

Glen Allan Traffic Calming

Summary of Resident Feedback Open House June
2015

Background

Strathcona County is planning a traffic calming project in north Glen Allan. Resident input and participation in the process is key to its success.

Speed data collected by Strathcona County on Glenbrook Boulevard in 2014 shows that, at times, traffic is moving faster than the road has been designed to accommodate. To address this safety concern, an engineering-driven traffic calming project began in March 2015 in north Glen Allan.

Feedback from residents during the community engagement process as well as other traffic studies indicated that areas other than Glenbrook Boulevard were candidates for traffic calming. In addition, traffic calming on one street has the potential to affect surrounding streets. With the feedback from residents, additional traffic studies, and the impact traffic calming on one street has on other streets, the traffic calming process expanded to consider other roads in the area other than Glenbrook Boulevard.



ISL Engineering and Land Services, Soles and Company and Boulevard Transportation have been contracted by the County to perform a review of the area and to work with residents to develop a traffic calming plan.

Two workshops were held in March 2015. Over 100 participants highlighted areas where traffic was of particular concern to them. They also identified criteria for the project team to use when considering traffic calming options. In addition, a Stakeholder Panel, made up of local residents was formed and offered advice and suggestions based on their 'lived experience' in the neighbourhood. The project team applied what they learned from residents and various traffic studies to develop alternatives for traffic calming in the community. This public engagement enabled the project Team to "Listen and Learn" from residents as per the County's Public Engagement Policy

June 24, 2015 Open House

Almost 100 residents attended the June 24, 2015 Open House to review and comment on preliminary traffic calming options. Participants were given 'Traffic Calming Passports' and invited to visit several stations to offer their insight on the traffic calming options presented. This report summarizes the information gathered from residents during the workshops.

The stations were organized as follows:

- Station  Background and Information
- Station A: Galloway Drive
- Station B: Glenbrook Boulevard
- Station C: Glenbrook Boulevard and Georgian Way
- Station D: Georgian Way (south of Glenbrook Boulevard)
- Station E: Galaxy Way
- Station F: Graham Road
- Station G: Gatewood Boulevard
- Station H: Georgian Way (south of Gatewood Boulevard)
- Station I: Gatewood Boulevard and Georgian Way
- Station J: Speed Limit Reduction
- Station  Wrap up/Passport Drop Off

Please see [\(link\)](#) for a copy of the Passport.

Each station had technical experts present to explain the options and clarify participant's questions.

One Passport was completed per household. Residents were asked to rate their level of support for each of the traffic calming options presented. Residents were asked for their addresses and this enabled the project team to consider the viewpoints of those people living along the street where the traffic calming options were being suggested. Project consultants will take this feedback into account as much as possible in the development of final traffic calming recommendations. These final recommendations will be presented to Council in the fall of 2015.

The following outlines option preferences as noted on the Passports. Two graphs appear (general participants and directly affected residents) in places where we could correlate residents address to the traffic calming measure being proposed.

Station A

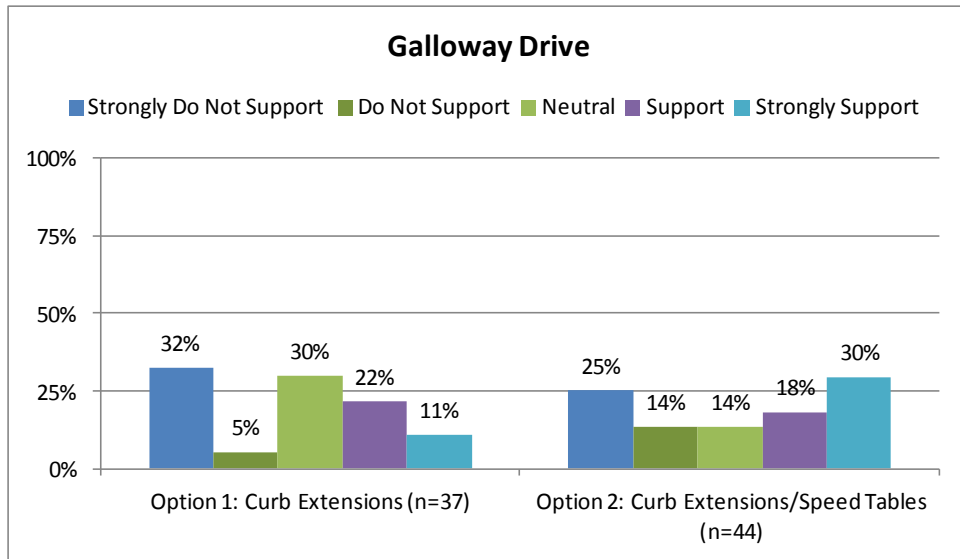


Figure 1
Options on Galloway Drive

Respondents overall were somewhat more in favour of Option 2 over Option 1, with 48% supporting or strongly supporting Curb Extensions/Speed Tables and 33% supporting or strongly supporting Curb Extensions. Similar numbers of respondents indicated they do not support or strongly do not support Option 1 (37%) and Option 2 (39%).

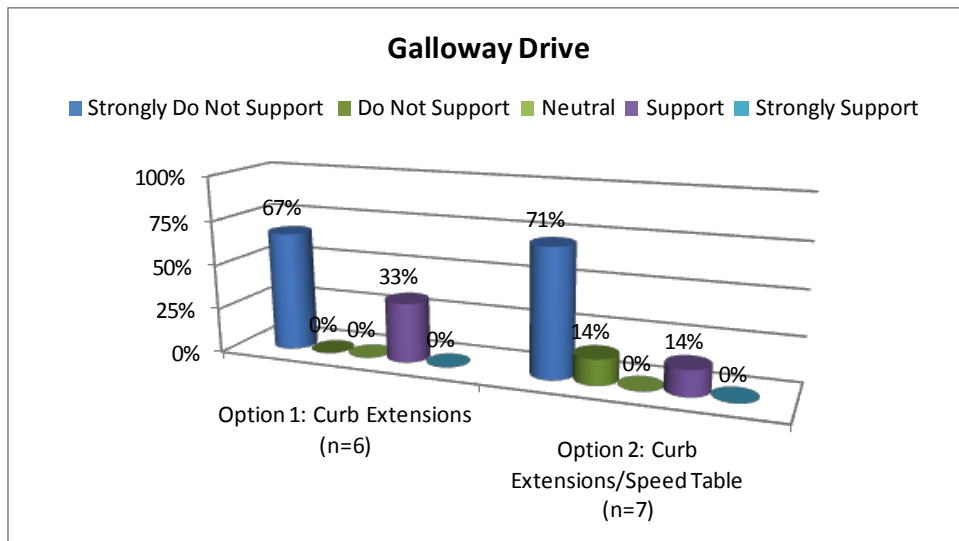


Figure 2
Options on Galloway Drive
by Residents

Among respondents who answered this question and who indicated they lived on Galloway Drive or Galloway Bay, 33% supported or strongly supported Option 1 compared to 14% who supported or strongly supported Option 2. Further, 71% of residents indicated they do not support or strongly do not support Option 2 compared to 67% who do not support or strongly support Option 1.

