



## **What We Heard Report**

### **Strathcona County Integrated Transportation Master Plan**

**JULY 2021**



**STRATHCONA  
COUNTY**

# TABLE OF CONTENTS

- 4** Project Overview
- 5** How We Engaged
- 9** How We Communicated
- 10** What We Heard
- 22** What’s Next
- 24** Appendix A: Newspaper Ads
- 25** Appendix B: Social / Digital Imagery And Posts Examples
- 29** Appendix D: Scoop Report
- 35** Appendix E: Survey Report
- 47** Appendix F: SCOOP Discussion Board Combined
- 66** Appendix G: Survey Analysis Combined

## THANK YOU FOR SHARING YOUR THOUGHTS AND IDEAS WITH US.

The Integrated Transportation Master Plan is critical to the future of transportation in Strathcona County. We appreciate your taking the time to tell us what you think.

The COVID-19 pandemic has touched nearly every aspect of daily life, including how we were able to connect with you during the first phase of public engagement. Thank you for engaging with us virtually as we adjusted our approach. Although in-person public events are paused, the project team remains committed to sharing project information and offering meaningful public engagement as efficiently and safely as possible.

## PROJECT OVERVIEW

Strathcona County is updating its Integrated Transportation Master Plan (ITMP). The goal of this initiative is to guide transportation investment decisions now and into the future. As the County continues to grow and our changing needs and priorities compete for funding to support numerous initiatives, County Administration will continue to take an integrated approach to transportation planning.

The County's current ITMP was completed in 2012. Since that time, the County's population has grown by almost 15%, with the majority of growth in the Sherwood Park area. The County has implemented some of the 2012 recommendations, such as widening Sherwood Drive (Lakeland Drive to Highway 16), Lakeland Drive (Clover Bar to Highway 21) and Wye Road (Hawthorne Road to Brentwood Boulevard). Improvements have also been made to regional travel to, from and through Strathcona County. These improvements include completion of the northeast section of Anthony Henday Drive, completion of the remaining phases of widening Wye Road (currently under construction) and adoption of the Bremner and Local Employment Area and Area Concept Plan.

The County's priorities have changed since 2012. Specifically, the County needs to support future growth and development as well as changing mobility needs. The ITMP update process gives the County an opportunity to review which recommendations have (or have not) been implemented and to decide which strategies are still relevant based on current and on trend land use plans, community needs and corporate and regional objectives.

In 2021, the County's priorities include an approach that aligns with our community's changing physical, cultural and social needs and supports community wellness through investments in land use and transportation. The Integrated Transportation Master Plan is an important component of these future plans.

## HOW WE ENGAGE

The engagement process creates opportunities for the public and stakeholders to provide input into developing the ITMP. This first phase began by exploring the values participants thought should be included in the ITMP. We also invited participants to identify existing transportation issues, forecast future transportation needs and examine where the County should invest in transportation.

Participant feedback will be used in Phase 2 to establish a common vision for how Strathcona County's resources and assets will evolve as the County grows. Future Conditions Transportation Modelling will create future scenarios for the public and stakeholders to review and provide input.



# How We Communicated & Engaged



## Media

3 ads and info releases: April 20, April 27 & June 15  
1 earned media story June 15



## Social Media

3 ads and info releases: April 20, April 27 & June 15  
1 earned media story June 15



## Website

Process updates and engagement reports were provided at each phase of the project on the County website at [strathconacounty.ca/ITMP](http://strathconacounty.ca/ITMP)



## SCOOP

Using the County's powerful SCOOP platform, several discussing boards were open from April 20 to May 6 2021 with 86 respondents participating.



## Survey

Through Survey Central and SCOOP, a community survey was opened on June 14<sup>th</sup> which ran for two weeks and had 641 respondents engage.



## Focus Groups

Focus group discussions took place through 12 focus group sessions involving community, business, industry, and youth.

## Degree of Public Engagement, Time and Resources Increase

Clear, concise, non-biased information for the public is the basis of all public engagement processes.



## INPUT

Obtain feedback from the public and stakeholders to test ideas or concepts, clarify issues, and identify possible solutions.



## LISTEN AND LEARN

Create opportunities for County staff, Council, the public and stakeholders to enter into a dialogue together to explore each other's perspectives, goals, plans, concerns, expectations, and possible solutions.



## COLLABORATE

Partner with citizens and stakeholders in each aspect of the decisions, including the development of alternatives, recommendations and preferred solutions



## EMPOWER

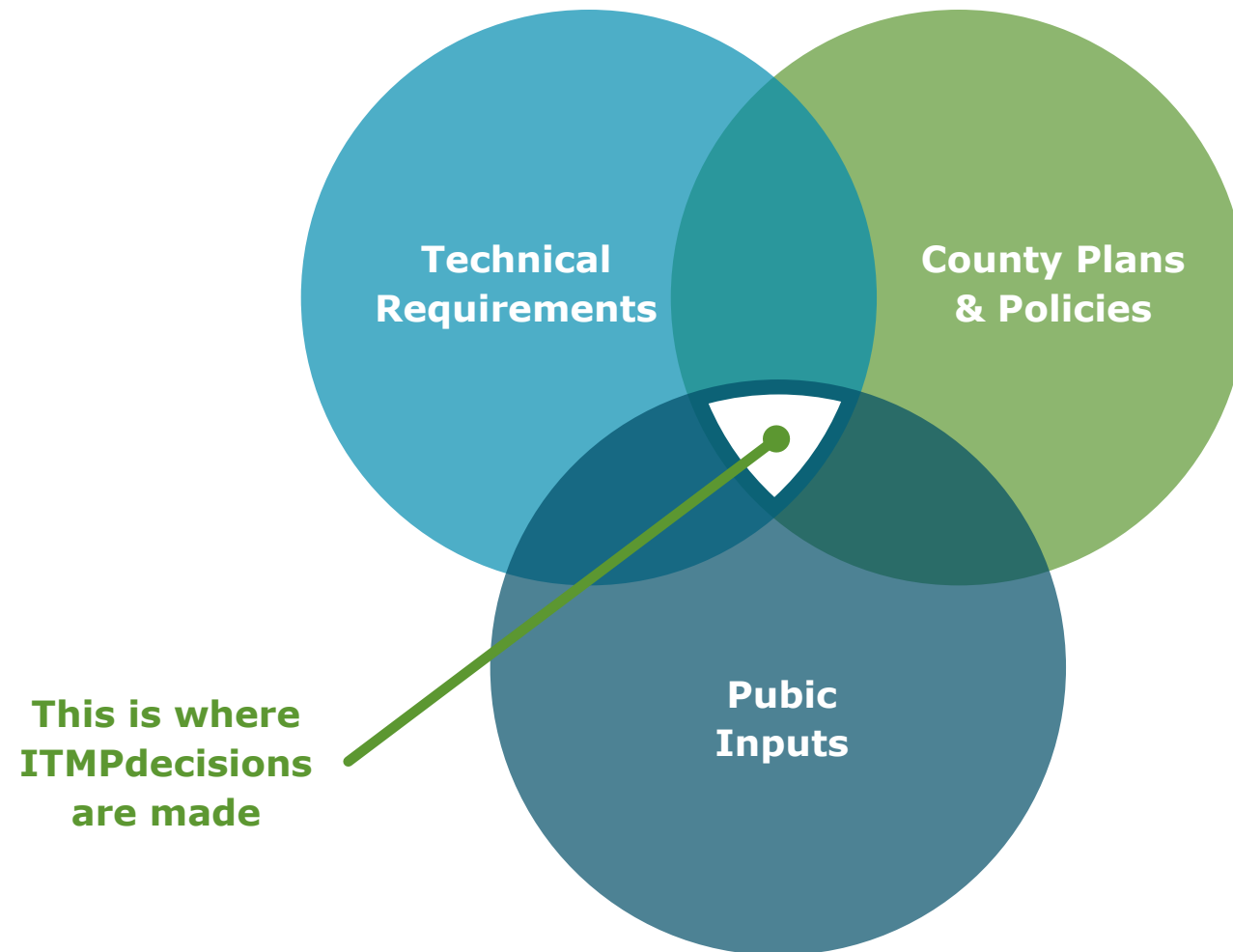
Delegate some or all aspects of decision making to citizens and stakeholders.

The County's public engagement continuum defines the public's level of influence in engagement processes. Engagement and Communications happened at the "Listen and Learn" level.

Public input, technical analysis and Strathcona County strategic plans, frameworks and policies will all be considered in defining the Integrated Transportation Master Plan update.



## HOW DECISIONS ARE MADE



## HOW WE COMMUNICATED

The project team used various forms of communication to promote opportunities for engagement, convey clear and concise information in a timely way, respond to inquiries and provide the means to report on citizen feedback, project progress and updates.

The Communications component of the Public Engagement and Communications Plan worked closely with County Corporate Communications and included the following characteristics:

- Be proactive and anticipate the needs and concerns of the audience.
- Timing is everything – notices, response times and ample time to engage.
- Use creative and innovative communications tools, tactics, messages and channels.
- Accommodate users, including reading level, language and accessibility.
- A picture is worth a thousand words: use imagery to attract and motivate.

Communications tactics included:

- Targeted social media across County channels such as LinkedIn, Facebook, Instagram Posts and Instagram Stories.
- News releases and media stories in the Sherwood Park News.
- Youth focused social media posts on secondary partner channels.

# WHAT WE HEARD

## OVERALL THEMES

The majority of participants thought Strathcona County's transportation system was excellent; they were appreciative of the work and investment that had gone into creating the current network. They identified that 'there are few things we need to fix, and more things we can think about and plan for the future.' The participants were future-focused, offering several suggestions to incorporate into the ITMP.

The values stated by participants reflected major themes that were consistent across all responses, whether from online contributions like SCOOP and the Survey or virtual meetings with Focus Groups. The values and subsequent themes are:

- Safety
- Accessibility
- Connectivity
- Efficiency and Convenience

*Safety* emerged as the most powerful theme across all participants. Whether it was cyclists wanting protection from rural roadway users, people who walked wanting safer crosswalks, industry concerned about safety in congested areas, commuters wanting safer freeways, or creating safer conditions for those with disabilities, safety was on everyone's mind.

*Accessibility* was important for all participants. While it may have meant different things to different people, accessibility was seen as essential to the ITMP. Business and industry need their workforce to have easy, congestion-free access to job sites, no matter where they are in the County. Pedestrians and people who bike require greater access to trails for recreational use. Cyclists who want to use cycling as transportation for work or errands need access to major roadways, like Wye Road or Baseline Road, to travel across Sherwood Park and into Edmonton. Young adults need better transit options if they want to continue to live in Sherwood Park. They need transit to go to work, recreation and social events, as well as post-secondary institutions. People in rural residential areas need transit hubs closer to the east boundary of Sherwood Park. They do not think driving across town to park and catch transit is convenient, efficient, or environmentally responsible. And people with disabilities need better access to transit or other kinds of transportation if they are to live an independent life.

