

Glen Allan Traffic Calming Project  
Strathcona County  
Transportation and Agriculture Services

**Community Consultation Summary**  
**May 20, 2015**

## TABLE OF CONTENTS

		Page
1.	<b>Introduction</b>	1
	1.1 Purpose	1
	1.2 What This Document Provides	1
	1.3 Project Area Map	2
2.	<b>Traffic Concerns and Issues</b>	3
	2.1. Glenbrook Boulevard	4
	2.2 Georgian Way	5
	2.3 Galloway Drive	6
	2.4 Gatewood Boulevard	7
	2.5 Graham Road	7
	2.6 Other Roads of Mention	7
3.	<b>Criteria for Determining Traffic Calming Measures</b>	7
	3.1 Safety	8
	3.2 Reducing Speed	9
	3.3 Maintaining On-Street Parking	9
	3.4 Decreasing Short-Cutting and Congestion	10
	3.6 Other Considerations	10
4.	<b>Conclusion</b>	11
	4.1 Next Steps	11

# 1. INTRODUCTION

## 1.1 Purpose

Strathcona County has embarked upon a traffic calming study to examine traffic calming measures on Glenbrook Boulevard and surrounding roads. The impetus for traffic calming were the results of a speed study on Glenbrook Boulevard in 2014 indicating that traffic has been moving faster than the road was designed to accommodate. The County has initiated an engineering driven traffic calming project to address the safety concerns; a robust consultation process is a key component to designing and implementing any traffic calming measures.

As per the County's Public Engagement Policy, the Glen Allan Traffic Calming Project will take place at the "Listen and Learn" level. Strathcona County has a duty of care to address safety concerns in Glen Allan. Engagement for this project is being conducted to learn about resident priorities and concerns, so that they can be reflected as much as possible in the alternatives developed for traffic calming.

This report is a summary of the first phase of the Glen Allan Traffic Calming Project; the phase involved two community workshops on March 25 and 26, 2015 with over 120 residents in attendance, as well as dialogs with residents through e-mail, phone calls and an online survey. The online survey had approximately 27 responses. For purposes of this report, both online and in-person attendees are referred to as participants.

With online and in person engagement opportunities, participants were able to present their ideas, concerns, and appreciation of the streets in their area. The project team started with a clean slate and did not provide proposed plans or designs. Rather, this portion of the engagement was designed to determine the community's wants and needs before designing the preliminary treatments for the roadways.

The input gathered from the community workshop and online responses has provided a good understanding about the concerns and difficulties of navigating the roads in the Glen Allan area from the perspectives of drivers, residents, and parents. This phase of the project is the first step towards creating a safer and more desirable roadway treatment in Glen Allan. The next step of the project will entail a choice of preliminary design options brought forward to the public, for feedback and consideration before determining the final design.

## 1.2 What This Summary Provides

The public workshops and online survey provided much detail about the individual experiences of residents living in Glen Allan who witness traffic behaviors on a daily basis and who have to live with realities of speeding and nuisance traffic. The online survey and workshops also provided information from people who do not live in the area but frequently travel through the community. This summary is the conglomeration of feedback from participants and residents in the area who have voiced their concerns and challenges with roadways in the Glen Allan neighborhood.

