

# TRAFFIC SAFETY SURVEY PUBLIC ENGAGEMENT SUMMARY



**CITY OF  
FORT SASKATCHEWAN**

**AUGUST 2021**



**CITY OF  
FORT SASKATCHEWAN  
ALBERTA**

# 1.0 Introduction

With the adoption of Vision Zero, a pledge to eliminate serious injury and death from roads, the City of Fort Saskatchewan is looking at ways to make the streets safer for all users and modes of transportation. The City of Fort Saskatchewan launched a traffic safety survey in June 2021 to gather feedback from residents on speed limit changes and traffic calming measures proposed for the City.

The speed limit changes proposed align with recommendations in the 2018 Transportation Master Plan. The plan recommends that the speed limit on local roads be reduced to 40 km/hr, remain at 50 km/hr on collector roads and be increased to 60 km/hr on arterial roads. Exceptions to these speed limit changes were identified based on historical collision data and potential for traffic conflicts.

The City's Traffic Calming Policy set out parameters for implementing traffic calming along Local and Collector roadways. The City identified two corridors (95A Avenue and Westpark Drive) which meet the criteria for traffic calming.

The intent of the traffic safety engagement conducted in June 2021 was to gather feedback and measure the level of support for the proposed speed limit changes and traffic calming measures in general as well as specifically on the corridors identified.

## 1.1 DEFINITIONS OF ROADWAY CLASSIFICATIONS

The following describes what is considered a Local Road, Collector Road, and Arterial Road:

**Local Roads:** include the majority of roadways in the City and focus on providing access to properties and have less focus on vehicle movement. Local Roads provide access to residences and street parking. Traffic volumes on Local Roads are low compared to Collector Roads or Arterial Roads.

**Collector Roads:** focus on moving traffic from local roads to arterial roads, with less focus on access to properties. Traffic volumes are generally higher on collector roads compared to local roadways.

**Arterial Roads:** focus on moving traffic throughout the City, between collector roads and Highway 15 / Highway 21 (Veterans Way). Arterials tend to have a higher speed, compared to collector roadways, placing a higher emphasis on vehicle movement with access to arterials typically limited to major developments.

## 2.0 Engagement Process

The traffic safety public engagement process included an online survey and mapping tool to share information and gather feedback on speed limit changes and traffic calming measures proposed to improve traffic safety in Fort Saskatchewan. The survey explored how residents feel about the proposed speed limit changes and traffic calming measures.

The survey and mapping tool was open from June 8 to 22, 2021. A total of 911 online submissions were completed and two emailed submissions were received. Survey and mapping tool respondents represented 314 out of 400 unique postal codes in the City of Fort Saskatchewan, which is 79% of all postal codes in the City, with an additional 13 unique postal codes from outside of the City.

The results from the input gathered from the traffic safety survey are summarized in this report.

## 3.0 Communication and Marketing

The following communications and marketing tactics were implemented to increase awareness of the traffic safety survey and engagement opportunity:

<b>Tactic</b>	<b>Date Posted</b>	<b>Quantity</b>
Media Release	June 8, 2021, 2021	1
Newspaper Ad	June 10 & 17, 2021	2
Radio Ad	June 8 - 21, 2021	70
Social Media Ads	June 8, 2021	3 posts
Billboard (DCC)	June 8 - 22, 2021	1
H-Frame Sign	June 8, 2021	50

## 4.0 Key Themes Overall

The following section includes a summary of key themes that were most frequently heard from input received:

- Consistent and predictable speed limits along a single length of road is important to reduce driver confusion. As an example, it was suggested that the speed limit be consistent on Southfort Drive rather than changing from one speed limit to another.
- Increasing pedestrian safety through well lit and visible crossings is important in key areas of the City, such as adjacent to schools, shopping centers and trail connections
- There are mixed views on whether speed limits should be increased or decreased for arterial and collector roadways
  - Those who support lower speed limits indicated that higher speed limits increase the risk for pedestrian safety, particularly in areas where children and other users often use the sidewalk network
  - Those who support higher speed limits indicated that higher speed limits aid in the ease of use and mobility for drivers
- Those that supported the proposed roundabouts indicated that the roundabouts would aid in vehicle congestion and access from adjacent neighbourhoods. Many suggestions for additional or alternate locations for roundabouts were provided. However, some indicated concern about the quantity of roundabouts proposed, and other respondents indicated that they were concerned about the ease of use and need for roundabouts in the proposed locations.

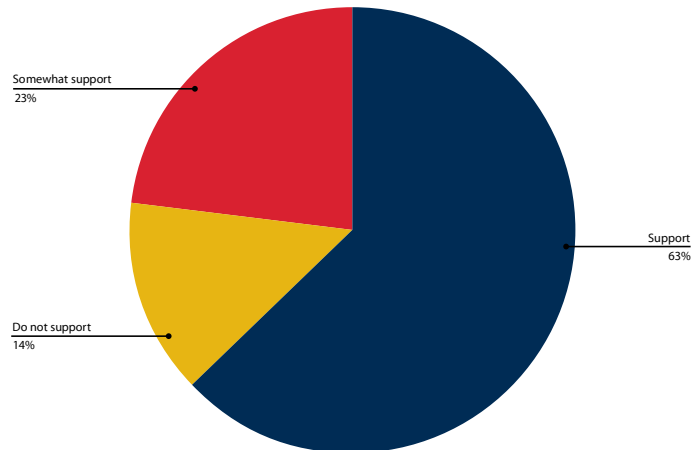
## 5.0 Key Findings Per Question

The following summarizes the key findings from input received from the survey and mapping tool. The key themes reflect the frequency and diversity of feedback received.

### PROPOSED SPEED LIMITS - ARTERIAL ROADS

Respondents were asked to indicate their level of support for the proposed increase in the speed limit on arterial roads from 50 km/hr to 60 km/hr.

860 responses



The following summarizes input received from the mapping tool as per the level of support indicated by the respondent.

### SUPPORT

8 mapping tool comments

- Additional traffic safety measures should be implemented to increase the safety for people who walk and drive
  - Visibility is poor to exit at Galloway Wynd and Southfort Drive
  - The intersection at Southfort Drive and 94 Street needs to be upgraded if the speed limit increases
  - Flashing pedestrian light should be added at Southfort Drive and Allard Way if the speed limit is increased
  - A pedestrian crossing is needed on 94 Street north of Sienna Gate to connect the trails
- A consistent speed limit is needed along Southfort Drive
- Westpark Boulevard and Southfort Drive speed limit should remain at 50 km/hr
  - There are a lot of children who play at Henderson Park and a higher speed increases the safety risk for children

## **SOMEWHAT SUPPORT**

10 mapping tool comments

- Additional traffic safety measures are required to increase the safety for people who walk and drive
  - A traffic light is needed on 84 Street at Galloway Wynd
  - Pedestrian crossing lights are needed on Southfort Boulevard between Greenfield Way and Galloway Wynd
- The speed limit should not be increased on 94 Street, on Southfort Drive in front of St. André Bessette Catholic School or Westpark Boulevard
- A consistent speed limit is needed along Southfort Drive

## **DO NOT SUPPORT**

50 mapping tool comments

- A consistent speed limit is needed along Southfort Drive to avoid driver confusion
  - All of Southfort Drive should remain at 50 km/hr as there are a lot of pedestrians, seniors and children who cross the road and access nearby amenities and the school
  - The speed limit on Southfort Drive should be reduced to 40 km/hr
- Additional traffic safety measures are required to increase the safety for people who walk and drive
  - The intersection at 84 Street and Veterans Way is confusing
  - A traffic light should be installed on 94 Street near the hospital
  - There are currently poor sightlines at Southfort Drive and Greenfield Way and increasing the speed limit will reduce safety
  - Concern about increased noise on Southfort Drive and 99 Avenue if the speed limit is increased
- There are currently speeding issues on Southfort Drive and 94 Street, and there are concerns that if the speed limit increases that drivers will go faster than the posted speed limit

## **SUPPORT NOT INDICATED**

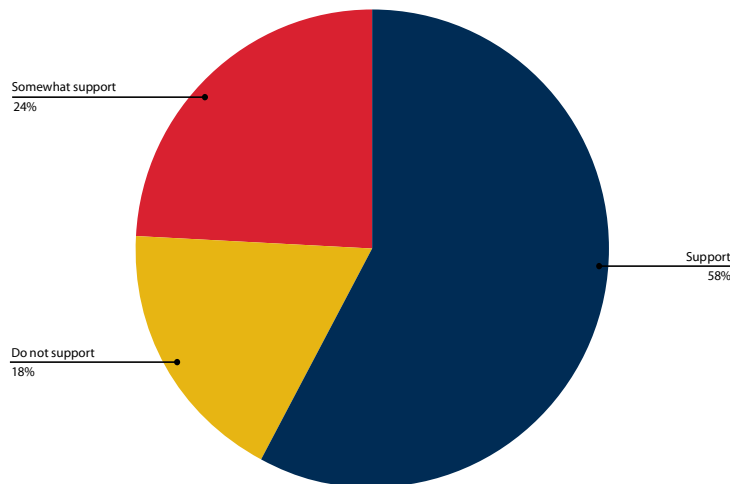
### 20 mapping tool comments

- Support for increased speed limit on arterial roads
  - Southfort Drive has enough pedestrian crossings to accommodate an increased speed limit
- The speed limit on Southfort Drive should remain at 50 km/hr due to the high amount of pedestrian traffic and adjacent school, high density seniors housing and playground
- The speed limit on Southfort Drive should be decreased due to the adjacent school and playground
- Additional traffic safety measures should be implemented to increase the safety for people who walk and drive
  - The turning lanes on 94 Street into the west commercial area need to be improved
  - There are poor sightlines on Galloway Wynd exiting onto Southfort Drive as well as on Greenfield Way exiting south onto Southfort Drive and an increased speed limit will make exiting onto Southfort Drive more difficult

## ARTERIAL ROAD EXCEPTIONS

Exceptions to the proposed arterial road speed limit increases include: 99 Avenue Downtown, 101 Street from 86 Ave to 96 Ave, Southfort Drive from Allard to 101 Street, Southfort Drive south of Greenfield, and Southfort Boulevard. These roads were proposed to remain at the existing 50 km/hr speed limit. The speed limit on Southfort Drive will be increased to 60 km/hr once the roadway is widened and access controls (e.g. traffic lights, pedestrian crossings) are in place.

