traffic. I'm sure people also complain about speeders through here, but they are starting to slow down naturally as the next section with Foxboro lane has a narrowing.
- Crosswalks Must have Lights. Installation or redesign of Crosswalks should have lights as a standard.
- Could reducing speed limit in the area.
- clean snow better and sand more. if you want to add solar power lights for crossing, that would help too!
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will.

Oppose speed table (three comments)

- Speed tables impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Speed tables are a terrible and short sighted option.
- Speed tables are annoying and create more noise
- I have seen several drivers speed through neighbourhoods with speed tables, to slow down and cross these and speed back up immediately after. They are useless in my honest opinion.

Speed reduction is needed/support speed table (four comments)

- People are constantly speeding on Foxboro Drive.
- Traffic nightmare
- They already drive faster than 60 km/ hr now.....
- Speed table is required. Vehicles often travel with excessive speed along that stretch of Foxboro Drive. In addition, there is limited visibility due to parked vehicles along that part of Foxboro Drive.

Other (four comments)

- More concerns from Cloverbar to MacPherson park with speed humps
- The existing parking along Foxboro Drive is needed as there is no parking available in front of our homes.
- Please do not take away parking! Parking on the residential streets (Foxboro Run and Foxboro Road) is hard to find! Those with commercial vehicles need to park on Foxboro Drive and not in front of house impeding views of traffic. It is so dangerous - please don't take away parking!!!!!!!!!!
- Need traffic calming on Foxhaven Drive. This is a high traffic area with high rates of speed. This will only increase

No school (two comments)

- Stop changing the traffic and don't add a new school.
- Don't allow the school and nothing has to change

Location 3B: Foxboro Drive at Foxboro Lane

Not necessary (15 comments)

- No change
- Living at this corner, second house in, we see a lot of traffic and people walking here...it's one of the main entrances into the trail system. As this road is narrow here, people are good about slowing down, and parking is limited, so there isn't a more considerable concern for visibility.
- If people want to race they go on Hwy 21 and Cloverbar Road. Not Foxboro Drive. We can here them, then here the sirens when they crash or get caught. All good.
- Waste of money
- No need- will affect spring drainage, create significant puddles and sprat for pedestrians.
- I drive through here daily and walk with my family here. This crosswalk is fine, don't waste money on it.
- Roadway narrows already which helps serve as traffic calming.
- There is already a crosswalk. It's fine. Seriously do not add an obstacle course to drive over through the neighborhood like you have done in others. This is not even really by the new school
- Not required. How many kids in the area will be going to this school that will need to use this crossing. Probably very few so this change does not make sense.
- Nothing needed here
- The road is pretty narrow here which tends to calm traffic enough for pedestrians to cross safely. Road is also straight with good visibility in all directions.
- Speed not an issue
- cost
- I think this crosswalk is easy to see and use as is

- Same as the last question. It is a visibly open space easy to see traffic in either direction. You have a lot of time to safely cross the street on foot.

Alternative solution (seven comments)

- Flashing lights!
- Could add pedestrian lights rather than raised crosswalk.
- All new crosswalks or redesigned crosswalks must have lights as a standard
- Add a solar power crossing light would help so much more than a raised crosswalk. have it marked better. clearing snow and sanding more would help too!
- This should have lights. FULL STOP. I live at the end of this lane and overhead or flashing lights are required. This is a very well used cross walk and often dangerous.
- If worried about people speeding through, flashing crosswalk lights that are button controlled would be a better option, especially for night or poor weather days. They work very well in front of the uofa and it is highly trafficked and works despite high emergency vehicle passage.
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will.

Oppose raised crosswalk (three comments)

- Raised crosswalks are annoying and create more noise
- Raised crosswalks impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Raised crosswalks are a terrible and short sighted option.
- Raised crosswalks are a waste of money.

Support raised crosswalk (four comments)

- traffic nightmare
- I'm thinking Foxboro Drive being used as a cut through. I find Foxboro Road used as a short cut for some people.
- I support a raised cross walk is there in not bump at 3A
- It makes sense here due to location of park space, community gardens and bus stops.

Other (one comment)

- See previous comment.

Location 3C: Trail crossing on Foxboro Drive, south of Foxhaven Lane

Oppose options- no change is needed (16 comments)

- There is literally a traffic circle and cross walk a stone throw ahead
- Stop changing the traffic and don't add a new school.

- No changes
- Who comes up with these ridiculous ideas? What a waste
- No need for a raised cross walk
- I do not think any change is needed.
- These islands will be constantly damaged by the snow ploughs, will create more ice problems and are completely unnecessary. I use this crosswalk daily and have never seen any issues with this crosswalk. Additionally, it will further restrict parking, which is already severely lacking.
- Again, what would these accomplish except for a waste of tax dollars? Id rather see more traffic calming strategies used closer to the intersection of regency drive and foxboro drove (and along regency drive).
- Not necessary so close to traffic circle where there are lower speeds.
- This is ridiculous it is not even near the school and nobody uses that crosswalk now anyway. What is wrong with you? Just lower the taxes a bit if you have this much to waste. Or whatever I'll probably just move after all this xxxx goes in so fill your boots
- This crossing is fine as is.
- Pls stop adding median islands. I DO NOT want my tax paying money to be on poured cement.
- Ridiculous waste of money
- I walk this all the time and cars stop and there are no issues
- cost
- I think the existing crosswalk is sufficient

Oppose options- Alternate solution (seven comments)

- Flashing lights
- Just add crossing lights. Drivers are so good when the lights are flashing. It's pedestrians who think they are too cool to hit the flashing lights buttons.
- Solar power lights, and the roads cleared better and sanded more. islands dont get cleaned enough in the area, so why would these? adding a raised crosswalk would suck for public transportation vehicles and school busses
- As with other crossing areas, the sight lines are decent. Arguably something to slow pedestrians from crossing coming carelessly coming out of the forested areas on either side may be helpful.
- If worried about people speeding through, flashing crosswalk lights that are button controlled would be a better option, especially for night or poor weather days. Raised crosswalks are noisy and only cause more issues in bad weather.
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will.
- Raises crosswalk only

Oppose raised crosswalk (two comments)

- A raised crosswalk wouldn't really do much more than a crosswalk & you wouldn't need to spend an extra \$7,500!

