

# Davidson Creek / Clarkdale Meadows Traffic Calming Project

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## Community Consultation Results

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Results of the Online Survey and Workshop undertaken to understand resident priorities and concerns for this traffic calming project.

## **Executive Summary**

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. There are current resident and engineering concerns with traffic speed and pedestrian safety in both of these subdivisions. In addition, a new school is planned in Davidson Creek that will change traffic patterns in the neighbourhood. For these reasons, a traffic calming project has been initiated for these roads.

This report summarizes the results of the first phase of public engagement for the Davidson Creek/Clarkdale Meadows Traffic Calming Project. Feedback from the 165 residents representing 132 households who participated in the December 2016 workshop or online survey was collected and compiled to understand resident priorities and concerns.

For the purposes of analysis, the study area was split into three zones: Davidson Creek, Clarkdale Meadows North and Clarkdale Meadows South, as results differed significantly between the zones. Generally, support for physical traffic calming tends to be highest with residents who live adjacent to collector roads, and in Davidson Creek. There is significant opposition to physical traffic calming in Clarkdale Meadows, particularly by residents who do not live adjacent to collector roads.

The most common type of residential concern was related to traffic speed, and this was commonly related to the playground zones in the neighbourhoods. Another common theme was poor sightlines (often related to vegetation in the median islands or parking). Both speed and sightline concerns were closely related to concerns about pedestrian safety. Conversely, several residents did not have any residential traffic concerns, in particular, those residing in Clarkdale Meadows.

While the online survey and workshop specifically indicated that the Davidson Creek/Clarkdale Meadows Traffic Calming Project was being undertaken to address residential traffic concerns, most residents also used this opportunity to voice concerns about arterial locations of concern.

This engagement was also used to understand resident concerns regarding the new school to be built in Davidson Creek and potential ways to mitigate these concerns. Generally, residents, particularly those in Davidson Creek, are concerned about increased traffic volumes in the area, and all the safety and nuisance concerns that go along with the volume increase. There are many concerns about parent drop off and parking and the impact that will have.

Feedback gathered through the workshops and online survey will be used to inform the development of preliminary traffic calming plans for Davidson Creek and Clarkdale Meadows. These plans will be presented to the community for their feedback in the spring of 2017.

Feedback will also be communicated to the members of the Strathcona County School Traffic Safety Partnership, and will be used in the planning for traffic management at the new Davidson Creek School.

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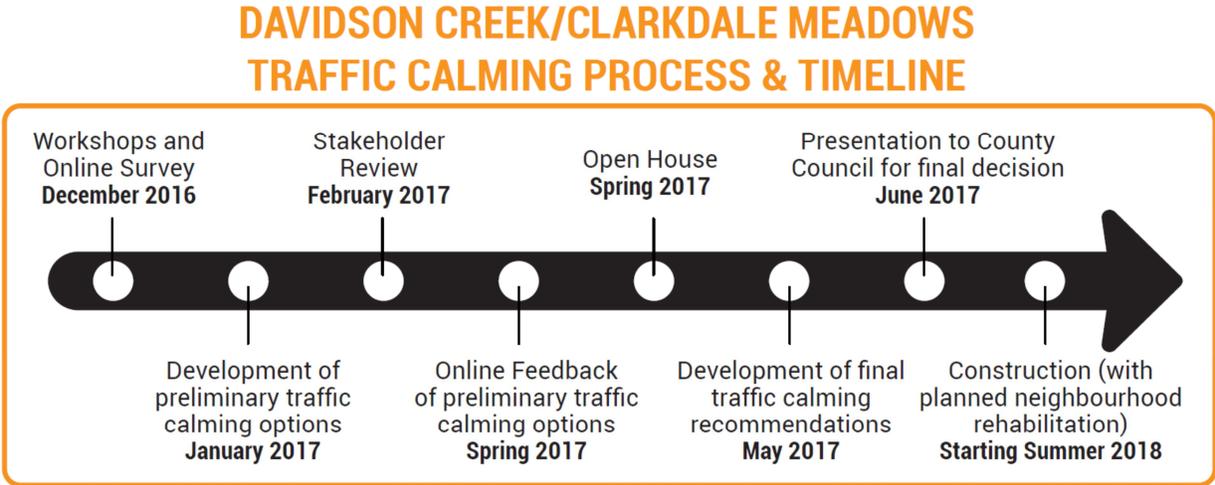
# 1.0 Introduction

## 1.1 About the Davidson Creek/Clarkdale Meadows Traffic Calming Project

Several collector roads in Davidson Creek/Clarkdale Meadows are nearing time for regularly scheduled rehabilitation. Residents have expressed concerns with traffic speed and pedestrian safety in both of these subdivisions in the past. In some locations, the Traffic Engineering and Safety branch of Transportation and Agriculture Services has collected speed data that indicates traffic speeds in excess of the 50 km/h speed limit. In addition, a new school is planned in Davidson Creek that will change traffic patterns in the neighbourhood. For these reasons, a traffic calming project has been initiated for these roads.

Strathcona County is committed to working with residents and other stakeholders to develop a solution that is economically viable, technically feasible, environmentally compatible and publically acceptable. Public engagement for this initiative is being conducted at the “Listen and Learn” level. Figure One provides a summary of the process/timeline to be used for this traffic calming initiative.

Figure One: Davidson Creek/Clarkdale Meadows Traffic Calming Project Timeline



## 1.2 What this report provides

This report provides the results of the first phase in the public engagement process for this project. In December 2016, a workshop and an online survey were conducted to understand resident priorities and concerns in the neighbourhoods. This report summarizes the feedback from the workshops and survey to inform the development of preliminary traffic calming plans.

## **2.0 Methodology**

### **2.1 Recruitment for workshop and online survey**

Residents of Strathcona County were all provided with an opportunity to participate in the workshop and online survey, although those in the neighbourhoods of Davidson Creek and Clarkdale Meadows were most aggressively recruited.

Letters were mailed out to all households in both neighbourhoods, informing them about the initiation of the project and inviting them to participate in the workshop or survey. Letters were personally delivered to the 7-Eleven convenience store and the Davidson Creek Car Wash, informing them of the process and inviting them to participate.

In addition to the resident mail out, the workshops and survey were promoted through the Sherwood Park News, Facebook, and Twitter. The event was also promoted through the County's Public Engagement e-newsletter, which was sent to just under 1800 residents.

## **3.0 Results**

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

The workshop took place on December 1, 2016 at a local church in Clarkdale Meadows. The online survey was available on the Strathcona County website from December 1-15, 2016. In total, over 132 households participated in this stage of the engagement process. One hundred two responses representing 91 residences were received through the online survey. Another 70 residents attended the workshop, representing at least 39 households (not everyone filled out a sign-in sheet). Two residents gave their input via the telephone. Two households participated in the survey and workshop.

Only one resident who participated in this phase of engagement did not reside in Davidson Creek or Clarkdale Meadows. Workshop participants who supplied their addresses were closely split between Clarkdale Meadows and Davidson Creek. Thirty households from Davidson Creek participated in the online survey, and 63 from Clarkdale Meadows.

In total, 43 households from Davidson Creek, 88 households from Clarkdale Meadows and one household from Brentwood participated in this phase of the engagement.

For the purposes of analysis, the study area has been split into three zones: Davidson Creek, Clarkdale Meadows North and Clarkdale Meadows South, as results differed significantly between the zones.

Figure 2: Davidson Creek Zone Map (credit: Imagery©2017Google, Map data©2017Google)

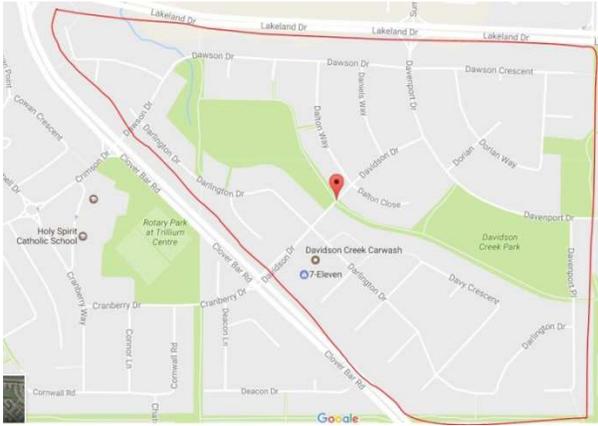


Figure 3: Clarkdale Meadows North Zone Map (credit: Imagery©2017Google, Map data©2017Google)

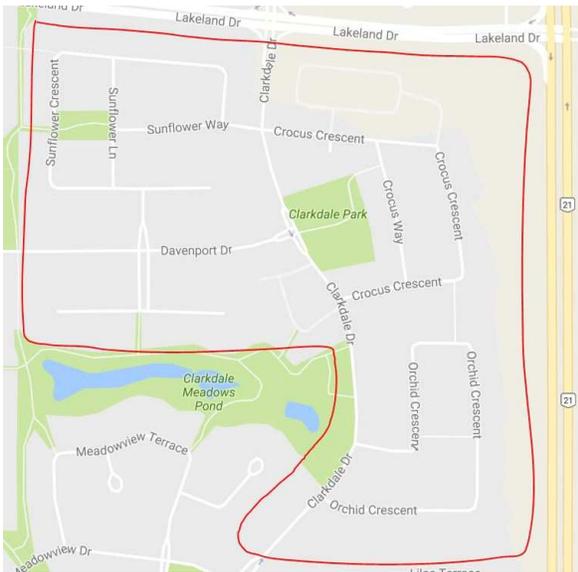
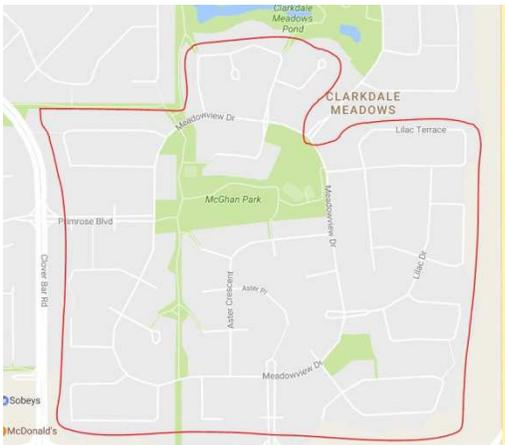


Figure 4: Clarkdale Meadows South Zone Map (credit: Imagery©2017Google, Map data©2017Google)



The majority (58%) of those who participated and indicated a residence in Davidson Creek faced or sided onto one of the collector roads under consideration for traffic calming in this project (Davenport Place, Davenport Drive (west), Darlington Drive, or Dawson Drive). Conversely, only 42% of participants from Clarkdale North and 28% of participants from Clarkdale South resided on directly impacted collector roads (Davenport Drive (east), Clarkdale Boulevard, or Meadowview Drive).

Table One: Location of Residence of Workshop and Online Survey Participants

	Davidson Creek	Clarkdale North	Clarkdale South	Total
Total Number Participating Households	43	31	57	132*
Directly Impacted Households **	25 (58%)	13 (42%)	16 (28%)	54 (41%)
Indirectly Impacted Households ***	18 (42%)	18 (58%)	41 (72%)	78*(59%)

\*One household participated from Brentwood and was included in these totals

\*\*Directly Impacted Households: households which face or side a collector road under consideration for physical traffic calming.

\*\*\*Indirectly Impacted Households: households which do not face or side a collector road under consideration for physical traffic calming.

### 3.2 Definition of a Livable Neighbourhood

As an opening exercise, workshop participants were asked to describe in one word how they would describe a liveable neighbourhood from a traffic perspective. The “wordle” below (Figure Two) summarizes participant responses. The wordle gives greater prominence to words that appear more frequently.

Figure Five: Workshop participant responses: What one word would you use to describe a liveable neighbourhood from a traffic perspective?



Online survey participants were asked, What word or phrase would you use to describe a livable neighbourhood from a traffic perspective?, allowing for greater description. Key ideas in the responses were similar to the one word responses; however, responses were split almost equally between those suggesting a “safe and quiet” neighbourhood to those promoting an “efficient and accessible” neighbourhood.

These perspectives are represented in comments such as “Traffic going slow enough that if my children get away from me a car could stop in time” and “The free and efficient flow of traffic to enhance our economy and lives.”

The online survey format allowed for the results to be linked to addresses. Generally, respondents who reside in Davidson Creek were more likely to describe a liveable neighbourhood as a safe/quiet one, whereas those from Clarkdale Meadows were more likely to describe a liveable neighbourhood as efficient/accessible.

### 3.3 General Attitudes Towards Physical Traffic Calming

As a preliminary analysis, online survey and workshop responses were reviewed generally and categorized as:

- Support Traffic Calming- specific reference was made to the desire for traffic calming features (i.e. speed bumps) or generally to changing the physical structure of a road (i.e. narrow roads).
- Neutral: no reference was made to physically change the roads. Speeding may or may not have been identified as a concern.
- Oppose: response included a specific request not to change the roads physically (i.e. no speed bumps, no changes needed). Speeding may or may not have been identified as a concern.

Table Two: Support for Physical Traffic Calming by Location of Residence

	Davidson Creek	Clarkdale North	Clarkdale South	Overall
Directly Impacted Households (S/N/O)*	28%/56%/16%	38%/31%/31%	25%/56%/19%	22%/45%/33%
Indirectly Impacted Households (S/N/O)*	33%/44%/22%	6%/44%/50%	15%/39%/46%	17%/42%/42%
All Households (S/N/O)*	30%/51%/19%	19%/39%/42%	18%/44%/39%	22%/45%/33%

\*S/N/O: Support/Neutral/Oppose

From Table Two, support for physical traffic calming tends to be highest with residents who front or side collector roads, and in Davidson Creek. There is significant opposition to physical traffic calming in Clarkdale Meadows, particularly by residents who do not front or side collector roads. Six residents felt compelled enough about their views to submit two or more surveys. Of note is that 5/6 residents who completed multiple surveys were strongly in opposition to physical traffic calming.

