



Midlake Boulevard S.E. Traffic Calming Project Online Comments

Report Back // What We Heard, What We Did
May 29 – June 11, 2017

Project overview

The City of Calgary is implementing a traffic calming project on Midlake Boulevard S.E., between Bannister Road S.E. and Sunbank Road S.E., to address a number of traffic concerns identified by the community including vehicle speeds and pedestrian safety. The proposed traffic calming measures will improve safety on Midlake Boulevard S.E. for people who walk, bike and drive.

The traffic calming project will also include the extension of bike lanes from Sunmills Drive S.E. along Midlake Boulevard S.E. to Bannister Road S.E.

Engagement overview

As a part of the engagement plan, The City presented the preliminary design concept at a public open house and on the project website to gather input to refine the plan.

This report reflects what we heard from comments received through the online tool, which was open from May 29 to June 11, 2017. There were 139 comments received during this period.

What we asked

Participants were shown the preliminary design concept that included:

- Mid-block curb extensions to protect parking areas
- Removal of channelized right-turns to slow turning vehicles and reduce pedestrian crossing distances
- Extension of bike lanes from Sunbank Road S.E. to Midpark Boulevard S.E.
- Reconfiguration of the intersection at Midpark Rise S.E. to accommodate curb extensions and channel traffic to the appropriate lanes
- New pathway along the north side of the commercial area near Bannister Road S.E.

Participants were then asked to provide feedback by placing markers on the plans and identifying:

- Strengths and weaknesses of the preferred concept
- Other concerns or opportunities along the corridor not addressed by the preferred concept

What we heard

Feedback and input collected from the online tool were transcribed into themes by geographic location along the corridor.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.



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- For a detailed listing of all the input that was provided, please visit the [Verbatim Comments](#) section.

What we are working on

We are currently reviewing the input received at the open house and online, and are refining the plan to make further improvements.

Next steps

The final design will be shared with the public online in Fall 2017.

Summary of input

Below is a summary of what we heard from input received online regarding the preliminary design concept.

Zone 1: Midlake Boulevard, west of and including Midpark Boulevard / Midridge Drive intersection

<p>Strengths</p> <ul style="list-style-type: none"> Dedicated turning lanes 	<p>Weaknesses</p> <ul style="list-style-type: none"> Reduced to one lane Pathway improvements not needed Increased volume/queues Unnecessary cost Bike lanes not needed Pathway connectivity needed Traffic calming measures not needed
<p>Opportunities</p> <ul style="list-style-type: none"> Bus lay-by Improve signal timing Advanced left turn needed Improve commercial access Add dedicated turning lanes Expand the plan 	<p>Concerns (No responses)</p>

Zone 2: Midlake Boulevard from Midpark Boulevard / Midridge Drive to and including Midridge Drive

<p>Strengths</p> <ul style="list-style-type: none"> Support for traffic calming measures Addresses speed/speeding Protected parking needed Bike lanes needed Narrow roadway Addresses shortcutting Improves pedestrian safety 	<p>Weaknesses</p> <ul style="list-style-type: none"> Protected parking not needed Curb extensions not needed Reduced to one lane Increased volume/queues Bike lanes not needed Traffic calming measures not needed Unnecessary cost Concern for pedestrian safety Prefer to separate road users
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Zone 2 continued

<p>Opportunities</p> <ul style="list-style-type: none"> • Expand the plan • Extend playground zones • Traffic enforcement needed • Aesthetics • Extend sidewalk • Road narrowing needed on eastbound lanes • Keep two lanes to address increased volume/queues • Increase speed limit • Address speed/speeding • Additional signage needed • Improve existing crosswalk • Remove parking 	<p>Concerns (No responses)</p>
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Zone 3: Midlake Boulevard south of Midridge Drive to Sun Valley Boulevard