*Connectivity* is related to both safety and accessibility. People want safe and accessible connections whether they are driving, walking, rolling, on transit or biking. They want to be connected to other areas in the community, as well as to Edmonton. People who use shared use paths spoke of 'being dumped out on a busy road with nowhere to go.'

**"I think there's a change in the way people look at transportation, people being encouraged to use of public transport, foot traffic, more communities are developed to be more of an urban village setting, where you aren't going all over Sherwood Park".**

**"When I think about transportation in the county, they've done great, but we need to monitor what's happening, there could be impacts with automation in the next 5 to 10 years."**

*Efficiency and Convenience* were strong themes particularly for people who require vehicles to go to work, run errands and participate in recreational activities. Efficiency and convenience were the primary reasons people cited for not changing their transportation mode from a personal vehicle to biking, walking, or transit.

Nowhere was efficiency and convenience more critical than the industrial zones in Strathcona County. Industry especially relies on efficiency and convenience to remain competitive on the world stage. Industry cited at grade rail crossings as their primary concern. The at grade rail crossings cause extreme congestion, which can lead to road rage and dangerous behaviour. The congestion creates delays in workers going to and from work and is a deterrent when trying to attract a workforce. Most notable, however, is the Industrial Heartland's ability to remain attractive to investors while contending with inadequate transportation infrastructure.

**"Rail on level crossings is our major concern. We are anticipating a 50% increase in volume, we will have 250,000 rail cars per year. That's essentially 20k rail cars per month. Most is on the east side of the North Saskatchewan River. That's where we want to see investment. And looking at twinning Highway 15; you can do grade separation there at the same time, not just for the road but also the rail piece at the same time."**

## SCOOP

The SCOOP platform featured discussion boards across six topic areas. For this first step in public engagement, the County wanted to understand residents' and stakeholders' perspectives on how transportation relates to Strathcona County's Strategic Goals and community priorities that were developed as part of a large, community wide strategic planning process. SCOOP participants were asked to share their thoughts on how transportation is a key element in the County's Strategic Goals:

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and the Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety

The results led to insights about sustainable transportation options, including biking, walking and transit. Connectivity was also a priority with SCOOP respondents. The full SCOOP Report can be found in Appendix D.



Bicycle interactions with pedestrians and traffic could be safer

Providing safe places in rural areas for cyclists



Improved trail and sidewalk connectivity

Longer trails without having to use crosswalks

Improved safety of crosswalks



Continuing to create walkable communities

Improve connections between communities

Improve connectivity to Edmonton via active modes



Improved transit strategies to increase number of users per bus

Consider more on call bussing for seniors or rural residents

## Survey Results

The survey, created by the project team, was released on SCOOP and Survey Central on June 14. It received 641 responses. The primary goal of the survey was to take what had been heard in the initial SCOOP discussion boards and ask the public to begin thinking about what their priorities are as they relate to future transportation needs. Themes that arose as clear priorities were:

- Accessibility
- Safety
- Convenience
- Efficiency
- Affordability

The survey indicated that the vast majority of participants used a personal vehicle as their primary means of transport, with 63% not interested in shifting away from that mode of travel for work or school and 60% not interested in shifting away from a personal vehicle for daily errands, appointments or activities. Of those willing to shift their mode of travel for work or school, the strongest support was for a public transit option or to use a bicycle. For day-to-day errands, activities and appointments, the respondents showed the most support for using a bicycle, travelling by foot and public transit as potential alternative modes.

We asked residents what barriers prevent them from shifting their mode of travel. The most popular responses were inclement weather, accessibility of alternative modes, excessive travel time and safety concerns due to the interaction with vehicles.

In addition, we asked respondents about their priorities when choosing a place to live in Strathcona County. Proximity to daily needs was the highest priority, with low traffic near home and access to trails and parks closely following behind.

To capture the public's opinion on where to invest in the transportation network, a question was also asked to indicate what areas of focus for transportation investments were the most important to respondents. The top results were ensuring everyone in the community has good transportation options, followed closely by traffic safety. Vehicle travel time and improvements to cycling and walking options were the next two highest priorities.

For the complete results from the ITMP survey, see Appendix E.

## FOCUS GROUPS

Focus groups were conducted to dig deeper and gain insight into specific areas through Strathcona County stakeholders who rely on a strong, future focused transportation master plan.

### Accessibility

The Strathcona County Accessibility Advisory Committee (AAC) was established by Strathcona County Council in 2010. The AAC is composed of County residents with disabilities, County residents with experience in providing services or assistance to people with disabilities, staff members and a member of County Council. Their role is to advise, recommend and assist facilitating a barrier-free municipality for persons with disabilities.

Strathcona County is home to the Robin Hood Association, an organization committed to excellence in assisting individuals with disabilities to achieve their personal best and experience a quality lifestyle. They are the primary provider of services to children and adults with developmental disabilities in Sherwood Park, Fort Saskatchewan and surrounding areas. Six hundred full- and part-time staff currently serve about 350 adults and 350 children and their families. Transit service is essential for clients to access employment, families to access services, and employees and volunteers to get to their various sites. Robin Hood Association has an internal transit/bus service but would like to rely more exclusively on County Transit, enabling Robin Hood to focus more on their core business areas.

The AAC and Robin Hood Association spoke eloquently of the need for a transportation network that was inclusive and accessible to all. Participants included those with accessibility requirements and their advocates. Improving accessibility focused on the public transportation network, which is the main means of transportation for people with accessibility needs. This means that all users need to get to bus stops, easily board the bus, travel to where they need to go when they need to go, and then disembark. In all instances, transit is foundational in people living independent lives as students and workers each contributing to the economic fabric of the community. Distance to the bus stop, distance to the destination, and scheduling were all cited as barriers to inclusive and accessible transportation. On-demand bussing was seen as a possible solution to the perceived gap in service, especially if the buses were equipped to handle those with disabilities.

There were concerns over the aging population and how to provide inclusive and accessible transportation and transit for them as they age.

## Agriculture Service Board: Rural perspectives

The Agriculture Service Board is an advisory body that assists Strathcona County Council and the Minister responsible for the Agricultural Service Board Act, in matters of mutual concern. The Board is comprised of citizens and elected officials and provides advice and guidance on topics that may impact rural residents.

Participants were generally very happy with the current state of the transportation system and praised the quality of the majority of rural roadways. They acknowledged that they are one of the only jurisdictions with a majority of paved roads rather than gravel in rural areas. They were appreciative of this and indicated that the discussion would focus on ways to enhance the existing system.

Safety was their top priority on rural roads. Rural roads have competing uses, such as rural commuters, urban users and cyclists interacting with large and heavy agricultural equipment. Participants felt that urban and country residential users may not understand the need for farm operations to move equipment on rural roadways. Participants agreed that the result of these conflict points present significant safety issues.

Participants suggested that an education campaign was required to inform the public about the importance of farming and the necessity for agricultural equipment on roads. Participants often felt disrespected by other road users and thought a campaign to increase awareness may improve attitudes and change behaviour. Participants discussed the possibility of designated North/South heavy equipment corridors, suggesting that some of the designated roads could be widened to accommodate farm equipment.

Cyclists on rural roads were a safety concern as well. Recreational cyclists were viewed as taking risks by not following the rules of the road, thus endangering themselves and others. The cyclists were seen as non-sympathetic to local residents and their fears when trying to share the road with cyclists.

To the Agriculture Service Board, forecasting and managing travel demands include making development decisions that support wellness—wellness of the environment, wellness of the community and wellness of families and individuals. For example, people recommended developing amenities closer to Highway 14; currently they have to drive through Sherwood Park to access amenities. They felt that it wasn't good for the environment or the economy – often they chose to shop at the 17 Street amenities in Edmonton instead of commuting within Strathcona County. They also felt that transportation planning should be integrated with new developments, such as Pointé-aux-Pins Acres and Bremner. There is also a need for a transit hub on the east side of Sherwood Park; people felt driving from rural areas through Sherwood Park to take transit from one of the two transit terminals was neither environmentally friendly nor efficient.



People said there should be investment in multimodal, safe, low carbon transportation options like bike trails from Sherwood Park into rural areas. The current trail system was widely supported, with demand for more trails throughout the County to connect rural and urban areas. People would commute to Sherwood Park for errands or work if cycling infrastructure was in place.

Legislation for autonomous vehicles and farm equipment is needed, as these vehicles are already in use on farm operations in Strathcona County. Currently, autonomous vehicles are able to operate on the landowner's property but there is no legislation for operating on a public road or highway.

### **Alberta Cycling Coalition: Strathcona County Representatives on shifting transportation modes**

Cycling is an increasingly popular leisure activity, competitive sport and means of transportation that has shown significant growth in Strathcona County. An increase in the number of people who ride bikes and where they ride them indicates that cycling is evolving across the Edmonton Metro Region. Strathcona County represents a large part of that evolution. New types of bikes and diverse demographics of riders has increased the speed of cyclists' travel and the number of cyclists sharing the roads and pathways.

Cycling being viewed both as a serious transportation and recreational activity was a key message from participants. Biking to work in Edmonton or the County, training on rural roads for racing and triathlons, cycling for errands or families biking recreationally means that cycling should be considered mainstream with the necessary infrastructure. Participants felt that most recreational cyclists were well served by the trail system, but the missing piece was for the commuter cyclists and how they operate off of the trail network. Serious cyclists required more connectivity and dedicated cycling infrastructure. Participants felt that cycling represented a significant tourist opportunity if cycling infrastructure was incorporated into the ITMP. In cases where cyclists are sharing the roadways with vehicles, the roads should be maintained to be safe for cyclists – wide shoulders and free from gravel and debris. This applied to rural roads as well as Baseline Road, Wye Road, Yellowhead Trail and Anthony Henday. The lack of cycling infrastructure over the Henday was seen as an 'opportunity lost' and could potentially be revisited. Other desired infrastructure included bike racks and bike activated crosswalks.

Safety was a priority for the Cycling Coalition. There were significant concerns about vehicle and cyclist interactions, road maintenance and lack of infrastructure for commuter cyclists on major roads. Increased education for cyclists and drivers is key. Major commuter routes were identified, all of which needed better cycling infrastructure such as wider shoulders and better maintenance.

### **Chamber of Commerce: Goods, services and the economy**

The Chamber of Commerce is dedicated to meeting business needs in the community. They work together to advance the commercial, fiscal, industrial and civic interests of the community.

The top priority for participants is ensuring the efficient movement of customers and employees to businesses. There was praise for the current road network; it works well for employees, clients and customers who drive.

The Chamber thinks there is a need to improve accessibility and inclusiveness in the transportation network for those who do not own a vehicle, or are unable to drive, including those with disabilities and seniors. To help facilitate this, participants suggested creating a transit hub on the eastern side of Sherwood Park so that people could more readily access transit.

The trail system was widely supported. Participants thought improving shared use path connectivity to other communities and rural areas would increase people walking, riding or rolling to commercial areas. Connecting rural and urban areas, as well as linking individual communities to other communities is a necessary step if the County wants to encourage a shift to more multi-modal transportation.

