



Erin Woods Traffic Calming

May 2017 – Report Back / What We Heard

Project overview

In 2015, a community traffic issue identified by the Erin Woods Community Association was selected for a traffic calming project. The City collected data on pedestrian safety and vehicle speeds in the community. Based on the number of locations identified with traffic speed or safety concerns, Erin Woods was selected to pilot new traffic calming curbs throughout the community.

City staff worked with the Erin Woods Community Association and a small group of residents to develop a draft traffic calming plan. The traffic calming plan is designed to improve pedestrian safety and reduce vehicle speeds.

Engagement overview

2016

As part of the Erin Woods Traffic Calming Pilot project, The City hosted a public open house and an online survey and mapping tool to gather feedback from area residents.

The open house was held at the Erin Woods Community Association Hall on Wednesday, June 29, 2016 from 5-8 p.m. Eighty four people attended and 29 comment forms were received. Feedback collected at the open house was transcribed.

The online survey and mapping tool were available on The City's online engagement web page from June 20 to July 4, 2016. Three hundred and seventy two unique visitors accessed the online survey and mapping tool.

2017

On May 6, 2017 the project team moved into the next phase of public engagement. Engagement activities included seeking input during a community street party and online engagement.

The project team maximized this community opportunity by involving representatives from City of Calgary Recreation, Access Calgary and the following external organizations:

- Bike Calgary
- Erin Woods School Parents Association
- Erin Woods Community Association
- Federation of Calgary Communities



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The street party included street painting, a food truck, the participation of various organizations, and the input opportunity. Forty-eight people provided input and approximately 90 people attended the event.

The street party was held on Saturday, May 6 from noon to 3:30 p.m. The online survey and mapping tool were available on The City's engage portal from May 4 to May 29.

What we asked

Participants who attended the open house and accessed the online survey and mapping tool were asked to:

- Select the top three locations where they feel the traffic calming measures are working
- If they feel safer walking, cycling or driving in the area
- Any other comments they have about the project and engagement process

At the street party, stakeholders provided feedback by:

- Filling out comment sheets;
- Leaving post-it notes with comments and concerns on the traffic calming map;
- Writing comments and concerns on post-it notes and placing them on the display boards; and
- Indicating their level of safety while walking, cycling or driving by placing plastic gems in jars.
 - The gems were available in three different colours, each colour denoting respectively
 - feeling safer
 - feeling unsafe
 - no change in how they feel

Those who accessed the online survey provided feedback by:

- Selecting the three traffic calming locations they feel are working best;
- Indicating their level of safety while walking, cycling or driving
- Answering an open ended question



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What we heard

The feedback collected had commonalities across most of the questions.

The dominant themes are:

Theme	Total number of pieces of input across all input opportunities / questions
Cycling	16
Design / Location	62
Driving habits	52
Maintenance	14
Safety	64
Walking	29

The theme of parking resulted in only 2 pieces of input across all input opportunities / questions.

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

- For a verbatim listing of all the feedback that was provided, please see the [Verbatim Comments](#) section.

Next steps

- The feedback collected from the open house and online survey and mapping tool will be used to adjust the traffic calming plan where warranted. All feedback will be shared with the Calgary Police Services Community Resource Officer for Erin Woods.
- Community feedback is gathered at the end of the pilot in the summer of 2018.
- The future of the pilot project will be determined in the fall of 2018, using feedback gathered throughout the pilot.



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Summary of Input

Below is a summary of the main themes that are most prevalent in the comments received. Each theme includes an explanation of the theme, and a sample of verbatim comments that we received. Verbatim comments have not been altered. In some cases, we utilized only the portion of your comment that fits within a particular theme.