Comments

Take into account new traffic flow from new super boxes for mail. Galloway Dr/Bay snow churned at corner - already hard to get out of. Need space on road to get by bus at bus stop, coming up hill when icy you cannot get started again. (We like the current location of the bus stops).
No curb extensions.
Reduce speed
We require parking that is accessible for a van with a ramp. Will traffic raise be a problem?
See back comments
No parking in front of house due to curb extension and bus stop.
Removes only parking on street for several homes.
Speed tables only, no curb extensions.
Already narrow and difficult for buses and passing two way traffic.
Roundabout on Galloway and Glenbrook.
Curb extensions tend to get banged up - they need a lot of maintenance.
Tables should deter excess speed very nicely.
More effective in slowing traffic with speed tables
Option 1: Less impact to residents parking
No extensions (support is without extensions)
No curb extensions
Speed table needed at Glengarry Crescent instead of curb extensions
Talked to Marcel, 142nd needs speed table. Don't narrow street. Stop sign at Glencoe and Galloway, 2 bus stops there.
No extensions on South East corner of Galway and Glenbrook
If combined these make for a good control of traffic

Station B

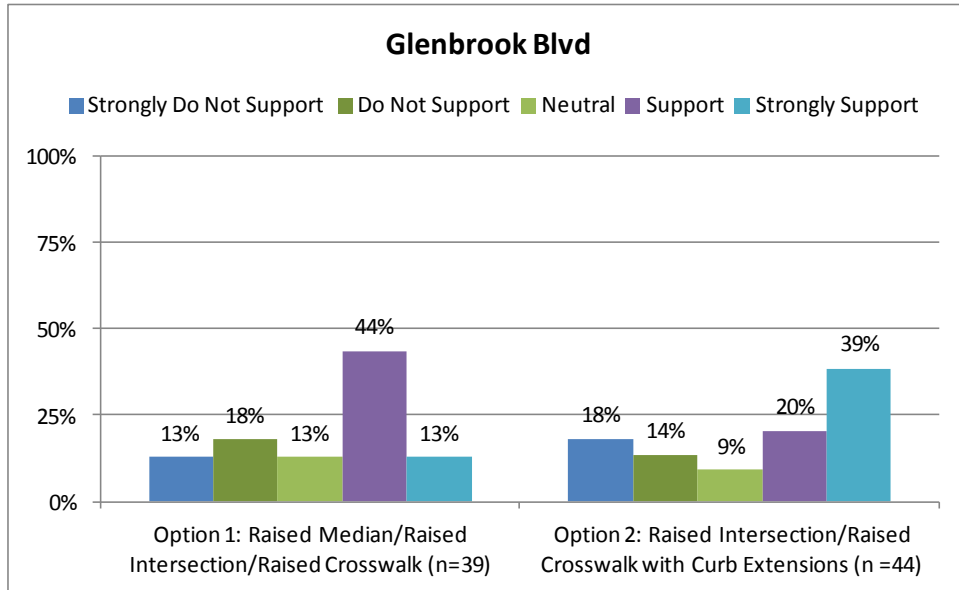


Figure 3
Options on Glenbrook Blvd

Respondents overall were almost equally in favour of the options, with 57% supporting or strongly supporting a Raised Median/Raised Intersection/Raised Crosswalk, and 59% supporting or strongly supporting a Raised Intersection/Raised Crosswalk with Curb Extension. Similarly, about the same numbers respondents indicated they do not support or strongly do not support Option 1 (31%) and Option 2 (32%).

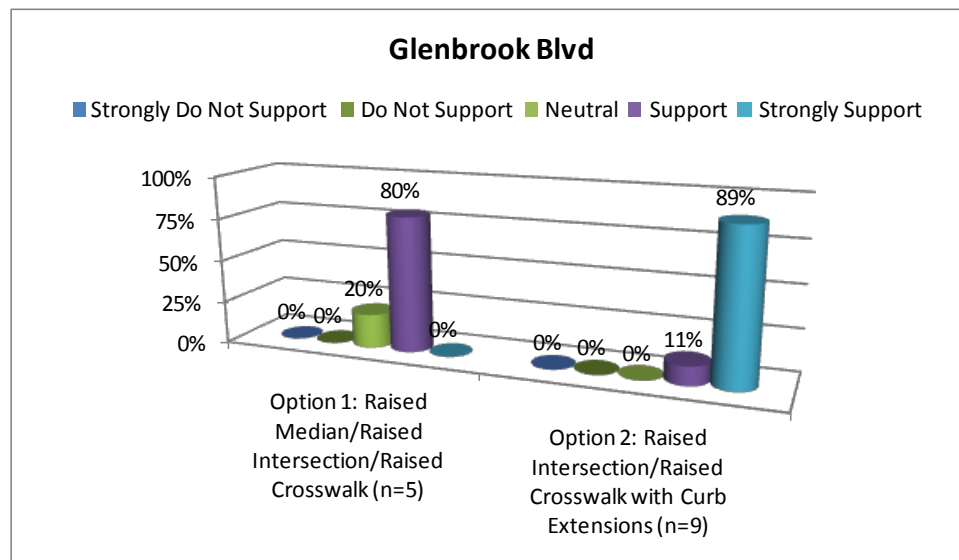


Figure 4
Options on Glenbrook Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Glenbrook Blvd, support was strong for both options, with 80% supporting or strongly supporting Option 1 and 89% supporting or strongly supporting Option 2.

Comments

Already have trouble with narrow intersection at Glenbrook and Galloway.
I pick option 2 - make speed limit lower; 40km/h.
Speed limit slower (40km/h).
Need a raised marked crosswalk on Glenbrook at Gilmore.
3 raised intersections on Glenbrook Blvd.
Raise intersection to 4" and speed limit 40km/h.
Safer intersection crossing and parking not affected! Plus 40km/h added.
Prefer nothing.
Tougher for cyclists.
Too many stops. This makes it difficult to get into my neighborhood. Stops too close to light - a lot of traffic in peak time would get very backed up.
Raised crosswalk with no curb cut.
Option 1: Like medians. I like elements of both. Option 2: I like narrowing at Gilmore.
I like this compared to the alternatives.
Option 1: Too restrictive regarding ingress/egress from Baseline Road. Plowing issues (Winter 6-7 months).
No support for extensions.
Do not support curb extensions.
No curb extensions.
Raised Median - No; Raised intersections no ... Speed tables only.