### 3.4 Current Traffic Concerns

Residents at both the workshop and survey were asked: “When you think about current traffic in Davidson Creek/Clarkdale Meadows are there any **issues or concerns** that you have? If so, where exactly do these issues or concerns occur?”

Generally, the most common type of concern was related to traffic speed, and this was commonly related to the playground zones in the neighbourhoods. Generally residents expressed speeds and speed limits were high, with the exception being Clarkdale Drive, where many expressed that the playground zone was unnecessarily long. Another common theme was poor sightlines (often related to vegetation in the median islands or parking). Both speed and sightline concerns were closely related to concerns about pedestrian safety.

#### Residential Traffic Concerns

Table Three summarizes the most common resident concerns with current traffic conditions in the neighbourhoods. All comments are included in full in the Appendix. It is important to note, many

residents did not have any residential traffic concerns, in particular, those residing in Clarkdale Meadows.

Table Three: Residential Locations of Most Concern

Location of Concern	Traffic Concerns	Concern Level*
<b>Davidson Creek</b>		
Davenport Drive (playground zone and west end)	Speed is primary concern, with most comments specifically indicating speeding in the playground zone. Some concerns about volumes. Also some concern about parking too close to cement medians near Dorian Way creating congestion and difficulty for buses and garbage trucks.	****
Davidson Drive	Speeding concerns. Parking concerns at mail box, trail and near 7-Eleven. Pedestrian safety concerns at trail secondary to speeds, parking and visibility. Concerns with making left turn off Darlington Drive onto Davidson Drive, compounded by sightlines issues caused by parking.	***
Darlington Drive	General speeding is a concern.	**
Dawson Drive	Two residents who live at west end of Dawson expressed concerns with pick up/drop off activities for Trillium Centre near their homes. General speeding concerns near curves. Pedestrian safety concerns at trail crossing due to speed and lack of crosswalk markings.	**
Davenport Place	A few residents expressed concerns with pedestrian safety at the trail crossing, secondary to speed and sightline concerns (due to parking and vegetation).	*
<b>Clarkdale North</b>		
Clarkdale Drive	Almost all concerns on Clarkdale Drive related to speeds and pedestrian safety. Half of the comments suggest speeds are too high and half suggest the speed limit is too low.	***
Davenport Drive (east of the playground)	Some residents expressed that speeding concerns extend east of the playground zone. Several of these residents suggest the speed limit should be 30 or 40 km/h here.	**
Davenport Drive/Clarkdale Dr. Intersection	The prominent theme is concern with sightlines caused by the vegetation in the centre medians and how this impacts pedestrian safety at this location.	**
<b>Clarkdale South</b>		
Meadowview Drive	Main theme is high speeds on all sections of Meadowview Drive, although a couple of residents suggest the playground zones should be removed. Many pedestrian concerns at trail on north side of McGhan Park due to speed, curve of road and parking. Several residents question why the east side of the loop is not a playground zone. Some concerns with sporting event parking and obstructed signage due to vegetation.	****
Clarkdale Dr./Meadowview Drive Intersection	Residents had similar concerns at all three of these intersections: Sightline concerns were most common, secondary to vegetation and/or parking. Some residents were concerned about drivers' non-compliance at stop sign. Pedestrian safety concerns secondary to speeding, lack of crosswalks and visibility concerns. Some residents were also concerned with how icy these intersections get in winter.	**
Clarkdale Blvd./Meadowview Dr. Intersection		**
Primrose Blvd./Meadowview Dr. Intersection		**

\*Level of Concern: four stars indicate the most prominent concerns (>25 mentions), three stars (15-24 mentions), two stars (7-14 mentions), and one star (4-6 mentions).

### *Other locations of concern*

Generally, residents who had traffic concerns tended to be concerned about the roadway nearest their home. As a result, there were many locations with one to three mentions between the workshop and online survey, including Meadowview Crescent, Aster Crescent and Meadowview Terrace. Most of these comments were speeding concerns. A few related to a specific driver behaviour or specific sightline issue. All comments are available in the Appendix.

### *General residential comments*

Some residents made general comments about traffic conditions in the neighbourhood that were not location specific. Examples include, “Residents think everyone else is going too quickly through their neighbourhoods - but not them” and “Inconsistent speed limits throughout Clarkdale”. All comments are available in the Appendix.

### **Arterial Locations of Concern**

While the online survey and workshop specifically indicated that the Davidson Creek/Clarkdale Meadows Traffic Calming Project was being undertaken to address residential traffic concerns, most residents also used this opportunity to voice concerns about arterial locations of concern.

#### **Clover Bar Road/Davidson Drive Intersection**

This intersection was the most common location of concern for residents. Residents expressed pedestrian safety, signal timing and traffic management concerns:

“Light is too short and a long wait time”

“People keep getting hit while crossing the road. Kids appear out of nowhere (from behind the electrical box) you think it's safe to go but kids jump out. Super unsafe.”

“Poor confusing exit off Cloverbar Road (turning right northbound to Davidson Drive eastbound). People drive through 7-Eleven to get to Davidson Drive.”

#### **Lakeland Drive at Davenport Drive and Clarkdale Drive**

Resident concerns were similar at both these intersections with several comments about difficulty turning left at peak times. Some residents were also frustrated with traffic management that prohibits straight through traffic: “Islands are confusing and dangerous”. A few residents feel these intersections require signalization at current traffic volumes.

#### **Accesses to Neighbourhoods off Baseline and Clover Bar Roads**

Several residents noted long wait times and short light cycles at community exit points, including Primrose Boulevard, Clarkdale Boulevard and Dawson Drive. A few residents noted this concern is compounded by high pedestrian volumes at school peak times at Dawson Drive.

#### **Lakeland Drive and Clover Bar Road**

A few residents expressed concerns about traffic on Lakeland Drive and Clover Bar Road generally. These residents were concerned about traffic noise and increasing volumes: “Loud, racing vehicles on Lakeland Dr at night”. Other residents were concerned about jaywalking at trail connection points (ie. on

Lakeland just east of Clover Bar Road) where no crosswalks were available. Some residents felt crosswalks should be placed; others felt the pedestrian behaviour was the problem. Three residents requested pedestrian lights at Summerland Drive on Lakeland Drive.

A couple of residents suggested that arterial signal timings contribute to increased traffic in the neighbourhoods: “Current traffic lights are causing neighbourhood cut throughs. If 2 left turns require a separate light then maybe you have too many double left options”.

### **3.5 What residents value about the neighbourhoods as they are today**

Residents were asked the question, “*When engineers are considering options to calm traffic on collector roads, what physical features of the streets do you NOT want to see change?*”, in both the workshop and online survey.

Many resident responses (more than half) to this question were strongly against physical changes to the neighbourhood, particularly those from Clarkdale Meadows: “Do NOT want to see speed bumps, traffic circles nor overly long stretches of reduced speed limits which just frustrates people so that they are less likely to reduce speed where necessary.”

Other residents were open to any changes that would improve safety: “nothing is untouchable, safety trumps all conveniences”.

Other common themes were the importance of maintaining on-street parking, trees and greenspace. All comments are available in the Appendix.

### **3.6 School-Related Concerns**

Residents were asked the question, “*What are your traffic related concerns with regards to the new school in Davidson Creek?*” in both the workshop and online survey.

Generally, residents, particularly those in Davidson Creek, are concerned about increased traffic volumes in the area, and all the safety and nuisance concerns that go along with the volume increase. There are also many concerns about parent drop off and parking and the impact that will have.

Many residents in Davidson Creek expressed their disagreement with the placement of the school in their neighbourhood generally and a frustration with the site selection process.

Table Four outlines residential and arterial concerns secondary to the development of the new school.

Table Four: School-Related Traffic Concerns

Location of Concern	School-Related Traffic Concerns	Concern Level*
Davidson Creek		
Davenport Drive (playground zone and west end)	Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking, congestion and pedestrian safety concerns. Some residents feel there should be bus bays built to accommodate bus parking.	****
Davenport Place	Many residents expressed concerns with pedestrian safety, parking, access and congestion concerns related to parent drop off activities on this road. There is strong opposition to the placement of drop off on this side of the school.	****
Davidson Drive	Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns. Concerns with making left turn off Darlington Drive onto Davidson Drive will be compounded by volume increase in particular if drop off is on Davenport Place.	***
Darlington Drive	Residents are concerned with an increase in volume and speeding concerns on Darlington Drive secondary to the placement of student drop off zone on Davenport Place.	***
Clarkdale North		
Clarkdale Drive	Some residents are concerned with a potential traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns.	*
Davenport Drive (east of the playground)	Residents are concerned with traffic volume increase, and potential subsequent increase in speeding, parking and pedestrian safety concerns.	**
Clarkdale South		
Meadowview Drive	Residents are concerned with traffic volume increase, and potential subsequent increase in speeding and pedestrian safety concerns.	*
Meadowview Terrace	Residents who reside near the trail access are concerned that parents may utilize the area around their homes for parking.	*
Arterial Concerns		
Davidson Drive/Clover Bar Road Intersection	Many residents expressed pedestrian concerns at this intersection, particularly in light of the proximity to the Trillium Centre and already high pedestrian and vehicle traffic volumes: "Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit?"	****
Davenport Drive/Lakeland Drive Intersection	Increased traffic volumes in the area will make left turns difficult and unsafe.	**
Clarkdale Drive/Lakeland Drive Intersection	Increased traffic volumes in the area will make left turns difficult and unsafe.	**

\*Level of Concern: four stars indicate the most prominent concerns (>25 mentions), three stars (15-24 mentions), two stars (7-14 mentions), and one star (4-6 mentions).

### What Actions Should be taken to Address School-Related Concerns

Residents were asked the question, "What actions would you like to see taken that would ease these traffic concerns?" in both the workshop and online survey.

The two most common responses to this question were to implement traffic calming and to do nothing. Residents in Davidson Creek were most likely to suggest traffic calming, while almost all suggestions to do nothing came from Clarkdale residents. Several residents, mainly from Davidson Creek, also

suggested that the student drop off location should be moved off of Davenport Place and moved to Davenport Drive.

Education, enforcement, lowering residential speed limits and ensuring the adequate provision of parent drop off facilities were also common themes from all residents. Residents also recommended the addition of pedestrian flashing lights

The implementation of “resident-only” parking restrictions and other traffic management solutions such as one-way roads were also mentioned, with some residents supporting their implementation and others opposing it. A few residents mentioned that arterial light timings should be improved.

A couple of resident suggested staggered start/dismissal times between the new school and the Trillium Centre. Two residents suggested appropriate school zoning to minimize traffic to the school.

### **Messaging for School Parents**

Both the workshop and online survey gave residents a short introduction to the Strathcona County School Traffic Safety Partnership and the development of traffic management plans for each school. Residents were then asked, *“When the STSP is creating a traffic management plan for the school, what messages would you like to see included for parents?”*

Many resident spoke to themes of respect and courtesy: “A reminder that they are in someone's neighborhood and to be respectful.” It is important to communicate to parents that this respect can be shown by courteous driving behaviour, particularly not speeding and parking appropriately.

Residents also expressed it was important to communicate to school parents to allow their children to walk or take the bus as much as possible. If they do choose to drive their child to school, please drop off quickly in the appropriate spot. Residents also wanted communications to include messages about avoiding showing up 30 minutes early to pick up your child and idling in the neighbourhood.

Generally put, residents want messages to parents to provide “Clear communication of preferred routes for traffic”, and then to encourage parents to adhere to that plan.

### **Ideas Beyond Physical Traffic Calming**

Residents at the workshop and on the online survey were asked, *“Beyond physical traffic calming, do you have any ideas for potential actions that could be taken to manage traffic at the new Davidson Creek school?”*

The most common response to this question was ensuring adequate enforcement. Residents also suggested that encouraging kids to walk, bike or bus to school was important. A couple of residents suggested no parent drop off should be allowed.

Several residents also suggested that school patrols should be utilized. Education, lowering residential speed limits and ensuring the adequate provision of parent drop off facilities were also suggested by some residents.

Several different traffic management suggestions were made, such as limiting parking in front of homes, creation of one-way streets and switching the parent drop off with teacher parking.

Less common suggestions were the staggering of school start times (both within the school itself and between the future school and the Trillium Centre schools), ensuring proper zoning, and having teachers patrol parking. All comments are available in the Appendix.

### **Appropriate Ways to Involve the Neighbourhood**

Further to the ideas above, residents were asked, *“What would be an appropriate way to involve the neighbourhood in these activities?”*

The feedback in this section can be best summarized by the comment: “Keep them informed of changes and updates. Make their voices heard.” Comments generally spoke in one way or another to the need for information and the need to feel that resident input is meaningful and will be taken into consideration. To this end, many ways to inform and engage were suggested, including open houses, surveys, newsletters and social media, with no one medium standing out as the most desirable. All comments are available in the Appendix.

## **3.7 Final Comments**

In closing, residents were asked, *“Is there anything else you would like to add about traffic or traffic calming in Davidson Creek/Clarkdale Meadows?”*

Comments in the final section mirrored what residents said in other parts of the engagement, with a polarity of perspectives on traffic calming. There is a prominent theme of desire for more enforcement in both neighbourhoods, particularly Davidson Creek. All comments are available in the Appendix.

## **4.0 Conclusion**

### **4.1 Next Steps**

Feedback gathered through the workshops and online survey will be used to inform the development of preliminary traffic calming plans for Davidson Creek and Clarkdale Meadows. These plans will be presented to the community for their feedback in the spring of 2017.

Feedback will also be communicated to the members of the Strathcona County School Traffic Safety Partnership, and will be used in the development of traffic management plans for the new Davidson Creek School.