- Raised crosswalks are a waste of money

Support medians/other (2 comments)

- This is a great idea!! More islands etc., create more obstacles for drivers to be aware of. Also, one winter maintenance complaint we have, is these small medians create high centre ridges that cause scaping to the underside of cars. Please grade them clear of ruts.
- traffic nightmare

Location 3D: Foxhaven Drive, west of Foxhaven Place

Oppose change - not needed (13 comments)

- Stop changing the traffic and don't add a new school.
- No change
- This is not the location; that needs a change. It's further down this road at the crosswalk before you reach Foxhaven Cres. People do not use the RRFB's and walk like they know a car won't hit them. STUPID people. I can't tell you how often people have to break hard here for some stupid person who assumes traffic will stop for them. Cars have the right to clear the 'intersection' before people start to cross. A lot of cars keep their speed through here, especially coming from Clover Bar Rd. The proposed location, sure people will slow down but they will gun it again until they really have to hit the breaks at the cross walk I just mentioned. Do something at the crosswalk instead. Even zig-zagging the approach to the road for walkers, ensuring they need to slow down/stop and look both ways before crossing.
- No need for anything here
- Not needed. Affects spring drainage negatively
- I do not think there is a problem here and feel like a bump would just be annoying and a waste of money.
- This area needs no change. It would waste money and just cause aggravation.
- Not necessary here.
- Why would you do this?
- Speed bumps this far away from the school are not required.
- Nothing needed here
- This location for a speed table is too close to cloverbar road and unnecessary. I think further down Foxhaven drive a speed table would be useful
- Waste of money

Oppose raised features (five comments)

- As a resident with a lower to the ground vehicle that drives this 6 + times a day I would be FURIOUS if I had to try to navigate over speed tables daily...not all of us drive lifted trucks.
- Speed tables are annoying and create extra noise
- Putting speed tables in is paying money to make the neighborhood a worse place to live.

- See previous thoughts (people speed from one to the next, slam on the breaks to cross quickly, and then accelerate again.)
- I would go out of my way to avoid a speed table here.

Oppose- alternative suggestion (four comments)

- why not a solar power crossing lights, and marked crossing on the east side of the road. no islands or raised tables needed.
- Instead of putting all the insist on drivers, let's also spend some money re-educating people on walking/riding safely! I can't believe how many people just walk or ride their bikes out of paths and intersections without checking. What ever happens to all the bicycle and walking safety we were taught as kids? Everyone rides the bus now so no one teaches this?
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will.
- The better option would be to add a crosswalk with lights on the east side of Foxhaven Place as this is the side where many kids cross to go to FR Haythorne and there is currently no crosswalk there

Support/Conditionally Support (two comments)

- depends what else is added, only should have one on this section
- I would like to see a marker crosswalk at this intersection as well. Busses pick up at the corner of Foxhaven place and foxboro drive.

Other (two comments)

- More concern with Cloverbar Road and Foxhaven Drive intersection. The Turn lights must be activated for Left turn into Foxhaven Dr off of Cloverbar. This new school is going to impact all the entrances and egress points within the subdivision. It will be a SAFETY issue having that much traffic making Left turns from Cloverbar Rd onto Foxhaven Dr. This needs to be reviewed and addressed.
- traffic nightmare

Location 3E: Trail crossing on Foxhaven Drive, west of Foxhaven Crescent

Oppose - no change is needed (20 comments)

- The existing lights help, when people use them
- Stop changing the traffic and don't add a new school.
- No change
- Again, when people hit the light button, everyone slows down.
- What would this accomplish? There is already a crosswalk with lights
- There are already flashing lights, nothing else is necessary.

- See this is how you make a good crossing. Lights, crosswalk marked, visibility for people crossing. this works the best in these neighborhoods. do more of this please!
- This crosswalk is already safe. I have seen way more irresponsible pedestrians than drivers. Cyclists and runners, often whipping across the crosswalk before checking for traffic. I always go slow, but pedestrians need to recognize their responsibility as well, such as looking both ways before crossing the street! Speed tables impede emergency vehicles and cause damage to regular vehicles. They make it dangerous when towing recreational vehicles and can cause them damage. Many residents own/use recreational vehicles in this neighborhood. Speed tables and raised crosswalks are a terrible and short sighted option.
- I've answered in support because something needs to be done for all the idiots who don't look before they cross the road. However, I'd would be more happy with a crossing light. Then traffic is only slowed/stopped for actual traffic (who push the button). Driving over a speed bump every time when there is no pedestrian traffic seems silly.
- If people would just press the flashing light there is no need for additional calming measures.
- It's fine as is seriously who had this idea to raise every walk through here. This is such a waste shame on you
- No change required this crosswalk was just updated with flashing beacons.
- Lights!!!
- Nothing needed here
- The lights work well and sight lines for pedestrians are good.
- cost
- The flashing lights are great and meet the needs of people crossing here
- There is already pedestrian crosswalk lights here
- I don't think it's necessary to add a raised crosswalk, but I don't oppose it. It makes more sense than 3D
- I don't feel raising a crosswalk by mere inches improves pedestrian safety. Removing sight instructions and making flashing beacons available to pedestrians will. Bad for buses!

Support/support conditionally (five comments)

- again only one bump needs to be added here. Cars need to still get out on time.
- This particular part of the road is very dangerous especially with changes to the sun. People continuously drive way too fast on this stretch of the road.
- However, having this as a straight walk-through from the trail system across the road will make people feel more entitled to cross...and NOT USE THE LIGHTS. I'm not overstating by saying 9 out of 10 walkers DO NOT use the lights. Raise the crosswalk but zig-zag the approach, so people have to think first. Crazy that we live in a society where we need signs everywhere that tell people common sense...LOL
- Since there are flashing lights, having a raised crosswalk here would be helpful for better invisibility.
- We have seen drivers that do not slow down or stop for pedestrians when we are walking this route

Oppose raised features (three comments)

- Again, I drive a vehicle that is not a lifted pick up truck, I already struggle not scraping my car on the ground in areas with the raised crosswalks and would be furious if I had to navigated these daily.
- Raised crosswalks are a waste money.
- More noise from traffic going over the bump and would cause more snow clearing issues.