<p>Strengths</p> <ul style="list-style-type: none"> • Traffic calming measures needed • Bike lanes needed 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Bike lanes not needed • Curb extensions not needed • Unnecessary cost • Additional signage needed
<p>Opportunities</p> <ul style="list-style-type: none"> • Additional crosswalk needed • Improve existing crosswalk • Additional signage needed • Address speed/speeding • Extend playground zones • Traffic enforcement needed • Improve accessibility at crosswalks • Four-way stop needed • Improve bike lane/pathway connectivity • Add bike crossing • Improve sidewalk conditions • Reduce speed limit • Increase speed limit • Additional curb extensions needed • Improve sidewalk/pathway connectivity • Expand the plan 	<p>Concerns</p> <ul style="list-style-type: none"> • Speed/speeding • Keep existing speed limit • Additional signage needed • High collision rate



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Zone 4: Intersection of Midlake Boulevard / Sunmills Drive and Sun Valley Boulevard

Strengths <ul style="list-style-type: none"> Support for traffic calming measures 	Weaknesses <ul style="list-style-type: none"> Prefer to separate road users Unnecessary cost
Opportunities (No responses)	Concerns (No responses)

Pins located outside the study area

Strengths <ul style="list-style-type: none"> Police presence nearby Existing marked crosswalk Positive engagement opportunity 	Weaknesses <ul style="list-style-type: none"> Prefer to separate road users
Opportunities <ul style="list-style-type: none"> Expand the plan Separate road users Additional crosswalk needed Improve existing crosswalk Transit Improve pedestrian safety Increase speed limits Extend existing bike path Address speed/speeding Add dual left turn Additional signage needed Traffic enforcement needed 	Concerns <ul style="list-style-type: none"> Pedestrian safety Speed/speeding Protected parking needed



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Verbatim Comments

Map Activity

Participants were asked to place markers on the map to indicate what area of Midlake Boulevard S.E. they were interested in and provide feedback on the strengths and weaknesses of the preliminary plan considering different road users. Participants were also asked to identify any other concerns or opportunities.

Comments specific to corridor locations

Location	Comment
Zone 1: Midlake Boulevard west of and including Midpark Boulevard / Midridge Drive intersection	Cycling
	<i>(No responses)</i>
	Driving <ul style="list-style-type: none"> • It would be efficient to have an advance left turn signal from SB Midridge Dr onto EB Midlake Blvd that runs at the same time as the advance left turn signal from NB Midpark Blvd to WB Midlake Blvd. It is frustrating to sit here waiting to turn left onto to EB Midlake but prevented by red lights. • Can the parking lot access points immediately to the East & West be eliminated and replaced with a single access point in the middle at this location? Having two accesses this close together is inefficient and results in a lot of congestion and "near misses" as vehicles attempt to enter the traffic • Could this lane be designated as turn left or proceed EB? It would help move vehicles through the lights rather than backing up the single EB lane. Then have the two EB lanes merge into one further along. • Can the advance left turn signal (from NB Midpark Blvd to WB Midlake Blvd) be limited to only peak traffic periods? It is frustrating to sit at the intersection in the evenings or on the weekends, watching zero vehicles proceed on the left turn. • Excellent idea on the turn lanes! The northbound left turn is THE major sticking point at this intersection. That the turn signal has to be so long to accommodate all the traffic is (I think) why west bound traffic stacks up so badly - the light cycle takes too long. • Agree with dual left and dedicated right turn lane. • Dual turn lanes are a great idea. • Strongly disagree with reduction of lanes into community. Leave it alone. There's also no need for curb extensions at an intersection which already has walk lights! • Closing off one lane increases the density of traffic. making it that much harder for pedestrians, cyclists and even cars to cross the road • reducing traffic to a single lane into Midnapore during the afternoon commute going home will back traffic up, possibly creating traffic problems as far back as McLeod Trail.



