

SCOOP Mixed-Topic Survey

January 2019

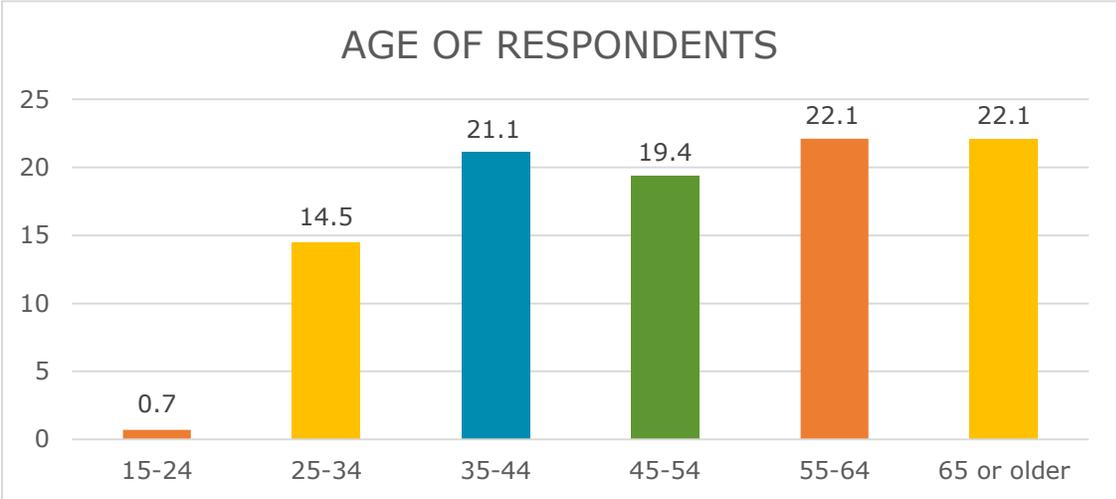


In January 2019, Strathcona County conducted an online survey as part of its SCOOP initiative to obtain feedback from residents about different aspects of life in Strathcona County. January’s mixed-topic survey consisted of questions pertaining to councillor e-newsletters and pedestrian activity at signalized intersections in Sherwood Park.

Survey Results

The sample frame used in this study consisted of 293 people who had previously signed up to be part of SCOOP, Strathcona County’s online opinion panel.

- 77.2% of the participants lived in the urban area,
- 18.3% came from rural parts of Strathcona County, and;
- 4.5% worked in Strathcona County but did not live there.
- The majority of respondents who participated in the survey are over the age of 44, with just over one third of the participants between the age of 25 and 44.
- Only a very small percentage of participants were under 25.
- 61.1% of participants were female while 38.5% were male.



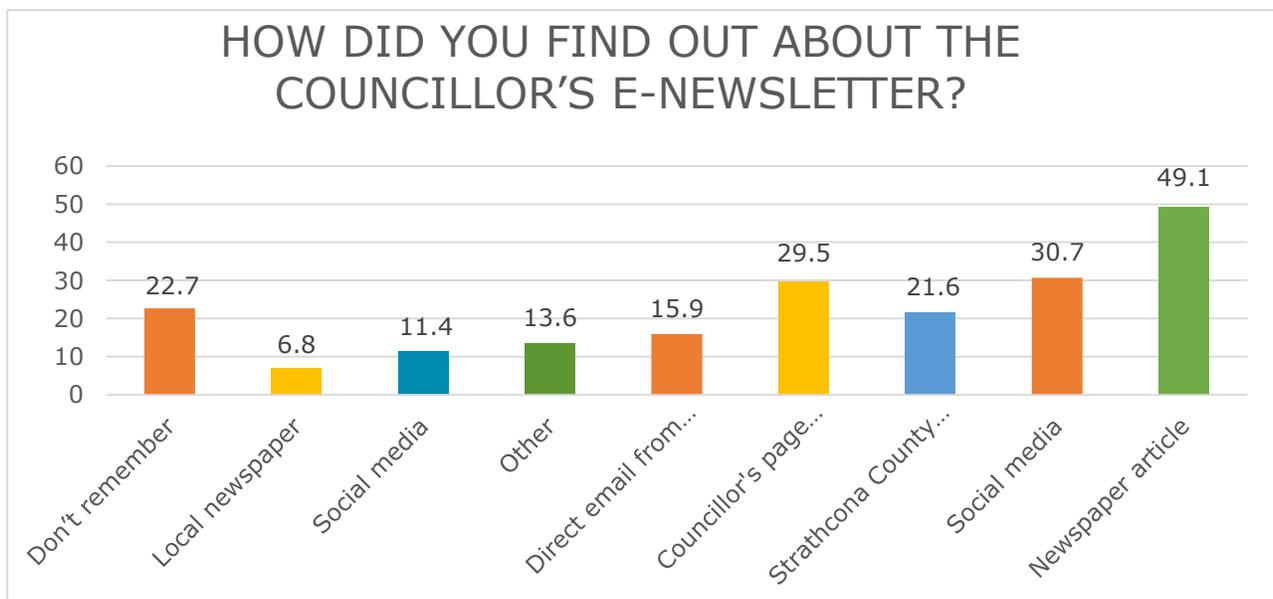
SURVEY RESULTS: COUNCILLOR COMMUNICATIONS

Strathcona County residents who lived in or out of the County were asked to answer a series of questions about Strathcona County Councillor e-newsletters. Overall, 75.1% opted to answer questions on this topic.