Station C

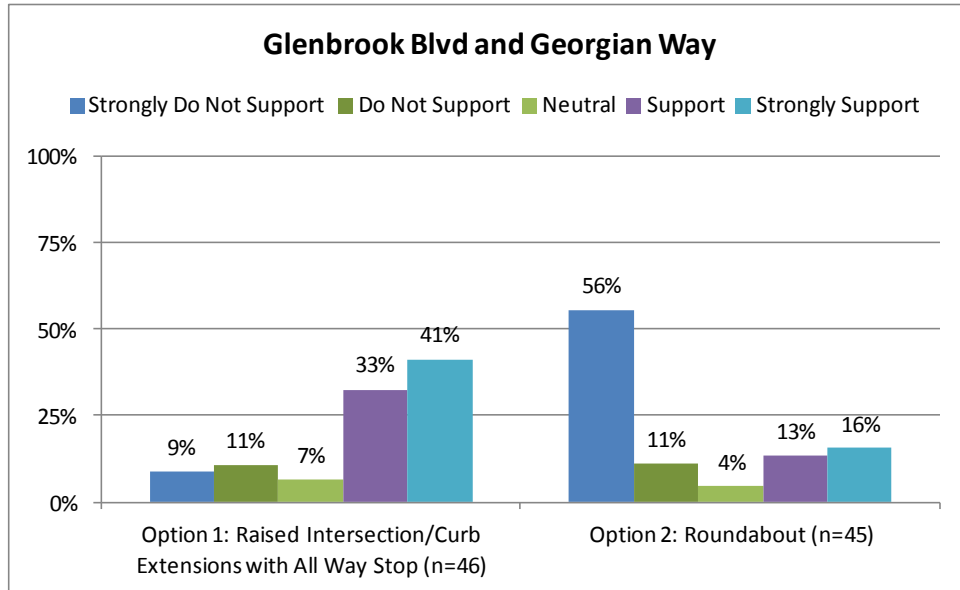


Figure 5
Options on Glenbrook Blvd and Georgian Way

Respondents overall were strongly in favour of Option 1 over Option 2, with 74% supporting or strongly supporting Raised Intersection/Curb Extensions with All Way Stop, and 29% supporting or strongly supporting a Roundabout. Similarly, just 20% indicated they do not support or strongly do not support Option 1 while 67% indicated they do not support or strongly do not support Option 2.

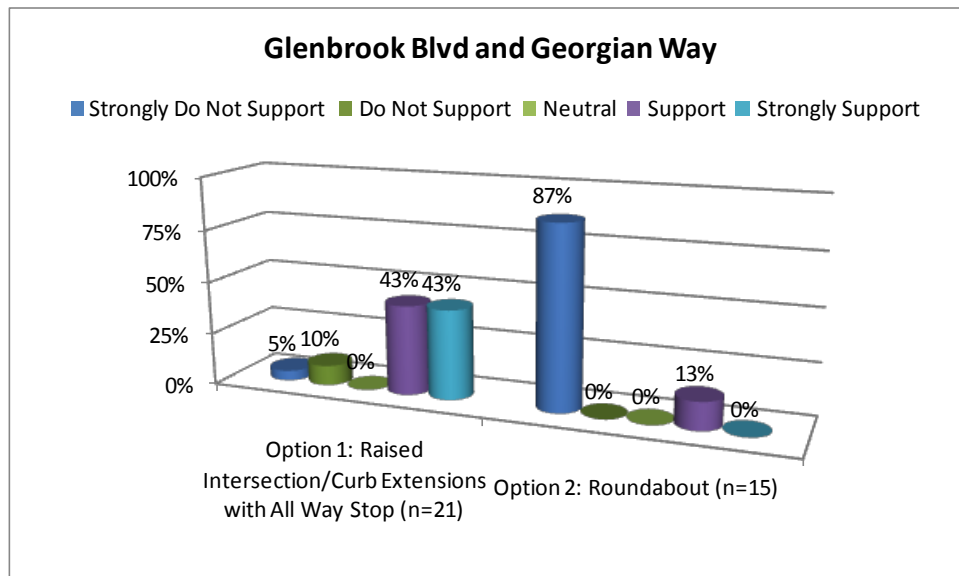


Figure 6
Options on Glenbrook Blvd and Georgian Way, by Residents
by Residents

Among respondents who answered this question and who indicated they lived on Glenbrook Blvd or Georgian Way, 86% supported or strongly supported Option 1 compared to 13% who supported or strongly supported Option 2. Further, 87% of residents indicated they do not support or strongly do not support Option 2 compared to 15% who do not support or strongly support Option 1.

Comments

We need all way stop! ... But don't need raised intersections.
No curb extensions - raised intersections or all way stop is okay however.
Slows traffic, to reduce short cutting. The second option is costly but effective.
Heavy use.
Roundabout is a stupid idea - no pedestrian safety, and poor visibility.
Prefer nothing.
Cost is a significant factor.
Roundabout is freer flowing. Less delays.
Only three way stop signs.
Three way stop okay. No raised intersection like roundabouts; large effect on houses.
Roundabouts are not safe for children trying to cross. I think the only thing that will work is a three way stop. People already drive over curbs there, so extending them won't stop that.
I think it would be easier for my child to cross to get to school at the circle option.
Looks good relative to alternative.
3 way stop would be best.
No roundabout.
Should try a 3 way stop "temporarily" to see impact on traffic first, before any construction.
Concerns regarding water drainage and exhaust.
Option 2 won't solve problem - traffic will still have to wait to enter circle. Affects too many neighbors who have been there 40 years or slightly less.
I would have no accessibility to coming or going into my driveway with a traffic circle.
Safety of resident's? Visitor parking? Property value goes down. Where does our garbage go?
No roundabouts, just three way stops.
Just make it a three way stop.
Option 2: Cost is excessive as main power line and cable will need to be moved - will likely cost \$500,000 plus.
Exclude the curb extensions. Raised bumps where stop is now, and the other intersection.
Existing stop from Glenbrook onto Georgian is adequate.
Better due to local school zone.
Raised crosswalk on Glenbrook and on the West intersection on Georgian.