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	<p>Walking</p> <ul style="list-style-type: none"> No need, its a perfectly good sidewalk. Why put in a pathway that just ends in a sidewalk on the others side?? There's an existing sidewalk with the same challenges a new pathway would have (commercial driveways). Why waste the money? No need to modify an existing walkway. Waste of funds! <p>Transit</p> <ul style="list-style-type: none"> No mention of a transit bus cutout, why not? Often the drivers block this lane to grab a coffee... lets install a cutout so they won't impede traffic. Please add a bus pull-out at this stop. It is heavily used by 3 routes (12,15,52) so traffic is often backed up behind buses picking up or dropping off. A Transit stop pull-out should be added her to prevent SB traffic from backing up into the Midlake Blvd intersection. <p>Other Opportunities</p> <p><i>(No responses)</i></p> <p>Other Concerns</p> <ul style="list-style-type: none"> Midpark way should have traffic calming and a bike lane. This is already a cut through and will get worse once Midlake blvd is done. Its also why dual turns lanes are being added so must know that traffic will get worse on this road. This is absolutely the most idiotic plan I have seen from the city in years, and the city seems to excel in such plans! I have lived in this neighbourhood since 1984, ride a bicycle regularly and have not and do not see an issue requiring any change. The majority of traffic flos in this area, yet the current plans address non-issues further inside the community, why? Your own evidence with traffic volumes and recorded incidents supports that there isn't a problem inside the community.
<p>Zone 2: Midlake Boulevard from Midpark Boulevard / Midridge Drive to and including Midridge Drive</p>	<p>Cycling</p> <ul style="list-style-type: none"> Bike lanes will be effective in limiting traffic volumes / speeds which is the primary objective of this proposal. Bike lanes will be an effective method of limiting traffic volumes and speeds. There is no need for any bike lanes on this road.



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	<ul style="list-style-type: none"> • There is NO NEED for any bicycle lanes on Midlake Blvd. The bike path system is two blocks away!
	<p>Driving</p> <ul style="list-style-type: none"> • This is a major collector route, speed limit ought to be raised to 60 kmh, eliminate street parking in the area. Make school pickup part of the school parking lots • Have two EB lanes merge into one EB lane in this vicinity (leaving commercial zone & entering residential area). • Playground zone should begin here EB. Start of playgrounds - lots of children / pedestrian traffic attending games in the fields. • Playground zone should end here WB. • I would suggest modifying the plan to allow 2 full lanes to flow WB from this point, as the traffic is now essentially out of the residential area and entering the commercial zone. Two lanes would reduce the back-up of WB traffic trying to get through the lights @ Midpark Blvd. • Curb parking is a definite MUST along the fields that border the community centre and schools. There are constant activities there that require parking and cars need to slow down as the children are everywhere. • Might slow down the number of speeding cars • Midlake Blvd only has one lane of traffic when entering on the south end from Sunvalley Blvd, so it makes sense to limit EB traffic to a single lane as well. • I disagree - this project is needed at there are significant issues on Midlake Blvd. Primarily a high traffic volume - a lot of vehicles cutting through the community - and excessive speed. • Midlake Blvd is not a collector route, only poor initial design in the 1970's resulted in 4 lane road running past elementary schools and playgrounds. The road is a residential street (houses fronting on the the road) for the entire section south of Midridge Drive. • Curb parking here will greatly improve safety for children / families attending sporting events in the adjacent play fields. • Parking here will assist people attending events at the Community Center which sometimes is very busy & congested. • This traffic calming initiative is a great idea and well overdue. Too much traffic volume and speed on what is essentially a residential street. Over the years I have witnessed vehicles racing each other on the dual lane