Oppose - alternate suggestion (three comments)

- The crosswalk at this location needs to be extended from the curb to allow more visibility from drivers when cars are parked near the cross walk
- A raised bump is not what is needed. Pedestrians here are hidden in the dark and many do not stop to push the button. Add a light!
- Safety and visibility would be greatly increased by enlarging the "no parking" zones along Foxhaven Drive (east and west of the current crosswalk).

Other (two comments)

- The flashing beacons drive me nuts and I hate them. The light leaks in through the curtains in the evening. At least have overhead lights that are less spastic.
- traffic nightmare

Final comments on neighbourhood traffic

Traffic calming not needed/keep it reasonable (48 comments)

- These are commuter roads!
- Don't support transforming the areas to nothing but speed tables. Reasonable to have them located at school sites and at major/heavily used crosswalks. Use either bottlenecking or humps but not both.
- Based on these questions, there seems to be strong potential to overkill the measures and features in this area. It is already a very walkable place, while a few more features would be good in some places, there does not need to be a speed bump and median at every corner. A certain amount of responsibility must be placed on residents to cross safely, be mindful when walking near traffic, etc. Traffic calming measures help of course, but the residents still need to be mindful and safe themselves. Traffic flow and residents who primarily drive should also be considered. The school being put into our gorgeous park area is already frustrating and a loss for the community. It is going to cause traffic and parking issues for residents as is, without the addition of a new speed bump and median at every turn.
- Stop changing things. Don't add speed bumps or meridians. Just leave it all alone
- the addition of brighter cross walk lights was a huge improvement where they were placed. the curbs added by Nitza's are useless, they don't slow traffic and get destroyed by the snow removal equipment. if anything, they make drivers more confused (what was one lane, now is

2, people trying to get by someone turning left). And the raised crosswalks are pricey and not needed in my opinion. I walk the area every day and only see issues by the playgrounds. That is where the focus should be.

- All of these ideas are a waste of time and money. Leave our neighborhood alone
- Please don't go crazy with speed bumps, tables, etc. I understand there is a need to slow traffic, but I believe that narrowing the roads with medians etc. is a better balanced approach for pedestrian safety and mitigating frustration for drivers.
- we really do not like the curb extensions that jut out onto the roadway. Winters are hard on vehicle if drivers are unfamiliar with the road and you got to think it's a pain for snow removal trucks. Thank you
- The narrowing of Regency Drive near Florian Park is already extremely hazardous to cyclists. With the school coming, there will be children on bikes in the area. Please do not narrow Regency Drive any further (and preferably, widen it near Florian Park) to ensure that cars are not forcing bikes into the curbs which will cause injury to the cyclists.
- As a member of the Foxboro neighborhood community, I have never found much of an issue with traffic/speed as it currently exists.
- Traffic is reasonable in this neighborhood. There is simply no need for these wastes of tax dollars.
- Leave the roads alone. I big no to any speed bumps. Crosswalks I like the push button flashing lights and that's all that is needed. The one at the start of Ridgehaven Crescent is great
- Speed signs will remind drivers to be cautious but multiple medians and speed bumps etc will cause more issues in flow of traffic in an already high traffic area.
- In my opinion the increased traffic will be mostly busses. Please make sure there is ample space in front of the school for drop offs and turn arounds. Keep the traffic flowing on Regency Drive. The nature of the curves in the road and existing stop signs already encourage a slower pace.
- Please do not put in speed bumps or other traffic calming devices!!! I have friends that used to live in Glen Allen and they moved away because of them and they are seniors that don't speed themselves.
- There is a large amount of foot traffic in the neighborhood currently and most of it seems to be working. The lights at crosswalks are a huge help and control traffic better than any raised crosswalk in my opinion. Less hazard for everyone both driver and pedestrian
- I do not support any speed bumps on any road or crosswalk. I would also like to minimize the total cost to the county for all traffic measures as this school already does our neighborhood no good as my children cannot attend. Thank you for considering my thoughts
- I don't think most people speed through this neighborhood and adding raised things all over seems annoying and a waste of money. There are other areas where signage should change that aren't mentioned here. A four way stop on Foxboro and Regency will be an absolute nightmare at school start and end times. Please don't do that.
- Prefer to leave Foxhaven Drive as is. Too far out from school to worry about changes
- I feel all these changes are a waste of resources. Only modifications right by the new school are needed to deal with the buses and extra car traffic.

- I feel like it is the same handful of people that are constantly raising their voices about their traffic concerns and pushing for speed tables and raised crosswalks. It will likely be this same handful of people who will be raising their voices about the damage, inconvenience and danger that raised crosswalks and speed tables will cause. ALL OF US will have to endure these unnecessary changes, when most of us are strongly opposed to them. I have never heard one positive comment about the speed tables elsewhere in Sherwood Park, only complete disgust and embarrassment that they're in our town. The only area that needs increased safety around crosswalks is just north and south of the new school on Regency Drive. The rest of the neighborhood, especially Foxhaven, should be left as is. Maybe an educational campaign to remind people of traffic and pedestrian safety could also be effective. It is also disheartening to see that some of the questions gave only two options for change with no option to leave it as is. This kind of leading question does not give an option for our actual opinion. It's not accurate. In addition, we have 4 adult drivers in our household, and are allowed only one survey. This is not fair. Each adult resident should be allowed to have their opinion heard and considered.
- You are going to destroy our roads. Not that you care given that the school that no one in the neighborhood will use was pushed on us with no adequate consultation. I am strongly opposed to ALL the ridiculous changes you're proposing. Especially the speed bumps on Foxhaven Way. That's not even close to the school. Quit trying to change things that aren't going to take away the problem, which is that you've okayed a school that should be elsewhere on roads that can't support the bus traffic. Pathetic.
- Speed tables and raised crosswalks should not be considered in any capacity. They are a waste of funds that will make the neighborhood a worse place to call home.
- Speed is an issue along Foxboro Drive so I'm in support of reasonable measures. But honestly, pedestrians and cyclists also need to take responsibility and pay more attention to what's going on around them. Pedestrian lights are better than bumps because bumps are annoying if there's no foot or bike traffic.
- Sometimes school buses are speeding. This is concerning. Otherwise, we just need some repair to the boulevards. All good otherwise.
- It's not traffic calming measures that need to be handled. The traffic is fine. People go appropriate speeds. The issue of the matter is parents letting their kids run onto the roads without watching them. The kids not being controlled is the issue. The parents need to be held accountable, not the rest of taxpayers being beamed for incompetence of parents.
- It's not that bad. Traffic has tamed down a lot. Normal cycle of hot toddlers growing up & moving out of area. Clover at Foxboro Drive traffic lights engage the left turning arrow
- The school is going to create a traffic nightmare for residents who live in the immediate area. The County's focus needs to be on Regency around Foxwood Crescent and the other roads that only have one access in and out!
- The reason my family decided to buy a house in this area is because it doesn't feature tiny little front streets and connecting roads like you find in the newer neighbourhoods. Unfortunately, the section of Regency Drive west of Ridgemont Way was significantly worsened due to the 'improvements'. Traffic moves just as fast, you are just forced closer to it. It is honestly a