Participants also encouraged the County to invest in future technology such as electronic and autonomous vehicles and to investigate the planning and infrastructure required for future innovation.

The participants welcome creating partnerships, collaborative opportunities and increasing communication between the County and stakeholders.



## Developers: Building innovative, welcoming communities

The Urban Development Institute—Strathcona County Regional Committee recognizes that the development of land is an essential function of our economy. Their activities and objectives focus on Building Communities Together through promoting wise, efficient and productive urban growth. They are instrumental in land use and creating livable communities. Transportation is an essential element in these developments.

Participants in this session regularly invest in visions for the future and support the idea of an ITMP as a component of that vision. They described their rapidly changing environment; above all else, they require the flexibility and nimbleness to adapt to the shifting needs of the market.

Changing environmental factors all have major impacts on transportation needs in their developments:

- Changing demographics value multi-modal transportation and less commuting
- Increased opportunities to work from home, thus changing traffic volumes
- Electrification of vehicles and increased power needs in developments
- Demand for compact and walkable communities
- A future with autonomous vehicles

Participants felt that policies and regulations were not keeping pace with these changes. This lag creates friction between orders of government and the development community and reduces their business efficiency. Transportation infrastructure requirements can be too rigid, especially for new development without the population to support the funding for the infrastructure. Participants felt that infrastructure requirements were inefficient and led to overbuilding many of their developments before there was a suitable tax base.

Connectivity was an important theme to participants. Roadways and trails must be improved to link employment nodes and residential areas. Connectivity to major highways such as the Yellowhead and Henday is a challenge for industry; collaboration between Alberta Transportation, Strathcona County and the development industry is critical for future transportation planning.

## Industry Groups: Economic engine that places the County on the global stage while contributing to quality of life

Alberta's Industrial Heartland is a global industry leader focused on industrial and technological advancement, economic growth and the well-being of their community and workforce. They are prominent stakeholders in Strathcona County.

Rail access is the top priority for the industry groups. A recent modelling study showed an increase in rail traffic by 50% in the next 5 to 10 years, which translates into 250,000 rail cars a year. The current infrastructure is inadequate for today's rail traffic; it will only get worse with an increase in railcars.

Grade separations at rail crossings are required for the safe movement of goods and services, as well as the safety of the workforce. Eliminating at grade crossing will reduce congestion and frustration, leading to increased safety. Strategic imperatives include creating an industrial logistics hub with infrastructure to accommodate rail, sea cans, trucks and pipeline. Separating these crossings is essential if the logistics hub is to become a reality, as is expanding the rail network to accommodate the expected growth in the region.

The Vinca Bridge was seen as a major piece of infrastructure that needed to be updated and included in the rail network, as well as its continued operation as a road bridge. Currently, it is a major source of congestion. Industrial worksites need to be more accessible to the workforce who travel from Sherwood Park, Fort Saskatchewan, Edmonton and St. Albert. Commuting time is significantly increased due to the congestion and is a deterrent to attracting a workforce. Transit to the industrial sites was discussed as an environmentally friendly way to access industrial sites instead of personal vehicles.

Participants also expressed concern that the County, as well as other levels of government, were not investing enough into land purchases for future infrastructure such as rail and a logistics hub.

Participants also urged a collaborative approach to building relationships with Alberta Transportation; this collaborative approach could increase efficiency and advance decision making on long awaited projects.

## Youth: Transportation requirements necessary to attract and retain youth

Strathcona County is a growing, young and diverse community. Through the months of June and July, the Integrated Transportation Master Plan update provided an opportunity to engage youth and all Strathcona County residents to discuss the future of transportation. In July, there were three engagement sessions hosted with youth ranging in age from 11 to 25. The Youth engagement sessions were conducted with three main topics in mind: accessibility, affordability, community wellness and sustainability.

*Accessibility* included the types of transportation youth are looking for and using to commute within Strathcona County, the City of Edmonton and surrounding areas. Access to transportation and information on transportation options in Strathcona County was a continuous theme across all engagement sessions.

*Affordability* focused on the costs associated with transportation options for youth in Strathcona County, from the cost of owning a vehicle, purchasing a bus pass, or the cost of ride share programs such as Uber. In many conversations with university students, concerns arose around the increasing cost of programs such as the UPass.

*Sustainability* integrated environmental impacts of transportation and recreational transportation options in Strathcona County. Biking and walking trails are a growing concern with our youth population, and many more individuals are looking for more options to bike as their main mode of transportation.

Of the three engagement sessions held, two were virtual and one was held in person; all participants were eager to provide comments on how to improve transportation in Strathcona County. Safety, efficiency and environmental impacts were the greatest concerns of the youth who attended engagement sessions. Bike-riders are interested in seeing wider sidewalks to ensure less congestion for bikers and walkers and greater options to ride a bike to rural Strathcona County or the City of Edmonton. Riding a bike from Ardrossan to Sherwood Park is doable, it would be better to have a bike trail system to give greater security than on the roads. While commuting by bus is more environmentally conscious to youth in Strathcona County, efficiency is an area of improvement that youth commuters would like to see. One commuter from Edmonton to Sherwood Park mentioned that “the biggest barrier was just the time associated with getting on the bus. So, it was either a 15-minute drive or it was an hour and a half bus ride instead.” As more individuals look to change their transportation options to focus on environmental health and be more cost effective, options such as biking, walking and efficient transit are a top consideration for commuters. Environmental impacts including gas usage in personal vehicles and the future of Strathcona County’s bus fleet are top of mind for youth.

As Strathcona County continues to grow and develop, youth perspectives and conversations are critical to ensure all residents of Strathcona County are heard. Strathcona County transportation and the ITMP has provided youth not only an opportunity to engage in their community, but also to look to the future.

At each engagement session, each participant was extremely grateful that they were heard and included in the conversation.

## WHAT'S NEXT

The technical team will begin modelling to generate scenarios for the ITMP update. In addition to the responses from SCOOP and the survey and focus group results, the technical team will review other Strathcona County planning documents, the recent Integrated Regional Transportation Master Plan (IRTMP) prepared by the Edmonton Metropolitan Region Board (EMRB) and associated surveys to inform the plan.

Future engagement on the scenarios are planned to take place in the fall of 2021.

## APPENDIX A: NEWSPAPER ADS

April 2021



**Your County. Your Voice.**

**Connecting The County**

We're updating the plan that guides our transportation network.

Whether you drive, take transit, walk or cycle, your thoughts matter.

Strathcona County is inviting residents and businesses to share thoughts and insights as we look to plan and build a transportation network that best supports a safe, healthy community and strong economy.

The Integrated Transportation Master Plan (ITMP) guides decision-making and direction-setting related to our entire transportation network over the next 30 years. The choices we make when investing in our transportation system (roads, sidewalks, trails, transit) are critical in determining how our municipality looks and functions in the future.

We'd like to hear what is important to you about how our community moves. Strathcona County is committed to a high quality, safe and connected transportation network supporting our quality of life and place.

Visit [www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP) to join the SCOOP community and add to the discussions.

**Discussion panels open April 20th to May 4th**

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and the Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety


[www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)

Strathcona County Transportation, Planning & Engineering  
780-464-8279

**STRATHCONA COUNTY**



June 2021



### Your County. Your Voice.

**i** We are continuing the review of the master plan that guides how we manage and plan our entire transportation system.

Take our survey on how our community moves.

**The survey opens on June 14, 2021.**

**It will remain open until June 30, 2021.**

[www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)

Strathcona County Transportation, Planning & Engineering  
780-464-8279

**STRATHCONA COUNTY**

### Connecting The County

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# APPENDIX B: SOCIAL / DIGITAL IMAGERY AND POST EXAMPLES

Twitter



**STRATHCONA COUNTY**

## CONNECTING THE COUNTY

Transportation in a Livable Community

**April 6th, 2021**

>> Join our discussion panel today and have your say!

Facebook



**STRATHCONA COUNTY**

## CONNECTING THE COUNTY

We're updating the plan that guides our transportation network.

**Whether you drive, walk or cycle, your thoughts matter.**

>> Join our discussion panel today and have your say!