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	<p>portions (usually headed WB) at high speeds (probably close to 100 km/h).</p> <ul style="list-style-type: none"> • There is no logical reason to remove this turn lane to go North on Midridge Road. Traffic already has to slow turning right as there is a yield sign in place. • Having only 1 lane east and westbound will make it difficult for traffic turning left to head eastbound from the northside of Midlake Blvd and West from the southside of Midlake Blvd • This intersection is already very busy taking away the dedicated right hand turns and eliminating a lane each way is going to make it more congested and difficult to navigate and in winter this intersection is often very icy • Why do we need dedicated parking here? No one parks on-street here - it's all further down past the next intersection (where the schools are). • Will further congest an already busy access point. Especially during school drop-off and pickup. This may actually make this intersection more dangerous by leaving all vehicular traffic backed up. Drivers in congested traffic get frustrated leading to poor decisions. • These curb extensions will restrict traffic flow and just end up pushing the volume further into the community on Midvalley Drive and Midridge Drive. • There is no need for permanent parking here. The community has been fine with the way it has been for over three decades now. • There is no need for this. The road has been in use as is for decades with minimal issues. Why is there such a need to spend money for no benefit? • Installing permanent curbing to control a perceived two hour problem that will be resolved when the 162 Ave interchange is completed is ridiculous. This will congest the community the other 22 hours each day. An absolute waste of money! • Eliminating the right hand turn lane may actually reduce pedestrian safety by forcing 100% of the vehicles to proceed through the main cross-walk? • Traffic can get backed up here on the morning commute. Reducing traffic here to one lane will increase backed up traffic in the mornings. • Never has been a problem with parking along this stretch. Service street has ample parking. No need to reduce this to one lane.
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	<ul style="list-style-type: none"> No problem with parking along this side when school yard events are on. Keep both lane open for traffic and still allow for playground event parking. Has not been an issue in the past.
	<p>Walking</p> <ul style="list-style-type: none"> Please consider continuing the sidewalk towards the west along the North side of Midpark Blvd. Currently, to take this route, several street crossings are required if pedestrians would like to stay on the sidewalk. Many pedestrians currently walk on the grass. I agree - extend the sidewalk further west to the west end of Midridge Gardens & connect with existing sidewalk. People use this path anyway, and it is often a muddy & unsightly mess. I drive on this route more often than I walk, and I agree with the proposed changes to this intersection. I frequently see people passing in the 30km/hr zone in these locations. Crosswalk with lights - NO NEED for curb extensions at this intersection! You're installing a permanent structure to control traffic for two hours, five days a week... ridiculous! There is NO NEED for curb extensions when you already have a crosswalk with lights. Installing such a device eliminates one full lane the entire year, to control a perceived two hour problem for five days a week, 10 months of the year!
	<p>Transit</p> <ul style="list-style-type: none"> Midlake Blvd serves two schools, two ball diamonds, two soccer fields and a community center. Yes more parking is desperately needed. Love the planned changes. Midlake Blvd is a main route in the community and no parking should be allowed on it.
	<p>Other Opportunities</p> <ul style="list-style-type: none"> This is the only location I ever see police speed trap presence. The cut through commuters know this and slow down. Please consider more speed enforcement further towards Sun Valley. Near the lake entrance. The speeding there is out of control. Those signs that show your speed are wonderful (like along Sunvalley) they'd be great along Midlake



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	<ul style="list-style-type: none"> • Making the crosswalk raised would help drivers to see the children more easily. Might also act as a speed bump to slow vehicles down. • Adding a traffic calming median here to reduce the Drop 'n Go to one lane (zero parking) will greatly increase the safety for the students.
	<p>Other Concerns</p> <ul style="list-style-type: none"> • If you redo the median, please keep trees and grass. Do NOT do the ugly mulch medians, which are covered in weed, that are along Canyon Meadows Drive between Maclead Tr and Bow Bottom Trail, those are unsightly and ugly. • good idea for traffic calming along Midlake. Too many speeders along the whole planned route • Traffic is calm enough. There is no need for any of these modifications. Why is anyone encouraging cyclists and pedestrians onto roadways when they were built specifically to accommodate traffic? We have sidewalks and bike paths for pedestrians and cyclists.
<p>Zone 3: Midlake Boulevard south of Midridge Drive to Sun Valley Boulevard</p>	<p>Cycling</p> <ul style="list-style-type: none"> • Need a break in the median to allow bikes to go from the southbound lane to the pathways on the east side or a safe way to be able to cross without riding into apposing traffic • Make a better transition to the existing bike lane to Fish creek, consider an on demand bike crosswalk at that location • Love it! Any cycling lane is a great lane! • Do not block the car traffic by taking a lane for bicycles • Use existing boulevards for bicycle lanes, increase speed on auto roadway • There is already a bicycle path leading riders to the entire Calgary bicycle path network right there. • There is no need for a bicycle lane on Midlake Blvd. • There is NO NEED for cyclists to be on Midlake Blvd when we have a 30km+ pathway system in the city of Calgary. Roads were built for vehicles! • There is no need for any bike lanes on Midlake Blvd when we have an extensive bike path system 2 blocks away. An absolute waste of money! <p>Driving</p>