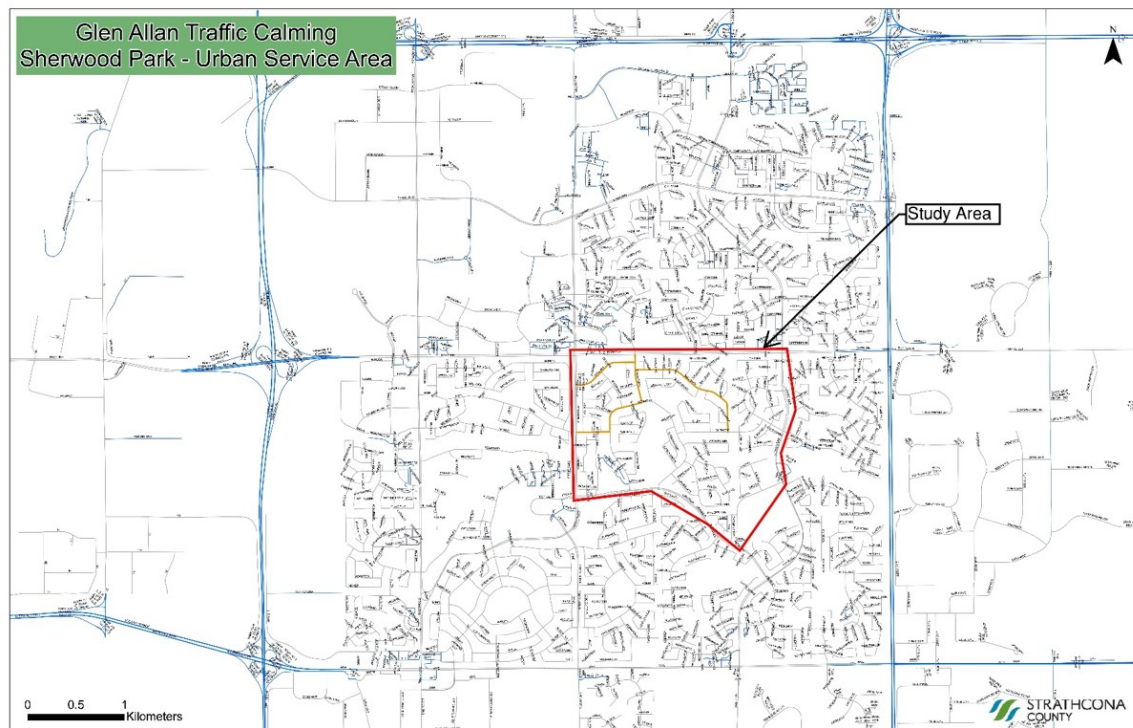
**Section 2** provides a breakdown of traffic issues and concerns on major roadways in the Glen Allan area. The roads are organized by the volume of feedback that each roadway received, being as follows: Glenbrook Boulevard, Georgian Way, Galloway Drive, Gatewood Boulevard, and Graham Road. The last piece of this section describes a brief overview of other streets in the area that residents noted as having issues, however these roads did not receive the same volume of feedback as the five major outlined roads.

**Section 3** explores the criteria for determining traffic calming measures, as noted by participants and residents. Once again, these criteria are organized by frequency of mention, meaning section 3.1 on safety received more comments and concerns than section 3.5 on increasing traffic enforcement. To help simplify the evaluation process for preliminary designs, the top five criteria have been defined based on feedback from project participants. Section 3.6 provides a brief overview of some of the other criteria that participants also wanted to be considered when making the road treatment decisions.

### 1.3 Project Area Map and List of Stakeholder Groups

**Figure 1** is a project map for the scope of the consideration of this project. More specifically, the study area is outlined by Baseline Road, Clover Bar Road, Sherwood Drive, and Granada Boulevard.

**Figure 1**  
**PROJECT AREA MAP**





indicator signs were also noted as a necessity, primarily once again for Glenbrook Boulevard and possibly Georgian Way.

*We pay a lot of money for police service. Why don't we use it? A blitz every 3 months for a year for traffic infractions would take care of many of the problems. I definitely am not in favor of speed bumps like Beauvista or traffic circles like Mills Haven!!*

Workshop participants were encouraged to comment directly onto maps of the entire Glen Allan area. After compiling the data across all participating workshop groups and online responses, it became clear that a small group of roads were common problem areas for most residents living in Glen Allan. The feedback of participants, whether written, verbal or online demonstrated the following roads posed the greatest challenges for residents: Glenbrook Boulevard, Georgian Way, Galloway Drive, Gatewood Boulevard, and Graham Road. Even though the survey and workshops focused on defining the problem and determining value-based criteria for evaluating treatment options, many people, both online and in the workshops offered solutions that they had seen applied in other communities.

*After travelling extensively in the USA, I've observed that most non-signalized arterial and collector road intersections have full 3-way/4-way stop signs. This seems to force all drivers to slow down approaching these intersections and also allows for safe traffic movements through the intersections. I believe this would work well in many intersections in Glen Allan at minimal cost.*

## **2.1 Glenbrook Boulevard**

While the scope of the project considers the entire Glen Allan area, Glenbrook Boulevard generated the most attention and frustration. Due to the access it provides onto/off of Baseline Road, Glenbrook Boulevard not only serves as a crucial access point for residents in the area to a major arterial road, but also as a significant short-cut access point for traffic trying to avoid both Baseline Road and Sherwood Drive. Predominately, short-cutting traffic was described as heading South-West off Baseline Road towards the Sherwood Park Mall area, however it was also noted traffic leaving the mall will also detour through the residential areas to avoid the lights as well.