Website Banner

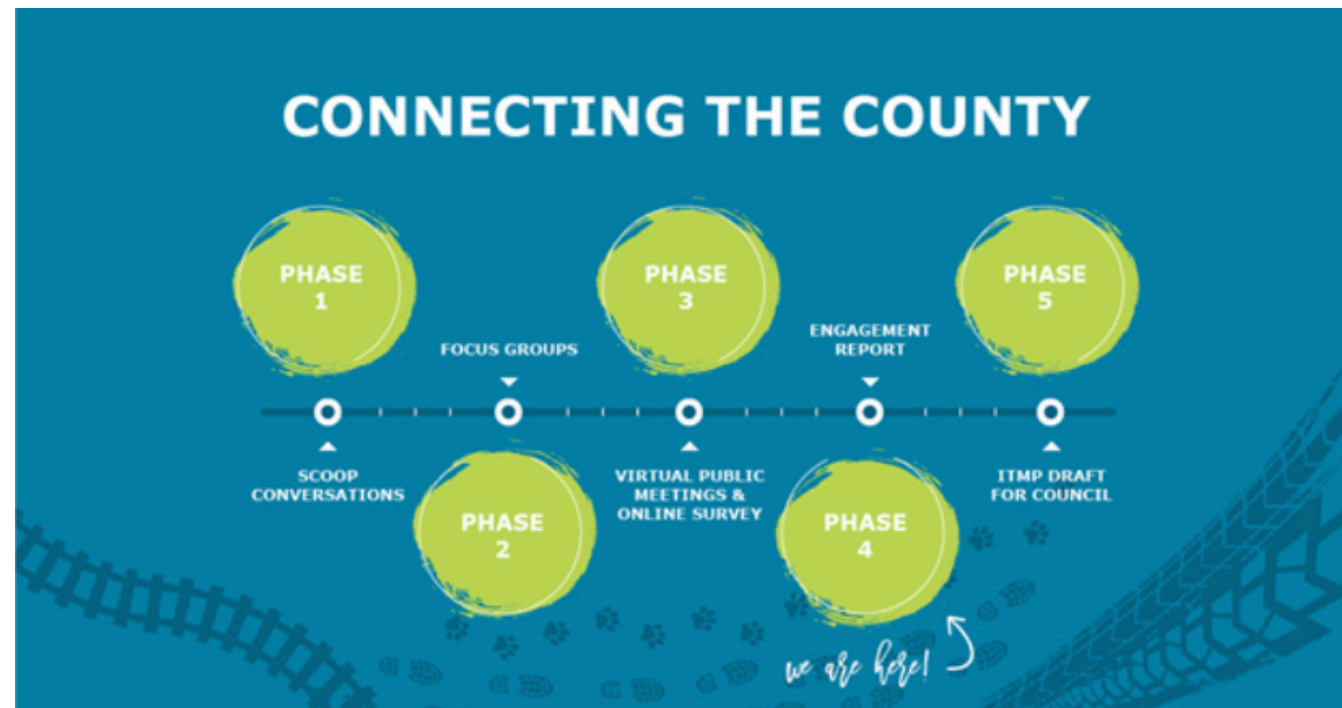


Discussion Board Themed Banners

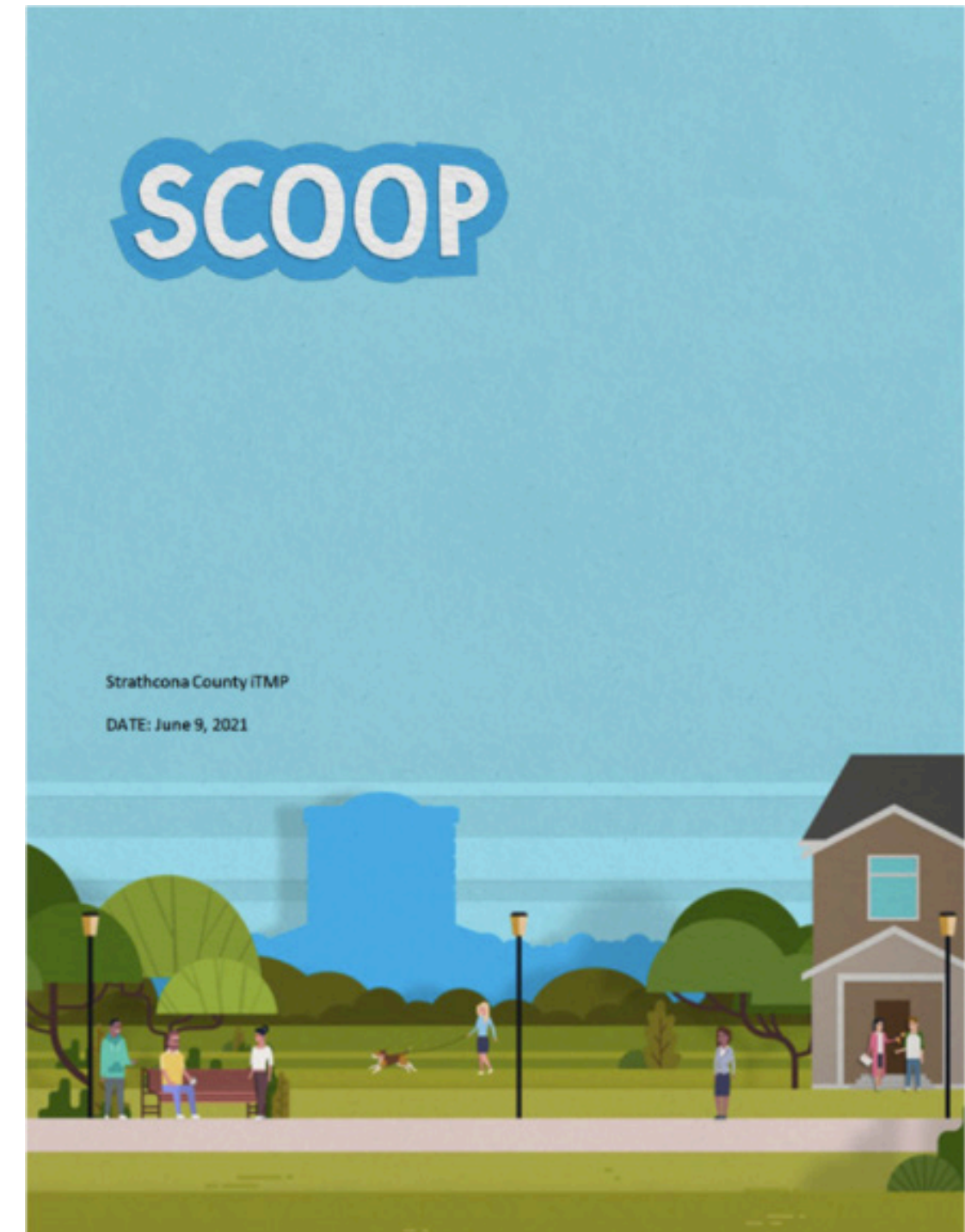




## Process Graphic (website)



## APPENDIX D: SCOOP LONG FORM REPORT



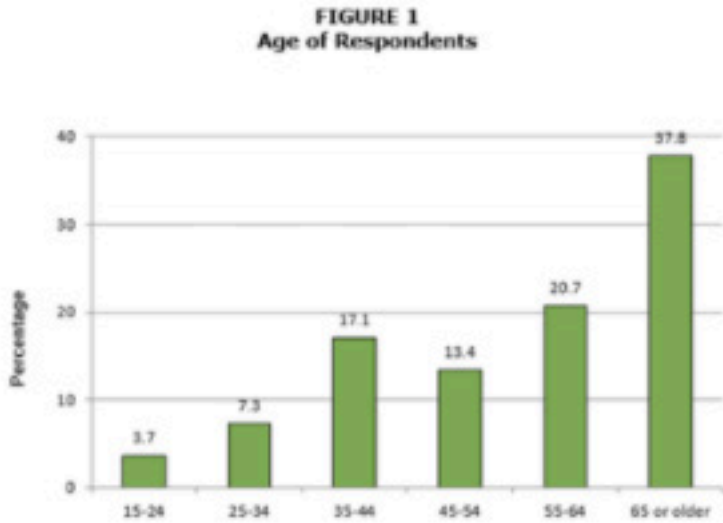
Strathcona County is updating our **Integrated Transportation Master Plan (ITMP)**. The goal of this initiative is to create a prioritized plan that will guide transportation investments now and into the future.

For this first step in public engagement for the process, we wanted to understand resident perspectives on how transportation relates to Strathcona County’s Strategic Goals and community priorities.

### Survey Highlights

For approximately two weeks beginning on April 20, 2021 Strathcona County residents were invited to share their thoughts on six different discussion boards on the SCOOP platform. Each board had a different topic: Transportation and Strong Communities, Transportation and Economic Development, Transportation and Accessibility, Transportation and the Environment, Transportation and Healthy Active Communities and, Transportation and Safety.

Throughout all six boards, a total of 86 participants provided comments. Many users provided comments on several boards. Approximately 73% of respondents lived in Sherwood park while 27% lived in rural Strathcona County. The age demographic breakdown of participants is shown below.



### Transportation and a Healthy Active Community

This topic board drew a total of 63 comments. The topic most extensively discussed was the interaction of the various active modes on shared use pathways, sidewalks and the roadways. Residents expressed concern on cycling on the same pathways as pedestrians, particularly when children are present. Another theme was the lack of trail and sidewalk connectivity. Residents expressed that they would like to be able to travel much further without having to cross roadways or use at-grade crosswalks, both for walking and biking. There were also many comments indicating residents particularly enjoyed using active modes as a means of exercise and leisure during the COVID-19 pandemic; however, this did result in some congestion on the shared use pathways.

### Transportation and Strong Communities

A total of 47 comments were received on this board from 30 different people. The primary focus area was again on active mode interaction with roadways. Residents expressed a desire to access regular amenities with active modes, such as biking or walking, in more efficient manner. Some residents felt that residential communities were too far away to easily access regular errands such as shopping centres. Suggestions included improving transit; some residents would be more willing to use transit after the COVID-19 pandemic.

### Transportation and Economic Development

A total of 23 responses from 17 users were received on this board. The focus of the responses on this topic centered around keeping large vehicles away from residential areas. Some residents requested improved transit systems to commute to workplaces throughout the greater Edmonton area. There was a mix of support and opposition to speed limit changes throughout the community.

### Transportation and Accessibility

Seventeen different people commented on this board for a total of 21 comments. There was significant discussion on this board on rural public transit. While some users expressed significant interest in a regularly scheduled or on-demand transportation system others expressed that this was not appropriate use of County transportation investment.



Transportation and the Environment

This was the third most used discussion board, with 42 posts from 29 different users. Residents largely agreed that excessive idling of vehicles contributes to increased emissions and as a result more pollution. Some solutions users had included reducing the size of public transit buses (several felt that County buses are rarely full), improving signal timing and implementing more variable signal timing to reduce idling of vehicles on the roadways. There was interest in connectivity--creating walkable communities throughout the county. Other solutions to reduce environmental impact were stricter penalties on illegally modified vehicles, LRT connection to Sherwood Park and more support and incentives for electric vehicles and bicycles.

Transportation and Safety

This board created the most discussion with 71 posts from 41 different users. There was extensive discussion on this page, like other boards, on the interaction between all modes of transportation. Many residents feel that cyclists on shared use pathways are a safety risk to users on foot. In addition, cyclists feel unsafe on roadways as vehicles are not properly passing them, especially on rural roads. Drivers felt there is the potential for serious collisions when encountering cyclists on rural roadways. Many people felt that due to the COVID-19 pandemic, trails were much more congested, and the safety issues were therefore a larger concern. Another concern was sidewalk and roadway maintenance. Other requests included safer cyclist travel into Edmonton, improved educational programs for all road and sidewalk users, and improved maintenance of signage and landscape features near intersections.

What’s Next?

Engagement will continue with several focus groups planned with business and industry, agriculture, youth, and accessibility groups, as well as groups of seldom heard voices. An online survey will go out in June 2021 to further discuss the transportation priorities of Strathcona County residents. Following the completion of this round of engagement, the project team will analyze both the quantitative and qualitative data and prepare a comprehensive What We Heard Report. These findings will be integrated into a draft Integrated Transportation Master Plan. There will be another round of engagement in the late fall of 2021 to offer feedback on the proposed plan.



What we learned from SCOOP



Bicycle interactions with pedestrians and traffic could be safer



Improved trail and sidewalk connectivity



Continuing to create walkable communities



Improved transit strategies to increase number of users per bus.