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	<ul style="list-style-type: none"> • when high schools let out in afternoon, many teens speed / race each other side by side going northbound on Midlake Blve • There is absolutely no need to reduce the speed limit on Midlake Blvd. 50km/hr is a suitable speed through the community! • Anyone who is a licenced driver knows that the speed limit is 50km/hr unless otherwise posted. There's no need for further signage. • A great start. I feel like more traffic calming may be necessary at the intersection of 6th Street. • This is the main crossing point to the lake and also the point at which cut through traffic is at maximum speed prior to hitting the playground zone. The speeding and near pedestrian misses I have seen here are terrifying. I feel a 4 way stop may be in order. • Vehicle speed seems to be a problem along the lakefront. Many pedestrians - lots of whom are children - access the lake and playgrounds within. Suggest extending the playground zone south until this point. • many southbound drivers speed, sometimes side by side. There is a need for signage with posted speed limit of 50 k/h. The last posting is at Midridge Drive/Midpark Blvd. No speed sign past the end of the playground zone. • Playground zone should end here (EB/SB). • Playground zone should begin here NB / WB (just ahead of crosswalk). • Perhaps more signage won't help; but increased enforcement most certainly would! • Bike lanes will be effective in limiting traffic volumes as discouraging vehicles cutting through the community.
	<p>Walking</p> <ul style="list-style-type: none"> • I understand EMS uses this route, but a 4 way stop is easy for them to navigate when needed. I have nearly been mowed down here by speeders more than twice. Please consider a 4 way stop to control speed better! • A crosswalk here would be great. A • We need a crosswalk here - the sidewalk is already built with the ramps across from each other. This is a major pedestrian crossing to get to the south entrance of the lake, and families are often running across the road here. • This is a main crossing point both to the lake and connecting current pathways to the greenbelt and fish creek park - we need a crosswalk here!



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	<ul style="list-style-type: none"> • if we could add a ramp up to the curb so that wheelchairs and strollers are able to cross easily using this crosswalk. At the moment they are often stuck at the curb struggling to get up as traffic passes by. • Suggest a crosswalk here as many people cross here to use the greenbelt and access fish creek park. • Crosswalk needed here (approaches already in place). • Ramp needed on west side of existing crosswalk. Would like to see yellow reflective tape on crosswalk sign posts to increase visibility. • We need a crosswalk here with pedestrians accessing fish creek, bike paths, bus stop and south entrance to lake! • Needs a flashing crosswalk • The sidewalks are in poor condition in many places, but fine other than the quality of the existing concrete • This would be a really good place for a crosswalk. Many people cross here to get to the back gate of the lake. • Reduce speed limit to 30kmh along Midnapore Lake Park as it is like a playground zone • The plan is not currently showing curb extensions here if it would be a good spot to slow traffic due to the number of people crossing here • Excessive speed may be reduced with enforcement • I agree - extend the sidewalk further west to the west end of Midridge Gardens & connect with existing sidewalk. People use this path anyway, and it is often a muddy & unsightly mess. • love the crosswalk here • Current flashing crosswalk here is more than adequate. • There is no need to change anything here. • Curb extensions unnecessary when a crosswalk w/lights is 1/2 a block away! • Current curb is more than adequate! • There's a crosswalk with lights, there's no need for any curb extensions! • Signage advising pedestrians to pay attention is warranted over any curb extensions. Speed limit of 50km/hr is adequate in this area. • See other vehicle comment.
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	Transit
	<i>(No responses)</i>
	Other Opportunities
	<i>(No responses)</i>
	Other Concerns
	<ul style="list-style-type: none"> This area has an very high collision rate. Maybe because the road turns? I have witnessed probably 10 crashes here in 4 years. Often impaired drivers. I am not sure what can be done with the traffic calming measures, but I thought the information was note worthy, At the very least consider bright flashing crosswalk lights and more police vigilance at this common speeding point. A flashing crosswalk here would be even better! Consider pedestrian crosswalk with lights at this intersection.
Zone 4: Intersection of Midlake Boulevard / Sunmills Drive and Sun Valley Boulevard	Cycling
	<ul style="list-style-type: none"> Bike lanes in front of a shopping centre? Why would you encourage idiots to ride their bicycles on a major route through the community?
	Driving
	<i>(No responses)</i>
	Walking
	<i>(No responses)</i>
	Transit
	<i>(No responses)</i>
	Other Opportunities
	<i>(No responses)</i>
	Other Concerns
	<ul style="list-style-type: none"> This entire "traffic calming" proposal has to be the biggest waste of tax dollars for this city in years. How anyone can believe that by encouraging additional cyclists and pedestrians into a roadway, that will somehow calm traffic is ludicrous. Vehicles only have the road, let the traffic flow. This traffic calming project is a GREAT idea an long overdue. I expect that opinions may differ if someone actually lives in Midnapore and has their children cross Midlake Blvd to school Vs. using the road as an expressway to cut through the community.
Pins located outside the study area	Cycling
	<ul style="list-style-type: none"> Why not put cycling out here in the school ground areas? That way it is calmer, quieter and can easily be fit within the school areas