Respondents were asked to indicate their level of support for the arterial road exceptions. 847 responses



## SUPPORT

28 mapping tool comments

- A consistent speed limit is needed along Southfort Drive / 86 Avenue to avoid confusion
- Southfort Drive / 86 Avenue should remain at a consistent speed of 60 km/hr
- The speed limit on 99 Avenue should be increased to 60 km/hr
- Flashing pedestrian light is needed at Southfort Boulevard and Town Crest Road



## **SOMEWHAT SUPPORT**

21 mapping tool comments

- A consistent speed limit is needed along Southfort Drive / 86 Avenue to avoid driver confusion
- Southfort Drive / 86 Avenue should remain at a consistent speed of 60 km/hr
- The speed limit on 99 Avenue should be increased to 60 km/hr
- The speed limit on 95 Street should be decreased to 40 km/hr
- The intersection exiting from the Cornerstone shopping mall onto 94 Street southbound causes congestion

## **DO NOT SUPPORT**

18 mapping tool comments

- A consistent speed limit is needed along Southfort Drive / 86 Avenue to avoid confusion
- Some respondents indicated that the speed limit on Southfort Drive / 86 Avenue should be consistent at 60 km/hr
- While some respondents indicated that the speed limit on Southfort Drive / 86 Avenue should be consistent at 50 km/hr

## **SUPPORT NOT INDICATED**

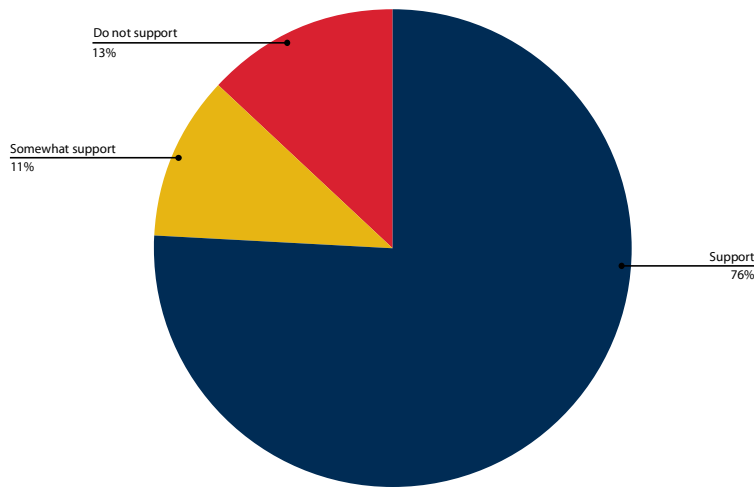
10 mapping tool comments

- A consistent speed limit is needed along Southfort Drive / 86 Avenue to avoid confusion
- Some respondents indicated that the speed limit on Southfort Drive / 86 Avenue should be consistent at 60 km/hr
- While some respondents indicated that the speed limit on Southfort Drive / 86 Avenue should be consistent at 50 km/hr
- Additional traffic safety measures should be implemented to increase the safety for people who walk and drive
- The traffic lights at 94 Avenue and 96A Avenue should remain active during the evenings
- There should be a school zone on Southfort Drive in front of St. André Bessette Catholic School

# PROPOSED SPEED LIMITS - COLLECTOR ROADS

Respondents were asked to indicate their level of support to maintain the speed limit of 50 km/hr on collector roads.

859 responses



## SUPPORT

27 mapping tool

- The speed limit on Westpark Drive should be reduced to 40 km/hr
- Westpark Drive should be considered as an arterial road with a speed limit of 60 km/hr
- 84 Street, 94 Avenue, and 82 Street should have a consistent speed limit
- Additional traffic safety measures should be implemented to increase the safety for people who walk and drive
- A pedestrian crossing is required on Westpark Drive between Alderson Close and Aspen Gate, on Westpark Drive between Boxwood Bend and Cranberry Bend, and on 95A Avenue and Westpark Way
- A playground zone should be added near Southpointe School, Rudolph Hennig Junior High School, and Pryce Alderson Park
- Traffic calming measures are needed at Westpark Drive and Woodbridge Link

## SOMEWHAT SUPPORT

6 mapping tool comments

- The speed limit on Southpointe Boulevard should be reduced to 40 km/hr
- Currently there are speeding issues on Westpark Drive

## **DO NOT SUPPORT**

8 mapping tool comments

- The speed limit on Southpointe Boulevard should be reduced to 40 km/hr
- 84 Street north of Highway 21 should be classified as an arterial road with a speed limit of 60 km/hr
- 100 Avenue north of 109 Street should be classified as an arterial at 60 km/hr
- 95A Avenue is currently congested and difficult to access from the adjacent neighbourhoods
- Additional traffic safety measures are needed on Greenfield Way to increase the safety for people who walk and drive

## **SUPPORT NOT INDICATED**

1 mapping tool comment

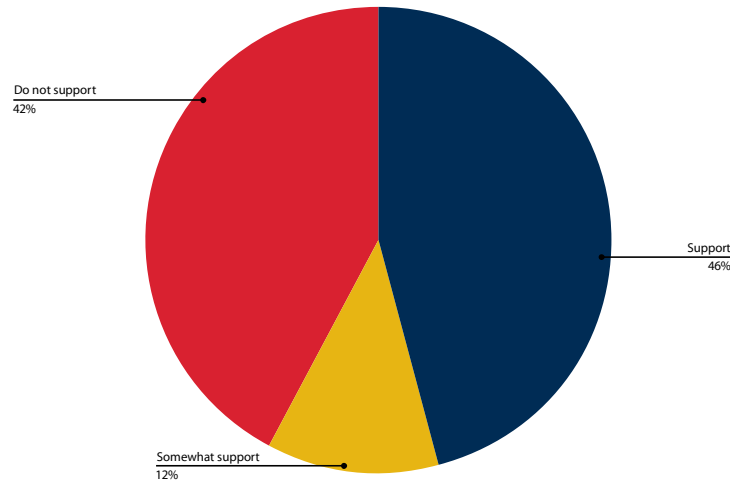
- The speed limit on Westpark Drive should be reduced to 30 km/hr and a pedestrian crossing should be added

# COLLECTOR ROAD EXCEPTIONS

Exceptions to the proposed collector roads include: Allard Way, Greenfield Way, Dillingham Avenue, Westpark Way, Woodbridge Link, Sherridon Drive, Pineview Ring Road and Downtown Core. The speed limit on collector road exceptions would be reduced from 50 km/hr to 40 km/hr. Collector road exceptions were identified as roadways which serve a local road function.

Respondents were asked to indicate their level of support for the collector road exceptions.

863 responses



## SUPPORT

43 mapping tool comments

- Support for the speed limit on Westpark Way, Greenfield Way, 100 Avenue, Dillingham Avenue, Allard Way, 94 Avenue, and 99 Avenue to be reduced to 40 km/hr
- The speed limit on 99 Avenue should remain at 50 km/hr
- The speed limit on 99 Avenue and Westpark Way should be reduced to 30 km/hr
- Additional traffic safety measures should be implemented to increase the safety for people who walk and drive
  - A pedestrian crossing should be added to 99 Avenue and 84 Street, multiple locations on Allard Way, and 101 Street and 93 Avenue
  - There are poor sightlines at the crosswalk on Allard Way south of Bremner Crescent
  - Better speed limit enforcement is needed in front of SouthPointe School
  - A 4-way stop should be added at the intersection of Westpark Drive and Woodbridge Link
  - A 3-way stop should be added at Greenfield Way and Dillingham Avenue
  - A roundabout should be added at 95A Avenue and Sherridon Drive
  - The intersection at Allard Way and Calvert Wynd needs additional traffic calming measures

## **SOMEWHAT SUPPORT**

16 mapping tool comments

- The speed limit should remain at 50 km/hr on 99 Avenue, 94 Avenue, 89 Street, 98 Avenue, 101 Street and Greenfield Way
- The speed limit on Southpointe Boulevard, Westpark Drive should be reduced to 40 km/hr
- The speed limit on 100 Avenue should be increased to 60 km/hr
- A flashing crosswalk light should be added to Woodbridge Link between Wisteria Lane and Cranberry Bend