harrowing experience trying to cross Regency Drive between Richie Way and Cloverbar, as the road is curved, has no crosswalks and features the ineffective traffic calming extended curbs. A that stretch of road needed was one or two raised sidewalks (as was suggested in the consultations at the time) but that is not what we got. Please do better with this next section. The longterm livability and enjoyment of our Regency/Ridge/Foxboro community depends on it. And when you get around to it, please do some followup analysis of the Regency Drive west of Ridgemont Way. Since the "improvements" you have added a wonderful spray park (increasing traffic) and are about to add a school. Now we will have late students headed to Facey racing north and late mothers for school racing south. Thanks so much for your consideration.

- It's working fine the way it is.
- Our neighborhood really doesn't have problems that would be helped by adding more concrete to the middle of the road. Solar crossing lights for pedestrians seem to work just fine. Stop making snow removal even more difficult by adding barriers in the roadways.
- Here we go again, messing up another road in Sherwood Park. How many times will it be re done? Nothing like inconvenience all these residents who pay the taxes so you can mess this up. It's the wrong area for this, its an area that is utilized by so many different people/ teams/ etc dont know why you even ask for feedback as typical for the County , you do what you want , when you want with zero consideration for the residents.
- Everything is fine as it is, this will be a waste of money and ruin our neighborhood
- I see no problem with current conditions except for people who do not pay attention.
- I oppose the addition of multiple raised speed bumps and raised crosswalks throughout the area, There will have to be a reduction of parking alongside of the road to reduce blind spots and congestion
- My family has lived in the neighborhood for 16 years after living in other centres. There are no traffic issues is Foxboro! There are some who want reduced speeds (not a issue) and speed bumps. Likely the same who think children should wear helmets 24/7. I have noted a small cul-de-sac that put up their own signs and treat the street like a private playground, including parents drinking beer while they stand in the street with their children. It feels as though the traffic issue has become an issue as the result of small number of vocal residents.
- I walk most of these areas on a regular basis and speed does not seem to be an issue. The main crosswalks are well marked already . There is a traffic circle that seems to keep traffic slow
- Most of the implementations for traffic calming do not work unless the highway system attached to the measure is designed to work with it. I understand that cost prohibits this but most of the efforts added there will make congestion worse and dangerous traffic due to frustrated and impatient drivers. Speed humps are not recommended for emergency and bus routes, and are a source of increased risk. Speed humps in particular are noted because drivers often reach speeds above safe limits before and after the feature. Also as best practice they should not be used in high traffic areas. Also placing traffic calming measures closer than 50 meters to each other has undesirable effects due to drives being unable to reach a desirable speed. The result is increased noise, unpredictable driving, and a large reduction in capacity.

- These measures seem to be everywhere around Sherwood park at extra initial cost and then maintenance costs but many of the options seem unnecessary especially with the addition of the flashing beacons.
- Traffic in this neighborhood has always been great. The additions to Regency Drive closer to Cloverbar only caused more parking issues, narrower roads with less area for avoiding last minute animals/objects on the road, and more noise. We do not want to see a repeat of that here and will be extremely unhappy if these changes go through. We understand the concern, but would prefer utilizing a button controlled set of crosswalk lights. These are well adhered to in the community as people recognize that these lights mean someone is crossing and are highly visible at night, in snow or heavy rain, and during busy traffic hours.
- Traffic on Regency is in control for the most part. It is not a shortcut or through road like Beauvista or Georgian Way. Safety and clarity around crosswalks is important, but speed tables and bumps are not needed. Thank you for providing the opportunity for feedback.
- ISLANDS create more issues. raised tables and cross walks are painfully for people on public transportation and school buses. mark the crosswalk with solar power flashing lights, mark the road with white paint, clean snow away better, sand more. this is how all these situations need to be handle.
- I strongly oppose a crosswalk being built outside my house. I have lived there for 10 years and not one child has ever had a problem crossing the street. There is always a bad apple in society but there is no need to keep correcting a road until it gets to the point that it is a bike lane. Why not just put signs on the corner and paint some lines. It already is a crosswalk. Sheer lunacy, build the kids a soccerplex if you need to waste money and raise taxes
- I am an avid walker in the areas that are presently being examined. I have seen medians added that have done nothing to improve traffic. In fact, they are dangerous. They reduce the distance between cars at the pinch point, and not all drivers reduce speed. This puts the drivers at risk, both the driver that has slowed down and the one that doesn't. I have seen speed bumps added that slowed traffic down while going over them, only to speed up while approaching the next bump. And we live in a winter province. Snow buildup around these meridians make them dangerous if you are unfamiliar with them. Vehicles tend to drive over, not around them. And the speed bumps almost disappear in the snow. The cost of maintenance of speed bumps is also an consideration. I understand that the new school is going to bring more traffic and more children walking into our neighbourhood. Addressing parking issues around the school is paramount. Free flowing streets, Regency being the main one, is important. Speed bumps and narrowing the streets is not the answer. What do I see as a good use of money? Widening the sidewalks in some areas might help. Adding flashing lights that can be triggered when in use has been a great addition to crosswalks, and I see these as a good option. If you are painting crosswalks on the roads, please keep them in good repair. I see so many crosswalks that have all but disappeared. And education! education! education! Signs letting people know that they are entering a school zone. Reminding people that children are in the area. And educating the families driving their children to school. They have to follow the speed signs, and parking signs as well. thank you