Theme	Explanation	Sample comments
Cycling / Cycling Habits	Comments that focus on a mode of transportation are common. Cycling refers to a general comment about cycling. Cycling habits refers to the actions of some cyclists, as observed by the participant who provided the input.	<p>“Bike lanes are good.”</p> <p>“Because cycling around these curbs. Puts myself and possibly children into traffic...”</p> <p>“The bike lane can be hard to identify w/ the small signs & fading paint. More visible signs would be beneficial”</p> <p>“Arrows to tell drivers to move over out of bike lane”</p> <p>“We were fine before, a bike lane is not needed. We have lived in erin woods for 9 years and only seen maybe 4 bikes on the road”</p>
Design / Location	Design / Location refers to the design of traffic calming measures or devices, or the location of particular traffic calming measures.	<p>“They are NOT working”</p> <p>“the temporary curb extensions are ridiculous, no specific location, just all of them.”</p> <p>“THEY AREN’T WORKING!! I have been walking at various times of the day & there is NO difference with these STUPID “curbs” on our street.”</p>
Driving / Driving habits	Comments that focus on a mode of transportation are common. Driving refers to a general comment about driving. Driving habits refer to the actions of some drivers, as observed by the participant who provided the input.	<p>“all this has done is ticked drivers off.”</p> <p>“The traffic has slowed down on the blvd.”</p> <p>“Speeding and passing in the bike lane”</p> <p>“Project helped me keep my car mirrors ☺”</p> <p>“Increase in number of drivers acknowledging road as single lane”</p> <p>“Dual curb narrows road & forces drivers to slow down ☺”</p> <p>“Not working at all. drivers are concentrating on the blocks and not who is walking.”</p>



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Theme	Explanation	Sample comments
		<p>“I see drivers are slowing down in this area.”</p> <p>“Cars still are not slowing down.”</p> <p>“A lot of residents still don’t follow proper merge 2/ turning off at end of bike lane”</p> <p>“traffic safety is way better (car) – pedestrian safety still needs work”</p> <p>“They are NOT working”</p>
Maintenance	<p>Maintenance refers to observations and concerns about the maintenance of some traffic calming items.</p>	<p>“The curbs have heavy snow around them. They don’t get shovelled.”</p> <p>“...as we are a snow route, street cleaning does not completely, clear the snow from this calming measure. In the Spring, street cleaning was not able to clear the road of gravel either.”</p> <p>“Snow removal needs to be improved / snow needs to be moved”</p> <p>“Yellow curbs are hidden by snow in the winter. BIG HAZARDS.”</p>
Safety	<p>Safety refers to a sense of safety, an observation about the level of safety, or the impact, if any, that traffic calming has had on safety.</p>	<p>“I’ve noticed traffic speeds have been reduced in this area because the road has been narrowed with the temporary blocks.”</p> <p>“They are NOT working”</p> <p>“Project helped me keep my car mirrors”</p> <p>“Need enforcement – people are driving at 70-80 kmh – playground zones needs to be back where it was.”</p> <p>“Easier to see pedestrians – no passing of cars trying to use two lanes”</p> <p>“Bike path gives more space to be safe from traffic”</p> <p>“At the three way stop I feel safer walking as there are fewer cars to watch out for because the road has been narrowed.”</p> <p>“When your crossing with kids cars see you better”</p>



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Theme	Explanation	Sample comments
Walking / Walking habits	Comments that focus on a mode of transportation are common. Walking refers to a general comment about walking. Walking habits refer to the actions of some pedestrians, as observed by the participant who provided the input.	<p>“Walking doesn’t feel safe because speed of drivers”</p> <p>“I don’t walk very often”</p> <p>“At the three way stop I feel safer walking as there are fewer cars to watch out for because the road has been narrowed.”</p> <p>“Painted crosswalks at all calming locations”</p> <p>“reflective tape on crosswalk posts throughout the community”</p> <p>“Would like to see ped lights at both Erin Dale Cres & Erin W Blvd”</p>



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Verbatim comments

Verbatim comments include all written input received at the community street fair and online through the engage portal. These are the exact words provided by participants. Personal, identifying information or offensive language is removed. In these cases, there is a notation to that effect. Spelling, grammar and punctuation are unedited.

We asked participants to provide input to the statements and questions listed below.