Initially, respondents were asked to indicate if they had signed up for a councillor's e-newsletter. Overall, 20.2% had, while the remaining had not. Those who had done so were asked to indicate how they initially found out about the newsletter.

- The most frequently chosen option was the councillor's page on the County website (29.5%) followed by direct email from the councillor (15.9%) and social media (11.4%).
- Other reasons given were primarily from other ways that they had contacted the Councillor (or the Councillor's predecessor), from work or via the IVC.

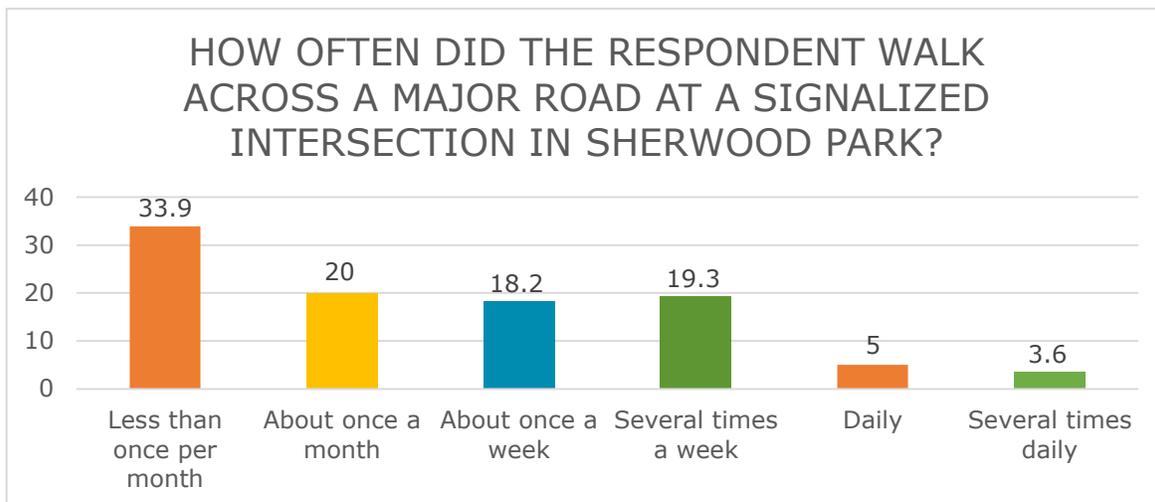
Those who had not subscribed to a councillor's e-newsletter were asked if they would be willing to try out one. From this pool of respondents, 69.5% would be willing to try this, 14.4% would not, while the remaining 16.1% were not sure.



SURVEY RESULTS: SIGNALIZED INTERSECTIONS

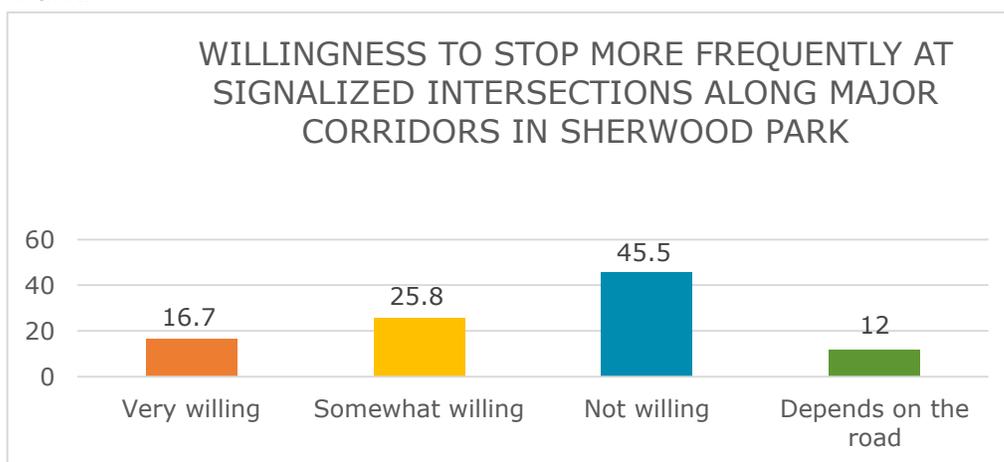
Panel participants who lived in or outside of the County were asked to answer a series of questions about pedestrian activity at signalized intersections in Sherwood Park. Almost everyone, 96.2% opted to answer questions on this topic.

Respondents were asked to indicate how often they walked across major roads at signalized intersections in Sherwood Park. 33.9% did this infrequently, though it can also be seen that 46.1% did this at least once a week or more.