## Appendix: Resident Comments

### *Current Concerns*

#### Davenport Drive

- Speeding in playground zone. Islands are useless, people just hit them. Perhaps speed bumps.
- 50 km/h section east of playground zone: why is this area 50 km/h? Should the whole neighbourhood be a slower speed?
- Better marked crosswalk/very unsafe (Just east of Davidson Drive). All of Davenport very fast.
- East of Playground zone: Maybe drop speed to 40 km/h. Look at speed humps.
- General speed concern
- Concerns about median island near Dorian Way: limited street parking because of the island; People crash into the sign on the island driving from the north. People park here to pick up mail.
- I don't think people see the playground sign at the start of the zone near Dorian Way.
- Vehicles park too close to median island (near Dorian) on bus route. Congestion on Garbage day.
- Speeding in playground zone.
- Speeding in playground zone
- People don't know playground speed!! Go 30 km/h at night!!
- Speed issues in playground zone. Need something to slow traffic down. Child safety. Lots of traffic.
- Davenport Dr - fast traffic traveling
- Speeds along Davidson Creek Park.
- Speeding through the playground zone. No parking in front of our house because of fire hydrant - only space I have is across the street where the school will be built. There are always people who knock down or run into the barriers on each side of the playground zone
- Davenport Drive, excessive speed. Davenport Drive, large amount of traffic
- End of Playground Zone Davenport Place/Davenport Drive major change of speed of vehicles
- Davenport Dr - speeding both in the 30 and 50 zone
- Driving too fast along Davenport Drive (both through and past the park zone)
- Davenport Drive from Clarkdale Drive going west-Speeding vehicles
- Davenport dr. - busy, speeding at 30 km/h zone, some trucks are loud especially after 9 pm
- Speeding down Davenport across from the playground and old baseball diamond.
- Davenport Drive by the new school site... noone understands that playground zones have time restrictions.... the times that 30 km/hr are in effect should be posted.... nothing more frustrating than going 30 km/h in the dark when not necessary.
- Davenport Drive - overly large and obstructive cement medians, particular the one at the north end, endanger the flow of traffic through the street when the adjacent residents park
- Speeds too high on Davenport Drive
- Davenport Drive - excessive speed
- Davenport Drive near Davidson Creek Park: speeding

## Davidson Drive

- Just off of CBR: this road is very congested at all times of day. This road is 2 lane and narrows to one lane without warning. Poor situation on icy roads.
- Speed
- Crosswalk at trail is hard to see in the dark
- Mailbox pick up blocks traffic
- Speeding and parking near trail crossing
- Davidson Drive; cross walk could do with some lighting
- Davidson Drive; Speed. Again, speed limit could be reduced to 40km/h
- People who take industrial busses park their vehicles all day along south side of Davidson Drive impeding sightlines
- People are taking shortcuts through Davidson Creek to get to Lakeland Drive from Cloverbar Road. Specifically, vehicles heading north on Cloverbar Road are turning east onto Davidson Drive (by the 7-11), then north onto Davenport Drive and then east onto Lakeland Drive, often speeding as they go to enhance their "short-cut" through our neighborhood. I have experienced speeding drivers tail-gating me in their rush to cut through the neighborhood in this way. I have also followed drivers using the neighborhood as their shortcut, before I turn onto Dawson Crescent. Similarly, I have witnessed drivers using the reverse route from Lakeland Drive to Cloverbar Road, speeding through Davidson Creek to get there.

## Darlington Drive

- Needs traffic calming. High observed speeds. Lots of kids. Consider 40 km/h like Edmonton.
- Congested blind corner (North of Davidson Drive)
- Speeding (near Darlington Bay)
- Darlington Drive. Speeds limits are too high for the amount of bends. Traffic is too fast.
- Darlington Dr. Excessive speed
- Excessive speed (ie above 60 Kms) on the stretch of Darlington Drive between Davidson Drive and Darlington Manor. Excessive noise from motorcycles and vehicles with modified mufflers on Darlington Drive. Children skateboarding and cycling down the middle of Darlington Drive between Davidson Drive and Davy Crescent.
- Darlington Drive - I have phone before because of the SPEEDING. people speed regularly down the straight away (btw Davidson dr and just past Darlington Bay)
- Darlington drive: unsafe speeds, driving fast around the corners, unnecessary traffic cutting through to Clarkdale Meadows

## Davidson Drive/Darlington Drive Intersection

- Pedestrians cannot cross safely. Better marked crosswalk.
- Traffic will get extremely backed up here. Left turn is already dangerous. Needs to be addressed with new school.
- Poor sight lines to make left onto Davidson from Darlington. Speeding makes it worse.
- Darlington Drive and Davidson Drive intersection can be very busy, sometimes difficult to turn left. With school traffic that will be very bad.

- Visual obstruction from vehicles parked on Davidson Drive just past Darlington Drive.
- Davidson Drive and Darlington Drive (very chaotic corner) lots of people crossing

#### Dawson Drive

- Parent parking congestion for P/u and D/o at Trillium School (at west end near CBR). Flashing ped lights needed at trail crossing. Speed is concern from CBR to Davenport Drive. Structural integrity of roads- sinking and breaking of road every spring/fall that is patched.
- High speeds around curve approaching trail. No crosswalk markings on the pavement
- Dawson Drive; speed. 50km/h could be reduced to 40km/h
- Use of my cul-de-sac as parking for pickup from Trillium Centre sometimes blocking my driveway
- Dawson Dr - transit buses - fast traveling speed - stopping at non-posted stops down the street
- Dawson Drive- where the road curves just past 91 Dawson Dr - drivers going too fast - unsafe for backing out of driveway and pedestrians crossing the street. Dawson Drive from Clover Bar Road - speeding on the straight portion of the road up to and including the curved portion of the road
- Speeding on Dawson Drive

#### Davenport Place

- Speeding in playground zone. Playground zone sign is not clearly marked. Crosswalk is not well marked. This street is so narrow that if cars are parked on both sides only one car can get by.
- Heavy pedestrian crossing at trail. Needs curb extension.
- Need to slow traffic here! (at trail crossing). Old growth trees and cars obstruct line of sight. Fast traffic speeds with downhill. No pedestrian markings.
- It is a serious hazard at this corner when turning from Davenport drive onto Davenport Place (when cars are parked on both sides of the street)

#### Clarkdale Drive

- Speed big concern. Limited speed enforcement. Narrow the road: ie. expand sidewalk, etc.
- Remove one of these playground zones!!! (keep "50" by the pond)
- Speed limit is too low (near Clarkdale pond)
- Speed limit is too low and not enforced (near pond). This is where playground zone should start!! (at park at Davenport).
- Speeding through playground zone.
- There are no traffic concerns on Clarkdale Dr. The speed limit is obeyed within safety guidelines. Occasional speeding does occur in the playground areas during rush hours.
- Playground zone on Clarkdale Drive, speeding.
- Clarkdale Drive - far too much of it is zoned for 30. Reduce the amount zoned and you might get better compliance through better respect for a smaller and obvious area.
- The excess speed some of some vehicles down Clarkdale Drive
- Clarkdale Drive - 30 km zones are not observed
- Speeds too high on Clarkdale Drive

- Clarkdale Drive near Clarkdale Pond, long stretch of 30km/h zone that drivers do not always obey
- clarkdrive, speed
- Clarkdale Drive by Clarkdale Meadows Pond. There is no reason for traffic to need to go down to 30 kph here as there is no playground. Further down where there is a playground I get it
- Clarkdale Drive has an inordinately long playground zone. I understand the need at the actual playground but do not see the need for the lower speed limit past Clarkdale Pond.
- Clarkdale Drive in front of the park
- Clarkdale Drive 30km/h zone along parks - hardly ever any people in that area, so why reduce speed?
- Clarkdale drive- the speed limit should be 50k on the Clarkdale Meadows pond. there isn't a playground worth noting, it isn't any different than the east side of McGhan park.
- clarkdale drive - people don't slow down the for the playground zones
- Clarkdale Drive between Orchid and Crocus Crescents: traffic often drives above the posted 30km/hr

#### Davenport Drive/Clarkdale Drive Intersection

- better marked crosswalk. Stop sign?
- Meridian sight lines impairment: trim bushes. Child safety concern.
- Why do you slow down for a stop sign after you speed through the street?
- Island is distracting and reduces visibility and road is narrow.
- Trees block view.
- Three way stop on Clarkdale Blvd at Davenport drive to slow down traffic SB entering the playground zone.
- The crosswalk at Davenport Dr. and Clarkdale Drive. The hedges impair drives ability to see pedestrians
- Clarkdale drive and Davenport drive- the island at the cross walk is allowed to grow to 4 feet high. you can't see children going to the park. remove the island.

#### Meadowview Drive

- Speed generally on whole loop. Pedestrian concerns near Clarkdale Boulevard and Clarkdale Drive.
- Speed generally especially on east side of circle. Speed should be reduced, maybe to 40 km/h
- Visibility concerns at trail crossing north of McGhan due to curve of road and parking. Feels more signage is needed to remind of effective hours for zones. Add lights to crosswalks along Meadowview Drive.
- Speeders ignoring playground zone in both directions between Primrose and Meadowview Terrace
- Why isn't the east side of McGhan park (where rink and hoops are) a playground zone?
- Parking too close to the trail crossing North side of McGhan

- Speeders ignoring playground zone in both directions between Primrose and Meadowview Terrace
- Sporting event parking is a mess all around McGhan park.
- Parked cars impair sight lines at trail crossing North of McGhan.
- Traffic goes too fast past playground between Primrose and Meadowview Terrace.
- Get rid of playground zone along Meadowview Drive. What are the speeding statistics for Meadowview Drive ie. what are the breakdown numbers for 60, 65, 70 km, etc. Install streetside (not overhead) pedestrian lights that can be activated by pedestrians. Have well marked crosswalks and signs. NO TRAFFIC CALMING.
- Playground zone is ridiculously long and unnecessary. Remove "30" and make it a playground area like in Lakeland. No reconstruction necessary, just remove a few bolts.
- The whole of Meadowview drive is terrible, people don't respect the speed signs and are often on their phones or not paying attention
- meadowview, speed
- Meadowview Drive - East side of McGhan Park -- driving too fast, SPEEDING by cars, motorcycles, county buses and school buses on a regular basis
- Meadowview Drive - Speed racers at night & No one obeys the stop signs & People zoom onto the wrong side of the road when residents who live on this road are turning into their driveway
- Meadowview road
- The bend on Meadowview drive by my residence (#87) is becoming a race track, I am constantly flagging vehicle to slow down as I require to cross the road to access my mail box.
- Across the street from my house is a ice surface, basketball, and also the post box. Yet there is no crosswalk or calming to slow traffic down for the residents, or children that frequent this area especially when crossing the street.
- Meadowview Drive South of Primrose Blvd. Traffic speed.
- Meadowview Dr speed , hidden signs,crosswalk violations
- Meghan Park pedestrian crosswalk speed
- Meadowview Drive between Primrose and Meadowview Terrace. Speed limit is 30km very few people slow down there and it is a park zone and tons of school buses pick up there
- Speeders on Meadowview Drive
- sports teams parents behaviour around McGhan park. Reckless driving, stupid parking, kids dashing out in the road without parents looking after them, school kids just dawdling out in the street without looking left or right, thinking cars can stop on a dime even at 30 and giving attitude when woken up with a beep.
- Meadowview Drive/excessive speed/poor signage/poor visibility/pedestrian safety/driver safety
- Meadowview Drive. Speeding of vehicles.
- In front of McGhan Park, speed limit is 50km/h except in 1 area. Around the park, especially at crosswalks should be slower. (Hockey rink)
- meadowview drive - crosswalks by the park and by the main intersections could be more prominently marked.

- Meadowview Drive along McGhan Park: Traffic rarely drives at the required 30km/hr despite the playground, multiple cross walks.
- Speeding through park zones on Meadowview Drive
- Signage for speed limits obstructed by boulevard trees on Meadowview Drive

#### Meadowview Drive/Clarkdale Drive Intersection

- Median causes sightline impairment issues and decreases pedestrian safety.
- All way stop at all three entry point to Meadowview Drive to slow down traffic.
- Is this two lanes at the intersection?
- Meridian sight lines impairment: trim bushes.
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Lack of crosswalks on Clarkdale Drive and Meadowview Drive. Children are forced to cross at unmarked streets, with cars going faster than the speed limit
- Clarkdale Drive intersection with Meadowview Dr - bad visibility due to shrubs and decorative pony wall, additionally extremely icy in winter
- Meadowview Drive & Clarkdale Drive/poor intersection visibility/pedestrian safety/pedestrian line of sight

#### Meadowview Drive/Clarkdale Boulevard Intersection

- Impaired sightline turning left off Clarkdale Blvd northbound onto Meadowview westbound.
- Sightline issue due to median
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Clarkdale Blvd and Meadowview drive - horrible! People speed, don't stop at the stop sign when we are crossing the road. We have nearly been hit several times (we cross this road every day getting off the school bus) and my kids refuse to cross the road without an adult. Very dangerous intersection.
- Clarkdale Boulevard & Meadowview Drive - No one obeys the stop signs. When crossing the road, I pause halfway to make sure I don't get hit.
- Clarkdale Blvd & Meadowview Dr. Driver's turning right at stop sign are stopping at the curb blocking vision for driver's turning left.
- Clarkdale Blvd. - often not plowed as not on bus route
- From south entrance into Clarkdale, turning left (west) onto Meadowview Drive
- Clarkdale Blvd intersection with Meadowview Dr - bad visibility to the left when entering subdivision due to shrubs, additionally extremely icy with a slope when entering subdivision
- Meadowview Drive & Clarkdale Boulevard/poor intersection visibility/pedestrian safety/driver line of sight
- clarkdale boulevard and meadowview drive - vehicles coming heading westbound come at a rapid rate of speed

### Meadowview Drive/Primrose Boulevard Intersection

- Icy in the winter due to downhill slope
- Parked cars on the west side of Meadowview north of the intersection block sight lines.
- Sight line issue
- Three way stops needed on Meadowview drive at Clarkdale Blvd, Clarkdale Drive and Primrose Blvd.
- Meadowview Drive at Primrose Dr (McGhan Park), long stretch of 30km/h zone that drivers do not always obey
- Meadowview Dr & Primrose Blvd. 99% of Driver's turning right onto Primrose cross into the left lane cutting off driver's that are turning left onto Primrose. Drivers have forgotten the rules of driving that when turning stay in the closest lane.
- Meadowview Drive & Primrose Blvd. Not stopping at the stop sign.
- Meadowview Drive & Primrose Boulevard/poor intersection visibility/driver and pedestrian safety/extremely slippery in the winter/driver line of sight
- Primrose drive and Meadowview drive- difficult to see traffic coming from the south when turning off Primrose to go north on Meadowview. Make this a 3 way stop or remove all 30kmh and 50 kmh and change to 40 kmh.