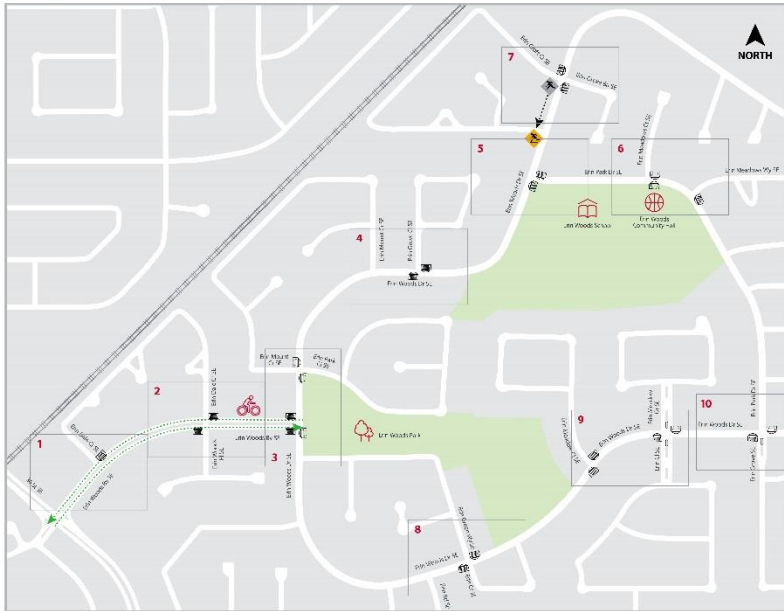
Input – street fair (gem activity):

	I feel safer (blue gem)	I don't feel safe (red gem)	I feel the same (white gem)
Walking	21	9	6
Driving	16	14	8
Cycling	17	4	10


Input – online:

How safe do you feel (<i>mode of transportation</i>) through Erin Woods with the traffic calming curbs installed? Why?			
	I feel safer.	I don't feel safe.	I feel the same.
Walking	7	1	5
Cycling	3	3	5
Driving	5	4	3

Traffic calming project – Overview



Legend

-  Temporary curb extension locations
 -  Median extensions
 -  Bike lane
 -  Playground sign relocation
- Devices not to scale.

Which of these locations do you think is working the best? Why?

Input – street fair (map boards):

Which of these locations do you think is working the best? Why?		
	Total	Comments
Area 1	2	<ul style="list-style-type: none"> Mixing right turns & bike lane is a challenge (<i>arrow on sticky note points to 36 Street S.E. and Erin Woods Boulevard S.E.</i>) Cross-walk at petro canada is not working / OK / appropriate, not shown / lit up properly
Area 2	3	<ul style="list-style-type: none"> Would like to see ped lights at both Erin Dale Cres & Erin W Blvd 4-way stop or taffic circle at Erin Woods Blvd & Erin Dale Cres Arrows to tell drivers to move over out of bike lane (<i>arrow on sticky note points to bike lane on Erin Woods Boulevard S.E.</i>)
Area 3	1	<ul style="list-style-type: none"> This barricade is a barrier for truckers. Best would be to remove it move stop sign to side street (<i>arrow on sticky note points to "barricade" at Erin Woods Boulevard and Erin Woods Drive S.E.</i>)