Providing safe places in rural areas for cyclists

Longer trails without having to use cross walks

Improve connections between communities

Consider more on call bussing for seniors or rural residents

Improved safety of crosswalks

Improve connectivity to Edmonton via active modes



## APPENDIX E: SURVEY LONG FORM REPORT



**DID YOU KNOW:** FIND MORE INFORMATION ABOUT THE STRATHCONA ITMP HERE:

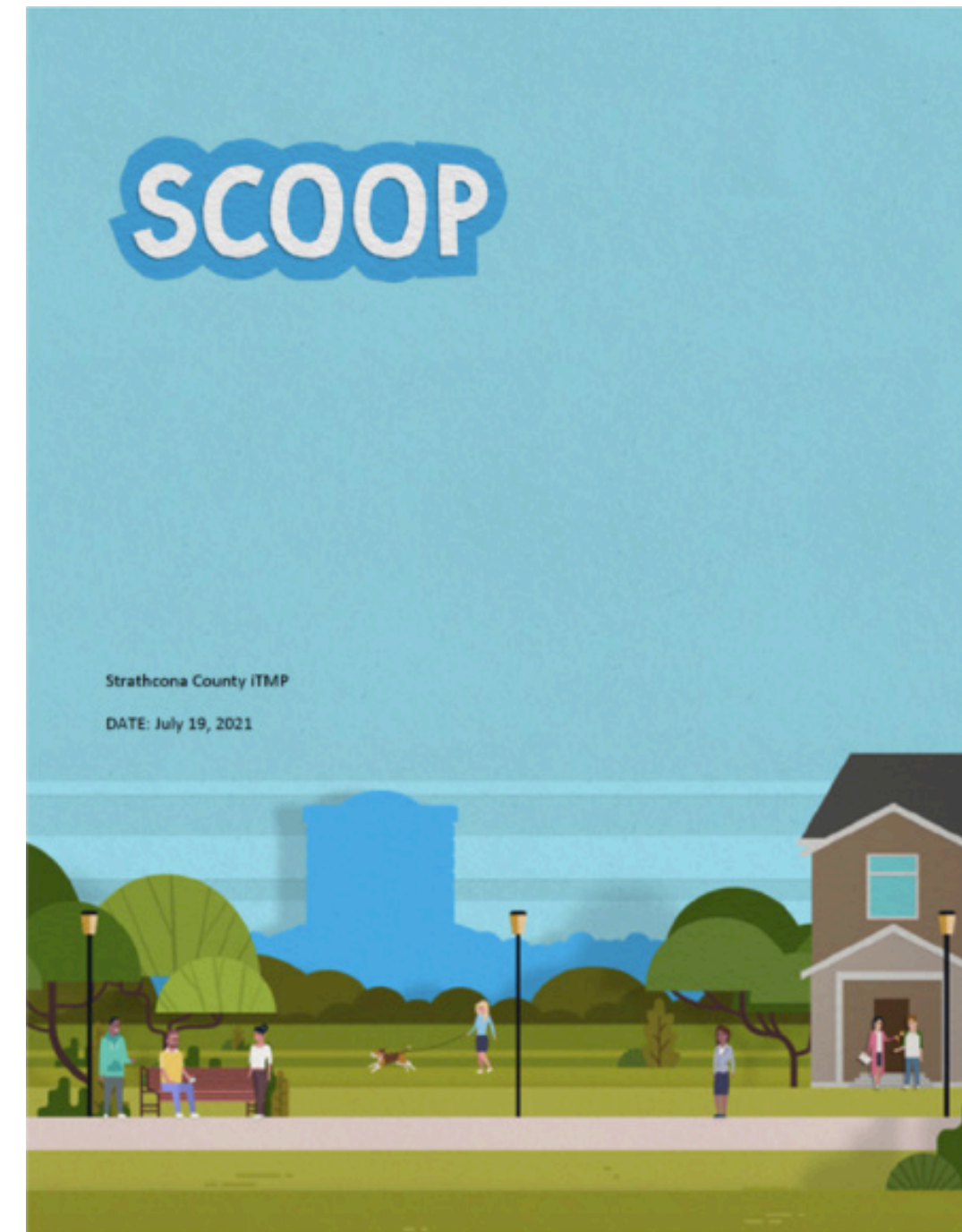
<https://www.strathcona.ca/council-county/plans-and-reports/strategic-documents/transportation-roads/integrated-transportation-master-plan/>

### More Information

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Strathcona County is updating our **Integrated Transportation Master Plan (ITMP)**. The goal of this initiative is to create a prioritized plan that will guide transportation investments now and into the future.

For this first step in public engagement for the process, we wanted to understand resident perspectives on how transportation relates to Strathcona County's Strategic Goals and community priorities.

For the second step in public engagement, we created a survey for residents to provide their input on transportation related priorities and interests.

## Survey Demographics

For approximately two weeks beginning on June 14<sup>th</sup>, Strathcona County residents were invited to share their thoughts on a survey relating to Strathcona County's current and future transportation network.

Throughout both the Scoop and Survey Central platforms, a total of 641 residents participated in the survey. Approximately 43% of participants were male, 52% female, 1% preferred to self-identify and 4% preferred not to say. Of the participants, 109 either had a disability or had someone in their household with a disability, and 470 participants did not. The age breakdown of the participants can be found in the below figure.



## Survey Question Breakdown

### Question 1 Summary

Question 1 was structured to allow open input on residents' opinions on what a livable communities' transportation network might look like. Each respondent was asked to select three words that best fit their idea of a transportation network in a livable community. There were over 370 unique responses from residents however the top 5 results had a significantly higher number of mentions. Listed from most selected to least selected, the top 5 results were: **Accessibility, Safety, Affordability, Convenience and Efficiency**. Some other responses that were noted are: **Reliability, Easy to use, Walkability, Fast, and Availability**.

Recognizing that many words have similar meanings, following the processing of the raw data, words with the same theme were grouped together which led to the top 5 results becoming even more prevalent.

### Question 2 Summary

2. Imagine you were choosing a new place to live in Strathcona County. Please rank your priorities as it relates to transportation from highest priority (1) to lowest priority (7).

On a computer: drag items from the left to the right.

On a phone: click items in your order of preference. Un-click and click again to change the order.

Drag items from the left-hand list into the right-hand list to order them.



This question focused on what the transportation related priorities are when selecting a place to live in Strathcona County. Respondents ranked their priorities from highest to lowest priority. The resulting ranking of the priorities of the community are shown below from highest priority to lowest priority.

1. Close to your day-to-day amenities
2. Little traffic near your home
3. Access to park and trail systems
4. Easy access to major roadways
5. Easy access to public transit
6. Close to your workplace
7. Close to schools

To show a further breakdown of the priorities, the below bar graph shows the breakdown between each priority. A lower score on the bar graph indicates a higher priority as it was rated higher (closer to 1), more often.

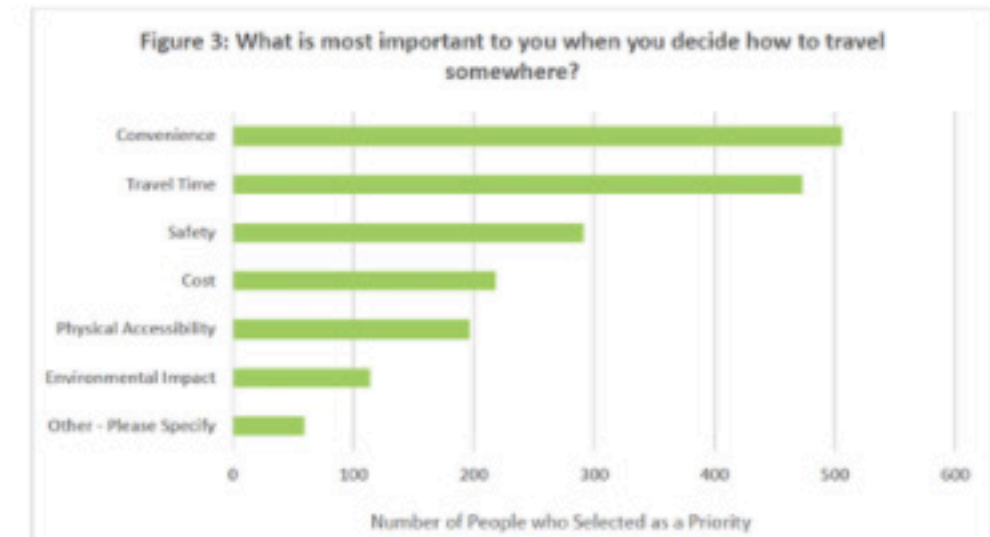


In addition to ranking these 7 options, respondents were asked to provide any other priorities they may have when selecting a place to live. Some additional answers are listed below.

- Parking in front of your home
- Maintenance of trails, sidewalks, and roadways
- Low noise pollution
- Safety for pedestrians and other non-vehicle modes
- Walkability

### Question 3 Summary

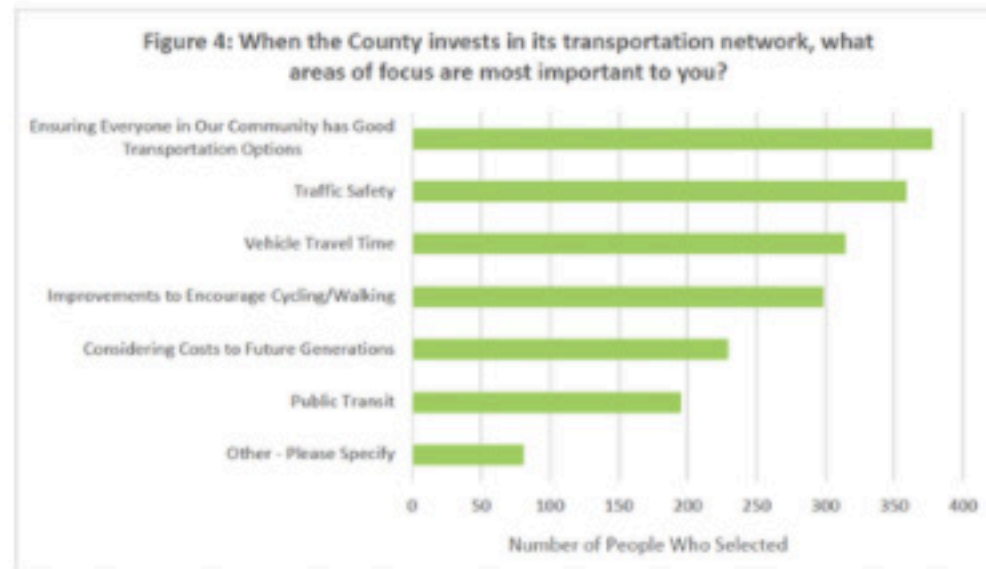
Question 3 focused on gaining insight into what the community thinks about when deciding how to travel somewhere in Strathcona County. Respondents had six options as well as an "other" option and were asked to select the top 3 priorities. The results of this question are shown in the figure below. The higher the number of people that selected the option (longer bar) indicates a higher priority.



Of the 58 options selecting "other" some popular answers included: weather, parking, walkability, personal health, and road condition.

### Question 4 Summary

This question was centered around County Investment priorities. Participants were asked to specify the areas of focus they thought the County should invest in. Similar to question 3, there were six options with a seventh option for "other" and the user was asked to select the top 3 options. The results of this question can be found in the below figure.

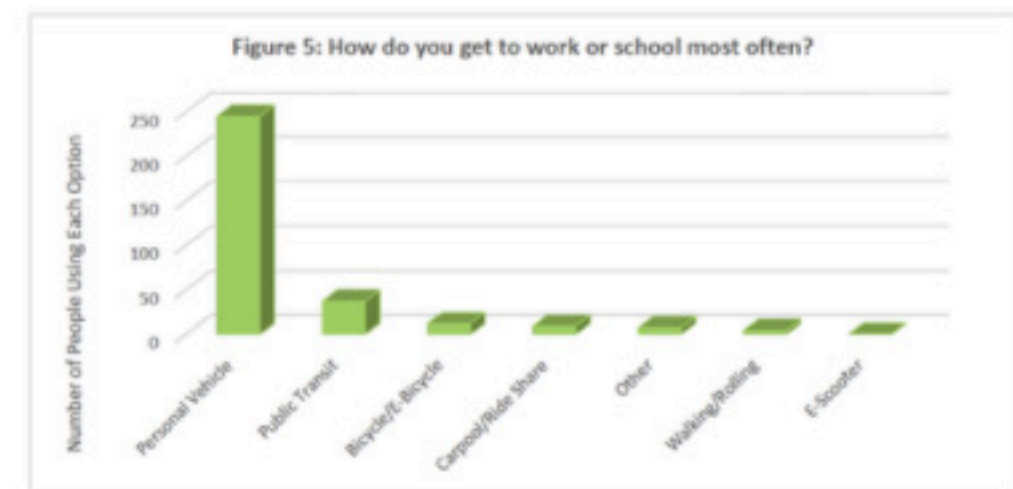


Of the 80 options selecting "other" some popular answers included: Environmental Sustainability, Network Maintenance, LRT connections and Separation of Cyclists from traffic.