## **DO NOT SUPPORT**

44 mapping tool comments

- The speed limit on 99 Avenue, 94 Avenue, 82 Street, 100 Avenue, Greenfield Way, Allard Way, Westpark Drive, 101 Street should remain at 50 km/hr
- A 4-way stop should be added to the intersection at 103 Street and 100 Avenue

## **SUPPORT NOT INDICATED**

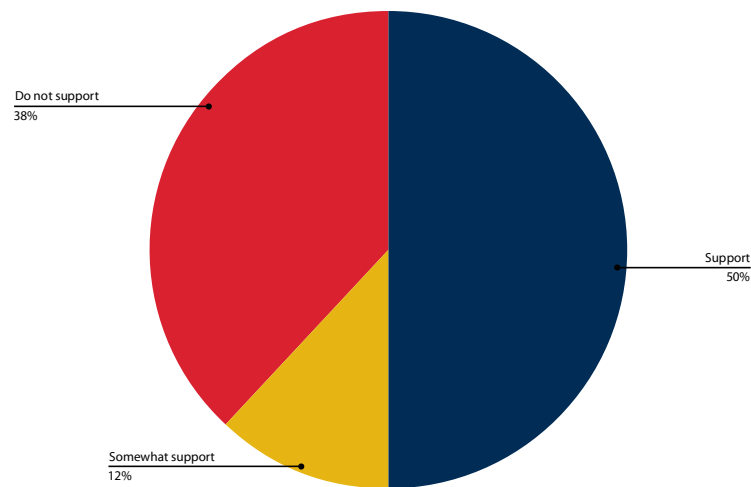
20 mapping tool comments

- Support for speed limit decrease on Greenfield Way, 100 Avenue, and Sheridan Drive
- The speed limit on River Road and 104 Street should be reduced to 30 km/hr
- There are currently speeding issues on 99 Avenue
- Sidewalks should be added to Greenfield Way
- A crosswalk and improvements such as flashers are needed at Greenfield Gate and Greenfield Crescent, 98 Avenue and Ross Drive, Burnette Place and Allard Way, and 102 Avenue and 103 Street

## PROPOSED SPEED LIMITS - LOCAL ROADS

Respondents were asked to indicate their level of support for the proposed change to reduce the speed limit from 50 km/hr to 40 km/hr on local roads.

862 responses



17 mapping tool comments

- Enforcement is needed on local roads to ensure speed limits are followed
- The speed limits on local roads should be reduced to 30 km/hr
- There are hidden crosswalks on Woodbend Way, Allard Way and Calvert Wynd

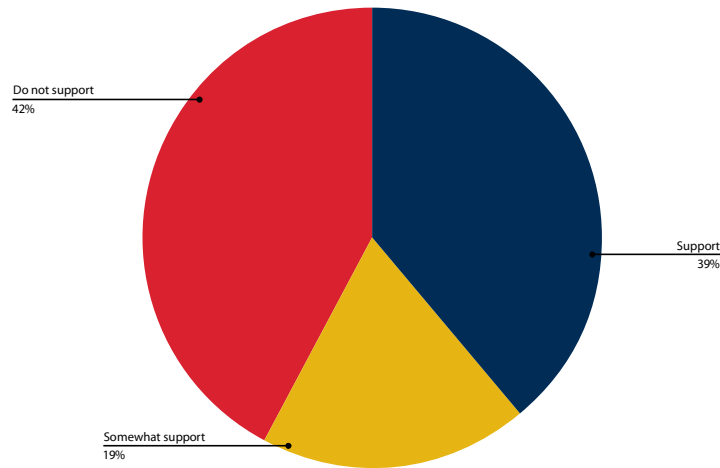
# PROPOSED ROUNDABOUTS

The City has identified two corridors, 95A Avenue and Westpark Drive, which meet the criteria for traffic calming. To address speed and access concerns raised by residents, concept designs were developed to incorporate traffic calming measures. Roundabouts are proposed to slow traffic along the corridors and to provide access improvements from side streets.

## PROPOSED ROUNDABOUTS ON 95A AVENUE

Respondents were asked to indicate their level of support for the proposed roundabouts on 95A Avenue.

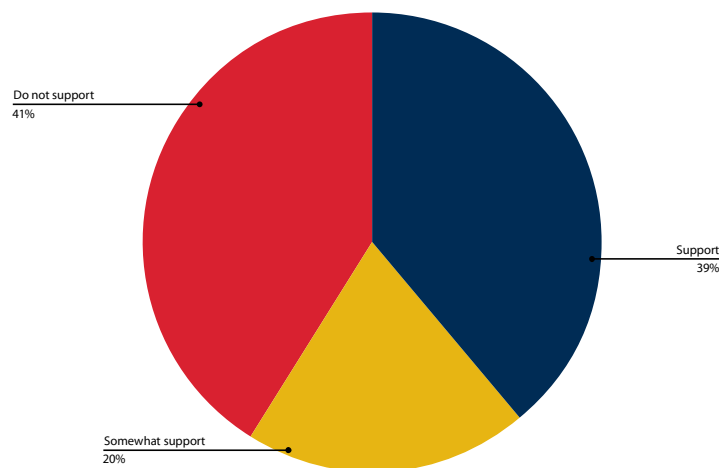
844 responses



## PROPOSED ROUNDABOUTS ON WESTPARK DRIVE

Respondents were asked to indicate their level of support for the proposed roundabouts on Westpark Drive.

841 responses



## TRAFFIC CALMING MEASURES MAP

Respondents were asked to provide comments using the mapping tool regarding the proposed traffic calming measures and other areas that the City should consider for traffic calming measures. The following summarizes the feedback received from the mapping tool.

175 mapping tool comments

- Concern about the proximity of roundabouts as they are very close together
- It was recommended that a 3 or 4-way stop is needed at:
  - 99 Street and 95 Avenue
  - Westpark Boulevard and Westpark Drive
- Concern that turning movements and access is currently difficult at:
  - Westpark Boulevard and Westpark Drive
  - Woodbridge Link and Westpark Drive
  - Windsor Place and Westpark Drive
  - Westpark Way and 95A Avenue
- Suggestions to add roundabouts at:
  - 82 Street and 95A Avenue
  - 82 Street and 99 Avenue
  - 84 Street and 94 Avenue
  - 94 Street and Sienna Gate
  - 101 Street and 101 Avenue
  - 108 Street and 99 Avenue
  - Sherridon Drive and 96A Avenue
  - Westpark Drive and 95A Avenue
  - Westpark Drive and Westpark Boulevard
  - Westpark Drive and Woodhill Lane
  - Southfort Drive and 94 Street
  - Southfort Drive and 84 Street
  - Southfort Drive and Greenfield Way
  - Southfort Drive and Southridge Boulevard
  - Southfort Boulevard and Southfort Drive
  - Southfort Boulevard and Ridgeland Way
- Concern about pedestrian safety, congestion, ease of use, and driver confusion with roundabouts
- Some respondents indicated that roundabouts are not needed and alternative solutions such as traffic lights and signage were suggested

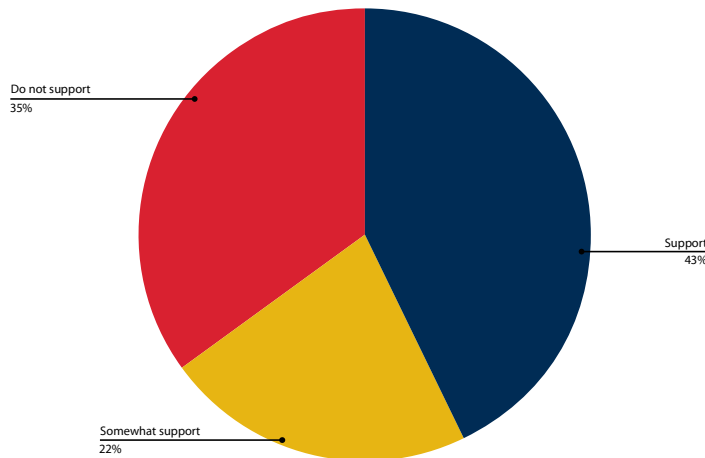


## HIGHWAY 15 AND HIGHWAY 21 PEDESTRIAN UNDERPASS

The City is considering the construction of a pedestrian underpass at the intersection of Highway 15 and Highway 21.

Respondents were asked to indicate their level of support for this additional traffic safety measure.

876 responses

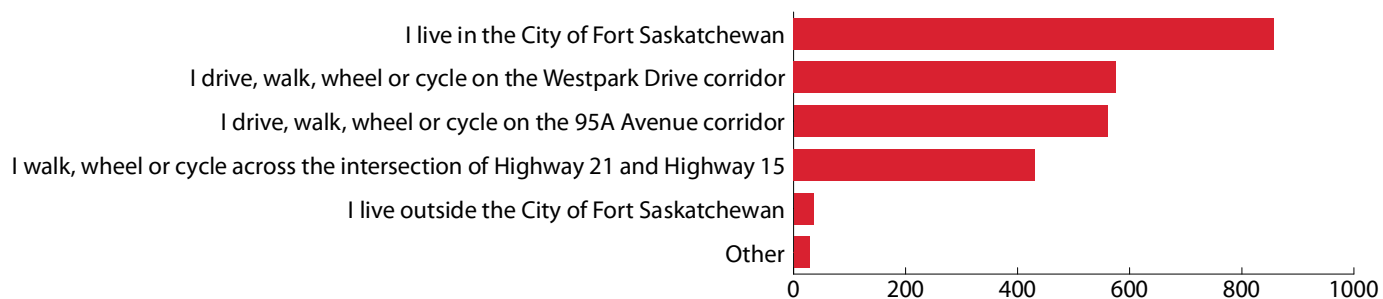


### OTHER COMMENTS

- The speed limit on the highway should be increased to 80 - 100 km/hr
- Concern about traffic noise and lack of enforcement for speeding
- Concern about inconsistent speed limits along the same roadway potential for drivers to be ticketed due to confusion of speed limit changes

## ABOUT YOU

Respondents were asked to indicate their relationship and use of the project area. Over 858 respondents (94% of all respondents) indicated that they lived in the City of Fort Saskatchewan.