- I think flashing pedestrian lights and well marked/lit crosswalks are sufficient for the areas not immediately near the school.
- I would rather see traffic cameras back if speeding is a problem. Adding raised bumps are annoying, unnecessary and hard on vehicles. Narrowing streets can also be a hazard.
- The solutions to the traffic issues because of the school being built seem to focus on raised crosswalks (speed bumps). Is this the only solution? This is not the way for traffic to move smoothly through a neighbourhood.
- We need to make drivers more responsible for driving in these areas. The added slowing down permanent features tend to just annoy drivers.

Reduce speed limit (14 comments)

- Reduce speed limit to 40 km/hr and enforce it
- I am hoping in the future there is consideration to reduce the speed limits to 40 km/h for the roads leading up to the 30 km/h area. Example:: for 500 metres before the 30 zone, have the speed limit lowered to 40. Failing that, lowering the speed limit to 40 km/h in all residential areas would be an alternative.
- Lower speed limit - some people just fly through and the noise of the vehicles flooring it can be heard all over. In the summer you can easily catch speeders - its dangerous.
- Need more speeding infraction enforcement.
- Reduce the speed limit and increase fines for speeding and enforcement
- I would like speed limits in the area reduced to 40 km. per hour.
- Drop the speed limit to 40 and don't add any traffic controls
- Speed limit should be lowered to 40 in all residential areas.
- Foxhaven Drive is so wide and open people just zoom down it. We have to really watch out when we go get the mail because it's across the street and nobody is watching. Would more signage help, ask people to go 40?
- Lower speed limit to 40km/h.
- Reduce speed limit to 40 kph on Regency Drive. Keep School Zone speed limit at 30 kph.
- I would also support a reduction to residential speed limits to 40km/hr.
- People driving too fast in residential areas is my biggest concern. I would dearly like to see a 40 km speed limit in all residential areas.
- I would support a speed limit reduction to 40 kph if it could be enforced.

Alternate/additional suggestion for traffic calming options proposed (11 comments)

- For 1D just add crosswalk painting
- Speed and not stopping was a problem before the proposed school. Increased signage plus engineering controls is the answer. You NEED a roundabout at Regency and Ridgmont Way!
- Still need something more done at 1D. Also flashing lights at the major crosswalk by the school should be installed.

- narrow feature to delineate park/school zone at south end was not proposed. curb extensions or median islands would be topical and consistent with other proposed features
- I don't understand why you are not proposing crossing lights (preferably solar powered) at the appropriate crosswalks.
- The biggest issue is going to be with buses trying to turn right onto Foxboro Dr from Regency. That is the issue that needs to be addressed as that area is always icy in winter and now there will need to be extra gap in traffic for a bus to turn safely.
- No parking on residential side of road opposite the school on regency drive. Also speed humps along regency in between the the crosswalks on each end school out so de of school.
- Please read and truly consider my long feedback comment on intersection 1D. I don't believe you have considered full ramifications for not considering/implementing roundabout here. Truly consider the very SHORT proximity this intersection has to the major intersection of foxboro Dr & Cloverbar Rd & how busy both of these intersections already are during school/rush hours.
- More stop signs = more Enforcement Services stop sign traffic operation opportunities, which will "train" local drivers better, provide the county monetary gain through traffic tickets, raise awareness of the new stop signs being installed. Public may be frustrated at first, but will obey signage and thus develop better habits and showcase those to the residential children of the area (and the future school)...
- I live in Foxwood Crescent, I feel that with the new school, the entrance to Foxwood Crescent needs to be a no parking area. With school drop offs and school events I feel parking will become complicated in my area, and that entrance to Foxwood Crescent is already tight with parking. The first little bit needs to be made no parking
- Posting signs to remind drivers that they must slowdown and stop for pedestrians at crosswalks (that it is the law) because so few actually do. There is a yield sign instead of a stop sign at the corner of Foxtail Way and Regency Drive that is inconsistent with other roads that feed onto Regency Drive, there have been a few near-misses because people turning left onto Regency Drive are not required to stop.

Concern not addressed at specific location (24 comments)

- I would like to see speed bumps or a raised crosswalk between Foxhaven Close, Foxhaven Drive and Foxhaven Crescent. Traffic continues to excessively speed through this area including city busses. I brought this to the District attention re: CC:101000438585 in June 21 and received a partial response in October. The data provided was outdated and sampled only a small portion of time to reflect on the driving habits. It is even worse in the Summer.
- There are no proposed solutions for Foxboro Cove/Foxboro Link and Foxboro Grove/Foxboro Way! Why is there no 4-way stop proposed at these intersections? This would allow residents to exit safely from our cul-de-sacs. Adding speed humps will slow the flow of traffic and cause backlogs. A 4-way stop allows everyone to proceed safely. It is very difficult to turn west during rush hour ... this daycare/school will add significantly more traffic. Please note, daycare kids do not take a bus and would require a drop off ... the school's projections on bussing is likely inaccurate as it does not fully account for 50 staff and daycare students. Please plan

appropriately. Please consider adding a 4-way stop at Foxboro Cove/Foxboro Drive. This will help my family and I exit safely and keep the neighbourhood safe. You have outlined some significant costs for the addition of raised curbs etc, but a more cost effective solution is a stop sign.