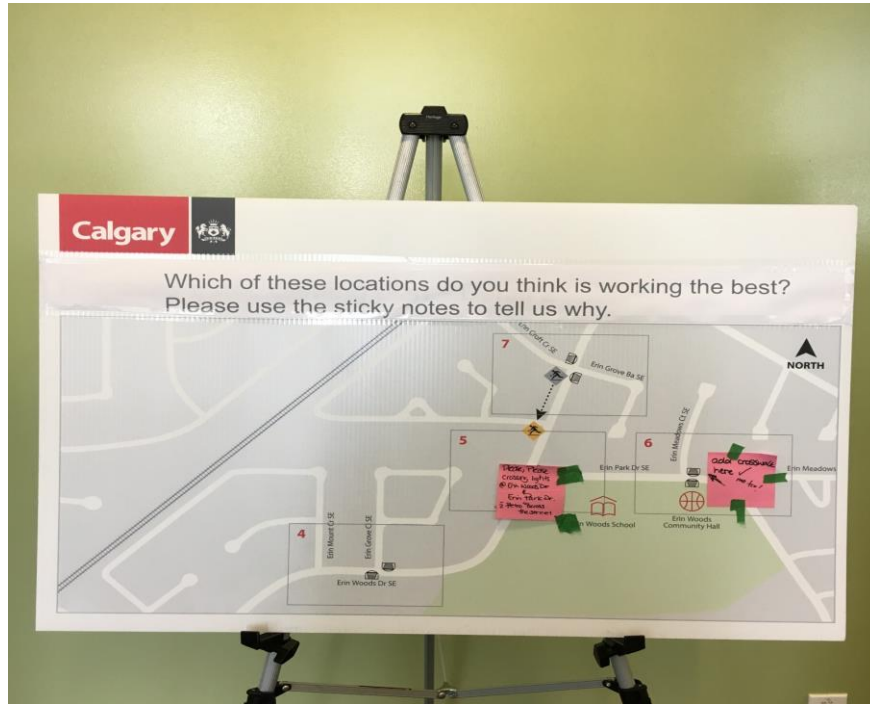
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Which of these locations do you think is working the best? Why? (continued)		
	Total	Comments
Area 4	0	<ul style="list-style-type: none"> No comments received
Area 5	1	<ul style="list-style-type: none"> Please, please crossing lights @ Erin Woods Dr & Erin Park Dr. & Petro to across the street
Area 6	4	<ul style="list-style-type: none"> Add crosswalk here <i>(arrow on sticky note points to Erin Meadows Ct S.E. and Erin Meadows Drive)</i> Add crosswalk here <i>(arrow on sticky note - as above)</i> Add crosswalk here - me too! <i>(arrow on sticky note - as above)</i> Dual curb narrows road & forces drivers to slow down :)
Area 7	0	<ul style="list-style-type: none"> No comments received
Area 8	1	<ul style="list-style-type: none"> Rarely used by walkers. People always parking on EW drive obstructs view. <i>(Arrow on sticky note points to corner of Erin Woods Drive and Erin Green Way S.E.)</i>
Area 9	1	<ul style="list-style-type: none"> Can you add another curb to this corner? <i>(Arrow on sticky note points to corner of Erin Woods Drive and Erin Meadows Close S.E.)</i>
Area 10	0	<ul style="list-style-type: none"> No comments received

Which of these locations do you think is working the best? Please use the sticky notes to tell us why.

(Sticky notes photographed as originally placed by participant.)





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Which of these locations do you think is working the best? Why?

Input – online

Which of these locations do you think is working the best? Why?					
	As first choice	As second choice	As third choice	Total for Area	Comments
Area 1	4	0	2	6	<p>The so called bike lane doesn't get used for bikes, but having the lines painted so that people know it's only one lane helps. Previously people would be speeding by others, passing illegally, and treating it like two lanes (which it never was to begin with).</p> <p>Very slanted feedback in that we are only asked where we feeling the measures are working and where we feel safe. The temporary curb extensions are ridiculous, no specific location, just all all of them. They are extremely dangerous in the winter and get filled with snow, then during the thaw/freeze cycle which is all too common in Calgary, they become skating rinks. There is no way for the plows to clean them out, so they just get left. I have seen many people slip, I myself actually fell in one this past winter and bruised my arm. Very unsafe for kids, impassable for strollers, and nothing gets done with 311 requests.</p> <p>I don't care about traffic calming in Erinwoods. Fix the eyesore that is the Westbrook LRT station please. There is no where on the city website to comment on this issue. The Westbrook LRT station is horrific. Literally half the homeless population of Calgary pours out of it everyday to commit property crimes in the surrounding area. The 10 acre plot of land surrounding it looks like something out of a Mad Max movie. Why is the city wasting money on traffic calming when they cant finish the Westbrook LRT station and do something about the crime coming off of it?</p> <p>Increase in number of drivers acknowledging road as single lane</p>



