

# Sherwood Drive Functional Improvements Participant Questionnaire

## \* RESULTS \*

1. I am: *(please check all that apply)*

*43 Participants responded:*

Options	Results
An area resident	<b>40</b>
An employee who works in the area	<b>8</b>
An interested citizen	<b>19</b>
An area property owner	<b>23</b>
A representative of an association/organization (please specify)	<b>1</b>
Other	

2. Please provide any comments related to the project, which might include land concerns, traffic operations, safety or drainage on the roadway, etc.

*34 Participants responded:*

Comments
Looks great.
The modifications to the property entryway will be beneficial in resolving traffic congestion when exiting the property.
Good instructive information thank you.
No longer having Ordze Ave and RR 233 being all directional access.
This intersection creates more traffic on 233 and Ash St around both of our properties which are zoned country residential. Zoning needs to change.
Look forward to having traffic move efficiently through the area.
Negative effect on Ordze Ave businesses due to road closures and rerouting of traffic.
Add signage to REMIND drivers of the changes.
Very well presented.
None at this time.
Interesting project. Concerns over education of residents when improvements are made. What is the timeline for construction?
I am hoping the heavy equipment, trucks, etc. clean up after themselves. Re: dirt, gravel, etc. There should be more accountability for the construction companies.
Getting out of Village on the Lake is a problem now with traffic and lights. Merge land onto Sherwood Drive is a problem with traffic.
Restrictions of available roadway to handle volume of traffic n/s on Sherwood drive as well as the e/w traffic on wye. There is also the issue of long enough turning lanes not restricting free flow traffic in adjoining lane.
Getting to Canadian Tire from Fountain Creek will be next to impossible at rush hour. Will the left turn signals at Wye and Ash onto Sherwood Drive be longer to allow more than 4 vehicles through

<p>Delay the turning lights turning left onto Sherwood Drive (turning north) so that the oncoming traffic heading west are delayed before their light turns green. This intersection has seen MANY serious accidents over the years because the turning vehicles run yellow or red lights and the west bound vehicles hit them.</p>
<p>I am concerned about the traffic backing up on RR 233 with the lights at Ash. There is a fairly good possibility that commuters may decide to take a short cut through Campbell town. The road through Campbelltown was not designed for any increase in traffic and currently has 3 blind corners. I appreciate there isn't a perfect solution but I would suggest this may need to be looked at should there be a significant increase in traffic going through Campbelltown.</p>
<p>Southbound at Ash st there is a slight jog in the road that is dangerous. It isn't marked and we have seen people drive off the road.</p>
<p>Range road 233 has been a concern - narrow and dark - little room for pedestrians and cyclists. The changes proposed here are great and can't come soon enough - a busy congested area.</p>
<p>Timing concerns on the accessibility of the 2 main intersections during construction Increased traffic volume on Ash and Wye.</p>
<p>Timing of construction, so it's still possible to drive west to the Henday from the Fir Street area.</p>
<p>Good.</p>
<p>We should take this road all the way to White Mud Drive.</p>
<p>Concern I would have is in short cutting thru the Walmart parking lot.</p>
<p>"Everything looks good! It's a good plan" – husband "Improvements to turn elimination &amp; replacement options – make a lot of sense" – wife.</p>
<p>I agree the 'turns' near Walmart will be greatly improved. (not out of my way at all)</p>
<p>A lot of ripping, tearing, and costs just to have some change – always ripping concrete, just laid.</p>
<p>Overall I think this is a great improvement.</p>
<p>Don't think much of turn-out at London Drugs under the updated Sherwood Drive modernization scenario.</p>
<p>Mall exit @ Shoppers Drug Mart will still allow lane jumpers to access n'bnd storage (collector) lane on Sherwood Dr @ Fir St. install some sort of deterrent at this location to alert/force drivers to right-turn ONLY traffic flow.</p>
<p>Have been awaiting this development since initial discussions approx 4 yrs ago.</p>
<p>Disappointing that current "roundabout" – the large traffic circle is not being addressed.</p>
<p>Anyone need to go to specific retail areas will need to travel longer distance &amp; as you leave, however those that need to travel to other areas, like to Edmonton, or South, etc. will improve the process.</p>
<p>I foresee problems with blocking off the existing turn off to Walmart – heading south the intersection on Ordze and RR 233. On vice versa heading north, oncoming traffic could wind up on the wrong lane. Turn-off must be clearly marked – preferably with a flashing orange/yellow signal.</p>
<p>I love the 2 most significant changes at Shoppers and Walmart/Home Hardware!</p>
<p>Concern about the planned signalled intersection at Ash St &amp; Wye Gardens because;</p> <ol style="list-style-type: none"> <li>don't think that it is required – changes at the Walmart/Home Hardware intersection will increase storage factor for cars turning left on Wye Rd &amp; personally don't anticipate much volume from Home Hardware exit turning right then left on to Ash St</li> <li>current volumes on Ash is low</li> </ol>

- c) traffic circle would handle flow w/o lights & w/o much stop & go
- d) if absolutely req'd now or in future should have right hand flow lane on Ash to prevent stop & go & back up against acreage properties
- e) people like to avoid lights - more will simply crosscut thru bottom of CH to head east on Wye
- f) crosscutting through CH has increased due to Salisbury Village Dev & issues associated with Hawthorne/Salisbury Dr. intersection distance between Wye Rd & Rona/Servus exit very short causing difficulties when two cars come off of Wye & heading into Salisbury Drive or Rona – compounded by curve further along
- g) crosscutting from CH not just a traffic concern, pedestrian usage increasing as CH Rds are formal connectors to trails, roads narrow no shoulder & 390° turns

3. Please help us prepare for future meetings by taking the time to answer a few questions about your experience.

42 Participants responded:

Questions	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree
The information presented was useful and informative	3	2	1	7	30
The information presented was easy to understand	4	1	0	12	26
The project representatives were helpful, friendly, and available to talk to me	5	0	2	2	34
I was able to find satisfactory answers to my questions	3	4	2	10	24
I have a better understanding of the project because of my attendance tonight	2	2	1	10	28

4. Which aspects of the open house did you find most valuable? (check all that apply)

42 Participants responded:

Options	Results
Interaction with representatives	30
Display boards	23
Concept maps	26
Other (please specify)	6

5. How did you first hear about this project? (check all that apply)

42 Participants responded:

County staff	3	Mail-out / letters	6
Word of mouth	4	Social media (Facebook, Twitter)	4
Road signs	20	Website	2
The Sherwood Park Newspaper	17	Other	4