- Something desperately needs to be done (traffic calming) to reduce the extreme high speeds along Regency Drive at the playground zone at MacPherson Park. Motorists rarely slow down to 30 Km/h.
- I'd like to know if there is any consideration being given to residents south of Foxboro drive and how traffic volume will impact our ability to turn west off Foxboro terrace on to Foxboro drive to leave the subdivision.
- The intersection of Foxtail Link/Foxtail Crt & Foxboro Run - seems like the yield signs are on the wrong direction. Foxboro Run should be the right of way and Foxtail Link/Crt should have to yield to Foxboro Run.
- One issue that was not addressed in the survey is the roundabout at the intersection of Foxhaven Way and Foxhaven Drive. We have lost count at the number of times someone entering from the south of the round about blows through that part of the intersection, which incidentally has not one but two yield signs to ensure drivers are aware they do not have the right of way. Something needs to be included in your traffic plans to address this. It is a long stretch of road that precedes the south entry of the traffic circle. Vehicles tend to speed on the straight away. There are neighbourhood mailboxes on either side of the street along with bus stops. Happy to chat further with staff if there is interest.
- Foxboro Drive off of Cloverbar Rd. is the quickest access, therefore likely to be the most congested. Getting onto Foxboro Dr is hard right now, from Foxboro Way, and will be impossible once traffic increases. Maybe provide more 4 way stops, so people can take turns?
- Traffic and high speed has always been an issue on Regency Dr. As soon as you past the 30km speed limit at McPherson most motorists speed up considerably
- All way stop at Ridgebrook rd and Regency Dr. will be needed when the school opens.
- Adding a round about at the Foxboro Drive and Foxboro Road intersection. Current traffic controls are rarely followed at this location anyway.
- We would also like to see a cross walk put in at the intersection crossing from Rainbow Crescent to regancy drive. The closer end to 711! Crossing across Regancy Drive on that blind corner is very dangerous! We are scared to cross the street to even check the mail. We will drive to check the mail or to the neighbour hood park before we walk as it's not safe crossing that street. Vechiles come flying around the corner from the 711 intersection and it's a blind corner. We have to help children cross the street so they can get to their bus stop properly! (Not my own child but another neighbors child) as they have almost gotten hit many times crossing the street to get to the bus stop!
- Additional raised crosswalk should be considered at the heritage hills wetland lookout. Many near misses at that crosswalk
- Forboro loop also could use speed control as well. Drivers are racing through our little loop at 50kms per hour over a distance of 200 meters.

- How will the school traffic affect the intersection at regency drive and Ridgeland crescent - my concern is difficulty leaving my area in the morning during peak times.
- Please consider doing something about the shallow cul de sac on foxboro drive, immediately after turning right onto it from regency drive. Relocation of trees in the center island might be an ideal solution as there are small children in almost every home on this small cul de sac. The trees completely obstruct the visibility of children, cars, and pedestrians who have NO CHOICE but to walk on the road in this cul de sac as there are no sidewalks here. This is already commonly used for people to turn around and many cars speed around this cul de sac, often slamming on their breaks when they are surprised by what is present toward the back of the cul de sac due to extremely poor visibility provided as a result of the dense trees/shrubs in the center island. This is going to be an even higher risk once the school opens, bringing even more traffic into the neighbourhood.
- It is my opinion that Foxboro Drive, Regency Drive and Ritchie Way will all see the increases in traffic as drivers look to exit the area onto Clover Bar road at controlled intersections. You have completely overlooked that the first exit to Clover Bar road coming from the school is Ritchie Way. This road is already a struggle due to the number of cars parked on the streets and the inability to see oncoming traffic exiting the condominium complexes of Regency I and Regency II, each complex having 30 plus vehicles already entering and exiting the area in addition to the vehicles from the houses in the area. If anything, this group needs to look at the Strathcona Academy on Clover Bar as a lesson for what NOT to do. The growth of the Academy has placed such an increase in vehicle and pedestrian traffic that it is next to impossible to travel on Clover Bar at school drop off and pick up times. Pedestrian crosswalks should be at intersections only where vehicles are fully stopped to ensure everyone's safety. A crosswalk in an area where it is not clearly visible or drivers do not expect to have to stop is a disaster waiting to happen. I have witnessed so many close calls at the crosswalk on Clover Bar from the Academy to the Nottingham Sobeyes. Do not allow this to happen to this area again.
- Remove the crosswalk on Foxboro Drive toward the roundabout. It is too close to corner and dangerous for pedestrians.
- Please change the yield sign on Foxboro run and Foxtail link. It is the wrong way and almost causes a ton of accidents. Should be the other way around or made into a 4 way stop. Also, lots of pedestrians almost get hit there as well.
- While I don't recall seeing a question on the changes near the current traffic circle, I strongly support having this nearer the circle and upgraded. Having a crosswalk a very short distance from the circle, when drivers have poor visibility turning south off of Foxhaven Drive is poor design. Thanks for conducting the survey! I have walked around these neighborhoods frequently over the past three years, so have crossed at all of these locations many times (and drive around the area too!)
- the existing changes done to Ridgemont Way by the CircleK store are troublesome after the County turned the one lane of Ridgemont Way into two lanes. Traffic turning right or left off Wye Road onto Ridgemont cannot navigate into two narrow lanes causing conflict between the

right turn and left turning vehicles. The two lanes also do not match up to the one lane at the existing crosswalk causing all sorts of traffic flow problems.

- You have done NOTHING to address the road issues on the rest of Regency Drive which connects to Clover Bar Road through Regency Park. We have been trying for years to get something to reduce the traffic speed and volume on that road. It is only going to increase now with the school. Why do you think it is only going to cause problems in Foxboro when they will drive the ring road right through Regency Park and there is ABSOLUTELY nothing to slow the cars down. The so called traffic calming or basically curb extensions only caused people to drive the same speed in a smaller space. We cant even get the county to put in a crosswalk where children get off the bus and they have to literally RUN across the road as the curves in the road limit visibility. I would like you to call me as I have tried to get this situation addressed for the last few years and nothing is done. I am happy to meet you in Regency Park and show you first hand the issues.
- Why are we not dealing with the other side of regency drive between McPherson Park and Cloverbar? The traffic flows all the way from that side of cloverbar through to foxboro. We have been asking for a crosswalk or light up signs for years and this survey comes out and it's completely ignored? We regularly have people cutting through going way too fast and there's a number of dangerous crossings that haven't been addressed.
- Probably my biggest concern is at Foxboro way and Regency Drive. If traffic lights aren't an option, then I like the 3 way stop. It would be nice to have money available to make changes after the school is built in case an area is more problematic than expected.
- There should be at least a marked crosswalk at the bend in Foxboro Terrace to get to and from the trail system. Change yield sign to stop sign at Regal Way intersection with Foxboro Terrace.