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Which of these locations do you think is working the best? Why?					
	As first choice	As second choice	As third choice	Total for Area	Comments
					<p>I see drivers are slowing down in this area.</p> <p>The majority of drivers (even over the winter) are not driving in the bike lane / buffer lane.</p> <p>They are NOT working</p>
Area 2	2	3	0	5	<p>We were fine before, a bike lane is not need. We have lived in erin woods for 9 years and only seen maybe 4 bikes on the road</p> <p>They aren't working. I have no idea why you put up bike lanes!!! I have seen 1 bike on the street during the day. Just a pathetic uses of our taxpayers \$'s</p> <p>I see drivers are slowing down in this area.</p> <p>Increase in number of drivers acknowledging road as single lane</p> <p>The traffic calming impedes drivers from using 2 lanes and thus slows down the traffic.</p>
Area 3	2	0	1	3	<p>With the 3-way stop intersection having the temporary medians, vehicles are approaching this intersection the way it was designed (finally) as single lane traffic.</p> <p>The traffic calming helps to reinforce the playground zone at this location.</p> <p>Increase in number of drivers acknowledging road as single lane</p>
Area 4	0	4	0	4	<p>I've noticed traffic speeds have reduced in this area because the road has been narrowed with the temporary blocks.</p>
Area 5	0	0	0	0	<p>No comments received.</p>
Area 6	0	0	1	1	<p>The traffic calming allows safe drop-off of children entering Erin Woods School and the community centre.</p>
Area 7	0	0	0	0	<p>No comments received.</p>
Area 8	0	1	1	2	<p>THEY AREN'T WORKING!! I have been walking at various times of the day & there is NO difference with these STUPID "curbs"</p>



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Which of these locations do you think is working the best? Why?					
	As first choice	As second choice	As third choice	Total for Area	Comments
					<p>on our street. I was at the crosswalk ON Erin Woods Drive, waiting to cross the street & two city trucks went by & didn't even let me cross!!! Cars still are not slowing down. All these things are to the community are an eyesore. Just another city joke!! What a waste of our tax paying dollars!!!</p> <p>See above!!</p>
Area 9	2	0	0	2	<p>Not working at all. drivers are concentrating on the blocks and not who is walking.</p> <p>Location 9 is not working for me. I have a concern about the traffic calming measures at the T intersection at Erin Woods Drive and Erin Green Way SE. My house, (personal identifying information removed) and my neighbour's house are directly impacted as it has reduced the parking for myself and the neighbour's residence at (personal identifying information removed). We seem to be the only T interesection which affects parking as all other sites on the map do not include the temporary build-out in front of residential property. Other residences affected by this measure are located at true X intersections. Similarly, as we are a snow route, street cleaning does not completely, clear the snow from this calming measure. In the Spring, street cleaning was not able to clear the road of gravel, either.</p>
Area 10	0	1	0	1	Blocks stick out too far. Same as 9
No area indicated by participant					Erin Woods Drive doesnt need the blocks at intersections. they are out to far and one day two cars are going to hit one another because it is to narrow. They were never cleand of snow all winter so you couldnt walk through them, so you walk around onto the road. thestreret cleaners came and went around them and left the mess og gravel etc, ther was no cleaning so just leave it a mess.



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Input – street fair:

How safe do you feel walking through Erin Woods with the traffic calming curbs installed? Why?		
Sense of safety	Number of responses	Why.
I feel safer.	07	<ul style="list-style-type: none"> • Slower traffic • Less chance of curb jumping from cards • Forces vehicles to slow down • Improves the crosswalk lines • Slows down most cars on curbs • Easier to see pedestrians at corner of crosswalks • When your crossing with kids cars see you better
I feel the same.	05	<ul style="list-style-type: none"> • I don't walk very often • Speed of drivers on the Blvd • No comment provided • No comment provided • No comment provided
I don't feel safe.	01	<ul style="list-style-type: none"> • No comment provided
How safe do you feel cycling through Erin Woods with the traffic calming curbs installed?		
Sense of safety	Number of responses	Why.
I feel safer.	3	<p>The traffic has slowed down on the blvd. Bike path gives more space to be safe from traffic. More space when riding bikes</p>
I feel the same.	5	<p>No bikes using bike lane. No comment provided No comment provided No comment provided No comment provided</p>
I don't feel safe.	3	<p>Not enough drivers care The curb bump outs are dangerous No comment provided</p>
Other answers provided	2	<p>I would feel safer. I don't cycle. Don't bike</p>