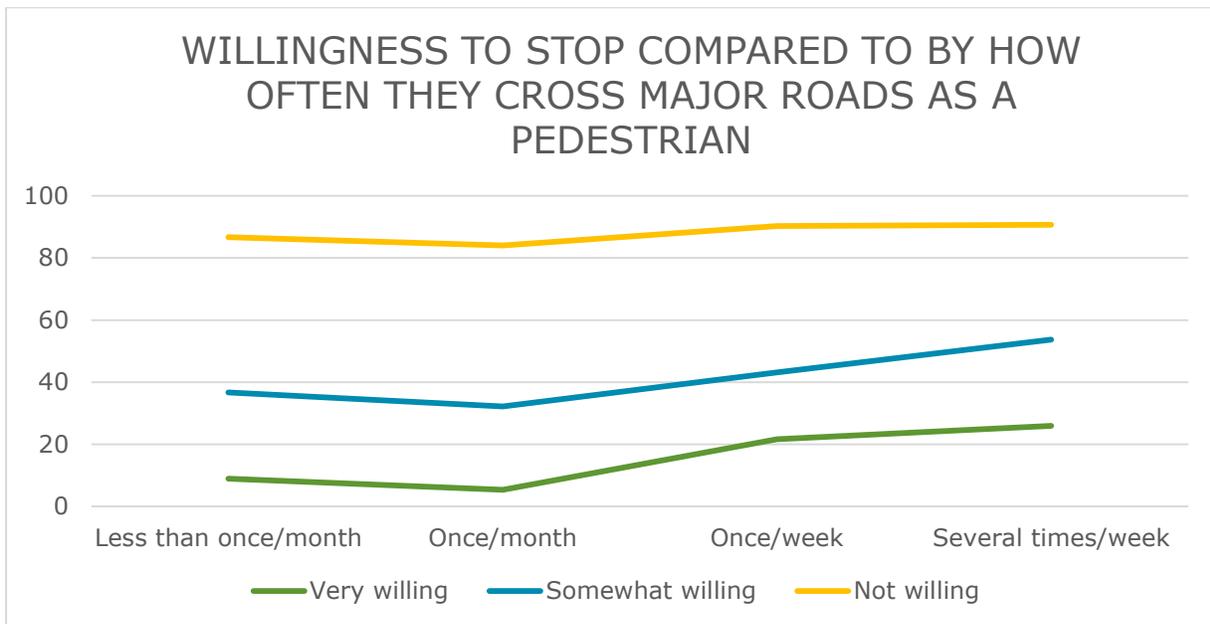


All respondents were then asked to indicate the extent, as a driver, that they would be willing to experience more frequent stops at signalized intersections along major corridors.

- There were mixed views toward this option.
- Almost half of the respondents (45.5%) were **not** willing to stop more frequently
- Another 12% indicated that it would depend on what road it was in Sherwood Park.



Looking closer at the respondents' willingness to stop more frequently at signalized intersections, compared with how often respondents walk across major roads revealed that one's willingness to stop more frequently increased as how often they walked across the road increased.



At the end of the survey, respondents were asked why they felt the way they did about the extent of their willingness to stop for frequently at signalized intersections.

The responses to this question can be found in Appendix A. For the most part, many respondents expressed concerns that having more stops though signalized intersections would be frustrating to drivers trying to make their way through Sherwood Park, especially among particular roads such as Baseline, Sherwood Drive or Cloverbar Road.

There were others, however, who thought that signalized intersections are a good way to acknowledge the progress of pedestrians within Sherwood Park.

APPENDIX A: COMMENTS ABOUT STOPPING AT SIGNALIZED INTERSECTIONS

Note – Comments are reported as-written, and have not been edited.

Comments about specific roads in Sherwood Park (Cloverbar Road, Baseline Road, etc)

- It can be quite frustrating at times to move through the series of lights especially on Baseline road when none of them are in sync.
- Timing of lights on Baseline Road at least seem odd to begin with, not sure how this would affect traffic flow
- Currently there too many stop lights on the road I use, Lakeland
- Pedestrians walk in front of you. The lights should be timed to allow pedestrians. The biggest issue is on Lakeland drive by summerwood. By the pedestrian lights there is a 2nd cross walk beyond the cross walk lights and people walk in the area without the lights instead of using the lights. The 2nd crosswalk behind the pedestrian light needs to be removed and people should have to walk to the pedestrian light to cross. It's a daily problem with kids... they don't go to the cross walk light they just walk in the cross walk without the light. They wear black. It's a hazard..
- We have pathways linking Clarkdale and Heritage Hills neighbourhoods and Clarkdale to Lakeland Ridge that have never been opened. Trails exist but are not connected. In order to open these trails we need to add pedestrian signals. This would make these communities more walkable. At present we have designed the community with cars having first priority. This needs to change.
- Already plenty of stops on Baseline and Cloverbar Rd
- As a driver I am extremely frustrated to stop at the red lights on Lakeland at both Sherwood and Cloverbar. The wait times are ridiculous and have not improved with the change from two left turn lanes to one.
- areas like Clover Bar Road have enough stops
- clover bar already has lots of lights
- Clover bar Rd doesn't have a pedestrian crossing linking the trail system from east to west. Pedestrians have to walk a good distance to lights in order to cross.

- Clover Bar Road would be acceptable for more signals., however Baseline Road and Sherwood Drive already have sufficient pedestrian crossings and excessive traffic delays
- Clover Bar would probably be ok, but Baseline Road is too busy and too fast (70km/hr) for me to feel like I can stop safely for people crossing. There would have to be more red lights which already backs up traffic a lot during rush hour.
- Cloverbar Road lacks good pedestrian/trail connection between subdivisions other than at major intersections. Baseline and Sherwood Drive have enough intersections already so pedestrian/trail connectivity is pretty good.
- I believe there more than enough signalized crosswalks/intersections on the major roads (Baseline, Wye, Cloverbar and Sherwood Drive). People need to learn to use them.
- I do not think this would be feasible on Baseline, as the speed limit wouldn't be conducive to pedestrian crossings. Cloverbar and Sherwood Dr could have more, as long as they are very visible and have flashing lights. Especially Cloverbar, as it is a curvy road.
- I feel we have a lot of traffic lights within Sherwood Park, if they were more responsive to when pedestrians pressed the button, this would be a benefit, however, if the cycles of the traffic lights were changed so that they just turned red more often, that would not be appreciated. In the summer I run along Cloverbar, Lakeland, and Baseline, I find some of the lights change when the pedestrian button is pressed and sometime they don't - consistency would be nice.
- I'm not sure where more stops would go on Baseline road. However, Cloverbar has some need.
- As a pedestrian who is frequently crossing Wye road to get to the new development (Salisbury Village) I am livid that i can't even get to the middle Blvd., and the light has changed to yellow, and before i am safely across the light has turned red. Running across with my 13 year old does seem to be the only option but i am scared for my life to slip and fall on ice, as the drivers cannot wait to jump the yellow. My husband has actually been nearly hit by a driver who was impatient. C'mon!! Strathcona Count get these darn intersections right for everyone. We have sent a county connect complaint to no avail. We have addressed this with Councillor Botterill. completely ignored. Oak street and Sherwood drive is another completely ridiculously timed intersection. The light turns green at the first approach to KLC if I'm