### Question 5, 6, 7 & 8 Summary

Question 5 was a qualifier for question 6. The question asked participants if they regularly travelled to work or school (with COVID-19 restrictions lifted). Of the participants, 51% answered yes, they have a regular commute and were directed to Question 6. The remaining 49% answered no, they either did not have a commute or worked/learned from home.

Question 6 asked the participants their transportation method to get to work or school. Respondents were provided with six options with the seventh being "other". The results of this question are shown in Figure 5 below.



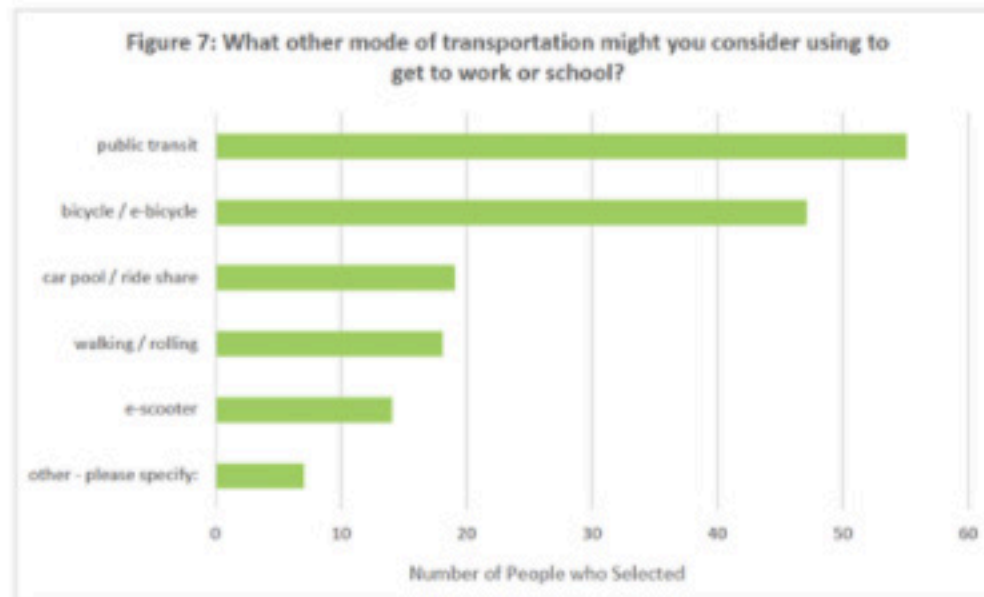
Only 7 people selected other, most of which indicated they use a variety of transportation methods to arrive at work or school (i.e. personal vehicle and public transit).

Following their answer to Question 6 users were asked in Question 7 to indicate their willingness to shift from a personal vehicle to other modes of transportation to travel to work or school. Question 8 asked which mode of transportation they would be willing to move to.

Figure 6 shows the willingness of those with a commute to shift to other modes while figure 7 shows which mode they would be willing to shift too.





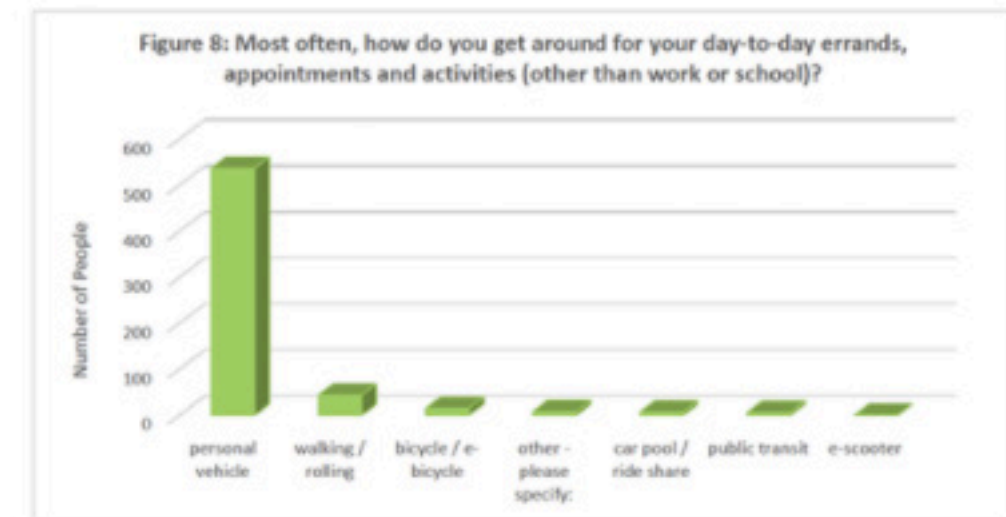


Of those who selected other in question 8 the predominant answer was the consideration to specifically use the LRT if made available.

Finally, as part of Question 8 residents were asked what other barriers might be preventing them from using the mode shift they selected earlier in the question. There were 61 people that responded to this question. Some barriers that were identified were: weather impacting the safety and accessibility of some options, excessive travel time, lack of connection of public transit to where residents need to go, and accessibility of alternative options.

### Question 9, 10, 11 & 12 Summary

Question 9 asked the participants their transportation method that they use for daily errands, appointments, and activities. Respondents were provided with six options with the seventh being "other". The results of this question are shown in the figure below.

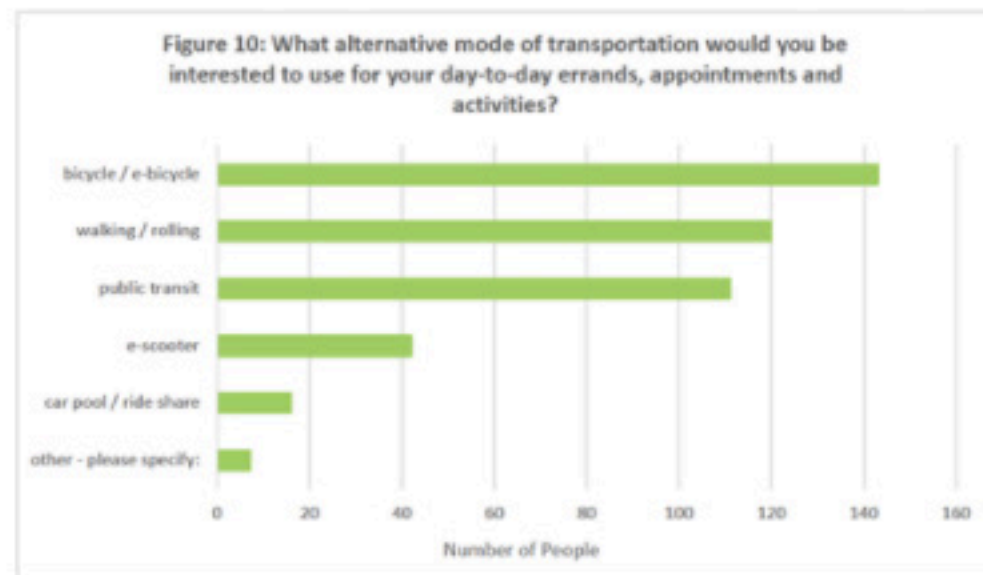


Only 8 people selected other, most of which indicated they use a variety of transportation methods to complete their errands depending on the weather or time of day.

In Question 10 users were asked to indicate their willingness to shift from a personal vehicle to other modes of transportation for daily errands, appointments, and activities. Question 11 asked which mode of transportation they would be willing to move to.

Figure 9 shows the willingness to shift to other modes for errands, appointments and activities while Figure 10 shows which mode they would be willing to shift to.





Finally in Question 12 residents were asked what other barriers might be preventing them from using the mode shift they selected earlier in the question; there were 127 responses to this question. The barriers identified were quite similar to the commuter questions centering around: Weather, Travel Time, Accessibility, Distance, Safety and Carrying Capacity of alternative options.

**DID YOU KNOW: FIND MORE INFORMATION ABOUT THE STRATHCONA ITMP HERE:**

### More Information

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## TRANSPORTATION AND LAND USE INTEGRATION

Integrating transportation and land use planning enables the County to plan for sustainable growth as the County serves a large geographic area of urban and rural communities. In addition to the growth areas within the County such as Bremner and Ardrossan, there are several regional influences that shape land use development and traffic generation including:

- The City of Edmonton (immediately west of the County) and City of Fort Saskatchewan (immediately north of the County)
- Major employment areas of Industrial Heartland Area and Refinery Row
- Growth in recreation and tourism opportunities in areas like Elk Island National Park, Cooking Lake-Blackfoot Provincial Recreation Area and the Beaver Hills UNESCO Biosphere.

The ITMP 2020 will need to align with the County's Municipal Development, Corporate and Strategic Plans, Area Structure/Concept Plans, as well as regional planning directions (EMRB, IRTMP), while building upon the foundation of existing plans and policies that guide how people live, work and play in Strathcona County today, tomorrow and 25 years into the future.

Strathcona's updated ITMP will set the strategic direction for transportation investment that is transparent and justifiable based on community values and forecasting future needs, while supporting land use and, ultimately, sustainable economic development. The policy and investment recommendations from the ITMP update will support other ongoing local and regional initiatives and provide the County with a prioritized, cost-effective plan to support future decision making and budgeting. The ITMP 2020 will deliver:

- Transportation integration with land use, regional connections and communities
- Network improvement strategies to support growth and development while improving mode choice
- Opportunities for network improvement through Safe System Approach, Technology and Intelligent Transportation Systems
- A Plan that incorporates approved plans, including MDP, ASPs, ACPs, redevelopment plans and other initiatives
- A Plan that integrates with other Master Plans and Strategies, including Transit Master Plan, Recreation and Culture Strategy, Trails Strategy and other plans
- A Plan that supports economic development and community building
- Meaningful Public and Stakeholder Engagement, that provides for input and responds to the Public and Stakeholders; and
- A documented process that Council and Administration will understand and ultimately lead to approval by Council and acceptance by other regional jurisdictions such as the EMRB and Alberta Transportation.

APPENDIX F: SCOOP DISCUSSION BOARD COMBINED

Six Key objectives to be achieved with the County’s ITMP 2020:

- 1. Establish an integrated plan that aligns with local regional and provincial strategies and initiatives.
- 2. Foster community involvement to ensure priorities reflect community values and investment in mobility.
- 3. Develop a staged transportation strategy that supports safe and efficient mobility and goods movement.
- 4. Develop an integrated network that improves safety for all travel modes.
- 5. Develop a cost-effective plan and provide tools for implementation
- 6. Establish a strategic monitoring and performance program.