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	<ul style="list-style-type: none"> • Far better to use these existing walkways, suitably extended to allow for better foot and bike traffic, leaves the cars also with adequate flow with increased speed limits on Midlake • Route bike paths through here, take it off of the roadway...do it right • Study Holland (I am Dutch), bringing bikes into close proximity to cars is just plain idiotic, move them away from each other
	<p>Driving</p>
	<ul style="list-style-type: none"> • vehicles exceed the speed limit greatly on this road and people crossing the road are at risk of being hit because of the blind corners • Please add back the sign to show that two lanes reduce to one here. It was taken away during road construction last summer and not replaced. • Outside the scope of this study, but is it possible to modify the left turn from WB Midlake Blvd onto SB Shawville Blvd to be a dual lane turn? Currently, the left turn in the PM rush hour is often lined up all the way back to Banister Road.
	<p>Walking</p>
	<ul style="list-style-type: none"> • a very dangerous place to cross the street even with a crosswalk. Myself and many other staff cross here each day and almost get hit weekly • Using this cross walk in the mornings around eight and in the evenings around five o clock are extremely dangerous because motorists are not paying attention and/or do not make a complete stop for pedestrians. With a school, seniors home, and multiple churches, this is a heavy foot traffic area. • crossing the road here is a hazard - myself and others have almost been hit here weekly • This is a dangerous spot to cross. It is used frequently by people accessing the seniors complex and school. Due to the curve in the road, vehicles dont realize that the vehicles in adjacent lanes are stopped for pedestrians, and continue through the intersection while pedestrians are crossing. • Desperately need a crosswalk here, almost got run over a couple of times, people zipping around the corner and don't see us crossing on the way to school!! • There is a police station close, so if anything would happen I am sure things could be resolved soon... • there is a marked crosswalk here
	<p>Transit</p>
	<ul style="list-style-type: none"> • City Bus stop and School Bus stops here directly over the cross walk lines. Consider moving bus stop forward to alleviate visibility issue of cross walk.
	<p>Other Opportunities</p>
	<ul style="list-style-type: none"> • Please put a crosswalk here! • Bike lanes and traffic calming should be extended along SunMills Drive • Just want to commend you on the great interactive map. User friendly. Informative. Thanks!



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	Other Concerns
	<ul style="list-style-type: none">• Why not put cycling out here in the school ground areas? That way it is calmer, quieter and can easily be fit within the school areas• Because the Millionaire homes across the street don't want the traffic and noise. The Golden Rule: "He who has the gold makes the rules!!".• this road needs to be considered for traffic calming as well• please consider traffic calming for this road• Consider putting flashing cross walk sign here. Several neighbors and myself have almost been hit while being in the middle of the cross walk and one child was run over 2 years ago. Current walk and signs are ineffective and unnoticeable.• Playground speed enforcement desperately needed here!! Lots of young families with small children use this playground in the summer time. I've seen Transit buses speed through, but in ~ 20 years I've never seen a speed trap set up.