### Other Locations of Concern

- Primrose Dr Excessive speed We have trouble turning into our driveway because of speeders
- People don't understand playground zone begins at corner when entering Clarkdale this way (Primrose)
- Very fast speeds on Meadowview Crescent. How can speeds be different at the same location but different sides of the street?
- Meadowview Cres. 30KI speed zones. NO one slows down as signs are invisible.
- Visibility/line of sight/speed/ped safety concerns at Meadowview Terrace (east) and Meadowview Drive.
- Reduce speed on Blueberry. Narrow, congested street and speeds are too high.
- Need a median roundabout at Davenport Drive and Meadowview Pt
- Intersection of Clarkdale Dr and Orchid Cres: child safety
- Meadowview Terrace (west entrance heading north) Speeders coming down the hill
- NO one stops (on Sunflower coming onto Davenport Drive).
- People don't stop at this stop sign (Davidson Dr/Davenport Drive)
- Meadowview drive and Meadowview Terrace- the island in the middle of the street across from Meadowview court can be constricted by people parking on the west side of the house at 232 Meadowview drive. Remove the island or paint the side walk yellow.
- Speeding - aster crescent: young adults/teens living in the neighborhood and their friends pin their engines from their corner to the following corner creating a hazard for children in the neighborhood.
- Speeding down Aster Cres.

- Aster Cres & Meadowview Dr south. Spruce tree on the corner is blocking the view for driver's and pedestrians. Not implying tree removal but tree trimming.
- Corner of Aster and Meadowview ... large pine tree blocks view
- Aster Crescent culdesac by 95 Aster should be one way
- Cars go too fast on Aster Crescent and Meadowview
- Crosswalks not well marked on Meadowview or Aster esp by parks
- Aster Cres and other stop signs no centre line or stop line to indicate where cars should be at stop.
- Lilac Terrace # of vehicles per household excessive which equates to unsafe / unfair parking habits. Extra traffic with those vehicles coming and going on a street where we have a lot of kids can be unsafe at times.
- School Bus driving too fast picking up children on Davy Crescent. Neighbour leaving trailer (commercial) unattached on street often for days. Why are there no fines from police? Neighbour parking in wrong direction on street. Why? Neighbour parking often with wheels on sidewalk. We have a neighbour who's blind. Walking the sidewalks.
- Orchid Crescent. Speed limit of 50km/h is too much for a street with kids, people walking dogs, etc. 30 km/h would make a huge difference in noise and safety.
- Sunflower Crescent - coming off of Davenport - 9/10 cars DO NOT stop at stop signs

#### General Residential Comments

- Strathcona County transit drivers don't think speed limits - especially through playgrounds - apply to them.
- Posted speeds on both residential streets (ie. crescents etc) and feeder thru roads ( eg Meadowview Drive) are too high.
- tall trees in centre of calming circles. Can't see. This is not safety. common sense should have been used by planning and engineering of this.
- I would rather see speed limits reduced in residential streets (like Sunflower way) and a speed of 50 km/h on arterial roads like Clarkdale Drive and Meadowview Drive.
- Far too many speed through playgrounds. Multiple speed bumps on every side of every playground would help this.
- Residents think everyone else is going too quickly through their neighborhoods - but not them.
- Clarkdale-speed through park/playground areas exceeding posted rating.
- Clarkdale- rolling through marked stop intersections
- Clarkdale- lighting for Meadowview Drive or any main drive.
- Inconsistent speed limits throughout Clarkdale
- Parking of vehicles and Recreational Vehicles on roads in the subdivision so as to impede traffic flow and sightings
- The concern has been always about excessive usage of STOP signs throughout the neighbourhood (and beyond). This trend creates traffic slow-down, increased pollution, and increased costs to motorists. The YIELD sign would suffice and could replace STOP signs in majority of instances.

## *Arterial Locations of Concern*

### Davidson Drive/Clover Bar Road Intersection

- Light is too short and a long wait time.
- Heading West on Davidson Drive to turn North onto Clover Bar (7-11 intersection), if someone is going straight, all the traffic turning right gets stuck behind lead vehicle and cannot turn.
- traffic light timing
- too many kids being hit. TOO MUCH VOLUME
- Clover bar near 7-11 - in the morning traffic light is busy
- People keep getting hit while crossing the road. Kids appear out of nowhere (from behind the electrical box) you think it's safe to go but kids jump out. Super unsafe.
- Concerned now with number of children hit at this intersection. If traffic is estimated to double, are you ok with twice as many children being hit? People cut through the 711 parking lot to turn right on Davidson Drive.
- Concerned with how many kids have been hit at this intersection.
- Too many pedestrian accidents
- Extend light time
- Wait time is too long. Not enough time to cross on foot. Poor confusing exit off Cloverbar Road (turning right northbound to Davidson Drive eastbound). People drive through 711 to get to Davidson Drive.
- This intersection needs motion sensor lights. It stays red for two minutes.
- Pedestrians hit and almost hit.

### Clarkdale Drive/Lakeland Drive Intersection

- Turning left from Clarkdale Drive onto Lakeland Drive
- Lakeland Drive, at Clarkdale Drive, intersection needs review. Perhaps traffic lights.
- Clarkdale Drive & Lakeland - stop signs to enter most don't stop - lights will be required very dangerous at peak times
- Lakeland and Clarkdale drive. The issue is by trying to "calm traffic" you have created a unnecessarily dangerous intersection. Someone is going to be seriously hurt or killed at that intersection. It is just a matter of time.
- Take out the left turn only lanes at Clarkdale Drive and Lakeland Drive
- Lights needed now- too difficult to make left hand turn
- Traffic flow
- Left hand turns, access.
- Islands are confusing and dangerous
- Need lights and straight through possibility
- This is dumb that you can't go straight

### Davenport Drive/Lakeland Drive Intersection

- Lights needed now- too difficult to make left hand turn
- Traffic flow

- Left hand turns are hard in both directions
- Islands are confusing and dangerous
- Lights
- People come to fast around the corner (turning right off Lakeland onto Davenport)
- Takes too long to make left turn
- Lakeland Dr & Davenport - speed - traffic driving straight between Summerwood and Davidson Creek
- Turning from Davenport onto Lakeland. Very hard to tell what lane traffic is in when turning left.
- Davenport Drive & Lakeland - stop signs to enter most don't stop - lights will be required very dangerous at peak times

#### Clover Bar Road/Primrose Boulevard Intersection

- Wait time way too long on red light
- Light is very long waiting to turn left onto CBR
- Traffic light timing is too long a wait
- Get rid of 2 minute red lights. Should install "sensors"
- Green light is not long enough
- Traffic lights at cloverbar and primrose blvd. are very slow
- Primrose Blvd and Clover Bar Road Traffic lights are too long on Red when exiting Clarkdale Meadows, I have actually witnessed people in the morning going through the red light to turn south due to this issue.

#### Lakeland Drive/Summerland Drive Intersection

- Summerland Drive and Lakeland Drive- crosswalk light?
- Summerland Drive/Lakeland- crosswalk needs light
- Need lights added to crosswalk (at Summerland/Lakeland Drive)

#### Clover Bar Road/Dawson Drive Intersection

- Lots of kids at this intersection before and after school.
- Red light phasing is too long.
- Dawson Drive - Cloverbar Road intersection - - traffic light timing
- Clover Bar Road and Dawson Dr intersection. The lights do not allow enough time to turn left when there are pedestrians crossing the road. By the time people have walked across the light is yellow or red.

#### Clover Bar Road/Lakeland Drive Intersection

- Cloverbar Road - Lakeland Drive - - traffic light timing
- Because of Lakeland Drives ridiculous traffic lights (Last 2 years) the following neighbourhoods are affected Davidson Creek, Lakeland Ridge, Aspen Trails, Cloverbar Ranch, the Pallisades, and Emerald Hills to a lesser degree.

- Lakeland Drive, at Clover Bar Road, intersection needs advance left turn lights in all directions - north, south, east, west

#### Clarkdale Boulevard/Baseline Road Intersection

- Wait time too long
- Get rid of 2 minute red lights. Should install "sensors"

#### Lakeland Drive

- increased volumes of traffic on Lakeland Dr. Being sandwiched between Lakeland and Dawson drives, berm on North side of Lakeland Dr. reflects additional noise to Davidson creek side. Steadily increasing amount of small trucks/cars with loud modified exhaust systems. Lakeland Dr. being used more and more as a major route for all types of large trucks and semi-trucks
- Loud, racing vehicles on Lakeland Dr at night
- Lakeland Drive, near Clover Bar Road, pedestrians (usually school-aged kids) jaywalking (from walking paths on one side of the road to the other) despite signage that there is not a pedestrian crosswalk
- cannot cross but kids run across ( at trail east of CBR)
- Want to cross here (at trail east of CBR). Remove island and put up flashing cross light. People are going to cross here.
- Too many lights, especially since they are not synchronized
- People cross here, not at corner (at trail east of CBR)
- NOISE
- No Traffic lights!!!
- Make people want to take Lakeland instead of going through residential. Traffic lights so people use Lakeland more (that are in synch to keep traffic flowing.)

#### Clover Bar Road

- Very busy before and after school going to Bev Facey and Haythorne and 2 current schools, soon to be 3.
- No way for pedestrians to safely cross CBR where the trail comes out north of Primrose.
- Noisy due to mufflers on cars/motorcycles
- No crosswalk and kids run across (CBR where trail comes out north of Primrose)
- Install a school zone between Crimson and Davidson Drive. I see traffic driving too fast past the school in the am and pm. Increase police presence.
- Flashing lights? Crosswalk? Across CBR at trail just south of Dawson.
- NOISE
- Exit north of Sobeys- Dangerous for pedestrians trying to watch north on west side of CBR. Needs a painted crossing and better lighting?

#### Arterial Roads Generally

- Build High Density communities where traffic lights already exist to avoid more light controls in other areas.

- In general, I no longer enjoy driving in Sh Pk because traffic flow is too restricted: long wait times at signal, not allowed to make left turns even when no traffic.
- Current traffic lights are causing neighbourhood cut throughs. If 2 left turns require a separate light then maybe you have too many double left options
- Check all intersection walk/don't walk flashing lights are working. Example: Sherwood Park Mall intersection on Sherwood Drive by Tim Hortons.
- Don't add lights!

### *What residents value about the neighbourhoods as they are today*

- No speed bumps! No more Stop Signs! No road narrowing curbs! Leave roads as they are! No more traffic lights, enough already! I don't want to see less crosswalks.
- No Traffic calming features. No trees in the middle of roads that block sight lines. No tall grasses or vegetation in medians (ie. Baseline road by LLR- cannot see oncoming traffic to make left turn into Petrocan. This also pertains to CBR north of Trillium. Cannot see traffic because of trees in median.
- No speed bumps! Don't narrow Meadowview Drive. Leave street parking on Meadowview Drive. Leave boulevard trees on Meadowview Drive. No curb extensions or roundabouts.
- Davidson: I'm happy with the amount of traffic on our street now. I'm not concerned with my children playing out front.
- Don't remove any current traffic controls. Don't remove current playground zones unless you are going to replace them with effective traffic calming measures.
- I don't like narrowing/islands at crosswalks because it actually distracts me from pedestrians. Decorative landscaping on islands reduces visibility.
- I don't want to see reduced sight lines, narrowed streets or reduced lighting.
- I do not want to happen: road narrowing, street parking. Curb extensions will nearly prohibit driving when there are buses and garbage trucks. Do not remove trees without replacing them somewhere else. Roads are already narrow enough with people parking on them.
- No traffic circles!
- Don't lose trees, anything green or parks. Not tied to wide roads.
- Clarkdale: I do not want to lose the feeling of space. I like the width. Try to prevent shortcutting through other neighbourhoods. No removal of planter medians.
- No new obstructions to hit. No loss of parking.
- Street Parking
- Not sure
- full width of street throughout on street parking unrestricted flow
- No comment.