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How safe do you feel driving through Erin Woods with the traffic calming curbs installed?		
Sense of safety	Number of responses	Why.
I feel safer.	5	The traffic is more aware Easier to see pedestrians – no passing of cars trying to use two lanes No comment provided No comment provided No comment provided
I feel the same.	3	A lot of residents still don't follow proper merge w/ turning off at end of bike lane No comment provided No comment provided
I don't feel safe.	4	These curbs are a hazard for driving especially in winter Speeding, and passing in the bike lane No comment provided No comment provided

Is there anything else you want us to know about the Erin Woods Traffic Calming Pilot Project?

- Get after the transit drivers driving habits
- On Erin Woods Drive / road need a cross walk where school bus pick ups or drop offs for kids.
- Would like to see something more esthetically pleasing & permanent.
- The bike lane can be hard to identify w/ the small signs & fading paint. More visible signs would be beneficial
- Project helped me keep my car mirrors
- Why not use solar lights for pedestrians. Barrier/curbs are asking for vehicles to get damaged.
- Pedestrian lights need to be installed @ Erin Cl/Erin Meadows Gr & Erin Woods Pl/Erin Dale Cr
- Painted cross walks at all calming locations
- Traffic circle at Erin Woods Blvd and Erin Woods Place
- Blocks at tee takeout parking parked cars do the same. Bike lane disappears at stop sign because of blocks.
- Suggestion: Follow solid line through with dotted line for the turn lane – this might address problem with people being too far over and the resulting turning problems.
- Need enforcement. People are driving 70-80 kmh. Playground zone needs to be back where it was. A lot of tractor trailers come through as well (especially if something happens on 52nd Street).



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Do you feel safer walking, cycling and driving in this area? If so, choose one or more of the options below and tell us why.)

Input – online.

- At the three way stop I feel safer walking as there are fewer cars to watch out for because the road has been narrowed.
- In section 1, 2, 3 there are fewer vehicles trying to pass other cars.
- I have lived in Erin Woods for 20+ years and have never felt unsafe walking, cycling or driving. These questions are phrased incorrectly. You do not ask if the stupid traffic calming measures have changed opinions - you assume that because they are in place, residents should automatically feel safer. You fail to ask our opinions on the system. These are TERRIBLE. I have seen so many near misses since the installation of these ridiculous bollards. I feel less safe driving because they narrow the roads down too small and people are not reducing their speeds, so it's actually a terrifying affair driving on the main roads. I actually DREAD driving down my streets now because I have to deal with them. Also - they move. Nobody comes to move them back to their correct location (Erin Meadow Green for my specific point). They are an eyesore, they are not solving a problem that did not exist and are actually making things worse. I hate that I live in the neighborhood now because I feel it actually takes away from the overall sense of community. Please get rid of this poorly constructed measure. It's unreal how much I hate them and I know many of my neighbours feel the same way - I just hope they reach out to you to voice their concerns. You also do not ask where the locations are NOT working. Poorly constructed feedback form. Specifically location 9 - the placement narrows the road too much at the bend.
- People aren't passing me illegally and cutting me off.
- Less chance to be distracted by pedestrians.
- I do not feel any safer than with out the stupid "Calming" blocks. Pedestrians need to take accountably for their actions and look up from texting. All you did was introduce hazards for motorists. At Erin drive and Erin circle the blocks have move significantly from people driving into them
- Because the installed traffic calming curbs feel like an accident waiting to happen. I am increasingly concerned that they will cause more accidents especially in the winter. Potentially the will an already lower income community to bear the brunt of increased vehicle damage and auto body claims. I no longer feel safe on the road; it's like driving through a construction zone and is extremely unsightly. I have had many visitors comment on how terrible they look and feel sorry for any home owner who is suffering property value depreciation because of their installation. It is unfortunate that conscientious drivers and property owners pay the price for the idiots that should



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be paying. The laws need to be enforced and people fined for inappropriate driving. Personally myself I would never buy a home near any of these unsightly installations. They truly make me want to relocate from Erin Woods as soon as I am financially able.