travelling south toward the intersection I have counted no more than 5 seconds, and the light is yellow. I can never make it to the intersection before it is red. Remember this is a 30km street. Once at the red light, I have timed the red light a full almost 3 minutes. The intersection is jammed way up oak street of cars needing to turn right going east. I have used this route for 11 years getting to and from work, and have witnessed horrific driving behaviour because this intersection is so horribly timed.

- Baseline and Wye Road are too busy and higher speed traffic. They can cross at the lights
- Baseline Road already has too many interruptions.
- Baseline Road sees a lot of traffic, and even if the total time the traffic were stopped stayed the same (and I doubt that would be possible) the slow down would be huge.
- For Wye Road and Baseline Road, they are major thoroughfares; traffic should be as free flowing as possible on these routes.
- I don't use Clover Bar Road much. I think Baseline already has too many stopping points on it (or at least badly timed lights) but on Sherwood Drive it would be ok.
- Sherwood Drive has a high volume of foot traffic on both sides of this thoroughfare
- Sherwood Park has enough stops on major routes such as Baseline Road.
- The lights in Sherwood Park are already a mess. I stop at more intersections than I should already, and the wait times are sometimes more than 2 minutes. I live just off Brentwood Blvd and it can take me 5 minutes to drive home from the mall. It's 1 km away and it's infuriating. If the lights were timed to prevent stopping at every light on a main route and the stop times were more appropriate, I would be willing to stop more frequently. The light at Brentwood Blvd and Sherwood Drive by County Hall is extremely long and it's not the only one.
- There already are LOTS of lights at intersections (that are not timed well) and crosswalks on Sherwood Drive so I'm not sure why we would require more. However having had to cross Baseline before (walking) it was way too far between crosswalks/lights for a pedestrian so more lights there would be helpful. I use Clover Bar road infrequently so I'm probably not a good person to ask about that road.
- There are already a lot of lights along both Clover Bar Road, Baseline Road and Sherwood Drive. I don't see an issue for any pedestrian simply walking

to the next set of lights. If they are pedestrian only lights, I have no issue stopping more frequently, but if it is a full-on 4-way light, there I feel we do not need more.

- There are already too many lights and stoppages, especially on Clover Bar Road.
- There are enough lights on Cloverbar Road already!
- There are already many stops along Cloverbar Road.
- It is important to keep the traffic flowing especially along Baseline Road. But the intersection at Baseline/Sherwood is not fun as a pedestrian.
- Light synchronization already results in frequent stops along major corridors. I avoid Clover Bar Road already
- Would not want to stop more frequently on Clover Bar which already has too many lights!

Too many lights in Sherwood Park/Too much traffic congestion

- If the lights were synchronized better
- It messes up synchronization of lights
- The roads have too many lights even where people don't walk. All Sherwood Park does is put up stop lights.
- There are already far too many lights on the main roads and some are too long
- There are already far too many lights in Sherwood Park.
- Too many lights as it is
- Too many lights. We're turning into Edmonton traffic
- Too many lights
- WAY too many lights/stops already on these roads
- Already too many intersections and traffic lights
- Already too many traffic lights
- As a pedestrian, I've never had an issue with the crossings taking too long or getting crowded. Increasing crossing time will cause more traffic congestion that the roads can't accommodate. The county should focus on incentives for using transit instead.
- Balance between traffic flow and pedestrians must be maintained. We are a car driven society.
- Current signal lights are long enough. Observed some pedestrians jaywalking on no crossing or starting to walk across the intersection when the no crossing starts flashing. So pedestrians are going to act like they have the

right of way anyways. Don't need to slow down already extremely busy VEHICLE traffic with insane traffic calming ideas.

- do not need more traffic delays
- Does not make sense to stop freely moving traffic for one pedestrian. I can wait.
- Don't we already have enough traffic lights that pedestrians can use?
- Feel like it will back up traffic on busy days. The crossing at the traffic circle has caused so many near accidents by people slamming on their brakes. No reason why pedestrians cannot walk to the corner to cross
- I already seem to stop frequently. Traffic flow through Sherwood Park seems overly slow and inefficient due to the timing of lights. If giving higher priority to pedestrian crossing meant lights changed more often (and therefore red lights were shorter) then I would be interested
- I don't feel there is enough pedestrian traffic to warrant disrupting vehicle traffic, especially during peak driving times.
- I don't mind stopping at cross walks for pedestrians, I believe the county needs to begin enforcing against those who ride their bikes through intersections as they are no longer pedestrians but vehicles under the highway traffic act. I also find it frustrating when pedestrians fail to cross at crosswalks/corners
- I feel that vehicle traffic timing is more important than pedestrian timing.
- I feel the existing traffic lights/walk lights are sufficient. It seems to me that pedestrian traffic is minimal on these busy routes.
- I feel there already too many traffic lights that I'm stopping for. I'm not interested to be sitting longer at lights than I am already.
- I feel there are already enough traffic lights on all major roads.
- I have not had any issues as a pedestrian crossing safely and there is no reason to further hold up traffic. As it is there are enough delays with uncoordinated lights.
- I have stated that I don't walk across these roads often but I do want to turn left onto them often. (I know this is about the pedestrian :)) I am quite surprised how long a wait it is to cross, pedestrian or car, for any of these streets. Outside of peak period we can wait over a minute and there hasn't been many cars on the main road go by. Allowing more frequent crossing is good for pedestrians and local traffic.
- I think it's important to provide pedestrians with good routes but have concerns about the effects this will have on traffic flow in town.