- NO SPEED BUMPS or those tiny little traffic circles that the buses have to drive right over. I also like how the smaller roads have yield signs not stop signs. Also I do not want to see any of the nice big tall trees taken down!
- I have easy access to the main thoroughfare. I don't want any changes to the turn lanes or signals
- making the roads narrower.
- Keep the wideness of the roads - allows for street parking.
- Nothing
- No parking meters please.
- Do not change the features of the arterial roads to cause the additional traffic. Deal with the neighbourhoods after all other roads are improved for the safe and EFFICIENT movement of traffic is taken care of.
- Width, Accessibility
- Street free of speed bumps, people with loud vehicles accelerating after the speed bumps would be a major problem.
- Nothing
- don't know
- Wide streets, yield signs, flat streets (no speed bumps)
- I do not want to see a traffic circle
- Don't want to lose any grass or sidewalk areas
- Do not want speed bumps. They cause major damage to cars that must go over them numerous times a day
- One directional traffic Speed bumps Narrowed streets Barriers to make drivers weave through road
- N/A
- All street features to remain as is.
- No narrowing street sections nor speed bumps. These two only congest traffic and reduce what is already too little of mainly parking.
- NO SPEED BUMPS NOW AND NO SPEED BUMPS IN THE FUTURE
- No speed bumps now. Please no speed bumps in the future.
- there is no need to calm the traffic because of a school....
- Curbs that jut out into the street. When snow accumulates, you might not be aware that there is a curb jutting out and hit it.
- Don't remove the stop signs?
- Clear sight lines. The free flow of traffic.
- I like to be go straight through and turn both right and left.
- The trees and scrubs that are there.
- The width of the street
- Flowerbeds in the centers
- None

- Traffic Circle
- No additional traffic lights.
- At this time the current layout is not perfect so any change would be welcome
- The wide roads in regard to ease of driving with parked vehicles lining the streets.
- Waste of money for construction of curbs. RCMP need to do speed traps everyday somewhere in country. EVERYDAY
- not sure
- Narrowing roads would present space issues with bike/cars.
- The trees along the sides of the road.
- Do not want speed bumps, do not want the roads narrowed.
- SPEED BUMPS
- Everything is fair game
- Speed Bumps, especially on Meadowview drive.
- No speed bumps. Never ploughed properly and thus are dangerous.
- Don't want the traffic circles and until or if the school is built - unless there is an actual playground I see no need to slow traffic down to 30. Feel the traffic circles are more dangerous. The traffic circle on Crimson Drive feels very dangerous everytime I use it
- crosswalks and/or slower speed. Meadowview is a circular road and you don't always see vehicles coming at you until the very last second, especially if they are travelling fast. By the same token, the driver doesn't see pedestrians around the bend of the road.
- Don't change anything. INFORCE THE SPEED LIMIT AND NOT STOPPING AT THE STOP SIGNS.
- Put our speed limit signs back on Meadowview dr not on Meadowview Cres & Primrose Bring back Photo radar. I was not perfect but it did help!
- Do NOT want to see speed bumps, traffic circles nor overly long stretches of reduced speed limits which just frustrates people so that they are less likely to reduce speed where necessary.
- Pedestrian friendly ones
- there is No Need for any Changes
- Open to all changes if it slows traffic and increases safety for pedestrians and children
- Too many signs
- Natural environment should not be impacted (ie Trees & Green areas), nor should the bike paths, walking paths, etc. be interrupted.
- Collector roads should not have any speed tables/bumps etc, instead there needs to be speed enforcement blitzes. E.g in Aster Cres, there are 3 specific vehicles that always speed while most other drivers are respectful. Addition of defined pedestrian crossings on east side of McGhan Park, that is the one side that is lacking a crossing.
- nothing is untouchable safety trumps all conveniences
- Consider all options within scope of traffic engineering.
- speed bumps
- Don't block the free flow with roundabouts!
- I like the look of our roads as is. I don't want traffic circles. The roads flow well.

- Nothing around us in meadowview court
- None of those traffic circles, that vehicles including buses drive over the paving stones because the circle is so small. They are not at all effective and harder to drive as I drive them in the Madonna school area. Also I don't like when then limit parking by putting in deeper curbs. Parking is already tight in some areas with parking and I don't want to see any more parking spaces wasted by deeper curbs.
- We have wide lanes that allow traffic to flow easily. including two lane turning on corners. These are nice and avoid congestion. NARROW LANES AND CURB FEATURES ARE NOT WANTED. These do nothing to make streets safer and if anything make them more dangerous. They create congestion with the mindset that this will slow traffic down. It doesn't. the speed limit remains the same so once people get past the choke point they speed away to make up the time; now kids trying the cross the street have to make it across in smaller gaps between frustrated drivers that are already having to process more information due to the narrower streets and choke points.
- I do not approve speed bumps and further reduction in the speed limit. The 50 km/h is tolerable. There is no need to calm the traffic on collector roads in Clarkdale Meadows. I have been a user for the past 12+ years and have not noticed any changes in motorist/pedestrian behaviour. The roads are built for motor vehicles to improve out mobility and save time. If we suddenly lower the speed to a crawl we defy the purpose for the road and are just creating costs that far exceed the benefits. Roads are not playgrounds or boulevards for strolling, but neither race tracks and should be treated as such. We are all for safety, but pedestrians should respect what the roads are intended for and use them responsibly the same way as motorist should. In the end, we have generous sidewalks throughout the neighbourhood. My point is that bodily injury by a car is possible even at 20 km/h speed or less.
- LEAVE IT ALONE. SOME OF THESE PEOPLE WITH ISUUES NEED TO GET A LIFE. PLEASE DO NOT CHANGE ANYTHING. THESE TRENDS IN SO-CALLED CALMING TECHNIQUES ARE AKIN TO POLLITICAL CORRECNESS GONE CRAZY.
- We don't need any traffic calming , you just need to enforce existing speed limits. The County's catering to the minority of the neighborhood who bought a house on a busy street and want the traffic levels reduced. As usual the squeaky wheel gets the grease!
- Traffic calming does not work. Normal traffic does not need calming. Speeders and reckless drivers slow down at the calming divice then speed back up.
- traffic lights - traffic circle - speed bumps
- lower the curbs, too high, too much damage/stress on vehicles
- keep street width, no speed bumps, no islands with plantings that restrict visibility

### *School-Related Concerns*

#### Davidson Creek Residents

- Exiting from driveway on to Davenport. Volume of traffic off and on to Lakeland/Cloverbar. Traffic noise. Crossing Davenport on foot safely. Speeding on Davenport.
- Congestion during school hours.

- Speed and volume of traffic along Davenport Drive. Calm the traffic before an incident occurs. Distracted driving.
- Volume will increase so we need to make sure all drivers are slowing down and watching for pedestrians. Mothers driving their children to school while texting and speeding is a problem.
- Yes- huge traffic issues. With more and more traffic and major issues with getting in and out of our driveways. Slow traffic down.
- Increased traffic in an already hemmoraging area that has 2 schools emptying into the same area. Worried about pedestrian safety which I noticed is missed from the traffic study. Why is that?
- Darlington and Dawson left off TIA. Large volumes of increased traffic. Davidson Drive/CBR intersection. Turn onto Davenport Place seems counterproductive to reduce traffic congestion.
- Increased congestion and traffic in Davidson. Drop off on Davenport Place. Speeding on Davenport Drive.
- Speed is already an issue on Davenport Drive and Place. Davenport Place is too narrow for 2 cars when there is parking on both sides of the street. Parent drop off is on the wrong side of the school.
- Increased traffic from school unsafe for kids walking on sidewalk. School bus drop off in front of my house, kids getting hit.
- Increase and congestion of traffic on Davenport Place with parent drop off located here.
- Congestion- worried about congestion on Davidson Drive and parents dropping off on Davenport Drive. Lots of traffic for people pulling out of driveways. Garbage day.
- Speed, traffic congestion/volume/ road structure integrity. Road sinks and buckles every year from County busses.
- Volume, efficiency
- How is the school traffic going to compete with traffic that is avoiding Lakeland Drive? Now it is CBR as well. People avoiding traffic lights that will never have enough traffic to justify its existence.
- Uturns on Davenport Drive and place with parents dropping off. Parking in front of houses. Concerned about students crossing Davenport Drive. Concerned that playground zone on Davenport will be changed to a school zone. Increased traffic and buses.
- I feel very strongly that this site should not have been used for a school site. EIPS took a very "politically correct" decision and forced it into our neighbourhood. There was an area set aside in the new neighbourhood and this is not that neighbourhood and too close to an existing large school. Plus it was a huge waste to rip out the ball park, etc.
- Yes- already a dangerous left turn from Darlington to Davidson Drive. This will get worse. Speeds along Darlington and Davy Crescent are excessive.
- Increased traffic before and after school.
- Increased traffic entering via Davidson. Congestion and parking on Davenport Drive. Traffic on Davenport Place. Dropping on and off by parents.
- Increased traffic at already busy intersections. Cloverbar and Davidson. Danger esp. to pedestrians and kids.

- School bus stop should be off roadway, perhaps in drop off area.
- Do not change Davenport Drive to a one-way street!
- Concerned with neighbourhood cross cutting down Darlington if the parent drop off is on Davenport Place.
- Keep parking on Davenport Place. Happy about parking for family and friends.
- Increased traffic volume/speeding. There are a lot of kids in the area utilizing the existing parks, playgrounds, baseball diamond, etc...
- School traffic will significantly increase the traffic on Darlington Drive, which is not a wide road and has many houses lining the street.
- Yes, I have great concern that the only way to access the student/visitor drop off going Northbound is by driving along a very busy, curving Davidson Drive
- no concerns
- Excessive speeding on Darlington Dr. Safety concern for children in the area
- No.
- Yes. I work at a school in Edmonton Public that is known as one of the worst schools in the city for traffic. The problem is always is there enough room for student drop off and pick up. If not then parents get ridiculous and park in the dumbest places.
- No concerns. Children need schools, we live in a vibrant community, traffic is part of the tradeoff!
- Where are all the cars going to be routed? Because if they are all going to be routed down Darlington Drive back to Davidson Drive/Cloverbar entrance it will be total chaos and create a very dangerous situation in an already dangerous high volume intersection
- Bus parking on Davenport - will there be adequate vision for traffic traveling through; for children to walk across the street? Parking for parents - even if close by, seems parents need to drive - will there be space?
- Increased traffic on Darlington Drive and that Davenport drive becomes the main route for school access
- Where my residence is located, I will not be impacted by the school. However, I believe with the speed that drivers go through the neighborhood in general, the potential for a child being hit by a vehicle will definitely increase with the new school.
- No. It's nice to see young children, but lower the speed limit as people tend to use short cuts getting off to work in the morning.
- That the Traffic Accommodations that are now being considered are brought to us by the same people that Screwed up Lakeland Drive to the point whereby drivers are using collector roads in Neighbourhoods to avoid Lakeland Drive.
- The main roadways are going to get very busy
- Increased vehicle noise and traffic throughout the whole area.
- no

- Volume of traffic along Davenport and Davidson Drive 2. Davison Drive - Clover Bar Road intersection. Pedestrian and vehicle traffic from Trillium and the new school.
- Absolutely! The increased volume of traffic will make pedestrian safety a huge issue for anyone wanting to cross Davenport Drive at the intersection with Davidson Drive and at the intersection with Dawson Drive/Dawson Crescent. The current two-way stop at this latter location will also mean getting out of my neighborhood (from Dawson Crescent heading west or south) will likely be a nightmare once the heavy flow of school traffic starts. What can be done to prevent us from being "blocked in" by the heavy school traffic along Davenport Drive?
- Potentially the intersections to Clover Bar road will get backed up with parents going to work after dropping their kids off.
- My biggest concerns are about being able to get in and out of our driveway during the rush of traffic in the morning and of course in the evening. Because I have no street access in front of my house as there is a fire hydrant and a barrier in front of my house. My visitors will have no place to park in the evening except what will now be a bus pad.
- Very concerned about increased traffic volume and parents parking all up and down the street to walk their children to school or watch them walk to the school. Traffic is already difficult at certain times of the day. I already have trouble crossing the road at the stop sign of Davidson Drive going onto Davenport Drive. My daughter and I have almost been hit a few times, drivers are in a hurry and not looking for pedestrians.
- Major concerns with the volume of traffic on Davenport Drive as well as the lack of street parking. This area is not large enough for the size of structure and traffic it will produce. Also getting through the lights at Cloverbar Road will be a nightmare at peak times.
- Getting in and out of the neighbourhood at Davidson Dr and Cloverbar As well as Davenport Dr and Lakeland Dr Already lights or traffic heavy and hard to get out of neighbourhood at peak times Increased traffic on roads due to school drivers
- Zone it properly so kids from the area can walk to school and eliminate excess traffic from outside areas. Zone it for davidson and clarkdale, then maybe from rural so then busses show up mainly and not hundreds of cars speed control through school hours only
- No
- I have a detached garage and I park in front of the house on Davenport Dr. My concern is people may be parking in front of my house which does not let me park there. The other concern is traffic will become more busy and more options for traffic accidents. Next is Cloverbar road and 7/11 traffic lights. It will be impossible to leave Davidson Creek in Baseline direction. Because of the larger traffic air quality will become worse.

#### Clarkdale North Residents

- volume (doubling of traffic), speed (right now on Clarkdale Drive speed is significant, that will likely increase with parent drop offs), pedestrian safety (potential for a pedestrian, including children, to be hit and seriously harmed likely will increase).
- Parents dropping off students: breaking traffic laws, J-walking, stopping where not allowed, students crossing against lights.

- Amount of traffic on Davidson Drive. Do not want to be delayed leaving my area. Increased non-resident parking. Lakeland Drive will def need pedestrian overpasses. There is no safe way to cross it now (don't want to spend the money). Special events at the school will be a war zone.
- Unsure at this time
- You are creating traffic congestion on a dead end street. Why not have drop off on Davenport Dr which is already a major thoroughfare for this community.
- Yes. Increasing traffic on a smaller street by having the drop off zone on Davenport Pl.
- NONE
- So much traffic on quiet road. So many kids running in an unsafe manner.
- that people will drive even slower..... nothing should change.... educate drivers on the rules surrounding the speeds listed
- None
- There is not as much parking space for parents
- Parents waiting and plugging up arterial roads
- The on-road school bus drop off area would be problematic through narrowing of the roadway. Push the school back a little west and make a widening of the road to allow an indent to the roadway to accommodate at least half the width of the school bus. This will allow opposing traffic on the road to pass with greater safety and visibility. Otherwise this will be scary to pass through at school time.
- Does the school have sufficient parking to accommodate parents and buses without impacting existing traffic flow?
- The busyness of Clarkdale Drive, and Davenport Drive.
- no
- Increased traffic and buses in and out of the subdivision.
- none
- Speed of traffic in and around the school. Amount of traffic and parking congestion in and around the school
- Yes - specifically - the traffic between 8:15am - 8:45 am and from 2:50pm - 3:30pm will be a nightmare. We see this already as a huge concern at the Trillium Centre schools. The residents trying to actually get out of their neighborhoods will most likely end up going around meaning heavier traffic on the outlying roads such as Lakeland and Cloverbar Roads - Busses will be trying to maneuver in and out which will cause increased wait times. Fortunately we live away from this area so I do feel for the residents that look on the new school area when they try and back out of their driveways - good luck with that! Also another huge concern - pick up time after school - parents will let their vehicles idle for more than 1/2 an hour while waiting - believe there should be idle free zone completely around the school.
- No I live in Clarkdale Meadows

#### Clarkdale South Residents

- Higher traffic volume. Student/Pedestrian safety.