Station D

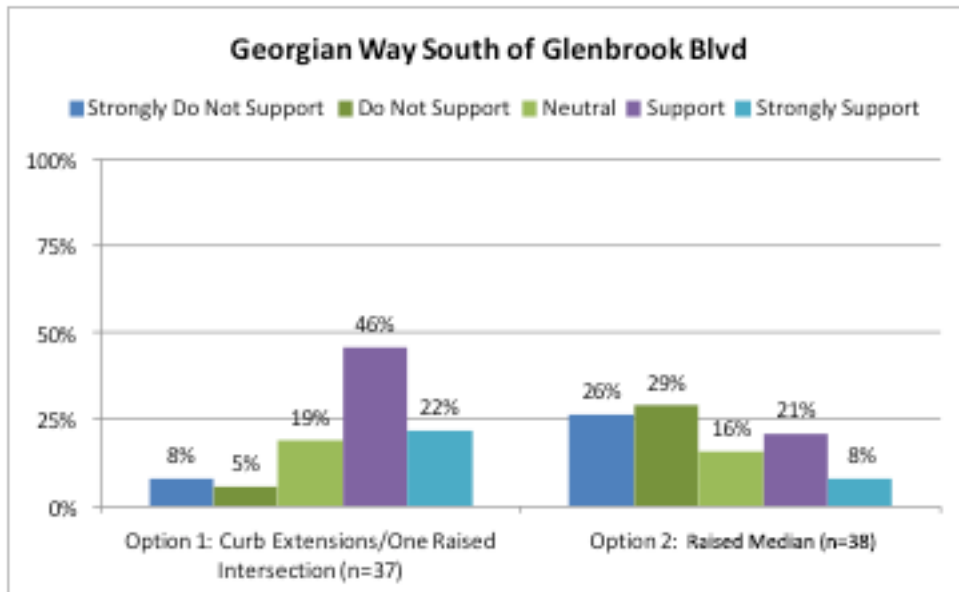


Figure 7
Options on Georgian Way South of Glenbrook Blvd

Respondents overall were more in favour of Option 1 over Option 2, with 66% supporting or strongly supporting Curb Extensions/One Raised Intersection, and 29% supporting or strongly supporting Raised Medians. Just 11% indicated they do not support or strongly do not support Option 1 while 55% indicated they do not support or strongly do not support Option 2.

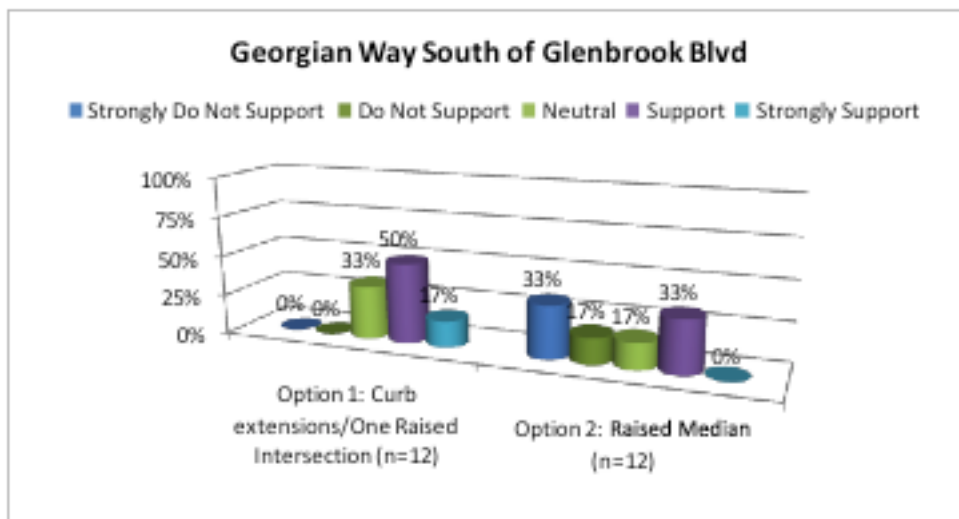


Figure 8
Options on Georgian Way South of Glenbrook Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Georgian Way or Glenbrook Blvd, 67% supported or strongly supported Option 1 compared to 33% who supported or strongly supported Option 2. Further, 50% of residents indicated they do not support or strongly do not support Option 2 compared to 0% who do not support or strongly support Option 1.

Comments

Option 1: Reduce shortcutting, yes! Option 2: Cost effective but 17 stalls ... Not good!
Keep people from crossing center line on corner.
Roundabout.
I think this would slow people who shortcut through the neighborhood but don't live here.
Might work!
Slow traffic.
Turning radius for buses (school) affected with curb extensions. We support a raised intersection.
No support for extensions. Won't slow traffic though.
Support raised area but not curb extensions.
Too many sections.

Station E

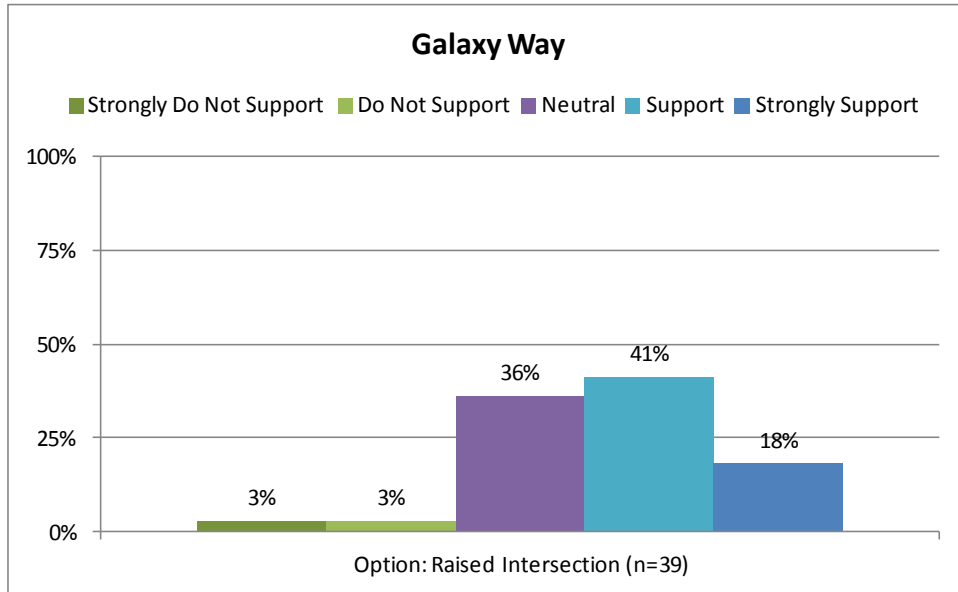


Figure 9
Option on Galaxy Way

The option of a Raised Intersection was supported or strongly supporting by 59% of respondents overall, with just 6% indicating they do not support or strongly do not support the option, and 36% indicating they were neutral.

Comments

Not aware of any issues.
Lots of speeders and short cuts.
I do not travel this road.
Looks good.
Minimal but effective treatments here.
Doesn't drastically change the area.
Not necessary - not enough traffic.
Should be more than one!