- I think too much stopped would disrupt traffic ... Baseline is 70km and people would have to be more cautious as to cross walks etc.
- I would be more likely see the person on a signaled intersection but would not like one with traffic lights
- If the signalized intersection has a button available to initiate a walk light there seems to be adequate time to cross. If the button is in a school zone/cross walk I would agree, but otherwise there seems to be adequate opportunity to cross. Vehicle traffic seems to be increasing while pedestrian traffic seems to be minimal on most major roadways.
- In order for Pedestrian traffic to use the crosswalk, we have to feel confident that the signal to cross is offered within a reasonable length of wait time. AND most importantly the signal walk light stays on a longer period of time, so that the pedestrian can cross all the while the walk symbol remains lite. If we don't feel safe, we are less likely to use the intersection.
- It really depends. I feel like if it's pedestrian controlled on a busy road, I may end up held up in traffic way more than I already do. I feel like the traffic lights are enough to assist pedestrians when to safely cross.
- It's frustrating as it is as a driver trying to drive down these roads when pedestrians just feel like crossing when they like and not obeying the traffic lights. I don't think adding more spots will help. I think it will cause more aggravation for drivers. The teens are the worst at the lights and have no respect for drivers.
- Lights are already not synchronized and reduced traffic flow. It would take forever to get anywhere
- Lights are quite frequent already. The traffic during rush hour is already backed up with vehicles. Is there a better alternative than more frequent stops? Have other alternatives been explored? Large cities (New York, San Francisco and now Edmonton etc. use scramble cross walks....this may help alleviate the frequency light stops?
- Major roads need traffic flows to move the vehicles. Too many controlled pedestrian crossings cause short cutting of vehicles into residential areas and increase risk of vehicle/pedestrian accidents.
- My perspective is that we should keep traffic signals for intersections and use signalized crosswalks for pedestrians
- One of the reasons why we moved from St. Albert to Sherwood Park was because St. Albert was progressively becoming less and less friendly to motorists. More intersections were getting traffic lights, more stops signs

going up, more photo radar. It was asking our daily commute to work and back home more time consuming and aggravating. One of the great things we love about Sherwood Park is being able to commute quickly and safely.

- Pedestrian safety is important. Crosswalks should be well marked, well lit and provide enough time for pedestrians to cross the road. However, not all pedestrians choose to cross at designated locations. Also crossings should not unduly hinder general 'flow of traffic'.
- Presently it appears that a driver traveling these major roads is stopped frequently for traffic lights which makes travel on these roads very slow paced.
- Roads are meant to move traffic quickly and efficiently. They are not meant for pedestrians.
- Sherwood Park is for people, traffic is just secondary.
- Sherwood Park is not set up well for pedestrian traffic. There are plenty of places that are hard to access properly on foot and winter is even worse, that's part of why I don't walk more.
- Similar to cars, pedestrians should only be able to walk or cross at certain points. When I am a pedestrian, I don't rely on the crossings alone to ensure I am safe but rather consider checking for traffic as I use the crossings.
- So few pedestrians, so much traffic
- Some intersections have stops far too frequently it seems, with the light sequences not being fully in-tune with the amount of traffic.
- Still want to ensure that we keep traffic flowing as these are very busy roads
- Synchronized traffic flow during rush hour has more people than we have pedestrians
- The amount of lights already takes a considerable amount of time to get through, more frequent stops would back up the traffic. I also find that the amount of lights vs how many pedestrians seen already favours the pedestrians.
- The lights are already so sporadic and don't have great traffic flow in certain areas.
- The more you stop traffic the more pollution is generated and the drivers get frustrated and then drive a bit recklessly
- The signalling system should be re-evaluated in the park as the way it is set not causes traffic congestion which could be controlled if better processes were made. If you add more frequent stops to the existing signal situation, it will definitely become more congested

- The traffic is already so backed up at peak times, that additional stops would be very frustrating and affect traffic flow. If anything, a scramble cross-walk to allow pedestrians to move freely once per signal rotation would be ideal. As a pedestrian, It typically need to cross both directions to reach my destination, so there are quite a few waiting periods
- The traffic movement impediments in the Park are onerous already. It appears that drivers have to stop for lights every couple of blocks already, including pedestrian crossings. My personal opinion is that we need to improve vehicular movement not impede it further. The County flows traffic onto the major corridors to mitigate short cuts and residential routing. The intent is to ensure flow of traffic on major routes. To increase impediments in this regard is counter intuitive. Let the traffic flow s it is intended and reduce obstacles to traffic flow rather than increase them.
- There are already so many traffic signals on the major roads. I never use pedestrian crossings on the major roads (only inside my neighborhood). Maybe look at pedestrian overpasses on the major roadways if there is not an intersection nearby.
- There are already too many traffic lights in Sherwood Park and more than enough cross walks. It is becoming an extremely inefficient community to drive within.
- There are already WAY too many traffic lights in all of Sherwood Park and the timing of these lights is awful. This creates frustration and causes drivers to speed, which makes it more dangerous for pedestrians. Please, please, please look at other options.
- There are enough lights and intersections now
- There are enough lights on these roads. I live on one of the roads that requires me to stop for lights before turning onto Sherwood Drive. It is a very long light that I have to wait at every day. These main roads are thorough fares and they should remain as such with not more lights to stop the traffic.
- There are enough stops already and they are poorly synchronized
- There are enough traffic lights, stops and delays in Sherwood Park. I find it frustrating to drive through Sherwood Park because of the amount of times I have to stop. I have literally been stopped at all the lights on a specific road while traveling down that road, on more than one occasion. There was only one occasion where I have been on a longer section of road and made it through all the traffic lights that were green, this was after midnight.