- traffic volume- cloverbar road is a gong show already. Worried about pedestrian safety and driver safety. Parents need to drop off and volunteers/lunch supervisors drive to and from school as well. (the drop off area at St Theresa Middle School works well for a drop off zone/model).
- Parking at the bottom end of Meadowview Terrace to access the path at the Clarkdale Lake.
- Too many cars
- Concerned our street could become a perfect drop off point for parents/students. Path access to school.
- Parking on my street to access school through trail.
- Increased vehicle traffic, increased litter from students who walk, Parking?
- Just increased traffic on Meadowview Drive. With the current excessive speeds and volume of traffic on CBR, will the increase of traffic going to the new school cause more traffic issues?
- During construction there should be a designated route to enter the site.
- No
- Traffic signals going up at Lakeland and Clarkdale Drive and Lakeland and Davenport Drive thus pushing more traffic onto Meadowview Drive. More traffic on Meadowview Drive due to shortest path to Baseline.
- High volume of traffic before and after school.
- The present roads were not built to handle "school traffic" they were built to handle only regular residential traffic. Working from hindsight causes difficulties which cannot be properly addressed.
- Increased traffic on Clover Bar Road and meadowview
- no
- There are no good solutions for putting a school in an established neighbourhood, square peg in a round hole.
- Will people park on Meadowview Terrace to go to Davidson Creek school? Will increase traffic in the neighbourhood.
- Parents and their children jaywalk across the street - because walking safely doesn't apply to them - they're safe.
- Increased bus/parent traffic on Meadowview Drive. Significant load was removed when Lakeland Drive opened, could see a return, likely low percentage compared to what was previous.
- Create a pick-up & drop-off zone off the main roads & bus routes so traffic does not get backed up.
- no
- Speed and lack of considerate driving habits from the general population
- Not enough parking for visitors on the school property.
- Not really as I plan to send my children to SCA and I never go into Davidson Creek
- None at this time as I do not live in Davidson Creek.
- None.
- No concerns

- No Concerns
- No
- Nothing yet
- No
- Increased traffic on Meadowview Drive - increased speed and volume
- None.
- like with every school, the problem will be the helicopter parents who arrive late and speed in and out of the drop off area. I suspect they are also a major concern for those who have voiced their opposition to the school and their request to have the school built in McGhan park.
- traffic volume and congestion pedestrian safety during school hours
- No concerns.
- No. The streets are wide enough for the flow of traffic
- No
- Make sure there is enough of a parent drop off zone for students and or parent parking. there is never enough consideration taking into account this factor.
- No
- Increased traffic Increased bus traffic
- I do not have concerns since I do not live in that area and will not use the school. However, in my opinion, the drop off parking on Davenport Place is not very cleverly designed as most of motorists will likely access the school site from the Davenport Drive. More parking should be built from that road and Davenport Place access should be used only for staff parking.
- NO. IT IS A SCHOOL ZONE LIKE ANY OTHER.
- No
- Road parking and speeding
- student drop off/pick up places
- Does not affect me. However, safety of children should be paramount.

### *What Actions Should be taken to Address School-Related Concerns*

#### Davidson Creek Resident Responses

- Speed limits reduced to 30km/h to 40km/h. Crosswalks with sufficient lighting. Installation of speed bumps, forcing vehicles to slow down.
- Slower speed limits. Local traffic only signage as it should not be used as a main route from the school.
- Limit access along Davidson Drive using traffic calming to push traffic onto wider arteries. Limit parking to one side of the street only
- n/a
- Speed bumps perhaps. not sure what's most effective
- No comment.

- Signage needs to be very clear! Crosswalks should have lights for the kids to use. Lots of drop off/pick up areas. Perhaps one way traffic flow out of some of the parking areas in front of the school?
- Monitoring and enforcement to start
- In one way Davenport Drive and out one way on Davenport using Lakeland Drive to handle the extra traffic and not drawing tons more traffic into the inner part of the community and smaller roads.
- crossing lights; speed bumps to slow down traffic
- Speed bumps on Darlington drive to deter people from using this as a main access to the school reduction of speed limit to 40k and random enforcement
- Enforcement of speed limit. Perhaps speed bumps on the roadway for the portion of the road that is in front of the school.
- Speed bumps
- Replace, or adjust the Arterial Traffic lights so that Drivers do not avoid those arterials Roadways to drive on collector routes through neighbourhoods instead.
- Speed bumps or roundabouts/traffic circles
- Build a K-9 school like they said they needed somewhere there is room for it.
- N/A
- Install an island at the Davenport/Davidson Drive intersection to slow down the traffic. 2. Review the signalling at Clover Bar and Davidson during "peak" morning and afternoon periods.
- At this point, without knowing whatever alternatives there could be, I would like the current two-way stop to become a four-way stop to be fair to traffic from all directions. (When Lakeland Drive first opened in our area, the current two-way stop at Dawson Drive/Dawson Crescent was actually a four-way stop for a short period of time).
- Signal adjustments.
- I would like to see the parent drop off and bus lanes drive behind the school where the current trail is. There would be no houses fronting on to the road so would alleviate some of the issue of an already busy street.
- I'm not really sure, it seems like this neighborhood isn't designed to handle the amount of traffic and noise that will be coming with a new school. It seems so compact with houses right across the street from the school. I'm not sure there is any way to reduce the amount of traffic or the noise that will be produced.
- Since the school is obviously going to be built even though the community majority doesn't want it.... one option I believe is there needs to be a parent/visitor parking lot not just the turn around. Similar to what they did at Trillium Center.
- Better light changes at intersections Turning lights at peak hours
- change of speed at different times
- Traffic circle and speed bumps
- As of right now the traffic via Davenport Dr. is through, from Cloverbar Rd. to Davenport Dr. to Lakeland. Would be good to block it. Traffic light at 7/11 to make longer for Davidson Creek to Cloverbar Rd. to te left. Put a photo radar in 30 km/hr area.

- I think the process for this school decision has been very arrogant.
- I heard suggestions of turning Davenport Drive into a one way street. Absolutely against this. You cannot seriously inconvenience residents for 5 hours/week of student drop off int total
- Traffic calming at the intersection of Davenport Drive and Meadowview Point ie. median circle or roundabout. Change public attitudes.
- Traffic calming at regular intersections throughout the neighbourhoods to require drivers to pay attention while driving through.
- Seeing that a school is going up, I think we are screwed no matter what.
- I want these issues addressed. I want a safe community for my family.
- Parent drop-off NE of the school next to the greenspace with a roundabout to accommodate buses going back and forth. Eliminates left hand turns.
- Other than not have school, I'm not sure. A bad situation overall....
- Only school site in Sherwood park surrounded by homes and driveways on two sides of the roadway. Will be uniquely problematic on garbage day. It's a catch 22- the roads need to be wider for the increase in traffic but this encourages higher speeds.
- Change bus drop off to something that makes sense, speed control, traffic lights. Proper parent drop off, no one ways.
- Switch parent Drop off and teacher parking lot on plan
- Keep parking on Davenport Place! Possible roundabout on Davenport Drive. Keep buses on Davenport Drive. Put parent parking on Davenport Drive and staff parking on Davenport place.
- Structural improvements to roadways.
- Move the school to a location where traffic has the ability to flow safely, and efficiently past the school, not forcing this excess traffic past this family-oriented community
- Return Lakeland back to the state that works for the safe and efficient transportation of vehicles
- I would like to see ped lights at Dorian and Davenport and Davenport Place and Davenport Drive. Lights at Lakeland and Davenport/Clarkdale.
- Don't divert school traffic along Darlington Drive. Funnel traffic volume along Davenport Drive out to Lakeland Drive. Address Currently dangerous left turn from Darlington onto Davidson Drive.
- Continued public engagement.
- Staggered start time between Lakeland and Davidson Schools. Clear plan to address traffic before permit is issued. Red light ped crossing on Lakeland.
- Hoping you have effective ideas.

#### Clarkdale North Resident Responses

- Appropriate traffic calming (eg. Roundabout on Clarkdale Drive in the middle), More enforcement (Bring back photo radar), Better signage (Kids playing, slow down this is your neighbourhood, flashing speed signage)
- More bussing. Less cars. No parking zone for area. Only permit parking. Painting curbs so stupid people don't encroach on to corners and crosswalks. Encourage walking from local. Let

the students in the school. Less parents parking and walking in. Only drop off- FKK and SCA schools.

- N/A
- Relocate dropoff area to Davenport Dr. and make it large enough to handle the expected and future growth needs of the school.
- Switch the parking on Davenport Dr. with the drop off zone on Davenport Pl.
- N/A
- Don't put the school there. Bring back the baseball diamond. Which I realize are totally unreasonable. Encouraging parents to let kids walk to school instead of driving them. Scooter and bike racks that are better than the ones at lakeland ridge. Encouraging parents to let their little ones be more independent. Provide busing to encourage less parents clogging the roads around the area
- nothing should change, educate drivers
- crossing lights for children and safety precautions
- Ensure a proper(see. don't undersize) pick up and drop off parking lot/zone etc.
- Alternative provided in previous answer.
- Not sure, when there is a lot of traffic there is only so much you can do , especially at peak hours
- n/a
- Better traffic flow. i.e. traffic circles
- none
- Well not build the school in our green area but that is not an option. Make the entire perimeter IDLE FREE! All areas along Davenport and the east side of the school (not sure of the street name) should be NO PARKING for ease of residents in the area - parking should only be able to be utilized on the east facing lane of Davenport not in front of the homes.
- N/A

#### Clarkdale Meadows South Resident Responses

- Proper and thorough community consultation.
- Speed limit signs that include times school zone or playground is in effect. Crosswalk with lights.
- No parking 8-4pm enforced. Resident parking only with permit.
- Walk to school
- There are no likely solutions. Time will tell.
- Bring students in from Davidson Creek and Clarkdale so they can walk.
- More detailed up front information ie. where are the students coming from?
- A safe work plan with all contractors attending in regards to hazards and potential to harm in a developed community. Safe work plans include maps.
- More traffic calming on Meadowview Drive. A playground zone adjacent to the hockey rink.
- Stagger LLR/Holy Spirit and new school start times
- RCMP to do more monitoring as speeders love Davenport Drive.
- Consider enforced no parking across the road from the school.
- none.

- Knowing dedicated bus routes and that they are evenly distributed through the known main roads in and out of the area.
- A dedicated pick-up & drop-off zone for parents
- No concerns
- (1) all residential speed limits reduced to 40km/hr (if Edmonton can do it, what can't we?) (2) law enforcement (this aspect really needs to be stepped up besides red light/speed cameras where everyone knows where they are) (3) traffic calming other than speed bumps
- Ease up on new construction of homes because the population increased to quickly and now too many new issues are arising.
- N/A
- N/A
- Don't know.
- Obviously in front of the school, you will need to lower the speed limit
- N/A
- Nothing yet
- none
- Traffic circles introduced on east entrance and south entrance on Meadowview drive
- n/a
- proper enforcement, e.g. a stationary radar or regular blitzes with cops not standing there in high vis vests so that people can't spot them from the other side of town?
- Traffic division be honest about the projected volume issues.
- Just speed limit zones
- Maybe if necessary, make streets a one way, or only able to turn out of the parking lot a one way option. This would at least keep traffic moving.
- Unsure.
- Speed limit reduced within the entire neighborhood. Dremfels (large speed/raised platform that car passes over). Consider implementation of single lane pass at a time (i.e. one direction has priority through single lane)
- Please see my suggestion expressed in the previous question. Also, as a parent, I am fully aware of traffic issues around school zones. Ample of parking helps, but patrolling by school staff during the 20 min peaks in the morning and in the afternoon makes the real difference as there will be always those who try to ignore rules for their own benefits. People just act differently when no one is watching.
- IF THERE ARE TRAFFIC ISSUES, EDUCATION AND THEN STRICT ENFORCEMENT SHOULD REMEDY THE PROBLEM.
- Don't make the entire neighborhood more difficult to navigate because the people living by the school are unhappy.
- Road parking for residence only - 30km - Crosswalk with "blinking " light activation
- designated drop off/pick up area

## *Messaging for School Parents*

- Encourage home schooling
- Share and adhere to any rules that are established for the new school.
- Other people live in this neighbourhood. Please slow down even though you are in a rush. Show consideration.
- Parking in designated areas only. No J walking. No crossing the street. No Parking in front of houses.
- Children have legs and can walk a few blocks. Please don't U turn or drive further into the neighbourhood.
- Be courteous of all homeowners. Slow Down. Be Careful and don't drive distracted. Don't park or turn around in driveways.
- No idling. Do not park/block driveways. No left turn coming out of parent drop off.
- No speeding, No parking in a no parking zone, proper drop offs, no blocking driveways.
- How to safely and efficiently get in and out of the area
- No parking in front of driveways/fire hydrants. Keep in mind garbage days. Use the proper drop off for parents. No speeding. No idling.
- ???We will not affect your lifestyle, your parking, etc.
- Information about the safety about U turns, parking in front of driveways. Information about where to drop off their kids.
- ??? Encourage parents to let their kids ride the bus or walk to school and not have every child chauffeured to school. That is the biggest hazard.
- Abide by traffic calming. "local traffic only" sign on Darlington Drive and Davenport Place.
- Respect: we are all part of the same community
- Clear communication of preferred routes for traffic
- Clear guidelines and boundaries. Continued opportunities for feedback once measures introduced- stats and data- how is it working?
- Be smart. Be courteous- it may not be your neighbourhood, but it is mine.
- Results from other discussion groups/areas
- ??There needs to be adequate parking and drop off spaces. If this is not provided it doesn't matter how or what you communicate to parents.
- ??? Walk to school
- No idle, drop and kiss zone. Not sure the solution for pick up- No Stop zone?
- ???Walk- don't drive kids to school, don't idle vehicles in winter, car pool
- ???Send your children to school by bus rather than drive them.
- ???Walking is healthy. Car pooling is good for the environment. Idling cars/turn off engines
- An easy in/out for parent drop off that does not include driving thru residential areas.
- No blocking of driveways in the area, or parking in the middle of cul-de-sacs.
- Do not block driveways or fire hydrants. Please be courteous to homeowners by slowing down and watching for children.
- A reminder that they are in someone's neighborhood and to be respectful.