*My priority would be to reduce short cutting by people who do not live in the neighbourhood but use it as a raceway to cut across town. How can we stop shortcutting and still have our accessibility?*

Almost all comments on Glenbrook Boulevard related to speeding, excessive traffic volume, short-cutting off Baseline, and lack of traffic enforcement. Many participants stressed that they would like to see increased traffic law enforcement, so far as requesting 24/7 police presence or permanent speed signs/cameras installed.

*We need to rethink photo radar. That would solve all of the problems and we would not need to put in expensive and cumbersome traffic calming treatments.*

Another issue described on Glenbrook is the poor visibility caused by the hill of the road, a large tree at the Georgian intersection, and cars parked on the street. Beyond this, many residents living on Glenbrook Boulevard expressed their discontent for the noise pollution brought by having too much traffic flow by their homes, at excessive speeds.

Many, if not all, of these comments related to an overarching theme of safety, especially for children who walk to school in the area. Improved sidewalks were suggested, especially at the Georgian Way/Glenbrook Boulevard intersection. In general, participants wanted more crosswalk and for crosswalks to be more visible; permanent lighting or yellow flashers were suggested as possible solutions.

*Traffic calming also has to address pedestrian needs. I would like to be able to walk more without vehicles racing by.*

## **2.2 Georgian Way**

Safety was once again a resounding theme when considering Georgian Way, as the road is home to both Glen Allan Elementary School and Jean Vanier Catholic School. The schools being across the street from each other with almost identical start and end times creates significant congestion in the morning and late afternoon. This congestion is felt throughout the entire community. Many participants noted their concern of speeding traffic in the area placed many children at risk; they also expressed disappointment that the playground zone speed limit was removed from around the schools.

The intersection of Georgian Way and Glenbrook Boulevard was a center of much attention from attendees. The congestion from the schools makes the intersection a difficult area, and traffic jams can lead to poor driver behavior such as cutting corners, driving on the sidewalk or failing to yield at intersections. Most participants felt a 3-way stop or traffic light would greatly ease the pain of the intersection, and many wanted crosswalks for students installed. A controlled intersection would also help drivers to make a left-hand turn off of Glenbrook Boulevard onto Georgian Way, which was described as a difficult and time consuming maneuver. Beyond these concerns, many participants also noted that there is a poor drainage system at the intersection which becomes an increasing concern in the winter as water pools and freezes.

In general, the overall speed of vehicles was still considered a primary concern on the road and one attendee reported having two accidents on their property within the last two years alone. Some of the locals have dubbed the road the “Georgian Way 500” in attempt to describe the traffic they witness outside their homes.

*On Georgian Way there have been two accidents on my property in less than 2 years, one took out the fire hydrant the other damaged my fence.*

Georgian Way was also described as one of the major short-cut routes as it connects to Glenbrook Boulevard, Gatewood Boulevard, and Granada Boulevard.

*Speed, volume especially when school starts and stops, collecting mail from boxes, noise, I can't back onto road to go to work. We need lighted cross walks, speed bumps.*

### **2.3 Galloway Drive**

The majority of comments on Galloway Drive referred to the excessive amount of speeding on the road. It was noted that where the road begins to slope is where most drivers pick up their speed. It was strongly suggested that the intersections of Galloway Drive/Glenbrook Boulevard and Galloway Drive/Glencoe Boulevard have 3-way stops installed with along with better winter maintenance such as sanding. Sidewalks were also noted as being “under water” during spring melts and crosswalks as being obstructed and not visible.

Another issue described on Galloway Drive was lack of visibility due to large trucks and motorhomes parked directly on the street. With that being said, almost all participants strongly expressed their desire to maintain on-street parking.