Transportation and Strong Communities		
Total Number of Responses : 47		
Text Content	Count Of Likes	Count Of Dislikes
Strathcona County strives to build strong communities to support the diverse needs of residents. Our Social Framework was developed in 2016 based on what we heard from almost 8000 residents. It identified key outcomes that matter most for our community to work on together: Affordability; Connectedness; Inclusion. Citizens are connected to one another and their individual differences are valued and respected.	1	0
What are your thoughts on how our transportation system (roads, sidewalks, trails, transit) supports strong communities and these key outcomes? Consider these questions: How do our current roads, sidewalks, trails and transit relate to affordability in Strathcona County? What are some ways transportation can evolve to improve our community affordability?	0	0
I would like to suggest that we utilize the buses for events such as Celebration of Lights. The traffic congestion was unbelievable this last year and the wait was so long that many did not get to see it. Compounded with the exhaust from the 2 hours idling, this event and others like it would be much more enjoyable if the area was restricted to buses only.	7	0
The use of heavy transport vehicles would need a serious upgrade to the roads in the Park not something I would support. One of the things I noticed during the Pandemic was how quiet the residential areas were with out the excessive use of vehicles.	0	0
I would like to see the county move to allow power- assisted bicycles on the urban trails. These types of bikes are becoming more popular, affordable and available for both commuters and recreational users. Commensurate with this recommendation would also be the requirement for clearly established rules, such as speed limits and penalties for violators. In this way it would encourage usage while maintaining the required safety requirements for pedestrian traffic on the same trails	3	0
I live in a rural locale. I am NOT IMPRESSED about the County's haphazard approach to maintaining godd surface quality of our roads. The County and Province have no idea what good quality means so they employ "cowboys" instead of professionals to carryout repairs.	1	0
I don't agree with this . Power assisted bicycles oils be a serious safety issue to pedestrians.	0	0
Range road 233 is a good example.	2	0
can be not oils.	0	0
There is a need to widen range roads to allow bicycles to safely travel these. Currently it is unsafe to bicycle on many of these. Range road 233 is an example. A wider shoulder can also be used for walkers to connect to the businesses back in the city.	2	0
As long as your E-Bike has peddles like the one in the image, they are permitted on all trails and roads in the County.	0	0
Rather than just replacing old cracked sidewalks we should be widening them like the new neighbourhoods have and add more trails and better connections between with the amazing trails that already exist in many areas.	2	0
I would love to see bike trails that are interconnected throughout the urban services area. Its not safe for kids to ride on the roads so we ride on sidewalks and trails. The trails that we have been able to find are quite short before you have to cross an intersection and it makes for really choppy bike rides.	3	0
Or upgrade and designate certain roads for cyclists to utilize.	0	0
I agree that e bikes should be considered as bikes. However we have to create an environment where residents feel safe to cycle on roads and both motorists and cyclists learn to cycle and drive sharing the road.	1	0
We built a home in Ardrossan about 15 years ago and since then the county has approved more and more development here including housing, off leash dog park, spray deck and playground, outdoor rinks and skate paths and a skateboard park. There's no way folks from SP without their own transportation can access any of these. And no bus service to and from Sherwood Park for anyone here wanting to avail themselves of services in Sherwood Park. I think of teens wanting to attend activities in SP and seniors who aren't keen on driving any longer, in particular. Kids of all ages are involved in extracurricular activities in SP and a bussing option would help, especially working parents. This isn't an urgent issue during Covid but it certainly is when distancing and isolating is a thing of the past	2	0
We understand the county has jurisdiction of RR 222 now ( from the province) so it can set speed limits especially in the school area. Does that mean they are now responsible for the railroad track crossing issue?. The speed limit is 60 starting at the tracks but eventually the suspension in ones vehicle is destroyed if one does the speed limit over them!! The has been the WORST railway crossing I've ever driven over for years and numerous attempts to smooth it out have failed. Please find out what is done on Provincial highways to keep rail crossings smooth at high speeds of 110 km per hour and fix this one once and for all. It is dangerous!	0	0
Some older neighborhoods are replaced with concrete, which could be improved by moving to a paved shared use trail. Specifically I am thinking of the east side of Broadmoor Blvd. by Salisbury United Church. This concrete is not good for cycling on, bike path would be smoother.	0	0
Or add designated bike lanes, but I agree, many of the trails have so many intersections and curbs that it is not actually good for active transportation.	0	0
All of the transportation network in Sherwood Park is based off vehicle transit. Utilizing bike paths along arterial roads is an unpleasant experience because of traffic noise. I think a better system would be to reduce the speed limits to 50k on all the north - south roads within Sherwood Park and add bike lanes.	0	0



The trails that go north to the river and west to the Science Park are good for connectivity but a horrible user experience because you are travelling through dusty, noisy industrial areas. Planting trees between the road and the trail would minimize this, it could also provide long term cost savings on maintaining the grass.	4	0
As much as possible sidewalks and trails should enable those that do not drive to access stores in Sherwood Park. E bikes with pedals should follow the same rules as any other bike. I owned an e bike and many the time a person on a 10 speed passed me.	0	0
Is there any way to provide an integrated response rather than this response by multiple themes??? This just seems foolish. I will have to restate the same things ....	0	0
More bike lanes and trails are needed in Sherwood Park, for instance from Baseline Road North to Petroleum Way there is no bike trail unless you are brave enough to ride on a two lane road or a sidewalk which is not ideal at all.	0	0
The only concerns about roads is Baseline and Wye should be lowered to 60kph. Also I suspect Shwd Park has more traffic light per capita then anyplace in the world. The trail system is great, only a people problem. When cyclist approach you from behind slow down, and ppl with mutts shorten the leash. Transit I don't use, but I do see lots of big empty buses.	1	0
<p>Thanks for your input, unfortunately now that the boards have been posted the format will have to remain the same but we will take that into consideration for next time. If you would prefer to only make one comment, just choose one board that fits your comment the best and during analysis we can ensure your comments are placed into the relevant topics.&nbsp;</p>	0	0
As for your mention of access to stores. If your point is in shopping ctrs, yes generally you need to enter in a narrow vehicle lane, but I'm not sure that's Counties responsible. The EBike issue, correct but that's a user issue don't you think?	0	0
I disagree with the idea of lowering the speed limit on Baseline and Wye. You don't see very many accidents, thus there would be no safety benefit. I agree with the transit statement. I have a bus stop in front of my house, and there is never more than five people on the buses that stop there. Can you not use smaller buses, similar to DATS buses? It's not hard to imagine the cost savings in both capital cost and maintenance.	2	0
In a post Covid world where there will likely be more work from home situations sticking around, we should put more emphasis on trials or bike lanes for those who no longer need to go back and forth to Edmonton everyday. Those staying in Sherwood park and stuck in their house working will want access to closer amenities and easy and healthy ways to get there. Riding bikes on the roads with traffic is a dangerous deterrent for the average person, and walking to get around can take too long to get places, so people default back to driving in a car.	2	0
It should be understood that roadway construction is expensive. And as soon as you add in curb/gutter requirements, widening shoulders. or separated trails/walking path then costs are really expensive. I would suggest that when some of our rural roads were initially constructed clay was just piled on top of topsoil and that is why there are road surface problems as topsoil does not have any bearing capacity of heavy loads. Also Range/Township roads have a 66 foot road allowance. County will have to purchase additional land for constructing separated roadways and trails.	1	0
Currently there is not a safe transit corridor for bikes to commute into Edmonton from Sherwood Park. Either a shared use path on Baseline/16A or on the SPark Freeway is needed. Or we need a pedestrian/bicycle overpass over the AnthonyHenday east to meet up Edmonton 76Ave. We are isolated from Edmonton unless you use your vehicle or transit.	2	0
I support the lowering of all speed limits in Sherwood Park (I typically drive 10 under anyways), I think that there is push back from people concerned it will greatly increase travel times, but this is only the case when you have a long trip without starting and stopping like on a highway. Dropping from 70 to 60k would add 5 secs to a 500m trip, Baseline and Wye are only about 5k, so this would add about 50 seconds driving end to end, not really a big deal in my opinion.	0	0
Bike paths should connect our recreation areas. This allows families to plan a trip knowing there are washrooms and it might get the long distance bikers off the country roads (which are unsafe).	0	0
How could our roads, sidewalks, trails and transit better support connectedness and inclusion in Strathcona County?	4	0
County has done a good job in expanding the sidewalk network in areas of employment, and should continue to expand both the sidewalk and trail networks especially where there are missing linkages and industrial areas where the original development standards did not require sidewalks or trails.	1	0
What about the west side?	0	0
I live on Sherwood drive and the amount of traffic everyday is now enormous (which makes the noise factor very aggravating). I've noticed property values are dropping for residences along this busy road. I would like to see the county either reduce traffic (possibly by narrowing the road, reducing speed or some other means) or erecting sound barriers for residents living along Sherwood Drive.	0	0
It is very important for Sherwood Park to join the regional bus fair system that Edmonton & St Albert have entered into.	0	0
I disagree with lowering speed to 60km	2	0

I greatly appreciate that Strathcona County repairs roads before they are riddled with potholes and in terrible disrepair, in most cases. This helps reduce repairs on vehicles and assists in creating a nice atmosphere if the roadways and nice and well maintained. This is a big part of the appeal and charm of Strathcona County for me. Trails are not as well maintained and could be repaired sooner in some cases.		
A trail between Sherwood Park and Ardrossan would be a wonderful addition in helping to connect the hamlets of our county and would provide longer and faster sections of trail for those in the active portion of community desiring it. Connectors between country residential communities would help with activity options and walkability without having to drive somewhere.	1	0
Using the buses sounds like a good idea when the pandemic is over. I	0	0
Too dangerous for people walking. The bikes are bad enough. There would not be enough people to patrol the bikers who misbehave	0	0
Transit fares are more expensive than Edmonton. Hopefully one will continue to be able to get on a bus paying with cash in Sherwood Park.	0	0
Driving in Sherwood Park is certainly not driver-friendly as it is. The lights are completely mis-timed. It is possible to be stopped at 5-6 red lights in only a few blocks. It is not uncommon for zero cars to be moving through a major intersection because the light is green only for traffic that is stuck at a red light a block away, and all the traffic that is actually at the intersection has a red light in all other directions. Just as the other traffic approaches, their light turns red and they have to wait for the cars that could've turned awhile ago if the lights had been timed. Because of this, cars regularly cut through neighbourhoods rather than sit at multiple red lights. So the county piles asphalt speed bumps (or speed hills) that damage vehicles to stop people from taking short cuts rather than address the cause of people taking short cuts. Now you want to make those drivers even more frustrated, causing more to cut through neighbourhoods. Speed limits should be based on a safe speed to drive on the road and drivers should be trained and expected to share the road with cyclists (who don't use the multiple cycling paths through Sherwood Park) or they should be ticketed if they don't drive safely around cyclists.	0	0
Totally disagree. Don't surrender our transit assets, to be managed by Edmonton. I'm sure the tax payers will take a hit. Edmonton council wastes money faster than our council does. Unfortunately our community has been constructed in a way that builds social isolation, with large residential sections separated from business/recreation areas. Integrating mixed use development and universal design principles as we move forward would be one of the best ways to ensure our community is transport-friendly and as accessible as possible. Rebuilding sections of our community as infrastructure needs replacing should be done under these design frameworks as well. Converting the County to a "15 minute walking" city - where a community member can access all of their essential services within a 15 minute walking range of their home - would ensure a strong transportation system. Creating bike lanes that could carry people into Downtown Edmonton would be amazing. High speed rail into Edmonton obviously. Building permanent transit (ex. light speed rail, trams etc.) between some of the major grid points in the County would be an incredible way to move people affordably and accessibly. Incorporating treed barriers between the biking/walking paths and major roads would make for more comfortable and engaging rides/walks. Offering rentable bikes/scooters with rental hubs in every neighbourhood would be excellent. Make all public transportation free. Design every future transportation under the principles of a circular economy. All of these suggestions have significant environmental benefits as well, since they would all serve to decrease single-family car use.	0	0