Station F

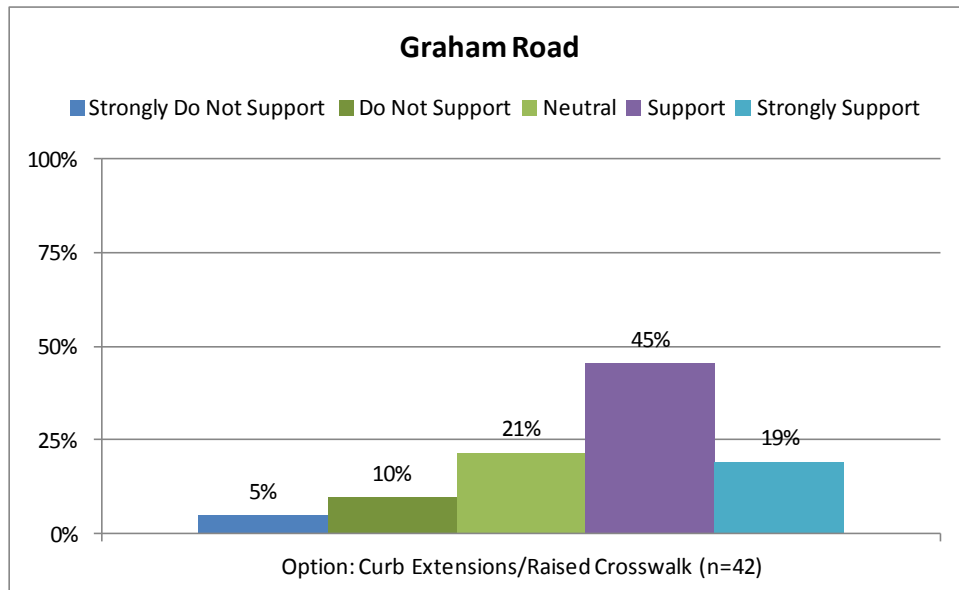


Figure 10
Option on Graham Road

The option of Curb Extensions/Raised Crosswalk was supported or strongly supporting by 64% of respondents overall, with 15% indicating they do not support or strongly do not support the option, and 21% indicating they were neutral.

Comments

Reduce speed limit to 30km/h. Mailbox going in at that corner, need high visibility signs at crosswalks like the ones in Spruce Grove. There's two bus stops here!
Mailbox problem.
Watch for mailbox placement, will cause congestion.
Should have raised intersection.
raised crosswalk welcomed at the park, other than that - no comment.
Street very narrow with parking on both sides. We avoid it now.
No curb extensions.
Don't need curb extensions at corners by cul de sac.
Very good plan.
I do not travel this road. Don't find it effective.
Raised crosswalk only.
Watch for placement of Canada Post Boxes.
I like raised crosswalks - not sure about curb extensions. What about larger sidewalks?
Crosswalks are a good idea - I question the merits of curb extensions. No vert(ical?) deflections proposed?
Support raised intersection at Galaxy Way - curb extensions not necessary as road is narrowed.
No curb extensions.
Raised crosswalk ok.

Leave it alone.
Playground crosswalk should have pedestrian lights.
Can we widen the sidewalks?
Reduce speed to 30.
Raised walkways at corner crosswalks.

Station G

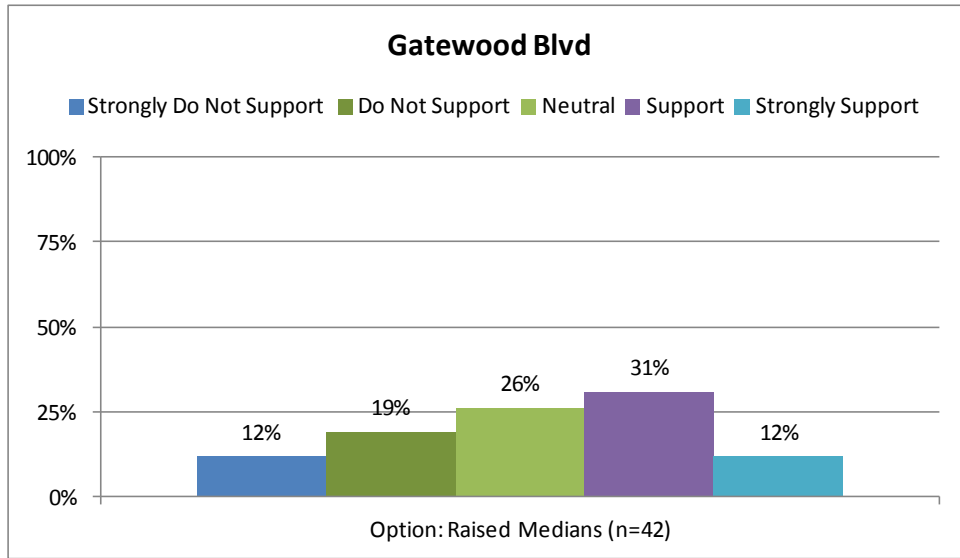


Figure 11
Option on Gatewood Blvd

The option of Raised Medians was supported or strongly supported by slightly more respondents overall (43%) than those who indicated they do not support or strongly do not support the option (31%), while 26% indicated they were neutral.

Comments

Need flex space.
Not sure it will reduce short cutting?
Mall access is the problem.
Crosswalk lights could be installed. Raised medians, no parade on Canada Day?
Will stop people turning left into one way and reduce jaywalking.
Right angled curbs between Gatewood Place and Galaxy Way for pedestrian safety.
Doesn't look like enough calming for busy mall traffic.
Unnecessary obstacles. However, a raised pedestrian cross walk adjacent to Galaxy Way would better serve pedestrians.
Support raised median only. Suggest lights to facilitate left turns from mall to Sherwood Drive.
Narrowing roadway will impact semi's coming into shopping center.
No raised area to slow traffic down.
Not sure there is a significant problem.
Leave it alone.
Is more calming needed here? Raised sidewalks, two way traffic into mall ... Remove the one way.
Sherwood Drive and Gatewood is dangerous for left turns east - left turn lane is not far enough over, cannot see oncoming traffic.
Raised walkways at intersections.