## 6.0 Conclusion

With the adoption of Vision Zero, a pledge to eliminate serious injury and death from roads, the City of Fort Saskatchewan is looking at ways to make our streets safer for all users and modes of transportation.

The traffic safety public engagement process took place from June 8 and 22, 2021. A total of 911 responses were received to the online survey and mapping tool and two email submissions were received.

Based on postal codes provided by survey and mapping tool respondents, responses from residents represented 314 out of 400 unique postal codes in the City of Fort Saskatchewan, which is 79% of all postal codes in the City, with other respondents representing in addition to 13 unique postal codes from outside of the City.

Feedback from residents on speed limit changes and traffic calming measures proposed will help the City make decisions about what proposed speed limit changes and traffic calming measures are implemented in future. City Administration will present the public engagement report to Council in late summer 2021.



# APPENDIX A: VERBATIM

## **Arterial Roads Proposed**

### **Support**

- I believe this section of road should stay at 50 kmh due to road length and intersection spacing.
- Traffic controls at this intersection should be changed if speed limit increasing. Intersection is very busy and hard to see all vehicles!
- Visibility is terrible here on a good day. 60 would be fine on this stretch if not for this tucked in exit where you almost need to inch onto the road to see oncoming traffic.
- I am against changes in speed along Southfort Drive. It will be confusing as to when to speed up or slow down. Keep it all 50 km/h or increase it all to 60 km/h
- A lot of children play at this park so I would support having this remain 50
- If you are going to increase the speed limit here I suggest having the crosswalk lights turn on with each light change.
- Prooove making the right lane at this light a turning lane only until proceeded through the intersection.
- No cross walk and or lights even though two trails connect too each other.

### **Somewhat Support**

- 60km/hr in front of the high school seems too fast, during school days there is a lot of vehicle and pedestrian movement, you also have a playground right across the street as well
- This stretch of road should stay 50. It's very short and has a set of lights right in the middle of it that you are almost guaranteed to stop at. No point to raise to 60.
- Hope this portion of the road is going to be twinned.
- Seriously need traffic light control at this intersection, and not a crossing light as it is now.
- This is a seriously dangerous intersection mostly due to lane control. It will probably be fixed once there are sufficient accidents at that location. Increasing speed here is wrong.
- There are a lot of pedestrians that frequent this area, I feel the speed limit should stay 50.
- In general, having so many speed limit changes on the roads seems ridiculous.
- Leave this at 50km with the lights there is no need for change
- I'm concerned about the crosswalk here with a 60 km/hr limit. My kids have already had a few near misses with the 50 km/hr limit.
- There is a pedestrian crossing here that a lot of people in South Fort use to get to the other side of the Fort ;because you can go behind Home Depot and then you only have to cross one set of lights.

### **Do not support**

- MAX 40KM THIS AREA IS AN AREA WHERE VEHICLES ARE ALWAYS SPEEDING, WITH THE AMOUNT OF ELDERLY AND THE SCHOOL 40KM IS PLENTY FAST.
- This area should be 40km/h with the school and the old folks homes, people are already constantly speeding and a lady was almost hit by a vehicle during an accident by the school
- It's a mistake to increase the speed limit by a high school. Plus if the new high school gets built down at the end of that road it's just going to be more problems.
- This road needs to stay at 50km the whole way. There are too many cars needing to turn onto that road and there are lots of people trying to cross the street.
- Pick one speed for Southfort Dr. Leave it at 50km/hr until the road is widened.
- Should remain at 50 km/hr. Lots pedestrian and veh traffic.
- Should remain at 50km/hr

- This is way to fast. I live in [removed]. Extremely condensed as it is. The foot traffic on Southfort road from both children and elderly alike is substantial.terrified of vehicles losing control
- Really with this was converted to 4 lane when it was already tore up. Such a small price vs doing it twice
- This section is dangerous as is. I have had multiple vehicles come head on at night and in rain when the lines are very hard to see
- Update lane barrier or design as I keep getting cut off as people think it's 2 lanes and not 1 crossing and the turn lane is free flow standing plastic lane dividers would be awesome
- There is already major speeding problems and lots of foot traffic on this street increasing the speed limit would not be safe
- Reduce to 40km not increase there are kids a park and a community of elderly people living on this stretch of road
- This road should be only one speed, not increase and then decrease
- It will increase the noise substantially for the homes near by. It is already a very noisy street because vehicles excelebrate at a higher speed now going around the corner to the highway. cars, truck
- This traffic signal is confusing for many driver traveling north/south. People don't look for lane signs and travel through. Lane managment is very poor. We should fix this asap before someone got hur
- Avoid multiple speed zones on this road. Keep at 50km/h. Its Fort Saskatchewan, where are we in such a hurry to go?
- Remain at 50km. Lots of pedestrian/small children crossing on this road
- This is a general comment for all points where the speed will change along a roadway or when turning off of one roadway onto another. There MUST BE proper speed limit signage.
- Southfort Drive speed limit should not increase at any point to 60km/h. There is a school, soccer field and playground on this road. It leads to greenfield way which is becoming busier as a collector.
- Southfort Drive, from Greenfield Way - West to Southridge should stay at 50 km,- Reason: Senior housing access, School, Playground, Sports Field, 3 sets of Lights, 3 sets of crosswalks.Road noise.
- On southfort blvd, there is a seniors apartment and a children's park. Many people drive 10 km/hr over the speed limit. This is a safety issue for residents.
- I don't think there should be that many changes back and forth along Southfort Drive. It would be very confusing.
- Southfort Drive today has 50km, on most days in the AM and after 4:30PM I dare say the speed limit is exceeded constantly. All of Southfort Dr should be 40km. My house backs onto this Drive.
- Already inadequate sight lines at this intersection for right turns on red onto Southfort. Bus shelter further hinders sight line. Increasing limit will worsen.
- Modified vehicle exhausts are a particular issue already, coupled with residential proximity for a significant portion of this section of road.
- More close proximity residential
- School
- I do not agree with the proposed 60 km/hr speed limit increase on Southfort Drive as people are driving close or at that speed already. If 60 km/hr people will drive 70 km/hr!
- Speed past the playground/park and school should be lowered to 40 km/hr. This is a huge safety concern and doesn't meet Vision Zero goal.
- This is a blind corner to turn right as the fence and bus shelter block vision to oncoming traffic from the left/south. This is dangerous already at 50 km/hr.
- How many seconds will this save, negligible. Why would you increase the speed to a 3way stop where there is a considerable amount of pedestrian traffic.

- This intersection/ entrance will become significantly more dangerous if the speed limit on Southfort Blvd is increased.
- There are many children who live in area, a school and playground. Speed limit should remain at 50 as many drivers already do 60. There should be photoradar all along Southfort
- I do not support this because this side has a school and a playground on the other. Our children's safety should come first. Regardless of traffic lights. Not all drivers follows the speed limit.
- Fix this. So confusing. Many close calls.
- There are lots of youths and Kids riding bikes. There is no slow down speed at SAB, raising it to 60 increase collision injury. If we want to keep injuries down maintain 50 as speed
- Many people use this stretch as a racetrack. Although this will be future arterial, it is a concern now.
- On 94th Street should be actually traffic lights being installed. Drivers always speeding here. Kids and families are around here especially in summer. Increasing the speed limit here is not good.
- Southfort Bend is a residential condo with primarily seniors. There are 64 Villas, 52 suites in the Manor and 140 suites in The Gardens. It is already difficult enough to turn onto Southfort Drive.
- There is a pedestrian crossing here that is frequently used by families and children between SouthPointe and sienna. Speed should not be increased from existing 50 km/hr limit.
- High volume of children and a path crosses from pond area to Sienna at the roads midpoint. Recommend 50km/hr.
- This intersection just is baffling. Light sequences and turning arrows really need a second look.
- This is a very open road with little control over how fast the traffic drives. As this area gets more developed a type of speed control should be looked at.
- ALL RESIDENTIAL ROADS SHOULD BE 40 km/hr MAX. No road, other than a highway, should be more than 50 km/hr! Our young kids have to cross these roads to get to school!! Saftely fire not stupid first
- Having speed limits change from 40 in some areas to 50 in other areas and then now 60 km in other areas; this will get confusing for drivers.
- Where there were not speed problems before you will now have them. People generally drive up to 60 in 50 areas. Now you will have them drive 70. This is highway speeds.; unacceptable.
- South fort Dr drivers speed now. What will it be like when speed limit is increased. Better monitoring is a must!!!