Oppose school (23 comments)

- It is truly a shame the County is putting a school smack in the middle of a neighbourhood, when the school does not service that neighborhood (as evidenced by an estimated 90% of students being bussed in). I am ashamed of County and school board employees for making this decision without consulting the people who live in the area more thoroughly. I don't know know a single person in Foxboro who is happy about this school. Is it nothing but a detriment to the area. It takes away beautiful park space, will scare off wildlife and birds from the ponds, and increases traffic. Not to mention the construction noise I will have to hear for the next few years. Clearly someone owed someone a favour or money was exchanged in order to get this school approved with minimal resident consultation. Shame on all of you.
- I am extremely frustrated and worried about the increase in traffic from the new school. I believe that the resident engagement was useless as the decision to put a school that did not service most of the community was made before residents were made aware. Traffic on foxboro drive is already incredibly frustrating and now will be made worse with student and parents parking on foxboro drive all of the time. this traffic survey is a facade to make the residents think they have a say when really the collaboration should have taken place from the get go. Disappointed

- just unhappy a K-12 school was added. An elementary school which supported all languages was needed much more in this neighborhood.
- Regency drive does not have the infrastructure to support a school. The curb extensions put up in front of foxwood crescent have done no good but congest the road and now people act like its a single lane and take turns going around them. We need wider roadways or a drop off lane and turn around not to slow things down more than they are. Foxwood crescent will become a turn around for everyone dropping off and especially foxwood bay.
- Stop wasting tax payer money with these pointless ideas, come up with better solutions or take a stand to prevent a pointless school in a community that doesn't want it and a council that will do nothing for us
- I am worry that the school will be prone to accidents. Extremely disappointed with the county. There is no enough traffic space around the neighborhoods...not sure what they wanted to build a school in an area that has a lot of traffic already. The councillors are just to pleasing a small crowd and they do not take in account the rest of resident living in surrounding areas. We also pay taxes and our voices were not heard.
- There is significant detail going into traffic from areas that are a significant distance from The school. Concern for the lack of change for the areas right around the school. The parking on Regency Drive is going to have a huge impact on the community and our ability to safely enter and exit the areas around our homes. Again, given the majority of the staff and students are driving or being transported in has a huge impact on the residents living within walking distance to the school and we don't get to benefit from a closer school. We need to continue to drive our child to school in another community,
- I am unhappy a school is being added that will not be able to provide the majority of neighborhood children with education. It increases traffic for no reason. I would have been more supportive if it was an english public school.
- Thank you for the opportunity to provide input. I am not excited about the school being build nor the increased level of traffic on Regency Drive.
- No school, no extra traffic. Our current system cannot handle it
- This school should never have been approved to be put into our neighborhood as it does not serve the neighborhood. This has been a terrible political move and I am outraged that it is going ahead. I am discussed by city council destroying our beautiful park to put in a stupid French school that only serves people that are coming from outside the neighborhood. No one voices have been heard as this has been pushed on us for the wellbeing of other peoples agendas.
- Traffics are extremely busy in the current conditions... too many houses in this neighborhoods. Adding a school is not a good idea. Too many kids in this area already, this is accidents waiting to happen. Vehicles are already speeding thru the neighborhood at nights and days. I'm strongly opposed to ecole school in Florian Park.
- GO BUILD THIS SCHOOL SOMEWHERE ELSE!! ITS SO CONGESTED ALLREADY DOWN THERE GO BUILD THIS IN THE NEW BREMMNER AREA WHERE THIS LOTS OF ROOM!!!!

- Roads are always too icy, garbage and litter everywhere this will only increase the problem and not serve our community
- This area is not prepared for that volume of traffic. If you were planning to put in a school here the traffic study should have occurred before the development of the area. Not a good use of tax payers dollars.
- The site for the new school should never have been chosen in the first place - few students in the area will be attending resulting in substantially more bus & vehicle traffic from outside our community. What were council thinking in approving this ? It will be remembered at the next election. If you want public input from taxpayers how about consulting with us prior to decisions being made & not after the fact.
- We are extremely disappointed that this school is going in despite the overwhelming feedback against it from the residents in this area.
- It's already horrible every morning with rush hour and the usual buses going through. Some idiot had a great idea to more than quadruple the traffic to the area.
- French immersion school is a destination school not a local catchment school. Likely most of the kids will be bussed in or driven in. I foresee many non-local vehicle causing a traffic jam not unlike the mess currently being experienced at SCA Elementaryâ€ vehicles lining up southbound on Clover Bar from Wye Roadâ€ being replicated around the existing Florian Park neighborhood. As it is, it is difficult to turn left (west) out of our Cul-de-sac because of all the traffic coming over the blind curve. Let alone someone parking on the east facing curb directly north of our Cul-de-sac impeding visibility of vehicles heading west on Regency.
- It's going to hell trying to turn left from Foxboro Terrace, onto Foxboro Drive. This school build is poorly thought out. I have no confidence in Strathcona County, or their mitigation efforts. Putting a school, in which the majority of students will be bused, in the middle of an already built subdivision is poor planning in the extreme. A school that could accomodate local children would have been welcomed.
- I am honestly so disappointed in most of these suggestions. We need to stop pouring cement medians. I am happy for the potential round about at regency dr and Foxboro way. Too many crosswalks makes it hard for drivers, maintaining the current crosswalks and not adding more is best in my opinion. This school is absolutely running people out of this community, Regency Dr, can not handle the traffic, This school is ruining our community and the wildlife that calls it home.
- I'm sure you've heard this from many residents in these areas but this school being dropped into a well established neighborhood is very poor planning when there are many options in newly developed areas such as Cambrian Crossing. All these traffic changes presented here will do nothing for the congestion that is coming to Regency Drive.
- In my case there is going to be a huge difference in traffic. Buses will come in on Foxboro and leave thru Ridgemont way. Vehicle traffic will mostly in flow thru Ridgemont Way. I think that this is enough to push us out!