Station H

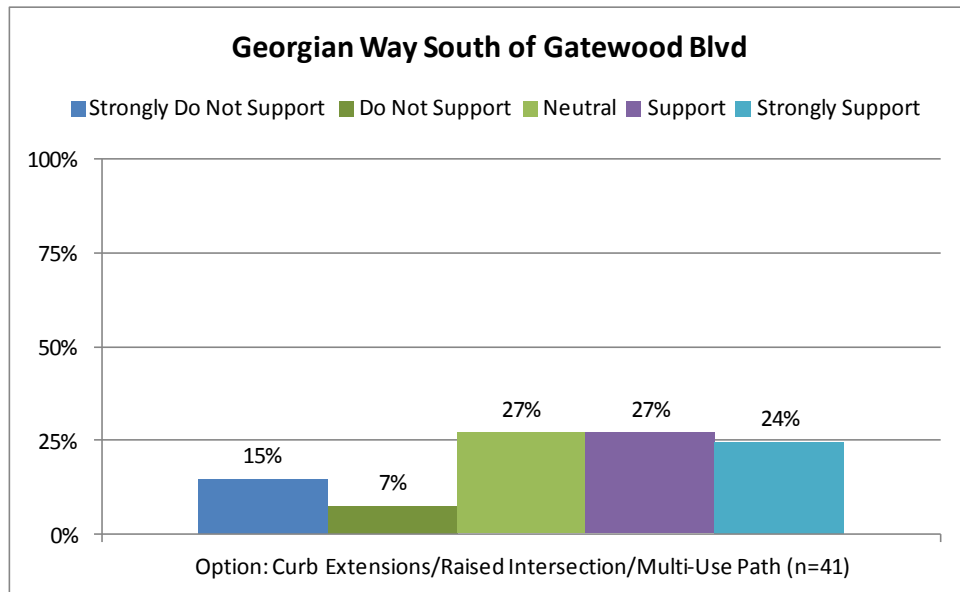


Figure 12
Option on Georgian Way South of Gatewood Blvd

The option of Curb Extensions/Raised Intersection/Multi-Use Path was supported or strongly supported by more respondents overall (51%) than those who indicated they do not support or strongly do not support the option (22%), while 27% indicated they were neutral.

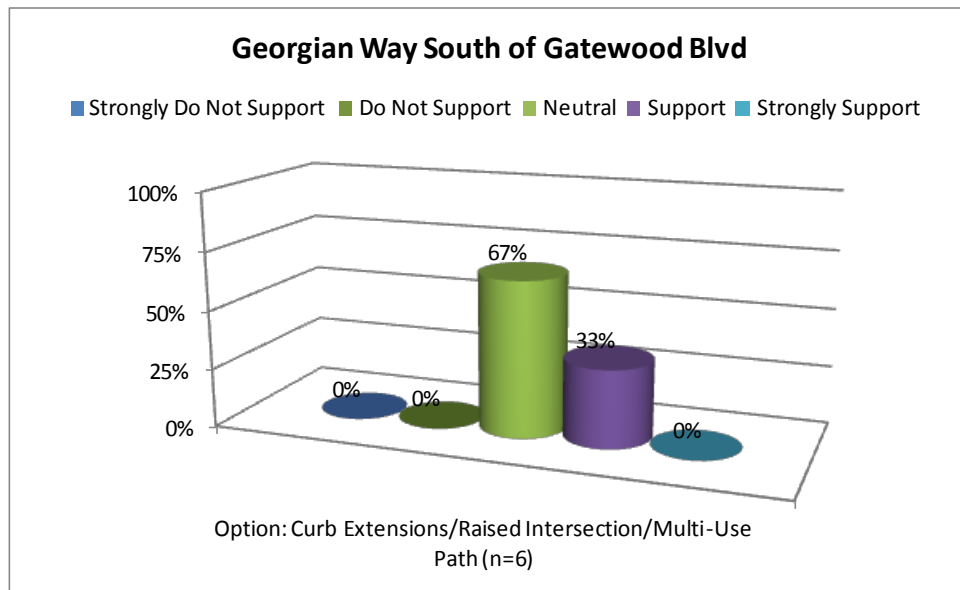


Figure 13
Option on Georgian Way South of Gatewood Blvd
by Residents

Among respondents who answered this question and who indicated they lived on Georgian Way, 33% supported or strongly supported the option of Curb Extensions/Raised Intersection/Multi-Use Path, while 67% were neutral.

Comments

Nice but expensive.
A big problem with speeders, raise intersections.
Dislike raised intersections, like stop signs for side streets rather than yield signs.
Fantastic!
One raised intersection at Galveston would be a good idea in conjunction with community mail box at this intersection. This option is overkill.
Like it but concern regarding cost - \$525,000 seems like a lot of tax payer money.
Curb extensions will make things difficult for pulling RV's and 5th wheels.
No curb extensions.
No curb extensions.
Agree with raised intersections but not curb extensions.
One is okay, but overkill to have three.
Leave it alone.

Station I

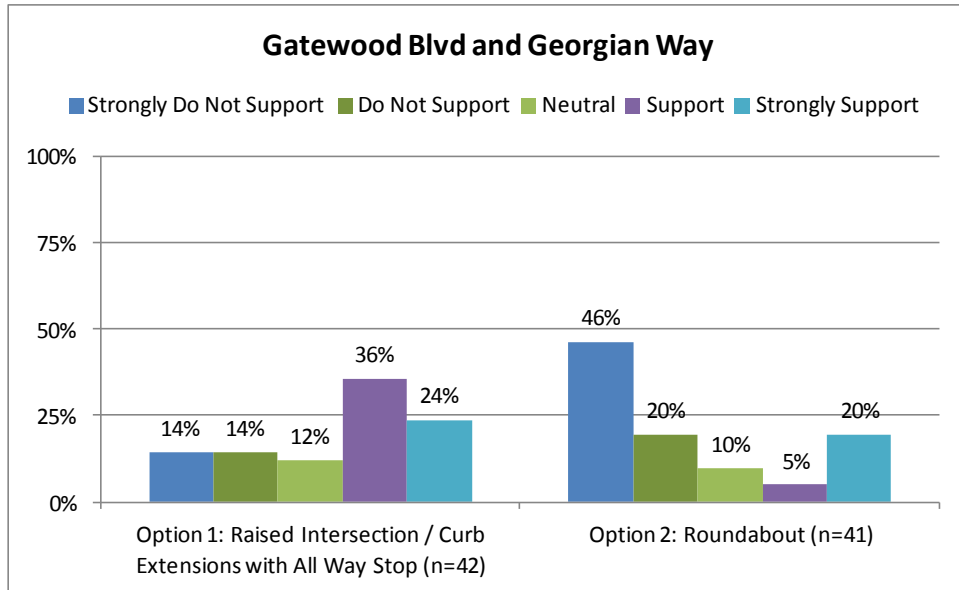


Figure 14
Options on Gatewood Blvd and Georgian Way

Respondents overall identified Option 1 as their preference over Option 2, with 60% supporting or strongly supporting a Raised Intersection/Curb Extensions with All Way Stop. Only 25% supported or strongly supported a Roundabout. Further, 66% of respondents indicated they do not support or strongly do not support Option 2 compared to 28% who do not support or strongly support Option 1.