- "Personally I feel like this project has made Erin Woods unsafe for everybody. Motorists, pedestrians and cyclists. Motorists in Erin Woods always had trouble staying on their side of the road. Now it's impossible in fact some of the bigger commercial vehicles that reside here absolutely cannot stay on their side of the road. In the winter the problem worsens because of the piled up snow and being unable to see your curbs. I tried the bike path down Erin Woods Blvd, although I've never seen another cyclist use it. I tried the bike path down Erin Woods Blvd, although I've never seen another cyclist use it. Two taxi cabs were parked in the bike lane and I had to use the main part of the road which made it worse than before.
- I've noticed that some pedestrians seem to just walk out into traffic without looking now that those curbs extend out.
- IMO this entire project has made driving, walking and cycling more difficult and more dangerous than it was before."
- I felt safe before when you cross a street people also have to look for cars. It's not just up to the drivers. There has been no change in my mind as far as crossing the intersections. People that use them are fine, but people still walk across the road. People that use them are fine, but people still walk across the road. All this has done is ticked the drivers off. It is a two-way street. We have to look out for each other whether you are walking or driving. I'm sure you will make the blocks stay there whether the people want them or not, but at least push them back and take care of them. It's not up to us. I sure in hell would not want one in front of my house.
- See previous responses!
- Because cycling around these curbs. Puts myself and possibly children into traffic. Also have a hard time walking about in the winter. The curbs have heavy snow around them. They don't get shovelled.
- Allows for a natural crosswalk across Erin Woods Dr.
- No comment
- Cycle path allows safer use of the roadway.



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Is there anything else you want us to know about the Erin Woods Traffic Calming Project?

Input – street fair

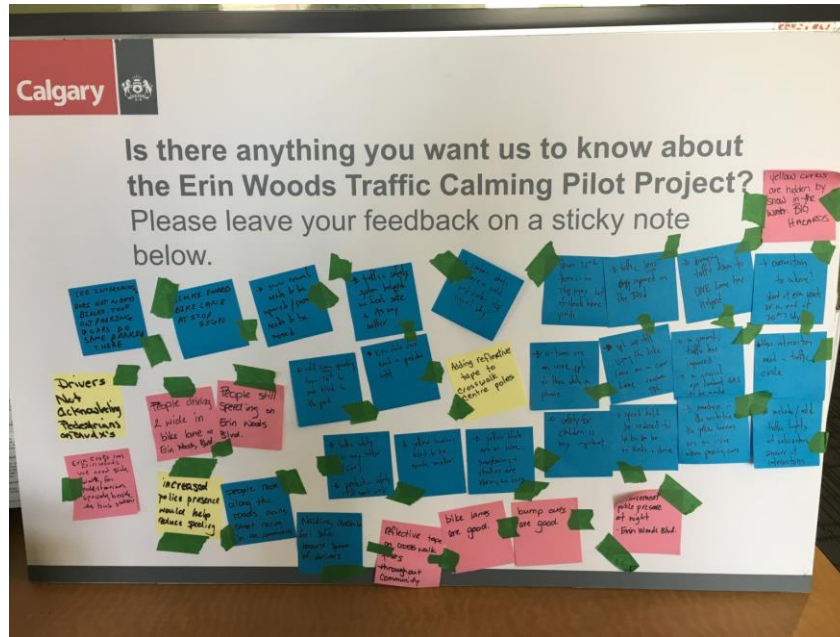
- Get after the transit drivers driving habits
- Why not use solar lights for pedestrians. Barrier / curbs are asking for vehicles to get damaged.
- Pedestrian lights need to be installed @ Erin Ct/Erin Meadows Gr & Erin Woods Pl / Erin Dale Cr
- Painted crosswalks at all calming locations
- Traffic circle at Erin Woods Blvd and Erin Woods Place
- Suggestion: follow solid line through with dotted line for the turn lane - this might address problem with people being too far over and the resulting turning problems.
- The bike lane can be hard to identify w/ the small signs & fading paint. More visible signs would be beneficial
- Project helped me keep my car mirrors :)
- Blocks at tee takeout parking parked cars do the same. Bike lane disappears at stop sign because of blocks.
- Would like to see something more esthetically pleasing & permanent.
- Need enforcement - people are driving at 70-80 kmh - playground zone needs to be back where it was. A lot of tractor trailers come through as well (especially if something happens on 52nd Street)
- On Erin Woods Drive / road need a cross walk where school bus picks ups or drop offs for kids
- Tee intersection does not need blocks. Took out parking cars do same parked there.
- Drivers not acknowledging pedestrians on Blvd x's
- Erin Croft Cres Erin Woods we need side walk for pedestrian specialy beside the bus station.
- Blocks ended bike lane at stop sign.
- People driving 2 wide in bike lane on Erin Woods Blvd.
- Increased police presence would help reduce speeding.
- Snow removal needs to be improved / snow needs to be moved
- People still speeding on Erin Woods Blvd.
- people race along the roads, doing street racing in the community
- still some speeding from 36th to (indecipherable) blvd to the park
- traffic safety is way better (car) - pedestrian safety still needs work
- walking doesn't feel safe because speed of drivers
- traffic safety system helped me feel safe & it's way better
- Erin dale cres need a pedestrian light
- yellow barriers need to be made smaller