- Drop off and pick up should start and end at reasonable times. It's not a competition for parking. Walk to school!
- Drop off areas are meant for that purpose only. Stop a block or two away and walk to the school if possible. Use a carpooling option.
- safety, slow down
- no parking zone will be strictly enforced,
- Darlington drive is not an access road to the school
- No Parking
- info on how the plans are working for other areas
- Teach them not to jaywalk, with or without their kids. Not to litter when waiting.
- Be considerate of the school's neighbors.
- Apart from telling school parents that blocking driveways is prohibited, I am unsure at this time.
- Respect home owner property and parking
- Dont block our driveways
- I have heard of other schools that have problems with parents parking in residents parking spots and blocking driveways because there is no where else to park and would like this addressed. I guess just being considerate of people who have to live here.
- I live two houses away from the proposed front of the school. I do not want people parking over my driveway nor having to "fight" for street parking.
- Not to park in front of driveways Be respectful of idling in front of school and homes
- Safety first
- Please respect local homeowners, dont park in front of their houses, don't leave car running for long time (especially in winter and summer), dont speed and full stop on stop signs.
- Teach your kids how to cross the street safely. Stop! Look both ways! Listen! Look again and IF safe proceed.
- Have your children prepared and dressed for drop off when you pull in to the zone thereby not holding up the line of drop off
- Tell children to pay attention to traffic not cell phones. Even if it is not their fault they will be the ones who will end up hurt or worse.
- Already put my thoughts for this in a separate section. but also very stiff penalties for parents who drop off in the wrong spot or park "for just a second" in houses across the street. You hear horror stories from Glen Allen and other schools where drop off was not well considered.
- More police presence during busy times if possible.
- Do not stop in the middle of the street
- that there is zero tolerance for parents not obeying the parking signs as well as following proper rules of parking by crosswalks etc
- Appropriate parent parking, Every school I go to there is a ridiculous shortage of parking for parent drop off and pickup that exacerbates the problem and pollution by forcing parents to come to the school at least 30 minutes prior to pickup just to get a parking spot at all, or at least one that is within blocks of the school. I have no less than four neighbours in this situation every day, for Lakeland Ridge school. At present, there will clearly be an insufficient amount of street

parking after the school need reductions. There are only two streets suitable here, and this will not be enough.

- Parents should really consider their need to be present at the school daily. Many are causing traffic blockages and idling unnecessarily for their own convenience.
- It all sounds great, however it's the parents that don't follow the protocol that makes it very congested. Parking signs are usually not followed, parents do get out of their vehicles to drop off their kids. If you are not there 30 minutes before the bell rings at the end of the day, you will not have anywhere to park, which is also a problem, if you are parked in a visitor stall you can't get out. This is what I found being a parent at Lakeland Ridge for 10 years.
- Parents who do not observe parking guidelines when doing drop-off/pick-up should be fined.
- Be patient and don't speed to the school
- NO IDLING Be respectful of your neighbors SLOW DOWN STOP at stop signs Park in designated parking areas
- If you live within 2 K you're doing your kids a favour if you make them walk to school even on the coldest days.
- Support of the traffic safety has to be followed by school parents and residents equally to function safely.
- The map of the pick-up & drop-off zones. There should be a fine for those who don't follow.
- The reality is most parents will be dropping their children off at school via the family car, until schools take this seriously and are designed to accommodate this traffic will be a problem.
- Set the example; drive like you want others to drive for the safety of your kids
- Bus needs to drop off children earlier at schools and then allow parents to drop off in bus zones.
- That late is better than unsafe. That your kids won't be penalized for being late. Parents rushing cause safety issues.
- Learn how to drive in school zones dropping off your kids and teach them to be traffic wise.
- Don't arrive at the school 30 minutes early just to get a parking spot
- Similar to those for FKK
- School Zone
- Respect speed limits Watch for children walking, playing
- Speeding in school zones is not ok, get up on time and plan for wait times at the drop off zone.
- Informing them of the traffic management plan. School staff support to navigate the plan in the first month. I.e. Appropriate drop off and pick up zones.
- Use designated drop off zones. No idling of vehicles in school zones. Use school buses whenever possible rather than driving kids to and from school in personal vehicles.
- Where parking /pick-up is. Not where you can't.
- I like the ideas presented in the catholic school map shown on the previous slide. Signage outside of the school (even if it is temporary at the beginning of each school year until parents get a routine going)
- Pick up your child and go. Do not chit-chat, while blocking the pick up or parking zones. Park as tight as possible so the limited space can be utilized better. Rules are rules, follow them.
- THEY ALL PLAY A PART IN THE SAFETY OF THE CHILDREN

- Stick to posted speed limits, pay attention when dropping off or picking up your kids and use common sense about where you stop/park

### *Ideas Beyond Physical Traffic Calming*

- Have staggered start/end times of the school.
- Find a way to encourage more people to walk to school (bike racks, incentives). One way traffic flow.
- Changes to speed limit Enforcing the speed limit bylaw
- Clear direction and flow to appropriate feeder roads, whether lakeland dr or into lakeland ridge to Clarkdale drive.
- Random enforcement to make sure rules are being followed
- speed bumps lower speed limits
- No School Associated On-Street Parking. Use the Attached Parking Lot only.
- lower speed limits speed bumps traffic circles
- Build elsewhere, already have similar school very close by.
- Unfortunately, the use of Peace Officers and RCMP traffic officers, as has been the case regularly at Lakeland Ridge School...
- They might need some left turn help to turn south to the drop off area from the main road.
- Find somewhere else to build the school.
- Not really, like I said before I can't imagine anything that could be done other than creating more space as a buffer between the neighborhood and the school.
- There needs to be full set of lights placed at Davenport Dr/Lakeland Ridge Dr intersection. With the increased volume during peak times we need to be able to get onto arterial roads efficiently.
- More RCMP presence Encourage parents to walk kids or bus and not drive kids
- Proper zoning, keep kids from the davidson clarkdale areas so they can walk to school, fresh air and exercise, remember that?
- School patrol during busy periods
- Traffic officers to review parent parking, photo radar and camera.
- None needed. Standard approved international signage for school zone and approved speed limit posting is all that is required.
- Student crossing gaurds
- Ensure the AMA patrol is set up earlier in the year than Lakeland does. They don't start helping kids across the road until the middle of October.
- Encourage children to walk to/from school during nice weather. Poor weather can sometimes negate this though.
- i would sooner see more of the field dug up for parking than to allow the on-street nightmare this design is likely to bring.
- More parking. Educating parents on the value and convenience of busing. Well organized school open houses. Open houses and concerts can be a problem for nearby residents.
- Have more students using bus system

- Use drop off zones on the south side of Davenport Drive only - NO parking along the NORTH side of Davenport. DO NOT put in cross walk lights in the middle of Davenport - only to be used at the corners NOT IN THE MIDDLE -as traffic will get backed up if pick up is allowed on the NORTH SIDE of Davenport for multiple kids to cross - keep pick up / drop off to only the SOUTH SIDE of Davenport..... NO U-turn signs
- Enforcement of Alberta traffic laws every day.
- Dont put a new school in davidsons creek???
- Along with the standard signage and road markings, I think rumble strips on the approach to each intersection and school zone would remind drivers to slow down, and are not intrusive as speed bumps.
- Having different grades start at different times. The use of buses would reduce the number of cars.
- Non-manned speed traps mounted on poles
- Flow through drop off area. In one side out the other.
- Let the kids walk to school. They don't need entitled parents doing what they want in school zones and in area.
- Make sure there is lots of off road parking for parents so they are not trying to park in front of peoples houses
- Traffic calming traffic circles seem to slow traffic while keeping it moving
- Mandatory education sessions for all parents with kids enrolled at the school, enforcement
- Arrival and departure times for different ages. I know that it would be hard to manage, but the older kids get out first, load buses and cars, then a group of next. Traffic is always a cluster because everyone all at once.
- I don't have knowledge of the issues concerning the immediately impacted residents but I imagine they would have concerns about congestion at connections and would like the have a plan on helping traffic flow at intersections like clarkdale dr/davenport dr, davenport dr/davenport pl, davidsondr/davenport dr.
- As I already mentioned, have school staff patrolling the access roads and parking areas. This will make a huge difference. Guaranteed!
- I AM OPEN TO ANY PROVEN TECHNIQUES AS LONG AS THEY ARE LIMITED TO THE AREA OF THE SCHOOL AND FOR THE SOLE PURPOSE OF TRAFFIC MANAGEMENT FOR THE SAID SCHOOL.
- Make sure there is adequate drop off zones and parking at the school
- Clean brush back from walkway system to accommodate bicycles and foot traffic
- The school is in the wrong place. Retrofitting/shoe horning is not a solution. Normal future looking school site planning would have considered these problems in basic development plans.
- Build the school somewhere else! Ensure the existing playground remains a playground zone.
- Only Clarkdale Meadows Students should be coming to this school. School traffic guards. Education only works on people who actually care about their neighbourhood. You cannot educate everyone to be considerate of others.
- Police control, parking guards, ticket enforcement

- Top priority should be to eliminate hazards entirely. Should be mandatory bussing for anyone outside of the neighbourhood. Parent drop off should not be allowed except in special circumstances.
- Pull in bus lane on Davenport Drive.
- switch teacher parking and parent drop off. Widen Davenport Place. Have pull in spots for school bus drop off.
- wider roads, plenty of parking, change parent drop off location
- Switch parking lots and bus locations
- Parent parking on Davenport Drive and staff parking of Davenport Place
- Make it a playground zone rather than a school zone.
- Lower speeds to 40 km/h similar to Edmonton.
- Traffic Officer for start and end of school
- staggered start times for different schools.
- Enforcement, Education, Traffic safety campaign like Vision O in COE. Work with other jurisdictions for innovative solutions not just the standard fall back.
- Large one way drop off zone on school property. No stopping zones on public roadway near school. Drop off zone should not be combined with parking area.
- Lights for crosswalks and flashing lights for school zones that flash during the school zone time. Enforcement! Traffic calming with curbs inset area is not a good idea.
- RCMP involvement in/with community discussions
- Not enough has been provided to this point to respond with a thoughtful answer
- Large signs with times school zones are in effect. Often people get frustrated that people are going slow outside of times for school zones. Will keep traffic flowing and tempers down.
- School zone signs that are lit and Flashing during school times.
- Kids could walk. Any traffic lights that are added- have them set to work at peak times only ie. 8-9 and 3-4- otherwise use a stop sign to access Lakeland Drive.
- crossing guards
- There could be widening of the street to allow for drop off parking or a circle route at the yard
- Enforcement of school zone speed limits

### *Appropriate Ways to Involve the Neighbourhood*

#### *Davidson Residents*

- Greater advertisement of public sessions. Signage at proposed school sites.
- More signage, re: meetings, etc.
- Get everyone's input and listen to what they say
- I would like to be kept in the loop. I will not have kids in the school, but will be impacted by these decisions.
- It perhaps may be too late for productive involvement. Please make the best of a bad situation.
- email, letters mailouts, public forums.
- Lots of pictures on the web

- Let us know you are hearing these concerns. Come out and let us show you our community's concerns are relevant. We live it daily and these concerns to date do not seem to be heard.
- Keep having open houses
- Place signage in the neighbourhood so they can be informed if they are not on the email list.
- Focus group. Too hard to do in large workshop format
- Engagement from the school
- Open houses such as the one on Dec 1st. Newsletter updates.
- Have more meetings or online info sessions.
- Workshops are good, but there was not enough notice for this one. Not everyone picks up their mail every day.
- Keep them informed of changes and updates. Make their voices heard.
- Surveys Meetings
- consultation, surveys, clear intentions for people to see and have input before it is already too late because decisions have already been made. Actually take into consideration what people are saying it is not being said for nothing.
- workshops and surveys - if residents are interested in providing feedback, they will.
- Send out a package of the rules to residents so they are aware of the rules and for them to be involved in calling into the county when they see parents breaking the rules or letting parents know that they are breaking the rules
- well a survey is a good start
- Like, tell them, before they buy a house when a School is (not) (oops, now it is) planned to replace the only Park in the "Neighbourhood". And have a public meeting (We did) (What! We forgot), (oh well.) to determine the public interest. Now you are going to stick obstacles of sorts in the driving lanes.
- as you are already
- Actually listen and give credence to what they say.
- Like this survey/ townhall meeting combo.
- Continue to hold meetings and online surveys like this.
- Keeping them informed and asking their opinions
- This survey as well as continued "town hall" meetings. We are the ones directly affected with inconvenience as well as property value issues.
- Let them know early what the zoning is, school zoning.
- Local paper
- Neighbor watch, hot line to traffic officers.

#### Clarkdale Residents (North and South)

- Like this traffic engagement. Advance notice of meetings. Only invite feedback if it will be considered. Information to residents on times of day most affected and suggestions on routes
- Engage in the traffic safety campaign. Need to have drivers take ownership, not just neighbourhood residents as it is often cut through traffic.