## **Support not indicated**

- Andre Besette school is on one side and children's playground is on the other side. Speed of 50km should remain for safety.
- High density housing until Richmond Link. Since there is a school, playground and now high density housing, 50km should remain on Southfort Drive permanently.
- High density seniors housing in this part of Southfort Drive. Then a school, playground and more high density housing. Speed should remain 50km. What is driving force to increase speed?
- Remove stop sign as road doesn't go anywhere
- If speeds were increased so would the usage and commuters to the refineries would abuse the raise in the speeds to drive even faster
- No need to raise speeds on a road that has schools, parks, retirement facilities along it. It would be unsafe and is unnecessary to raise the speed.
- Speeds must be reduced in this area. Family's & children walk & bike down this road and it has no side walks. There are also many walking paths that cross this road. Speed bumps should be installed.
- Speeds on this road should not be raised. Refinery workers are starting to utilize this road for their commute to work and it has become very busy.

- Have to inch out past walkway to see oncoming traffic, dangerous exit onto Southfort Drive. Increased speed limit on Southfort Drive will not improve safety of drivers at this location.
- Henderson park/playground/school, traffic speeds should be lowered not increased in this area...huge safety concern for children, families and students.
- Reduced visibility on left when turning right onto Southfort Drive. Increasing speed limit to 60km/hr on Southfort Drive does not make sense if city is serious about promoting Vision Zero
- Reduced visibility on left, hard to see oncoming southbound traffic when turning onto Southfort Drive. Increasing speed limit will make this turn riskier/more dangerous for all drivers.
- Wide multi lane road low traffic plenty of light protected crosswalks support increase
- Wide open multi lane road with limited residential access and low pedestrian traffic. Support increase
- 60km is too fast for this road. It's frequently used for children enroute to their local school. The current pedestrian crossings are poorly marked and inadequate. long road makes it enticing for speed
- 60km is too fast!! It will be driven as 70km. There are schools, parks, houses and sports complexes in these areas which children walk and commute to. Speed increases will decrease their safety.
- This section of road is already a disaster when it comes to safety. Speed increase will amplify. The turning lanes by the Safeway/Scotia Bank poorly designed/dangerous. Near misses occur frequently

## **Arterial Roads Exceptions**

### **Support**

- This section of Southfort Drive should be increased to 60 kmh because it was developed under TAC design standards and 60 kmh is an appropriate speed limit given intersection spacing etc.
- Don't have Speed Limit changes on same direction and flow. All off 86 Ave to be 60km/h
- Hope this portion of the road is going to be twinned.
- The solid green to left turning arrow at this interscetion make no sense in the order that they are done.
- This stop light should stay active all evening and into the night. When it switches to flashing, people don't pay attention to it. There have been numerous times where I have almost been hit.
- 60km/h all the way through.
- I think the entire main drag west of CIBC should be 60km/h. Changing speed limits up and then down and then up again on the same road will just be confusing.
- This area is already 2 lanes each direction and has lights. Would be fine to keep at 60km/hr like the other stretch of this road
- These arterial roads 100% need to increase to 60km an hour. 50 is insanely slow. Those main roads should not be the same speed limit as residential roads.
- Raise to 60km /hr
- Raise to 60km/hr
- Raise to 60km/hr
- Raise to 60km/hr
- 99th Ave between 90th and 101st street should be 60km/h
- This complete section should be increased to 60kph. having some of it 60 then some of it 50 makes no sense.
- This is a double lane, increase to 60. or is this plan hatched bwteen City and the RCMP to catch innocent drivers speeding becasue we made the limits confusing on the same section of road????



- turning left or right at this intersection needs to be 60, this takes out any ambiguity of when the speed changes. This seems to be a set up to catch people speeding as along the same road of 2 speeds
- Leave at 50km/hr until road is complete. Will be confusing to constantly change speed. And will be a photo radar delight
- this intersection could use a turn lane for traffic coming in either direction on 95st it's currently mildly dangerous and a speed limit increase wouldn't be great for it
- This section north of 101st should be a truck route
- Better traffic control is needed in this area.
- I agree to this conditionally that the speed increase once the additional measures are in place
- Stop keep switching speed. Its stupid. Make it all 60
- Trail crosswalk should have flashing pedestrian lights slowing the traffic to 20 km when flashing. This is a busy crossing on a major collector road and cars do not stop when pedestrians are waiting
- The switching from 60km to 50km on this road can be confusing. Sounds like a headache
- I don't like that it's 60-50-60-50... just maintain one speed on this road. Either 60 or 59, but not this constant up and down
- Crosswalk needed ppl do not stop and rip through
- this crosswalk needs to be light! With blinkers, the amount of times kids are crossing and no one stops

## Somewhat Support

- This entire section of road could easily be moved up to 60km/hr. It's wide double lane with no homes or parks. It will improve the flow.
- Raise speed limit here to 60km
- I feel once 99th Ave becomes 2 lanes each way up to CIBC intersection should be bumped up to 60. There isn't very many lights on that portion of the road so traffic flow can flow smoothly
- I feel like the speed limit on Southfort Dr./86 Ave should be 60 until it meets 94 St., heading east. The proposed changes (some sections at 60km/h, some at 50km/h) I think would be annoying.
- I am not a fan of a broken up speed limit on the same road. I feel it should all 60.
- 95 St. speed here should not increase and maybe should decrease. It's a very narrow road and high density with seniors and kids (daycare, gymnastics club, lodge and new apartment)
- change to 60
- Keeping this section of Southfort Dr at 50 km/h while the rest of Southfort is 60 km/h will be outright confusing, an invitation to hand out tickets and unnecessary. Make the whole Southfort Dr 60 K
- 86ave into Southfort drive into Wilshire Blvd should all be 60km throughout town!
- All of 99ave should be 60km until shell then reduced to 50km through residential.
- How much will this cost the tax payers? Maybe the focus should be on fixing existing roads and planning properly for future road, maybe a better use of tax payers dollars
- Why are there so many speed limits? How are people going know what the speed limit is? Is this a way to provided more money to city dollars on speeding tickets.
- Changing the speed limit on a straight piece of road that has no changes in it can be confusing to drivers. It should be one speed for the entire length of the roadway.
- Make it 60km all the way along south fort dr. It will be to confusing with two different speed limits changing four times. Looks like your making a speed trap for more money
- 99ave from 101st to 90st should be 60kph. I drive it daily and don't see why it is 50
- Eliminate left turn out of cornerstone onto 94th St SB. There are other ways to get to Southfort drive WB. Eliminating this left turn would reduce a lot of congestion.
- To confusing to change speed limits up and down, should be 60 km all the way

- This whole road should be 60
- I do not support going from 60 to 50 and back to 60 on the same road. I wish the whole street would be the same speed limit
- This should be 60 there are no houses that face the road and good intersections.
- 99 Ave should be 50 km/h.

## Do not support

- My property backs onto this road. As it stands, people drive on this road at 65-70kmh already and increasing the speed limit to 60km will have drivers now going 75-80kmh. I say no!
- This entire stretch of 99th Ave from 90st to 101 st should be 60km. The road is wide enough to accommodate this.
- The divided part of 99th Avenue should be 60 kph
- Would like increased to 60km/h
- The Street on this side of southfort Blvd should also be 60
- This should also be 60
- Please fix. The left turn should not be straight through as well. The right lane and straight through should be together to keep traffic flowing and stop people from cutting others off
- This is wide enough to be 60km/h.
- Increase To 60
- Increase to 60
- Increase to 60
- Increase to 60
- Any place where there are residences that back onto a roadway go ahead and set higher speed limits, but only if there is a significant distance before another speed change is required.
- The minimal time saved driving the entire length of Southfort Blvd will be totally negated by the 2 traffic lights.
- Please consider 60 all the way down.
- This road should absolutely be 60 km/hour.
- Southfort should all be 60 km where there are 4 lanes
- South fort Drive, not so smart to have so many speed changes in so short a road. Too many lights/crosswalks/school/playground/senior housing. No right turn exits. New drivers from high school?

## Support not indicated

- This part of 99 (crossing the bridge) should be increased to 60 until you near the main downtown area. At this time, there is very little traffic, vehicle or pedestrian, at least until developed.
- Southfort Blvd south of Hwy 21 is mainly high density housing on both sides of the street. School buses stop on this street morning and afternoon. Traffic is heavy and 50km is a safe speed.
- 101 Street should remain at 50 km/hr - as it is now it is a long wait for traffic to clear before you can make a left hand turn onto 101 Street from one of the local roads - a reduction in speed will
- Entire road should be 60, not just parts of it. Exception should be St Andre, where it should be a school zone
- Lots of heavy commercial access, no turning lanes. Sees consistent heavy traffic. no change
- Wide road, wide boulevards, side walks on both sides of street, low street parking, primary driveway parking. Low pedestrian crossing traffic. Do not support speed reduction.
- Do not reduce speed on this stretch of 99 Ave.
- Make the speed the same throughout this road the same, do not create an un-necessary speed trap.

- Why would there be so many increases to 60km on this side of the hwy and not the other???
- These are neighbourhoods where children frequent often. 50km is fast enough. People will go 60 anyways.