Although I do not frequently use intersections as a pedestrian, I feel there are adequate places to do so in place now. I often travel around Sherwood Park rather than going through it due to these delays and traffic calming devices that are in place.

- There are plenty of pedestrian crossings available on these roads already. Traffic is already stopped repeatedly along these roads.
- There are plenty of traffic lights along these roads already. As a pedestrian, I have no trouble finding existing safe crosswalks that meet my needs.
- There is good traffic flow right now on major corridors, but if there was a clear need/demand for more stops for pedestrians, then I'd be willing to add a minute or two to my drive.
- There isn't really enough foot traffic along those roads to warrant more frequent stoppage of traffic. If they are on foot (or bike) it isn't like they are held up that significantly.
- These are heavy traffic roads, there are already many intersections with signals, does not currently appear to be large numbers of pedestrians waiting to cross.
- These are major roadways within Sherwood Park that were initially designed to move vehicular traffic in a effective and efficient manner. With the existing amount of signalized intersections that require constant stop and go along these roadways, the initial purpose is already defeated. Adding more frequent stops will only frustrate the driving public even more..
- These are major thoroughfares through Sherwood Park and should cater to traffic.
- These roads are meant to provide a way for traffic to quickly move through Sherwood Park. Stopping more frequently for pedestrians would impede this.
- Every single turn has a light. It makes moving through Sherwood Park a very tedious endeavour. I wish there were less lights and less control of these intersections
- Every time you have a stop in the flow you increase the likely hood of a collision
- All are main roads that already contain crossings at major intersections. I don't believe more are needed.
- All three roads listed seem to have very frequent stop patterns as it is, and it already feels like stop light overkill as a driver. It is extremely difficult get through one or two intersections before getting stuck at another light. If

there are issues with pedestrian crossings, could the County look at scramble crossings or something similar? Wait times for drivers may increase, however the amount of stop lights may not have to be as frequent at every intersection.

- Already stopping too much
- Those are busy roads, there isn't enough pedestrian traffic to justify slowing vehicles
- To drive to work it takes 6 minutes if the lights are all green. On an average day it takes 12 minutes, and on a bad day 20 minutes. Why would I want to wait longer for traffic lights to go 6 km. My worst day I average 18 Km/h. If you want to increase the lights change rate reduce the lights as well, I also like that you choose to single out the roads with the most frequent stops on them to omit in your depends answer, its like you know their a problem or something.
- Traffic Dept has already significantly decreased traffic flow in Sherwood Park by more traffic lights, including ones that turn red with no pedestrian or cars coming from the 90 degree angle, removing double turn lanes at multiple intersections, etc. Slowing traffic down more frequently is not what most residents want!
- Traffic is already busy. Adding further delays will make the problem worse.
- Traffic is already slow enough as it is without increasing stop frequencies.
- traffic is slow enough already
- Traffic moves slow enough on those particular roads. Pedestrians can walk to the intersections and cross safely now, why change that?
- traffic should not be frequently stopped on high volume roads to maintain flow
- With the excessive amount of traffic lights and the long wait times at some of these lights, causing vehicle traffic to stop again for pedestrians at many road ways will make it much more difficult for traffic to move efficiently.
- Already enough lights
- Already red lights at those intersection are too long-make them more frequent but only 1-2 minutes per cycle
- Vehicle traffic is the priority. Timed lights keep traffic flowing. Having to frequently stop for a pedestrian would start getting me angry at people and especially the County for installing many inconvenient lights. Keep traffic moving!
- Hard enough to get around without making longer stops.

- I am not sure how you could install more signalized intersections on any of those roadways
- I believe drivers already stop enough.
- I believe the current crossings are efficient as they are.
- I believe the current timing is adequate.
- I don't like waiting as a driver and as a pedestrian.
- I don't think there are a lot of pedestrians walking across these major roads so I think vehicles should take priority. Especially during peak hours.
- I feel that there are already enough pedestrian crossings on these major roads. Pedestrians need to use these intersections correctly. However, I do believe that some of the intersections do not give pedestrians enough time to cross the road. Very rushed.
- I feel the roads mentioned already have many signalized intersections
- I feel the stops are already very frequent along these routes.
- I feel there are already many signalized intersections on these roads
- I think that the signals are already an appropriate length
- Interrupts flow to have to stop frequently; while I am sympathetic to pedestrians looking to cross, I do not see a great need on major thoroughfares (e.g., Baseline road - not much on the other side between Sherwood Drive and Broadmoor Blvd.)
- It already feels like there is a lot of stopping, so why do pedestrians get priority?
- It already takes too long to drive through Sherwood Park
- I think the frequency of signalized intersections is adequate. Adding more stops would frustrate drivers.
- I think there already enough signaled crossings in Sherwood Park
- Not that many pedestrians
- Some lights sequences are already much too long for turn signals so if time is also added for pedestrians the lights would become even longer.
- roads are for driving, sidewalks are for walking; cross at major intersections or stay at home
- Signals aren't properly calibrated
- On major thoroughfares there should be as little extra stops as possible. The current amount of lights are sufficient
- The light timings here are already terrible and I do not support having to stop even more.