- By actual listening. The engineers who made LLR school parking lot were complete idiots. The exit is too close to the lights and there is only one exit.
- on line surveys, response with feedback
- Be more up front and genuine with information provision. I sense an increased level of frustration in the room directly correlated to the way information has been provided this evening.
- Once you know where students are zoned from have public meetings/consultation again. Concerns vary depending on where students are coming from. Open house meetings.
- In the US school safety is taken at a much higher level. Adult crossing guards- police with lights flashing. You get the message.
- Open houses like this. Websites. Mailouts.
- More open town hall meetings. Take a vote on final options presented. Surveys
- Invite all residents to school open house, speak to sense of community, ownership/our school to get buy in
- Try telling residents to stop being paranoid about traffic. Stop the incessant lie that "speed kills". The mantra should be to pay attention both as driver and pedestrian. Traffic enforcement can always be a hammer.
- Parent crossing guards
- Putting parking restrictions in place before the school opens. The houses that face onto the proposed area don't have an alley (like the houses beside Lakeland) they are going to have their drive way blocked by inconsiderate people all the time. Give them the help before and have police giving out tickets all the time. Provide the houses with a number to call when it happens.
- Look out for others children to help keep them safe, which is why most parents drive their kids to school.
- survey
- Meetings/online
- Send us the site designs and options and allow us to pick. Model the amount of expected parent drop/pickup cars as occurs at other schools, and overlay that onto the amount of street parking here and the likely overflow into the adjacent residential areas.
- Let children walk to school when possible, or take a bus, or car pool.
- Be open to making changes. A plan is great on paper however may not be reality. If adjustments are needed listen to the residents and be flexible.
- Thorough communication.
- door to door flyers or drops in our mailboxes through the County Paper also.
- Flyers in the neighborhoods supporting the school.
- Have local residents work with the planners to run simulations for parking & traffic flow throughout development
- online
- Make sure there is a good communication process in place
- Door to door talks because people are lazy

- Survey and residents meeting.
- Emails. Facebook page, flyers in mail
- Open house consultations
- Meetings
- Host neighbourhood sessions Email, surveys
- Through town hall meetings or surveys (just as has been done on Dec 1 and through this survey)
- Workshops and information sessions at the school, full page ads in the Sh Pk News
- Communicate traffic management plan to residents. Communicate changes to the plan over time.
- this survey. Workshops (already completed)
- ATTEMPT TO EDUCATE THEM. REMIND THEM THAT MOST OF THE VIOLATORS OF THE CHILDREN'S SAFETY NEAR THE SCHOOL WILL BE THEMSELVES.
- Build the school and police traffic activities aggressively
- Open houses to discuss the options
- open house/direct communication
- Continue to hold consultation workshops, however, have them more drop in and continue to have online surveys requesting feedback.

### *Final Comments*

#### Davidson Creek Residents

- Increased enforcement. Bring back photo radar. Reduce residential limits.
- Not enough calming areas on roadways with houses on both sides. PLEASE BRING BACK PHOTO RADAR!
- What ever is done has to be enforced!
- Elimination of the hazards should be a higher priority than engineering or administrative controls. EIPS doesn't care about the plan because the problem will be the County's when the school is completed.
- The traffic is crazy now. It is difficult to imagine how busy/crazy/hazardous it will be with all those parents dropping off their kids. The roads are not built to handle that amount of traffic.
- Keep parking for residents on Davenport Place. There is a fire hydrant so there is not extra parking for 2 houses so this is very important.
- If you are going to have medians please do not put in high bushes to impede sight lines.
- Thank you for doing this
- Thank you for this engagement session.
- Residential neighborhoods should not have a maximum 50 speed limit. Especially on roads with many curves. It is unsafe to back out of the driveway when people come flying around the corner and do not have enough time to stop.
- I am thankful for the consultation and the ability to provide feedback
- The community has grown, the volume of people and traffic has increased. Concessions need to be made in sure safety and efficiency for both pedestrians and motor vehicles. NO parking too

close to corners of major roads like on Davidson Drive and the plant workers who park and ride and create poor visibility for those of us trying to turn onto Davidson Dr. from Darlington Drive but cant see around the truck. Making sure the lights are monitored to control traffic congestion on Cloverbar, etc. The parking on Davenport Place right by the cross walk creates a dangerous hazard.

- More police or peace officer presence to enforce the safety;
- speed limits speed bumps police enforce the laws re: parking various types of vehicles (patrol often and enforce) school bus drivers need to slow down
- Just don't go there.
- Will need to look at building a sound barrier wall like the one on Wye road, Lakeland drive will have increasing traffic volumes as Bremner is being developed.
- Thank you for seeking residents' input! Unfortunately, Lakeland Ridge School/Holy Spirit School have had so many challenges with school parents disobeying traffic signage and laws that it is hard to be hopeful with this new school. Please try to find ways to prevent Davenport Drive and Davidson Drive from becoming speedways. Please look at adding flashing crosswalk lights along Davenport Drive for pedestrians to cross Davenport.
- This is our home and we should have the biggest say on what is happening here. Unfortunately so far many of my neighbors don't believe we have been heard.
- Reduce vehicles traffic through zoning the right kids to the school.

#### Clarkdale North Residents

- Its been an issue for far too long. Didn't see much come out of the last traffic safety study. Would like to see measures that will work. With wide roads there is lots of opportunity for measure that will work eg. Roundabouts. How can various Measures be combined to make an impact.
- Look at other areas. Ask what they think about the traffic calming ideas that were implemented. Think before you build. There is always a better mouse trap.
- RCMP involvement in/with community discussions
- This is an issue that is totally without merit. Please cease this "traffic calming" mentality and get back to being a community that allows traffic to move within the parameters of the Traffic Safety Act.
- As far as I am concerned traffic calming only enrages drivers or shows them a clearer path to get through the neighbor hood as in Glenallen. The three and four way stops clearly shows the way through the neighbourhood and reduces time even more cutting through by not having to wait for long lines of traffic at one way stops.
- More traffic enforcement present at school start and finish. No change in speed limits.
- the spiffy cross walk lights that were installed by lakeland this fall are very impressive. I think they should be put in across Davenport.
- Traffic Calming does not work much. Most cars do not slow down and it makes it very difficult to navigate during heavy snow falls. I find it to be extremely wasteful of taxpayer dollars.

- more police presence or adding a community watch group to help deal with reporting dangerous driving
- Let's not get the smart idea to put in one of those mini traffic circles.
- There is a massive amount of 30 km zone in this subdivision already. Just getting out of the subdivision accounts for 40-50% of the time to a destination in Sherwood Park. We do not need to be hemmed in anymore. Give something back for the new inconveniences. For example, fence off a playground zone sufficiently so that cars can pass by with safety for both parties.
- Hopefully we will not end up with those dreaded speed bumps.
- Concern about the school affecting home values in the area
- Just to consider making 50km/h zones 30 km/h. It is perfect when driving passed the 30 km/h park zones. People drive too fast in the smaller roads in Clarkdale.
- I would like to see speed bumps on Clarkdale Drive. The speed limit is 30 and ppl are clearly not following it. I have call the RCMP before and nothing has been done
- I think the traffic is calm already and I'm not sure what the concern is.
- Adding a school in the middle of an already busy area is a huge concern. There are so many traffic violations being carried out at the Trillium Centre in the morning and after school the police could get their quota of traffic tickets each day! This only brings more traffic concerns and pollution concerns as parents let their vehicles idle and so do the busses. This MUST be an IDLE FREE area 100% Also parking - drop off / pick up CAN ONLY BE ON THE SOUTH SIDE OF DAVENPORT ..... NOT the NORTH SIDE. I am also certain that more traffic will be coming through the side roads such as our road Sunflower Crescent as parents cutting from Summerwood over to this school. Lucky us.
- Please don't do anything to the roads like what happened to the road leading into Glen Allen South from Baseline Road. That is the most ridiculous "traffic calming" solution. The places where the construction occurred is so rough I suspect it won't be long before it will have to be repaired, especially with the cold weather we have just experienced. I feel bad for the residents of that area.

#### Clarkdale South Residents

- This feels more like a school PR exercise. I was under the impression this was more about traffic safety and possible corrective actions for the issues.
- ??The facilitator to have some interpersonal skills to at least feel like they are trying to engage residents and come up with solutions. Very vague, trying to drive how residents respond/concerns. Thought this was about a regularly scheduled review of Clarkdale/Davidson?
- Get Federal government participation \$\$\$ Encourage people to walk to school.
- More police presence on Cloverbar Road during mornings and afternoons on school days. Speed display boards during school hours.
- Encourage traffic to flow- no stopping, no 3 way stops on Clarkdale Drive.
- Major Problem in the area is No one does the speed limits anywhere. The whole area has become a racing course. Morning traffic and evening traffic is chaos and dangerous. Lack of policing.

- I think it is extremely unnecessary in certain areas. That being side, widening roads making it easier to park does make sense. Traffic calming only really needs to be done in the immediate area surrounding the new school
- Reduce speed limit to 30 km/hr on Meadowview Drive beside McGhan Park on the east side and enforce.
- It seems like the school zones and intersections can't have enough marking. Cross walks with flashing lights, rumble strips, designated drop off zones and entry exit points would be ideal.
- Traffic circles or speed bumps to make people slow down. 4 light-controlled pedestrian crosswalks at the major entrances to Meadowview Drive. A major worry I have is that people will speed around a corner and hit me so I wait on the curb until there is no traffic I'm any direction.
- Driving habits in general have become so sloppy and in the current driving culture of 'it's all about me', Strathcona County needs to set an example in more than just these two sites. 50km/hr in a residential neighborhood is far and away too fast, but combined with that is the simple fact there is no enforcement of traffic rules. Monitor any stop sign in a residential neighborhood; out of 50 cars how many stop? Monitor speed; what percentage of drivers actually drive within 10km of the speed limit anymore? Set an example for Alberta; lower residential speed limits and enforce the law.
- Either speed bumps or speed limit to decrease to 40km. Driver's are too distracted and are not paying attention. Also the lighting in all the streets is way too dim and driver's cannot see pedestrians easily.
- When leaving meadowview to turn onto streets that take you to Baseline or Cloverbar people often turn into the wrong lane, causing issues. Signage reminding to turn into the lane closest to them and periodic enforcement would help tons
- We don't have a calming need. Traffic generally works well except for parents near or at schools.
- Really haven't felt there is an issue here. Moved here 24 years ago, My kids were raised here- Took school buses here and we never had an issue.
- I've been hit by a car going to my mailbox-something needs to be done as I'm certain there will be a fatality at this location. Please do something on Meadowview Drive.
- We all will have to be VERY vigilante as to our speed and awareness to the extra children that will be on our streets with the new school addition.
- we need a flashing light at the crosswalks to Mcghan Park
- Don't think there is a problem
- My concern is that all traffic calming measures will be concentrated in the direct area of the school and the rest of the neighbourhood won't be considered. Volume will increase on Meadowview Drive in general and speed is an issue already, especially in the south side of Meadowview Drive (going West). More volume, more speeders -I would like to see a traffic circle or other physics measures to control the traffic. Please don't forget about those in the other areas of Clarkdale Meadows!
- Traffic in Clarkdale Meadows generally is no problem, but there are a few people who think the rules don't apply to them. A lot of the noise immissions also come from Baseline/Hwy 21 where

enforcement is sorely lacking. Are residents maybe confusing that traffic with traffic in the neighbourhood?

- Implementation of 3 or 4 way stops at major intersections in the neighbourhood to slow down traffic speed and to assist in safer intersection navigation for drivers and pedestrians.
- Restrict street parking and require residents to have parking permits for residential parking.
- Keep existing speed limits. Don't install traffic circles.
- At present, I have lived in Clarkdale for over 25 years and I don't see any traffic problems. Having raised little kids and now my kids are driving - it seems the same as it did in the beginning - everybody still watches out for kids.
- Lowering residential speed limits is a big step towards our goal of safer roads. Edmonton lowered theirs without issue. Many other municipalities do too. Why can't strathcona county? 40 is still plenty fast on the residential mainroads and still fast on the residential side streets. None of these roads need a speed limit of 50. Because in Alberta people will go 10 over so we regularly see people doing 60 on these streets which is way too fast. If you add tighter street features then it just compounds the hazard. I've both driven and walked through those neighborhoods that this has already been done to and I didn't feel safer. As a driver I felt more unnerved because if someone/something entered the roadway I would have less-to-no time to react as the distance between my car and the edge of the road has been reduced.
- Consider dropping the speed limit in the neighborhoods to 40 or even 30km/hr throughout. Add traffic calming measures to limit use of Meadowview/Clarkdale Drives as shortcut from Baseline Drive to Lakeland Drive.
- Traffic calming is not a solution, it is a bandaid. The solution is in better drivers and pedestrians education. Penalizing motorists due to uneducated and ignorant pedestrians and vice versa will not improve our lives. I heard too many times the expression "I am a pedestrian, I have right of way." I disagree!
- PLEASE REFRAIN FROM THE USE OF PHYSICAL CALMING DEVICES SUCH AS TRAFFIC CIRCLES, NARROWING OF ROADWAY, SPEED BUMPS AND RIDICULOUSLY LOW SPEED LIMIT. MAKE SURE A CHANGE IS WARRANTED THROUGH ACTUAL TRAFFIC STUDY INSTEAD OF BEING BASED ON SO-CALLED EYE-WITNESS TESTIMONIALS.
- This County continues to worry about how they can slow people down instead of designing and building proper roadways in the first place. Everyone is worried about the climate and the County is creating more stop and idle locations instead of moving vehicles through the County in an efficient manner.
- Hope any speed bumps are an improvement over those on Glenbrook. These resemble crappy paving and are treated as such. Few people slow down. The sharks teeth that were painted are no longer visible after a little snow.
- Please ensure that there will be no speed bumps or additional islands with plants that impede a driver's view and cause challenges for pedestrians. Make it a solution for those who have been in the community for a long period of time (i.e., don't make changes for people who move in and then don't like the way the road is)