## Collector Roads Proposed

### Support

- Keep Ring Road Connection 50km/h
- This school zone should be changed to playground zone. School zones don't account for children in the area outside of school days or times. Change all school zones to playground zones.
- This is a playground zone and more needs to be done by the city to ensure our children are safe. Municipality enforcement believes signage is adequate but I disagree. Too many speeders!
- This road should be 60km as well. Especially after the 3-way stop by Fresno headed south. It is wide enough to accommodate that speed.
- The speed limit on this road should be reduced at least to 40, it is currently treated like a race track, waiting for an accident to happen. Cars coming off hwy 21 then onto this road rarely slow down
- Very busy with pedestrians, traffic turning into 7/11, traffic turning into Westwood & West Park way. Consider line painting, alternatives to help with the flow.
- Lower to 40km/hr
- Keep this stretch of road at 40kph - people leaving the playground zone (30kph) accelerate very quickly, and there's a busy crosswalk to connect the walking paths.
- This area would have 3 different levels of speed. Please consider how jarring this is for driving. Keep it all one speed. Or the very least 2 sets of speeds. But not 3 different ones!
- Don't increase this short strip of road. There is no where to go and it is so congested already. Numerous left turns off this road
- Crosswalk lights
- Do not support lower speed limit on ring road. Lowering speed on this busy congested arterial road is going to result in increased road rage incidents and become a cash cow for the city.
- Cars fly through this area (Westwood Green) coming off of Westpark Drive and fly around the corner going towards Westpark Drive. It's a really bad loop for people speeding in residential.
- Change to 40km/hr. Again too much pedestrian traffic in area. Also if 99th Ave/94th Ave Ring Road is 40, why is this any different? Seems to be too much inconsistency with speed limits.
- This is also essentially a Westpark Ring Road and should remain at 50km/h, with the obvious exception of playground zones
- Should be an artery road with a limit of 60 to the Fresno Bros
- Noise levels from traffic that is unnecessarily loud i.e. revving engines a major problem here
- Lots of traffic on this road. Lots of kids playing. Very much in favour of reduced speeds on local streets
- I hope something will be done at this intersection
- Open this up already
- Increased speed not recommended leading into the SouthPointe school zone.
- Make this a 40km zone. There is a stop sign at 94th Ave/84th St. People will speed up and then brake to slow down to stop. Creating more pollution and noise for the neighborhood.
- Should be 30. Walking trails, off-leash, baseball diamonds, Annie's playground, tons of foot traffic, bikes, pets, children. Same as River Valley Drive...
- Why is this a 30 zone? The park is off set into the green space. No different than park across from St. Andre and that's not a 30 zone!!

- Pedestrian crossing light required
- Pedestrian crossing light required
- 50 km/h is perfectly fine for ALL areas. There is no need for change. Change will be confusing and create unnecessary speed issues where there was not speed issues before. Don't confuse things.

## **Somewhat Support**

- This road by the school needs to be 40km as well. People drive 60km even when there is school. Too many kids walk this road for it to be 50km.
- This road should not be any higher than 50km/h. The residents of Windsor Point always walk this road with pets and small children.
- The short stretch of 50kph between the school zone and the roundabout 30kph zones seems to be a racetrack to see how fast you can go before speed is reduced again.
- People turning off Wildhire Blvd onto west park way hammer on the gas and speed down this road constantly. The speed sign on the corner of Woodhill Ln dose not slow anybody down.
- There are school busses that drop kids off and people speed past them all the time. There should be speed bumps to slow down traffic.
- Very high volume of children. Recommend 40 km/hr.

## **Do not support**

- Why would this remain 50km/hr when it is so densely populated just like the other local roads
- This should be red too.
- Road is good at 50 km because during daylight hours speed gets reduced to 30 km for playground zone
- Increase section to 60'before residential
- Invest into noise cameras for ticketing individuals with loud and excessive noisy motorcycles, vehicles, or construction equipment, etc.
- Tired of people driving like idiots down 95a ave. Also the corner at 80 Th street is nearly impossible to turn left onto at many times of the day
- 101 Greenfield Way is hazardous with a 50 km speed limit. No sidewalks, people and children walk and play on the roads Visibility is obscure. Drivers do not slow down-do not wait until pedestrians cross
- There should be lights at the WP Drive / WB Link intersection. You've got 4 apt buildings and townhouses there with only 1 entrance / exit point. The amount of near accidents is surprising.

## **Support not indicated**

- Roadway in front of Woodmere close apartments/Evans park change to 30. As well as flashing crosswalk signs installed

## **Collector Roads Exception**

### **Support**

- Larger signs on both sides and a requirement of 30 or less on this corner
- Very happy how this intersection was updated. Please do more like this. Keeps the turning flowing
- Going to 40 is good, but ring road needs to be re-built with traffic calming features like 100th ave downtown, or 99th Ave near James Mowat. This could deter its use as an arterial road.

- The pedestrian lights here should be the type that flash amber which make drivers slow down, instead of having a red light which halts traffic completely.
- I don't see a need for this portion of road to slow down to 40. 50 is ok plus the crosswalks are controlled which helps see pedestrians
- Besides the 40 km There should be a 4 way stop once the new residential area is completed as cars speed down this road as it is .
- 99 ave between 101 st and 93 st should be treated as arterial
- Pine view loop should be treated as collector at 50 km/h
- People FLY down Allard Way where there are MANY blind spots and tons of kids down this road, especially with the school the speed limits definitely should be lowered but also lights at the crossings!!
- Definitely needs to be reduced to 40 on Westpark Way. There are a lot of kids all over the place and a lower limit gives them a chance of avoiding an accident or worse.
- Leave speed limit at 50k/hr. Too much traffic coming in and out of businesses. As well, lots of pedestrian traffic. Many kids walk to SAB on this road.
- Should reduce to 40 mph. Park, soccer field, school pedestrian traffic - no path. Tough to back out onto rd from driveway
- My daughter lives on that [removed] She has 3 very young children. I am concerned at how fast I have witnessed drivers. 30 km would be more appropriate. It's an accident waiting to happen.
- Allard way needs at least 2 crosswalks with lights! I have almost been hit crossing with my kids 3 or 4 times walking them to and from school and I have seen alot of near misses involving children.
- Greenfield way speed limit should be reduced to 40km per hour. There are no sidewalks along the road.
- I think alot of people would suport lowering the speed limit in down town shopping area of fort.
- Ring roads should remain 50 km with the exception of the winferguson area .
- Should be a round about. People do not used this area as intended and ignores no through tragic sign. I have almost been hot here both walking and in car
- Would like to see this road closed or at the very least a 3 way stop. Had cars in my ditch due to fast speeds. We pay a ridiculous amount of taxes and have a freeway running here. Speed bumps please!
- Speed limit on Dillingham Ave should be reduced to at least 40 km, (or even 30 km), plus add speed bumps/traffic calming measures, make crosswalks more visible
- Pedestrian bridge or underground tunnel. So many children cross to go to school and one day someone will get hit. People drive way to fast
- People drive like idiots on woodbridge link!! We need to do something before someone gets killed. Im a corner lot on Cranberry Bend and i am constantly yelling at people to slow down!
- Allard Way, Greenfield need to be lowered to 40, and this needs to be ENFORCED. There are MANY crosswalks, and too many people already speed down these roads.
- The crosswalk at the bottom of this hill is almost invisible from the top of the hill travelling south. Please add a light, better signage, or traffic calming.
- This intersection needs more then just slowing to 40. This is a point of near misses with many children crossing for school and busses. Especially with high snow piles and full trees. Narrow misses
- The golf course crosswalk is dangerous regardless of the speed. We need proper crosswalk at this location
- This could be 30 way too many houses fronting the road with driveways etc
- This should be 30 to match the speed to WRE or make WRE road 40 as well. I live on [removed] it gets load when people accelerate from 30 to 50 but I'm sure 30 to 40 will be the same.

- Pedestrian/crosswalk signage between Ellice Bend and Park. Most vehicles along Allard Way do not slow down near the playground and only slow down in the school zone.
- As this is 30km/hr most of the time, this needs better enforcement, cameras perhaps? Lots of speeding here!
- Add speed bumps down Woodbridge link. People drive way to fast and there are many children in the are. Also there is no street lights at the intersection.
- People speed down 94 Ave. I'd fully support a lower speed limit, speed cameras. Lots of children here and drivers are reckless
- Busy school and playground. Needs cross walk paintings
- Busy school and playground. Needs flashing lights for cross walk.
- Busy school and playground. Needs flashing lights for cross walk.
- Busy school and playground. Needs flashing lights for cross walk.
- Busy school and playground. Needs flashing lights for cross walk.
- End of pathway and busy park. Needs cross walk
- No cross walk for intersection. All other intersections have multiple cross walks on Allard Way
- No cross walk for intersection. All other intersections have multiple cross walks on Allard Way
- Too many cross walks on Allard Way. Multiple cross walks at each intersection. Too many places for crossing is a safety hazard
- Very busy crosswalk and park. Needs flashing lights and more signage
- Very busy crosswalk and park. Needs flashing lights and more signage. No parking signs should be placed to give more visability. 100' in each direction.

## **Somewhat Support**

- Please do not lower speed
- Please do not lower speed
- Please do not lower speed
- Please do not lower the speed here
- Please do not lower the speed here.
- Please do not lower the speed here. No residential
- Leave at 50
- Greenfield Way could stay as 50 km/h
- The Ring Road should stay 50 km/hr. In general, most exceptions to the collector roads should stay 50 km/h.
- should stay 50km/h
- I don't see this ring road as a local road. Slow it down by schools and parks, but I would call it a collector road where 50 is reasonable.
- Woodbridge link should stay 50km/hr. A pedestrian flashing crossing sign should be placed at the main crosswalk between southwest of Wesleyan court
- Flashing crosswalk. Very busy road and hard to see people especially those biking the trail crossing here.