- The lights are already not synchronized in Sherwood Park, so it already takes longer than it should to get across town.
- The lights in the park are already timed very poorly. I do not have confidence that the county is capable of properly maintaining this.
- The lights on the west part of Baseline are too close together and light timing is bad enough as it is without giving another excuse to make it worse.
- The timing of lights is already erratic and find my drives through Sherwood Park to take much longer than it should.
- The wait time for the light ot change seems high
- there are already a number of stops on these roads, so additional stops would depend on the location
- There are already alot of stops on this road
- There are already multiple places to cross there are many cross riads with lights and crosswalks we do not need more.
- There are already so many lights and very few pedestrians (aside from the summer months)
- There are already so many mis-timed lights and I spend gread amounts of time stopped at red lights already. Properly synced lights would really help. The time to travel across town is ridiculous already.
- There are many signalized intersections already, how much more can a car stop?
- There are already too many sets of lights at every single roadway, it seems. It takes me longer to cross Sherwood Park than it does to drive into the city. It's a little much already.
- There are already too many signal induced stops on these busy roadways. Way too may...
- There are already too many stops
- There are getting to be so many phase lights now I often wait nearly two minutes to get onto Sherwood Drive.
- Some waits at the lights are already long. No left turns after the arrows is frustrating.
- Sometimes there can be too many signalized intersections.
- There are so many lights that you already have to stop for. It takes forever to travel through Sherwood Park as of right now
- There are sufficient controlled intersections. As both a pedestrian and driver I'm comfortable with status quo
- There are sufficient crossings available for pedestrians on these roads now .

- There is already significant slowdown on these roads, If it is the case that there will be more lights, then there likely should be a reduction in speed limit as well.
- there is no need to change the current system. pedestrians have adequate crossing options at the current intersections and light change frequencies
- There is no need to have more stops at signalled intersections. The signal situation in Sherwood Park is abysmal already.
- there seem to be many signaled intersections
- These are major roadways to proceed further on into Edmonton and connector routes. There are enough lights to go through when trying to proceed through Sherwood Park already. It takes between 10-15 minutes during summer to get through the park and you can double that and then add some during winter.
- This would affect my commute time
- Those roads are bad enough with having to continually stop for lights.
- Too many stops makes for a longer trip.
- It feels like I stop at every light

Support Pedestrian Crossings

- Vehicle traffic needs to slow down and respect pedestrian crossings instead of trying to blow through or try to beat the crossing signal. Turning lanes are the most dangerous for a pedestrian when turning drivers are only concerned about merging into or turning across traffic as fast as they can.
- We need to find the balance with public safety and traffic. This will only happen when we deploy Intelligent Traffic Safety Systems, where the system is managing traffic, pedestrian interactions and the lights are control based logic and need. Not adding stops based on an analog 2 minute time clock. This will improve traffic flow, reduce GHG's and ultimately making safer for pedestrians and all the roadway users.
- We should be encouraging pedestrian traffic not discourage it by having difficulty crossing the major intersection
- Would be willing if it is completely necessary and there is statistics regarding pedestrian traffic amounts to defend it.
- A small amount of time wouldn't even be noticed, I feel for the poor people who have to cross those busy streets
- Always willing to stop for pedestrians

- As a pedestrian, it is not safe out there. There is no regard for pedestrian safety and there are excess wait times for pedestrians waiting for lights to turn on cold, windy corner.
- As a walker myself I see the very real need to keep pedestrians safe
- As long as it is done in intervals that are equal.
- As long as the lights are timed properly, this seems reasonable.
- As long as the pedestrian cross light is short in time
- because I'm a pedestrian as well as a driver - it's only fair
- Because its already stop start in the Park its becoming distracting
- Crosswalks are dangerous even when lit. Are overhead walkways an option?
- Dangerous for both pedestrians and drivers
- Depends on the road and time of day. I am not in favour of Impeding rush hours
- Drivers have to stop and wait as long as pedestrians do, in order to cross these main roads.
- Due to the many lights on these main roads feel pedestrians could walk to these sites.
- Each of these roads are very different for use of pedestrians. The question should be addressed separately per road.
- Especially when it is cold out pedestrians should go first but I am never excited about waiting
- frequent pedestrian crossing are necessary especially in winter, drivers sit in a warm car so a few extra stops should not be a big deal
- I am will to stop more, but the lights should change more frequently. Some of the lights on these roads stay way to long in one direction, and very short going the other direction.
- I believe strongly in a pedestrian-friendly environment. More walkers, fewer cars, this is good. Pedestrians should not be relegated to the 4th class citizens they usually are by city planners.
- I cross virtually every day (with my dog) and there has been a noticeable increase in lack of stopping over the past 2 years. It is starting to feel like I live in Ontario
- I do not as a pedestrian as well as a driver find any inconvenience to waiting for a walk light
- I don't understand the question. Is the intention to add more lights for people to cross at or would the existing lights be activated more frequently in response to a pedestrian request button?