Other (17 comments)

- Despite what your initial report stating that an alarming amount of people were CURRENTLY concerned about traffic in the neighborhood, the reality is that people are concerned about what traffic WILL BE when the school is built. The wording of the initial survey was misleading & if you asked that question again, you would find that the residents support what I've just stated.
- My concerns are 1) the amount of volume down Foxboro drive and 2) the loudness of the motors as they pass by. My house shakes with the vibrations of these loud motors. There is so much traffic already and with the new school the volume would be very undesirable.
- I've noticed when the warmer weather is here, noisy vehicles come with it. It would be appreciated if there was better enforcement to detract from these vehicles i.e. cars, trucks, bikes etc.
- Whatever changes are implemented please consider any shortcuts drivers are willing to take to circumvent slowing down. Ridgepoint Way has become a favourite bypass and is a danger for the residents that live there.
- I am concerned about who is going to be responsible for covering the cost of these changes.
- Traffic isn't the problem - parking (or lack of parking) is, and that is what creates hazards. And it's not on the collector roads, but in the residential streets. Kids grow up and need cars since the transit to NAIT, south UofA campus, and Concordia is dismal. No one rides the LRT unless they feel like cheating death.
- It would be nice to see some consideration of noise control on Cloverbar Road...of late the number of loud vehicles by Sherwood Park Alliance Church/Sobeys is overwhelming - my backyard! This trend is now moving into our neighborhoods
- Does it matter?
- Ensuring traffic is not allowed to park in residential areas is extremely important. Should be signs for local traffic only
- A concern is student parking. Will they have parking on school grounds or will students and visitors to the school park in the neighborhood side streets.
- In the winter time the roads get very icy from the volume of traffic. With the new school it is going to make them even worse. I strongly recommend having more clearing here as well as gravel pit on the roads more often during the winter
- I am still concerned with the fact that school buses do not use their flashing yellow lights and drivers are free to pass stopped school buses. I frequently meet my grandchildren at the stop after school and I am continually amazed at how drivers casually pass stopped buses. I realize this comment is not relevant to this survey but, if you can, please pass this on to the appropriate individuals.
- When school is built, what action would be in place to stop parents from blocking peoples driveways when picking up their children. Is there going to be a fence to stop children from coming into Silver Oaks and causing issues with the seniors. We moved here to be away from all the children playing on our lawns or using our driveways as a skate board ramp or bicycles.

- Can we try to improve the bus pads as part of this project? Most bus stops are grass or the bus pad doesn't connect to the sidewalk. Bus sign can also be quite far from the pad. Needs to be organized better.
- This was an excellent survey. Thank you for all the options.
- We appreciate the effort to help make our roads safer but until the school is complete, it is possible there could be further changes needed at a later date. Also, we believe in taking some personal responsibility for our own actions and safety as drivers and pedestrians!
- the noise off excessively loud vehicles speeding along clover bar road is pretty bad.

General concern with traffic (11 comments)

- Frequent occurrence of drivers excessively speeding on Foxhaven Drive. Especially in the AM (people going to work) and the PM (people coming home from work). County busses also frequently speeding
- I live in a seniors area at Silver Oaks 1 and the traffic is bad now, with a school and parents and older teenagers driving, this has the potential to be disastrous.
- More radar signs and police presence. Photo radar tickets in school or playground zones by Florian and McPherson parks would be a deterrent to speeding
- The major roads in Foxhaven and Foxboro have continuously been a problem for speed for years. With the additional traffic in the area now, safety must be paramount over personal opinion of inconvenience.
- This neighborhood already has a large amount of traffic and pedestrians with numerous schools in the area. The traffic in it's current state feels quite dangerous, but I'm happy Measures are being put in place to ensure safety, but I'm still worried that the increase of traffic will lead to people becoming more impatient and taking more risks.
- People speed regularly and ignore stop signs.
- These measures will be insufficient especially with the school.
- Traffic along regency drive is horrific, people young and old driving well about the speed limit in windy and curvy roads with no regard to safety or the noise they're wannabe nascar cars make. Thank you for your time.
- We have a great concern about increased traffic within these neighbourhoods along the narrow streets already filled with children and seniors and busy people going to and from work/daily living. All measures should be taken to ensure safety.
- it is already ridiculous at certain times--more cars than Manhattan in new york at least most of the cars have not started honking yet
- If the choice ends up being the same as today I would ask that the county setup occasional speed traps for Foxhaven Drive around Foxhaven Cres as some drivers seem to really accelerate after leaving the traffic circle.

Arterial lights timing (six comments)

- When the school gets put in, it would be helpful to look at the timing of the green lights to turn left out of Foxboro, both onto Clover Bar Road and Wye Road. The left turning light needs to be longer in order to ensure there isn't huge traffic jams during school drop off and pick up.
- Foxboro Drive westbound to get out (turn south) onto Clover Bar Road. It can be very difficult to get up that hill when the light turns green for its short time, especially in the morning (to school/work). Adding more vehicles, could the green be a longer length?
- Planning and Engineering of this proposed school development must review as well the Traffic Entering from and off Cloverbar Road. Today it is very busy at that intersection. When this school if it gets built will have vehicle traffic making left turns off of Cloverbar Rd onto Foxhaven Dr. it is a busy intersection now with the current traffic at dismissal and start times of school with what is there today. add an additional school and it is going to be busy, all the entrances and egress points in the subdivision is going to be much busier.
- Look at turning on the turning lights into the neighborhood off Cloverbar!!!
- they will have to adjust the lights timings to deal with the increased traffic in the neighbourhood
- Timing of traffic light at Foxboro Drive and Cloverbar Road must be improved.