## **Do not support**

- Shouldn't the "ring road" be classified as a collector? I understand with parking on both sides and the width comes into account; but the amount of traffic is quite high.
- This loop should remain 50 as a collector for the neighborhoods getting to the 21.
- This should be blue like 95a
- This should stay 50 since no driveways back into it.
- 40 is just a reason to ticket drivers already obeying. No need to go slower

- Why is 40 proposed on so many streets. This is a city wide cash grab to hand out more tickets and increase everyone insurance rates
- Why slow down the whole ring road. In front of the school makes sense. The rest is a money grab
- Leave at 50 as people are already going 60.
- I drive this ring road everyday. I don't feel like changing it to 40 will make it any safer. In the 10 years I've driven it I have yet to see an accident or hear about a pedestrian being hit.
- Lower to 40km/hr almost witnessed 2 hits on children crossing the road
- Keep at 50km
- Keep at 50km
- Keep at 50km
- Keep at 50km
- Keep at 50km
- Keep at 50km
- Keep this at 50km
- No need to increase speed as road is short with lights. Expects more accidents at hwy 15 lights if speed increased.
- I live on [removed] avenue and I believe the road is wide enough to accommodate for 50km/hr. Lowering to 40 would just back it up a lot more due to all the schools on this route
- 40km/h for a main residential road is way too slow. 50km/h is just fine.
- I do not support 40 km/h on 98 Ave. It should stay at 50 km/h
- I do not support making the whole downtown core 40 km/h. Certainly not 100 Ave. 100 Ave should stay 50 km/h.
- I do not support reducing the speed limit anywhere on the ring road.
- 40km is to slow. Today's vehicles have better braking and safety features
- No need to reduce to 40km along the 99 Avenue, this is a major road in the Fort
- Allard Way should stay at 50km
- The Ring Road should remain at 50km/h
- Maintain 50
- Maintain 50
- Maintain 50
- Need a 4way stop here. Very dangerous
- Pineview ring road should be 50kmh
- This collector road should remain at 50Km/h. This road is wide enough and gives drivers the visibility to see. It should not be as slow as the local roads that are narrow with cars parked on the side
- Keep 101 St 50 km
- Keep 98 Ave 50 km
- Keep 99 Ave 50 km
- keep the ring road 50km
- There is a perception of speeding in residential areas but there isn't. Lowering the speed you have now created a speeding issue. Complaints will be plenty taxing our enforcement services.
- 101 Ave can be 40 km/h
- 101 St should be 50 km/h
- 101 St should stay at 50 km/h.
- Do not reduce the speed limit on the ring road.

## Support not indicated

- Needs more speed and cross walk signage. Very dangerous roadway. Accident waiting to happen.
- Road is very narrow and congested with vehicles parked on the road at this point. Speed limits should be lowered.
- Speed bumps should be installed before cross walks. I live along this road and have seen many close calls as vehicles race through this area.
- There has been instances of vehicles losing control and crashing into front yards while racing through this area. Speeds must be reduced and speed bumps should be installed ahead of cross walks
- This road should never have been allowed to be connected in a way that can be utilized as a main access to the developing areas surrounding it. Poor city planning. This is an estates area.
- Low density housing for portion, otherwise low density places of gathering with large adequate parking lots, older age school with bylaw protected hours, don't support speed limit reduction
- Acreage style lots however no side walks for pedestrian protection support reduction.
- All wide open commercial access, residential protected by secondary residential service road. Improve cross walk visibility otherwise don't support speed reduction
- Already a school zone with bylaw extended time protecting vulnerable demographics. Lots of well marked or pedestrian controlled crosswalks. Do not support speed reduction.
- Dense commercial heavy cross pedestrian traffic and obstructing road parking. Support speed reduction
- Due to alley parking this road sees some heavy street parking, along with grade and orientation, reduced visibility would support speed reduction.
- High density housing along length of narrow road. Blind crosswalks due to primary street parking. Support 40km speed limit
- Isn't this road already 30 for majority or usable park hours?
- Protected during vulnerable times by bylaw speed reduction otherwise oversized road and low density housing, pedestrian controlled crosswalk. No need for speed reduction.

## Local

### Support

- We suggest this road (Cranberry bend) be reduced to 30-40km/hr due to the amount of children on this street. 50 km/hr is extremely fast for this area.
- Sienna gate should be 30km/hr with better markings for the crosswalk. People treat Sienna gate like a speedway coming off 94 street.
- Enforce the 40 limit on 102 avenue. It is a free for all from 107 to 103 street.
- Would like to see this temporarily operating as the local streets in the area see speeding and short cutting since closed
- Yes Glover park the posted speed 50km , Which is not identified Very well , We had the city set up speed tested and the results was 86 percent of the time Recorded speed was 68 km and higher , .
- Again many hidden sidewalks, need lights to warn drivers!!!
- Consider 40km speed limit here. Congested and too many cars speeding through with children in the area
- Consider 40km speed limit here. Congested and too many cars speeding through with children in the area
- I would support 30km or less for Local roads in residential areas. Driving 50km or 40 km in areas where there is single lane traffic due to parking on both sides of the street is unsafe.



- Reduce the limit in Calvert Wynd. Street is very narrow with most houses being duplexes and cars parked on both sides of the road. There was a major crash on this road very recently
- Please consider on-street parking changes. This corner is particularly bad - cars on both sides and an alley make this a double blind corner. Compound this with MANY children playing on street.
- We live at [removed] We just moved in and believe the speed limit in these types of neighborhoods should be 30kmh. We often see near misses at the crosswalks and we have many walkers and bi
- If no change to 40 (recommend due to the sheer amount of kids in neighborhood), please consider speed bumps. Too many near misses even with the crosswalks!
- 40 KM along this whole road and a lot more enforcement on the road way between 4-6pm with higher volume and majority of trucks, motor bikes doing excessive speeds down these roads everyday.

## **Somewhat Support**

- The cost of signage vs the benefit - I don't think it's worth the expense at this time. Not to mention the visual pollution of an increased number of signs required to support this initiative.
- I would love to have small residential areas speed limits lowered especially where people double park and children play 50 is too fast when only one car can fit through and visibility is low.

## **Do Not Support**

- None

## **Support Not Indicated**

- Speed reduction enforced during vulnerable times through bylaw. Otherwise wide road low density housing access no need for speed reduction.

## **Roundabouts**

- I agree with the idea of adding the roundabouts. 3 in a row in such a short stretch seems excessive, though.
- A roundabout is not required in this location.
- Only one round about is required on Westpark Drive and at Woodbridge link. This will help control speed and turning movements from Woodbridge Link.
- This round about is not required
- This intersection is extremely busy and is in need of some sort of traffic control or roundabout.
- This would be a great place for a roundabout instead of the lights. I've sat at these lights behind a long line of cars at about 3PM when only 1 car at a time gets through due to the school traffic
- Busy intersection
- Busy intersection.
- Busy intersection. No lights.
- Roundabout should be considered here
- roundabout should be considered here
- For all useless roundabouts, They will cause damage to people pulling trailer / RV trailers. I live on [removed] and do not want to deal with these
- I don't see much of a point putting a roundabout at this location
- Round about here when the neighborhood on the South pointe side of 94th is developed.
- Round about or traffic lights

- Round about would make more sense here than the lights. Often get stopped there when no vehicle is there
- Again to many roundabouts on the stretch of road
- I'm not a fan of roundabouts and this is placed right at my place, we will never be able to get out, roundabout or not. I would think lights would work much better,
- Too many roundabouts proposed along this stretch, cars will simply chose another route in if they are able to
- Roundabout
- Roundabout
- Roundabout
- What will be in place for pedestrian safety at the roundabouts? Many seniors and children cross here.
- people are terrible at roundabouts. and they are a nightmare to maintain for snow removal.
- people are terrible with roundabouts and are a nightmare for snow removal.
- Centerline is not painted on this stretch. It may not help with calming but it would help to make sure when passing school busses people don't pull over too far into the other lane.
- Flashing light crosswalks here and at Windsor Place might help out better. Less likely to speed through if pedestrians are more visible at a crosswalk.
- I think due to the apartments and the density from those a roundabout isn't wise. Too often vehicles/RVs are parked along Westpark Dr. Could cause problems with approaching a roundabout properly.
- Especially during rush hour this Intersection can be frustrating
- I'm glad this is being looked into many mornings we are late for school after waiting 10-15 minutes to get out of Woodbridge link
- Perhaps lights should be installed at this now rather busy intersection or a traffic circle similar to the sienna heights
- Rounabout
- Roundabout
- Most drivers don't know how to use a traffic circle. I know several women who haven't left Fort Saskatchewan in years because they're nervous drivers and to add traffic circles could just create chaos
- I am not opposed to changing speeds, but I am strongly opposed to having a single road constantly changing. It makes it confusing what the speed limit is, exception being schools/parks.
- This intersection should be a round about
- This location I don't feel is busy enough for a round about. I agree with the other location on 95a
- Too many round abouts. Woodbridge and Westpark is a good location but not the others.
- Traffic light or roundabout.
- Traffic light or roundabout.
- 100% support roundabout here
- 100% support, per my previous comments
- Do not support. Not enough traffic/pedestrians here to justify a roundabout
- I do not agree with 3 roundabouts in a row. Lower the speed limit and add a roundabout to the middle intersection to calm traffic.
- I do not agree with 3 roundabouts in a row. Lower the speed limit and add a roundabout to the middle intersection to calm traffic.
- Putting 3 roundabouts all on the same in 3 intersections seems unnecessary as traffic will be slowed down significantly with just one or two max. 3 is completely unnecessary this close together.
- These would be ridiculous for large vehicles to maneuver around. ie. school buses
- Roundabout should be here!