*Certain parts on Galloway Drive where there are curved with the cars parked narrow the curve to one lane. Also the little hill on Glenbrook south of Galloway drive, as you turn from Galloway Drive onto Glenbrook can be a hazard as the cars parked on the eastside of Glenbrook on that little hill makes it very hard to see cars travelling north on Glenbrook as you turn.*

Attendees noted their appreciation that County buses ran on the road, however some were concerned with the speed at which they travel. Lastly, with additional housing infrastructure being constructed on Galloway Drive, residents were concerned on how the increase in density would affect access and congestion at the Glenbrook Boulevard intersection.



## 2.4 Gatewood Boulevard

In general, the volume of comments regarding Gatewood Boulevard were significantly less than those relating to Glenbrook Boulevard, Georgian Way, or Galloway Drive. Gatewood Boulevard was described however as a crucial piece to the short-cutting traffic as it connects to Baseline Road through either Georgian Way and Glenbrook Boulevard, or Galaxy Way, Graham Road, and Glenbrook Boulevard. Participants wanted a traffic light installed at the Georgian Way intersection, and expressed a frustration with visibility at the intersection as a large company van is often parked near the intersection.

## 2.5 Graham Road

Graham Road was largely noted as being a short-cutting mechanism for drivers wanting to avoid lights around the nearby daycare and church. It was noted by several participants that community mailboxes will be going in near the intersection of Graham Road and Glenbrook Boulevard, which will increase both foot and vehicle traffic near an already congested area.

*The mailboxes combined with the shortcutting will create real hazards and congestion.*

Some residents expressed safety concerns related to the crosswalk on Graham Road where the trail exits Gilmore Park. For the most part, Graham Road was not described as a significant problem area except for some residents having difficulties backing out of their driveways onto the roadway.

## 2.5 Other Roads of Mention

While the above roadways were predominately the focus of participants, a few other areas were highlighted as problem areas. Some described Galaxy Way as a short-cut that bypasses the lights on Sherwood Drive, also enabling short-cutting on Graham Road. Glencoe Boulevard was criticized as its connection to the Craigavon community has brought an additional volume of traffic onto the Glen Allan roadways. Lastly, Granada Boulevard itself was described largely as being a speedway that needs to have its speed reduced.

# 3. Criteria for Determining Traffic Calming Measures

Participants were invited to develop criteria that the project team could use when evaluating treatment options. Participants discussed what they valued in their community, and what would need to be addressed in order to maintain those values. While there was agreement on what the issues were, some tension existed among participants when trying to discuss values.

*I am saddened by neighbors who don't have the common good in mind and*

*seem stuck in their old fashioned ways.*

*I resent that only people living in the traffic calming area will have to live with the decisions made. Easy for others to make suggestions—they don't have to live with the consequences.*

While there is no evidence to suggest that property values decrease with traffic calming measures, longtime residents feared that their property value would decline if traffic calming measures were put in place and felt that maintaining property value should be a priority. Others, including longtime residents, felt that safety 'trumps everything.'

*My kids safety is more important than your property values.*

*I would rather have my property value cut in half than see a child injured or killed on these roads.*

Overwhelmingly, participants were most concerned with the quality of life in their neighbourhood. Speeding, shortcutting traffic, and the safety issues were seen to interfere with this quality of life value. Participants also valued parking in front of their homes; traffic calming measures should not interfere with on street parking.

*I need to park in front of my house.*

Accessibility to the area was valued, and traffic calming measures should aim to reduce both congestion and traffic volume, while maintaining accessibility to the area. Law enforcement would be a welcome addition and traffic calming measures should also support enforcement of traffic rules and regulations in their design. Participants enjoyed their green spaces, trees, and the walkable nature of the area, and did not want traffic calming measures to be an eyesore or obstruct visibility for pedestrians or motorists. Road maintenance was also important to participants, which included winter maintenance and dealing with proper drainage in spring.

Given the range of values expressed by participants, the following criteria demonstrate what residents view as crucial based upon the sheer volume of comments across all participants:

### **3.1 Safety**

Safety was the foremost consideration and was described in many ways. Residents were very concerned for children attending school, and many wanted better and additional crosswalks included at major intersections such as Glenbrook Boulevard/Georgian Way. Some residents also were concerned about the safety of their property and their own wellbeing having witnessed accidents outside their homes. Safety concerns are also reflected in other criteria such as lowering the speed and decreasing congestion; congestion and 'traffic jams' were noted

as creating poor driver behavior; speeding vehicles present an obvious danger to everyone on the roads.