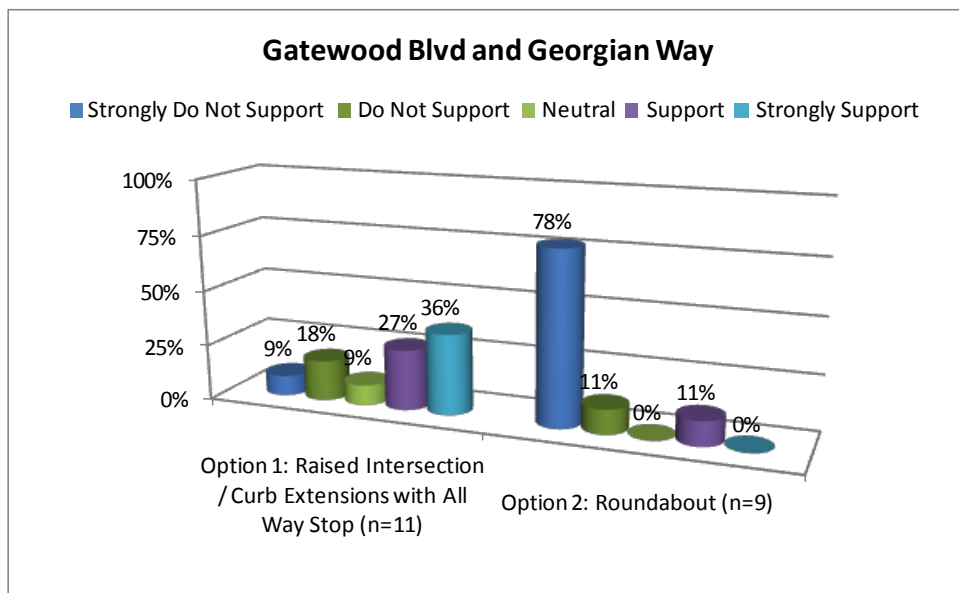


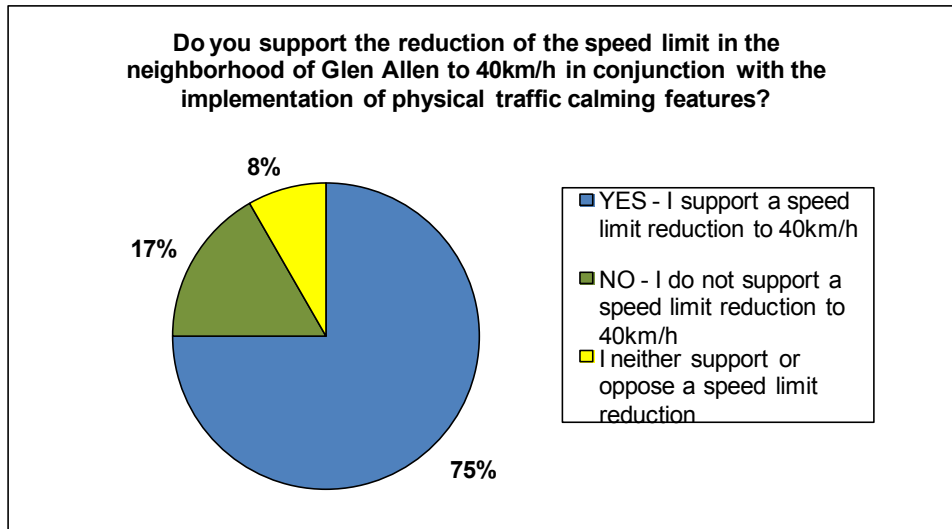
Figure 15
Options on Gatewood Blvd and Georgian Way
by Residents

Among respondents who answered this question and who indicated they lived on Gatewood Blvd or Georgian Way, 63% supported or strongly supported Option 1 compared to 11% who supported or strongly supported Option 2. Further, 78% of residents indicated they do not support or strongly do not support Option 2 compared to 27% who do not support or strongly support Option 1.

Comments

Option 1: Stop short cutting and reduce speed, ok. Option 2: Too expensive, too many stalls gone.
Dangerous intersection.
No curb extensions.
Prefer nothing.
I didn't realize it was a problem. But then I use it mostly during the day.
All way stop ok, no raised intersection. Roundabouts have big impact on nearby houses.
Roundabout is the only way.
Option 1 could jam up traffic all three ways.
Traffic circle looks nice!
My issue is drivers that want to get up to speed within 100 feet of intersection. The noise is quite loud (mostly truckers).
Just do three way stop.
Option 2: Huge impact on residents market value; safety concerns regarding backing out into a roundabout/crosswalk, excessive cost.
It needs a three way stop.
Extensions are going to look awful after the first winter - the roundabout is very poorly placed.
Existing stop from Gatewood onto Georgian is adequate. No other stop signs needed.
Suggest also limiting commercial vehicle parking close to stop signs.
Not needed.
Very high speeds in this area. Needs pedestrian lights.

Station J



**Figure 16
Speed Limit Reduction**

Respondents overall were strongly in favour of speed reduction, with 75% of respondents supporting a reduction to 40 km/h. Seventeen percent did not support the speed reduction, and 8% of respondents were neutral.

Comments

One owner thinks YES, one owner thinks NEUTRAL.
Perfect - and then have it enforced by the police. Write tickets!
Have police enforce.
Would it be enforced though?
A marked crosswalk on Glenbrook at Gilmore is really needed to cross to Gilmore Park. It's dangerous to cross.
It needs to be enforced by the RCMP so when the high flyers get enough tickets they might learn.
As any speed limit, it is only effective if it is enforced.
Very much need reduced speed.
Only if it comes with enforcement.
Enforce this with photo radar - old neighborhood, poor design, needs slower speed.
Speed reduction to 40km/h. No special calming features needed.
We don't drive much over 40km/h anyways, must be old fogies.
If it will be effective ok. A lot of people go 30-40km/h now.
We need enforcement.
It only slows the lawful drivers
This will help, but won't be perfect.
On a trial basis only - if it works, good. If not, revert to 50km/h.
Should be consistent throughout residential areas.
Enforcement is needed.
50 km/h is okay.

Not needed - enforce the present speed limit.

Strongly support.

Enforcement is needed.