- I just want to comment that while I was hesitant on the changes of this intersection at the start, I am very pleased at how it operates.
- I'm sure this three-way stop has already been studied, but I wonder if a large roundabout would be more efficient for this intersection.
- Completely unnecessary
- Upgrade the crosswalk but a circle - or worse, two circles are overkill.
- Upgraded crosswalks are much cheaper than circles and would still upgrade safety.
- A round about should be placed here
- Add roundabout here
- Remove stop sign
- I think 3 roundabouts is excessive and not required. I think that there is not enough traffic on this road that it is required on each residential entrance is hard to get through
- This is the corner that I enter and exit daily, I dont support a roundabout here
- Some people still speed through a round about
- If anywhere needs a roundabout it's here.
- Either a roundabout or a 4-way stop
- Create a turning lane, no roundabout
- No roundabout create a turning lane
- No roundabout, create a turning lane
- No roundabout, traffic signal to be able to turn left out of Freson Bros.
- No roundabout, traffic signal to help or even a controlled crosswalk
- Please add a traffic circle here
- Please add a traffic circle here
- Please add a traffic circle here
- Please add traffic circle here
- Please remove this hump
- This intersection is perfect for a roundabout
- Please make the proposed roundabouts on Westpark Drive happen ASAP ! Motorist constantly speed along this route due to lack of 4 way stops or lights, they treat this route as a road racing course!
- There should (at a minimum) be pedestrian lights installed here since it's so busy
- This intersection is a nightmare. There should at a minimum be pedestrian lights installed here since it's so busy. We have almost been hit by cars many times. This needs to be a top priority!!
- Traffic circle on 95A Avenue at 80 street is not a positive proposal. It is a 3Way intersection. Not a high traffic volume on 80 street except rush hours. Calming needed but not circle
- Absolutely NO!
- NO
- NO
- Yes
- Yes
- Is this 2 lane? Nothing marked on street. Major issue at this corner
- Roundabouts have to be BIG and noticeable. the small one s introduced are a hazard especially in the winter. My opinion is that these will cause more accidents
- They are not common in Canada and therefore cause a risk. Snow removal is slow, smooth to zero transmission roundabouts are dangerous
- Do not support. Will lead to more traffic congestion at peak hours and more noise as more traffic will be accelerating out of roundabout.
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- Most people can't figure out roundabouts, it will just create more problems.
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- no need
- no need
- no need
- not needed
- not needed
- We walk through our neighbourhood a lot and like that there are flashers here to cross safely. Will that remain with the roundabout? How will you make it safe for pedestrians to cross?
- What will be done for pedestrian safety here? No details are provided. Any there needs to be controls in place now. Enhanced crosswalk measures. This area is deadly for pedestrians.
- A traffic circle here would benefit this intersection greatly
- Many people are very uncomfortable and nervous when navigating how to use a roundabout. This makes for dangerous traffic situations, particularly when vehicles want to turn left by crossing main road
- People are nervous and uncomfortable with roundabouts. They are also very problematic with pedestrians. Once traffic is stopping inside the roundabout due to pedestrians the situation is dangerous.
- Please fire the city planner that keeps recommending traffic circles.
- Roundabouts are not an effective measure. They have long been disproven and are actually a problem when there is pedestrian traffic as well. They are very difficult during storms and poor visibility
- Roundabouts only work when there is light traffic. They are problematic for heavy traffic, were never meant as a calming measure. They have frequently been removed in countries that used to use them
- I would think it would add more accidents. Put in lights if required.
- I would think that this will cause more accidents. Put in traffic lights, if required.
- This intersection is going to be a huge issue in the near future. This intersection was poorly planned because it has a narrowed driving area on a curve that turns directly into another curve.
- Having too many roundabouts causes drivers to speed between the locations with concern of making time rather than looking for pedestrians. One may be sufficient
- Is there a speeding issue here? One may be sufficient. Consider the cost and maintenance issues
- I support this location due to business access
- This will slow the flow needlessly when there is a light controlled intersection on the next block.
- This is the only logical location on 95A ave for a roundabout
- Roundabout here!
- This intersection needs a light, not a traffic circle
- This intersection needs a light, not a traffic circle.
- This an an awkward intersection as well as risky. A roundabout may make it flow smoothly.
- Wet park blurs and west park way 3 way stop is the only place I see a circle being useful

- At night they become invisible so they need to be well lit so people won't run into them. This may be very disturbing to the residence living next to them.
- There is a real life problem with roundabouts. People tend not to see them. You cannot put anything large in them yet you must make them clearly visible. Traffic also has to be visible.
- There will need to be an extensive education program or effort made as a very large percentage of the driving population have no idea what a roundabout is or what the rules are for driving around one.
- Roundabout here
- I like roundabouts. However, I find they force me to focus more on other vehicles and less on potential pedestrians. I don't really see how roundabouts here would support Vision Zero goals.
- This road is soooooo wide. Why do you need to calm the traffic?
- 2 roundabouts on this short street (95A Ave.) seems like overkill. Well marked crosswalks with lights makes more sense.
- 3 roundabouts on Westpark Drive seem way too close together - a cause for frustration. Maybe use 2 out of the three. It also seems like they are being placed where people normally cross the street.
- Definitely need this. So tired of the raceway behind our house. Can't even sit in the backyard and visit with the noise of cars and trucks racing up and down the street
- I definitely support a round about at this location. We stopped to let a pedestrian cross last week, and a car behind us swerved around us and failed to stop for the pedestrian.
- If have to reduce number of roundabouts on Westpark drive, this would be the 1 of 3 I would eliminate
- The inter section at Hi 21 and 15 needs some important decisions when Hi 15 becomes 4 lanes from the Bridge.
- Waste of money on both.
- Maybe just add some signs in this area to indicate right of way
- Round about
- Stop signs are cheaper and just as calming.
- Stops signs are cheaper and just as calming.
- A turning lane would be more valuable than a roundabout here
- There is no need for a round about on this street, particularly at this location. This issue in this area is school related traffic at 95A ave and 94 Ave
- This intersection is not busy and I don't see value in an intersection here
- This intersection is the major cause of congestion in the area and the 2 roundabouts would offer no benefit to this.
- This roundabout could be beneficial
- 95A Avenue and 94 Avenue should have the traffic lights replaced with a roundabout or 3 way stop. Congestion is a problem because of the school and people can't turn left.
- The 3 way stop on Westpark Drive at Freson Bros. would be a better choice for a roundabout than along Westpark Drive at Windsor. A roundabout at Woodbridge Link would be most beneficial.
- This area between 89th and 90th street just by Country Side Condos, is used as a racing stretch of hwy multiple times a day or night
- This should be lights not a round about.
- Why does this city see some other do something and then decide I've want one too. Just provide proper traffic enforcement.
- A collector route speed limit of 50 kph, plus 3 roundabouts that slow traffic (except motorcycles) to 30 kph, can't see any potential conflicts there.
- Traffic calming "your speed" flashing sign northbound on Southfort Drive to keep drivers from going above posted speed limit and to limit vehicles racing down Southfort Drive.

- Traffic calming "your speed" flashing sign, southbound on Southfort Drive to keep drivers from going above posted speed limit by Southfort Bend complex.
- Traffic circle?
- Impossible to turn left off Woodbridge Link at busy hours
- Not necessarily opposed but it seems like a lot of roundabouts in a very close proximity
- Don't support one here
- How will roundabout be affected by the pedestrian traffic? Support one here
- This access point serves a tiny subdivision, a roundabout a Woodbridge link can service this subdivision as well as many other since it is a main artery for the area
- Or lights at this location
- This makes sense
- This traffic circle make sense
- Wont need one here if you have 1 south and 1 north..
- Traffic circles would help greatly for slowing down where children are playing and crossing on allard way.
- Definitely busy intersection. It can be difficult to turn left on to 95a when traffic is high. A traffic circle may help, depending on its design. Many don't know how to use them.
- I'm not sure I like the thought of having 2 traffic circles so close together, but perhaps having one will help the traffic flow at the other intersection as well?
- Remove the 3 way stop at Westpark DR. and 95A ave
- Some new Canadians and younger drivers have a hard time negotiating roundabouts, Install cross walk lights if required. That is why other jurisdictions are removing them.
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- Be a good feature here to have a traffic circle. No chance for traffic to get onto this road.
- What will the impact be on the 3 way stop? During pick hours, it's already difficult for residents who are wanting out of their subdivision to wait up to 5 mins due to the traffic volume (Woodhaven)
- Eound-a-bout
- Round-a-bout
- round-a-bout
- round-about