- I feel that half of the responsibility for walking/driving safety is equally among the pedestrian/cyclist/driver
- I feel there are adequate pedestrian crosswalks with lights at the major intersections already
- I feel there are not enough opportunities to cross.
- I rarely drive. Mainly run or bike. I currently need to jaywalk just to get to main destination because of inadequate crossings.
- I really do not see a lot of pedestrians wanting to cross most of the major roads. There are already lights in many of the places where walkways or bike paths connect to the major roads.
- I think pedestrians deserve some respect. They have to stand there in the elements. I am sitting safe and warm in my car.
- I would be more willing if it is near a school or playground or to enhance those with mobility issues get around.
- I would be willing to stop more frequently, especially in the winter. This would also be if it is pedestrian controlled
- I'm a patient person and I don't mind stopping for pedestrians
- I'm not in a rush and pedestrian safety is a priority
- I'm okay stopping more frequently in winter. I don't think it's necessary to stop more frequently in summer.
- If bad weather I'm much more comfortable in my vehicle than a pedestrian on a windy corner
- If the person crossing the street has a button to push it is better. Having to stop, just in case a person is there to cross is a pain. We have many hours a day with no pedestrians
- If the signals are changing more frequently because a pedestrian has pushed a button to cross, that's very reasonable. If the signals are changing more frequently and there are no pedestrians waiting to cross, that would not be reasonable.
- if you added some crosswalks I agree. I don't want it overwhelming.
- important for pedestrians to be able to cross safely
- In European countries pedestrians do not have right away. We should adopt this practice. Pedestrians don't even look both ways anymore. They should protect themselves not drivers protecting them. Putting their fate in someone's else's hands.
- In order to make the community more pedestrian friendly I would be willing to stop more frequently.

- It can be cold out for people walking
- It can take quite a while to drive down these roads currently if you get caught at the lights however I understand pedestrians are not using vehicles which is a good thing.
- It depends on how long we are stuck at lights, and how long we have to make it through intersections.
- It is essential that people are encouraged to walk rather than use cars. Being able to cross roads safely and at convenient points will help.
- It is inconvenient to stop every block, but If it meant creating more safety in dangerous areas I would be willing.
- It is time we reduced our dependence on the automobile and one way of doing this is to enhance the pedestrian experience by making it easier and more enjoyable to be a pedestrian.
- It seems to me there is enough time for pedestrians to cross safely.
- It would be in the best interest of safety
- it would be nice if it could be set up seasonally, if cold weather, would like to see more frequent stops for pedestrians
- It would depend on the length of time of these stops.
- It would depend on the time of day. During rush hours, I feel it should stay as is, during off peak periods it would be acceptable.
- It would depend on the time of day
- It would depend on what is meant by 'frequently'
- It would make it safer
- It's a busy road and I think it would cause more congestion to have to stop more
- It's a good thing for more people to walk to their destinations when possible so making it easier for pedestrians to navigate major intersections could be helpful
- It's better to have a safe place at intersections to cross than have people just cross wherever they feel like it.
- It's important to have a walkable community
- It would be safer
- Making walking more accessible to walkers will encourage people to walk instead of driving.
- My own experiences waiting, especially in the winter.
- Not a huge fan of stopping consistently at intersections but am also concerned about pedestrians standing in the cold longer than necessary.

- pedestrian activated cross walks are a good option, not full sets of lights
- Pedestrian activity is so important for the future. It provides health benefits to the pedestrians and also makes it less desirable to drive reducing the amount of personal vehicle use.
- Pedestrian safety is far more important
- pedestrian safety is important and I'm willing to stop for it
- Pedestrian safety is important (2)
- Pedestrian safety overrides getting somewhere by car a few seconds faster
- Pedestrian safety
- Pedestrian should have more priority
- Pedestrians should have right of way
- Pedestrians should not have to wait for a significant amount of time to cross mayor intersections. The longer you wait for a light to change the more people are inclined to jaywalk.
- Safer spots for my kids to cross
- Safety and time issues with more frequent stops.
- Safety is the most important thing
- safety
- Sherwood Park should be a pedestrian friendly community.
- Should have longer walk signals for 4+lane roads
- Some of the lights are very long waits for pedestrians in the cold.
- Some of the pedestrian crosswalks are dark. I have seen some intersections where there are solar panelled lights input in order to have pedestrians cross more safely. I think this is a good idea.
- Stopping for pedestrians more often contributes to more safety for pedestrians, promotes the walk-ability of communities, and recognizes that cars share transportation corridors with other users such as cyclists, walkers, and recreational users (skateboarders, rollerbladers, segway riders, etc)
- There are more vehicles than pedestrians.
- There has to be a balance between drivers who never want to stop and pedestrians who are forced to wait a LONG time to cross the road.
- Utilising a 4 way pedestrian scramble crossing means less stopping at lights. Popular in UK and recently downtown Edmonton
- Very hazardous being a pedestrian
- Wait times for pedestrian crossing are sufficient.
- Wait times to cross as a pedestrian, especially in winter, always seem too long, risking jaywalking.

- We need to encourage more people to walk in our community. Too many people driving. Our GHG emissions need to be reduced quickly.
- We should encourage a more walkable community. We cater too much to vehicles and drivers ignore walkers. I have been almost hit by a vehicle and even sworn at because I wasn't crossing fast enough when I had mobility challenges.
- Why not? I'm sitting in my comfortable vehicle, while pedestrians are out in the elements. I can wait!
- would rather stop more frequently, then have people running across the road

What's Next?

The survey responses were shared with the departments responsible, who will review them and use the information to help inform operational decisions, and future planning.



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