General Comments

<p>Galloway Bay - only put curb extension on inside of curve (side is out bus stop, like bus stop here so do not move it). I would like 40km/h speed limits - warning signs when entering neighborhood of lower speed limit in the neighborhood. Three way stops and lighted flashing crosswalks at Galloway Drive and Glenbrook please. All times of day, left turn light going west on Baseline turning into Glen Allan at Glenbrook please. No Roundabouts!</p>
<p>Glenbrook Blvd and Graham RD should have a raised intersection which would give three areas to slow down on Glenbrook, or a raised crosswalk across Glenbrook.</p>
<p>Station A: Will traffic raise cause a problem at [...] with Parking for Accessible Van + wheelchair ramps, in front of house?</p>
<p>Having lived on Galloway Drive from 1996, I find that especially in the past few years, a steady increase in traffic. I have observed a steady stream of traffic using Glencoe, Galloway, and Glenbrook to access Baseline Road (avoiding four steps of traffic lights). The major issue is the number of lights on Baseline Road - need longer left turn light to allow traffic from [cannot make out road] to Baseline, also sequencing of lights on Baseline, and motion sensors at intersections.</p>
<p>A speed bump would be better. A stop sign at corner of Galway Drive and Glencoe Blvd.</p>
<p>The curb extensions on the east side of Galloway will remove the only street parking we have since there is also a bus stop across the street. We also think it will really not slow the traffic. Some form of speed table would slow traffic, and reduced speed limit would help more.</p>
<p>In my opinion the curb extensions do not work and the speed tables are not big enough. Curb extensions take away parking.</p>
<p>Glen Allan residents are "trapped" in our corner due to increased traffic on Baseline and Sherwood Drive. We've had to change our typical routes in and out because there are no lights at Graham and Sherwood, or at Galaxy and Gatewood. Surely other sections of Glen Allan are similar and many residents have changed their typical routes resulting in increased traffic in Glen Allan. Just residents trying to get in and out! Please take a good look at Galaxy and Gatewood.</p>
<p>Require advance light on Baseline Road east of Glenbrook for a left turn.</p>
<p>Despite our address we are still equally affected by changes on the main roads as we use them every day to get to and from our home.</p>
<p>Enforcement of existing speed laws with more punitive fines.</p>
<p>Either use portable radar with the current speed limits to remind drivers of their actual speed and encourage them to slow down, or reduce the speed limits but without calming measures (physical).</p>
<p>Glenbrook/Georgian Way - fix the chronic ice problem at north east concern (new catch basin and sewer). It cost us one car in early 2000's. I don't live on Glenbrook! My objective is solely to get through Glenbrook south to Georgian east as safely and easily as possible.</p>
<p>Three or four way stop signs will cure most problems and cost the least. No curb extensions, as you have to pull out into oncoming traffic. More enforcement is required.</p>
<p>Dislike raised tables and curb extensions. They are hard to maintain, easily damaged by snow removal equipment, and get rid of a lot of parking. Three way stops would be effective (and cost effective), and they need enforcement to back it up.</p>
<p>Traffic lights would solve the problem at the main intersection (Glenbrook/Georgian). Stop signs would solve the problem at the others. You need sheriffs/police to patrol the areas and enforce the rules with tickets - people will take notice, and then raised medians, roundabouts.etc are not needed. These result in wear and tear on personal vehicles which nobody takes responsibility for. Speeders will continue to speed just for the fun of it. Have you consulted with emergency vehicles, buses.etc as to their opinions about traffic calming in</p>

other areas? Particularly roundabouts?
Curb extensions - cement seems to have broken down. I hope this can be improved with landscaping. I like the traffic circles and reduced speed; it's about safety and walkability. I would like wider sidewalks.
Some very good options and cost estimates here. Please keep me/us posted on next steps - i.e. evaluation of options and support for same along with public communications of outcomes. Will there be additional enforcement associated with proposed stop signs and potential speed reduction?
Georgian way is like a drag strip in front of GARC and needs a speed table.
Concerns about homes losing easy access to driveways and parking, as well as the loss of value for sale of property. Seems like too many locations and options being considered - it's overwhelming. What about snow removal? Windrows on medians is a problem for removal.
I don't drive but use the transit to get around - circles are awful.
There is a group of people who have chosen alternate home routes to turn left on the lights than gamble on a left turn further down the road.
I would like to see no left turn for Westbound traffic on Baseline (turning onto Glenbrook; they are shortcutting). Should use common aesthetic styles throughout the community.
Also speed bump without extensions would be acceptable.
Station C: It's a safety issue backing into my driveway, will have to back up into a cross walk.
Option 2 eliminates my parking spots (unless you want to widen my driveway), option 1 would work but I would like to see a 'speed bump' or raised sidewalk on the south side of Gillingham Crescent to reduce the length of the "speedway". There is a lot of noise from vehicles leaving the intersection and trying to get to 50 (more like 60) within a short distance.
Raised crosswalks at Georgian and Glenbrook only. Lowest impact on residents, everyone's safety is considered, and it will slow traffic while still allowing for parking. - We accessed internet studies in the U.S. - results were that roundabouts in residential neighborhoods with marked crosswalks created a high risk to pedestrian safety, especially with handicapped and the elderly. Those who's properties are directly affected by a proposed roundabout are looking at a property value loss of approximately \$40,000-\$60,000 based on the assessment of a realtor in the past three weeks. In the fair interest of those of us affected, we request a financial commitment in writing in order to protect our investment. Buy us out, rebuild our properties, and allow us to move.
Why is the missed traffic calming south of Jean Vanier and Glen Allen School on Georgian way?
A problem/issues has been identified in Glenallen and we understand and appreciate that Council has an obligation to address the problem. In addition, we wish to point out that Council, as our elected officials, also has an obligation to us. Our expectation (which we feel is reasonable) is that council will make fair decisions that will address the problems/issues but not financially devastate some home owners. The roundabout is precedent setting on the "T" intersections; access to our homes will be affected. Huge losses in market value will occur (likely hundreds of thousands of dollars), is this fair?
The curb extensions will become an eyesore within a year or two. They will make the area look like a slum.
Can't get out onto Georgian Way, South has six cars parked and trees blocking the view.
30 km/h on (P4?) streets, 40km/h on (P3?) streets.
I would rather see raised crosswalks or speed tables along Georgian way - it appears that was given limited consideration. Also suggest limiting commercial vehicle parking along Georgian Way (e.g. trailers with skid steers, furnace trucks).
Do not like roundabouts. What about roads that will be used when this road calming gets implemented, like Glenridge Road.

Strathcona County should purchase the home for sale on Glenbrook and Georgian to make room for the traffic circle and a community gathering spot. Would like to see wider sidewalks - thank you for traffic calming in our neighborhood!

Curb extensions - remember that snow has to be removed beside them, it's all too easy for the blade to break the concrete!

Glenbrook and Georgian Way, 7:30am to 4:00pm the traffic is going and coming from county employees (County Hall), mall isn't open early.

I think rather in an effort to increase safety, decrease speed, minimally impact residents and use money economically we should use raised platform crosswalks on alternating naturally existing corner crosswalks. Especially on the corner of Glenbrook and Georgian - but everywhere in the neighborhood. Easiest solution for everything!