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- reflective tape on crosswalk posts throughout community
- certain streets share a yield and even stop signs? Why?
- adding reflective tape to crosswalk centre poles
- yellow block are an issue snow plowing & strollers are having an issue
- bikes lanes are good
- down 52nd there is no stop signs, lot of street have yields
- u-turns are an issue, ppl do them while on phone
- safety for children is very important
- bump outs are good
- traffic has improved on the Blvd
- ppl are still using the bike lane as a car lane - random ppl
- speed should be reduced to 40 km hr on blvds & drive
- enforcement - police presence at night - Erin Woods Blvd.
- bringing traffic down to ONE lane has helped
- in general, traffic has improved - in general eye contact HAS to be made - sometimes in the wintertime the yellow barriers are an issue when passing cards
- yellow curbs are hidden by snow in the winter. BIG HAZARDS
- connection to where? Start at erin woods Dr or end at 36th? Why?
- this intersection need a traffic circle
- include / add traffic lights at intersections sensors at intersections



Is there anything else you want us to know about the Erin Woods Traffic Calming Project?

Input – online

- Enforcement, police presence at night, Erin Woods Blvd.
- Bump outs are good.
- Bike lanes are good.
- Reflective tape on cross walk posts throughout community.
- Walking doesn't feel safe because speed of drivers.
- People race along the roads, doing street racing in the community.
- Increased police presence would help reduce speeding.
- Erin Crofts Cres Erin Woods - We need side walk, for pedestrian specialty beside the bus station.
- Drivers not acknowledging pedestrians on Blvd x's
- People driving 2 wide in bike lane on Erin Woods Blvd.
- People still speeding on Erin Woods Blvd.
- Still some speeding from 36th to (indiscipherable) blvd to the park
- Erin dale cres need a pedestrian light
- traffic safety is way better (car), pedestrian safety still needs work
- yellow barriers need to be made smaller
- yellow block are an issue. Snowplowing & strollers are having an issue.



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- safety for children is very important.
- speed should be reduced to 40 km hr on blvds & drive
- Sometimes in the wintertime the yellow barriers are an issue when passing cars.
- include / add traffic lights at interesections sensors at intersections
- in general, traffic has improved / in general eye contact HAS to be made
- ppl are still using the bike lane as a car lane - random ppl
- u-turns are an issue, ppl do them while on phone
- adding reflective tape to crosswalk centre poles
- certain streets have a yield and (indecipherable) stop signs? Why?
- this intersection need a traffic circle
- down 52nd there is no stop signs, lot of street have yields
- traffic has improved on the Blvd
- bringing traffic down to ONE lane has helped
- connection to where? Start at erin woods dr or end of 36th? Why?
- Yellow curbs are hidden by snow in the winter. BIG HAZARDS.
- Tee intersection does not need blocks. Took out parking & cars do same parked there.
- Blocks ended bike lane at stop sign.
- Traffic safety system helped me feel safe & it's way better.