*Safety should over ride convenience*

### **3.2 Reducing Speed**

One thing was made very clear in the workshop and online survey: participants feel that traffic is simply going too fast on these residential roads. The characteristics of the roadways, parked vehicles, hills and green space often compromise driver visibility. Participants were adamant that the overall speed must be reduced. Many children live and play in the area, and decreasing the speed was considered paramount to creating safe, livable neighborhoods. Beyond this, speeding creates considerable noise pollution for the people living in the area. There were a significant number of advocates who would like to see the speed limit decreased to 40 km/hour.

*Speed plus congestion makes it impossible for me to back out of my driveway and onto the street.*

*You have proof that speed tables reduce the average speed by 7-8 km/hour and 11 km an hour in the 85% percentile. I would support speed tables.*

### **3.3 Maintaining On-Street Parking**

Almost all participants expressed the need for on-street parking outside their homes. Many people were concerned that traffic calming measures would affect their on-street parking, possibly decreasing their property values.

*Narrowing the roads for traffic calming would interfere with parking in front of my house. My guests would have no place to park. My property value would go down.*

However, participants also noted their discontent with large trucks and motorhomes parked on the streets, as they greatly affect the visibility for motorists and pedestrians. Overall, it was clear that residents did not want their on-street parking compromised to accommodate traffic calming measures.

### 3.4 Decreasing Short-Cutting and Congestion

Participants wanted to see the amount of short-cutting greatly decreased. The nuisance traffic brought by short-cutting traffic was described as adding to congestion issues, as well as speeding issues. Significant intersections such as Glenbrook Boulevard/Georgian Way, Georgian Way/Glencoe Boulevard, Glenbrook Boulevard/Galloway Drive, and Georgian Way/Gatewood Boulevard were often noted as requiring either traffic lights or 3-way stop signs.

*Shortcutting increases congestion and short cutters are shortcutting because they are impatient so that increases speed too. I would support stopping shortcutting traffic.*

Many residents mentioned the challenges they have making left-turns at these intersections, making it difficult to access their homes at peak hours. Controlled intersections were favored by participants who also felt these measures would increase pedestrian safety. Congestion was also noted as encouraging poor driver behavior, as drivers become impatient and can resort to 'poor and disrespectful' decision making. While participants wanted short-cutting traffic to diminish, they did not want to lose any connectivity or accessibility from their neighborhoods.

### 3.5 Other Things to Consider

While the above outlined criteria were the foremost mentioned and advocated by participants, there were other areas that residents felt strongly about. Many wanted the aesthetics to be maintained or upgraded, meaning green spaces maintained and no "ugly" road treatments put in place. Others felt strongly about minimizing the cost of the project, and wanted to see taxpayer dollars spent wisely and effectively. The walkability of the area was also considered very important, and touched on by the above criteria. Lastly, road maintenance was considered to be very important to some residents; proper sanding in winter (especially on hills and around major intersections), effective drainage (Glenbrook Boulevard/Georgian Way intersection), as well as simple things like ensuring knocked over signs are taken care of promptly.

## 4. Conclusion

### 4.1 Next Steps

With the feedback from participants, through e-mail, phone calls, conversations, and most significantly the two public workshops, the project team has been able to grasp a strong understanding of the concerns and criteria of Glen Allan residents with respect to traffic calming in their neighborhoods. Participants spoke of the need for education and collaboration when resolving the traffic issues the Glen Allan community.

*In the end it is about education, enforcement and as a parent being vigilant. Times have changed since I played outside along Galloway, not only as a traffic hazard but with society as well. Sometimes I feel that we are too quick to make changes and do not get to what the root causes are of an issue. I hope that there will be further discussions in the future with regards to this matter*

With this information in-hand and analyzed, the project team next will be coming back to the public to introduce the preliminary treatment designs that take into account as much as possible resident feedback and input. It is the goal to have a final plan developed by the end of summer 2015. Construction of the final design is estimated in between 2016-2018 in conjunction with planned rehabilitation of the roads.