Transportation and Economic Development		
Total Number of Responses : 25		
Text Content	Count Of Likes	Count Of Dislikes
Strathcona County has a world class petrochemicals sector, strong agricultural production, and a sophisticated commercial/retail market. An efficient transportation system is critical for business and industries. It supports a business-friendly environment and prosperity in our community. What are your thoughts on the relationship between our transportation system (roads, sidewalks, trails, transit) and economic development in Strathcona County. Consider these questions: Does your business have adequate infrastructure to meet your business needs (e.g., sidewalks in business parks, access to rail/air service, highways/rural, urban roads, transit)? How can our transportation system better support the needs of business and industry? For industry, how can Strathcona County transport network (roads, sidewalks, trails, transit) better facilitate access to regional and global markets?	1	0
Most residents are not happy to have huge vehicles on our local roads we need to keep them to the outskirts where they can manoeuvre safely and then use smaller vehicles to deliver to stores, homes etc. This can be achieved by better use of the arterial road system and large vehicle depots with easy access..	0	0
Strathcona County is OBSESSED with expansion under the guise of "economic development" and revenue from tax dollars.	2	0
What happened to the nice quiet intimate Sherwood Park we first fell in love with?		
Agree 100%	2	0
Make a world class transit system to attract not only business but people who want to live here but have no viable multimodal option to get to work in Edmonton.	0	0
My suggestion would be that the Strathcona County partner with industry for the the shared purchase or lease as well as shared maintenance costs for its larger and infrequently utilized specialized equipment.  Motoring could be done using real-time data to measure fleet performance any calculate cost allocations based in actual usage, predetermined maintenance schedules, and allocated insurance and registration fees. Both parties would be the benefactors of lower capital costs as well as shared fixed overhead expenses relating to the actual vehicle.  An example would be be similar to a farmer who only uses a combine for a portion of the year but purchases the combined in a 50/50 basis with a neighboring farmer so that both have access to the equipment on a planned basis and enjoy reduced overall equipment costs.	0	0
It was my understanding once Anthony Henday was fully functional Highway 21 would have less traffic. NOT. And what's with the jake brakes. Obviously not enough policing. I hear it on 21 @ 5 a.m.	0	0
I think that the "nice quiet intimate Sherwood Park" could actually drive economic development. If there was more emphasis on walkable communities it could drive more restaurant and shopping businesses. Broadmoor lake is the only part of Sherwood Park that could be considered a walkable community and it is the most vibrant. populous area. We need more areas like this and less freeways and stripmalls.	2	0
I think the County needs to pass bylaws that eliminates company trucks parking on residential streets. They block the view of other cars and pedestrians and are a safety hazard	2	0
You misspoke, it is not the County of Strathcona, it is the five councilors, that were bought and paid for by the developer of Bremner.	3	0
I'm fed up with the Strathcona County policy of what land developers want, they get.	3	0
Large empty buses replaced by much smaller vehicles. Remove park and ride for residents Od SPark. It defeats the idea of feeder bus routes, I have no problem with Rural users that don't have adequate feeder buses. Increase SCAT service. Ensure users pay more of the costs. Less financial burdens on non users.	0	0
Highway 21 has always ment to be a major highway. It was part of the original ring road plan. That's why I didn't by a home near it.	1	0
Highway 21 was to be twined to highway 14. When will that happen and put the speed back to 100kph ?	2	0
Also the same applies to RV's	0	0
There is too much control of the speed limits around Sherwood Park. The Sherwood Park freeway is 80 km/h, much of hwy 21 is 80 km/h. These are major routes that are twinned and 100 km/h at at least one of the ends around the park.	1	0

Considering hydrogen in our County fleet fuel mix would be a great idea that would contribute both to environmental concerns (hydrogen burns completely clean), and also would be a great economic fit with the work we are doing around blue hydrogen right here in the Heartland region. If we could source hydrogen from our area, and help build hydrogen fueling sources it would help grow local industry, and also allow us to lead with an example for how it could be down in jurisdictions around the world.	1	0
Agree, increase these speed limits and lower limits in SP.	1	0
Agreed. Remember Hwy 21 was there before the County allowed all the residential development on the west side of Hwy 21. The people buying houses complained and the County demanded that the speed limit be decreased and of course the County listened only to the complainers. It seems like the County and our councillors only listen to the complainers.	0	0
Highway 21 is the responsibility of Alberta Transportation, not the County. Sherwood Park Freeway, and Anthony Henday belong to the Province too. The County can make requests, but cannot just make changes.	1	0
Ensuring sidewalks are present in commercial areas helps to ensure the safety of pedestrians and the well-being of staff who can walk on their lunch break. It also ensures that some workers can walk to work if desired.	0	0
Big trucks or SUVs with utility trailers, along with recreational vehicles should not be allowed to park on residential streets for longer than 24 hours and should receive a fine and a haul away. This bylaw of letting them park for 5 days and then drive around the block back to the same spot is ridiculous.	1	0



Transportation and Accessibility

Total Number of Reposonses: 21		
Text Content	Count Of Likes	Count Of Dislikes
<p>the main change to make is the bus stop s should be accessible within in 200 mtrs the distance between two bus stop should not be more than 200 meters for example the dist between bus stop no 7103 and 7105 is too much if you think people should use transit buses then you should accept suggestions yours *edited by moderator- personal information removed*</p>	0	0
Ban cyclists from using sidewalks. Fine and ticket them heavily for doing so. Sidewalks are for pedestrians only. Repeat offenders should have their bicycles confiscated. (Ebikes too.)	0	0
With the amount of distracted driving going on now and people not planning their route ahead of time you are taking your life in your hands cycling on the street. The paths are wide enough to accommodate everyone provided cyclists have a bell to warn pedestrians that they are coming up behind them.	0	0
Rural communities don't have access to bus services.	2	0
Strathcona County includes a huge rural area. Including some regularly scheduled or on call transportation approaches could address the discrepancy between rural and urban. Why not consider on call buses for non busy times for the urban setting as well	0	0
<p><span style="font-size: 14pt;"><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! >></strong></span></p>	0	0
RR232 south of Wye by Salisbury and Glenwood Cemetery. There has been talk about spending tax payer's money on redesigning this stretch of road. The money should not be wasted, as there is nothing wrong with leaving this road the way it is.	1	0
As I am hearing challenged I do not hear the bell. It would be safer for cyclists to slow down and announce they would like to pass. It is not a right to over take dangerously.	0	0
If you move to the country do not expect to get any transportation provided. Transport is not economic in the town. Having transport provided and subsidised by others is not a right.	3	0
i agree, do not spend my money on unnecessary projects.	1	0
I agree that using sidewalks and trails for active transport like cycling is not a good solution, for pedestrians or cyclists. These mix used spaces do not serve cyclists, you are constantly starting and stopping and curbs aren't good to navigate on bicycles. Most of these spaces are good for pedestrians, but alongside busy roads it is an awful experience. I think cyclists should move to the roads, but need dedicated space. I have had many close calls on the road when cars do not give adequate space to pass. Lowering the speed limit and adding bike lanes would greatly improve Sherwood Park's active transportation network.	1	0
If you don't have your own transportation, don't move outside an urban development. Taxpayers don't have the money to get you around.	0	0
<p>Thanks for your comment. It will certainly be passed on to Transit. We had to remove your phone number for FOIP reasons but if you want to talk to someone at Transit, they are always happy to take feedback. If you submit your feedback or query through County Connect, they will reach out to you. <a href="https://www.strathcona.ca/countyconnect/">https://www.strathcona.ca/countyconnect/</a></p><p>&nbsp;</p>	0	0
Rural bus stops might help people drive into town less (beginning & end of the day so those going downtown/U of A do not have to drive into town.		
The mobility bus really helped but can this program be expanded? I worry about the service being overrun with demand.		
Connect recreation centers and Wilderness Center with bike paths to encourage walking/biking safely.	1	0
Agreed. Don't waste money on roads and widening and increased speed limits if it works	0	0
We recently moved to Sherwood Park from an acreage. As we age and may no longer be able to drive we will need a bus stop closer to where we live, nearest stop is 10 minute walk away. Or an on call service. Also some transit depots in the rural areas where residents can park and catch a bus to town would be super. The trails at Broadmoor this winter were terrific!	0	0
Sherwood Park's trails (walking/biking) cross roadways like Broadmoor Blvd., Sherwood Drive, etc. where the crossing lights seem to take a very long time before they activate. These traffic lights should be timed the same as the automatic lights.	1	0
I would use the transit often if there was better communication between Edmonton and Sherwood Park. Right now you're on your own to navigate once you want to return from Edmonton to Sherwood Park. City transit drivers won't help. Seems to be some sort of rivalry going on. Last time I used the bus I had to take a cab home as I had no idea where to get the connection home.	0	0

Strathcona County could ensure that residents trim landscape elements like trees and bushes so that a person can pass along the sidewalk without having to go around unkept trees, bushes, etc. Also, ensuring that residents don't block sidewalks with their vehicles as this greatly affects the accessibility in some areas, and for some residents it is continuous as they assume the sidewalk is part of their driveway.	0	0
Please please please don't focus all the energy and development on bikes and bike lanes. We are a province that has 8 months of winter. In Edmonton so much has been done for bikes and I rarely see them in the bike lanes. I am all for environmental initiatives but we are a winter province. Cars and buses are more important than bikes	0	0

Transportation and the Environment		
Total Number of Responses: 42		
Text Content	Count Of Likes	Count Of Dislikes
<p>We need to change the economics of transportation if we want people to change their driving habits. Make transit free and charge for parking in more places.</p>	0	0
When we talk about the environment and pollution there a several kinds of pollution, environmental pollution caused by too much traffic and noise pollution caused by vehicles with modifications. In the 20+ years I have lived in Sherwood Park the amount of noise pollution has increased to a point where is is no longer the peaceful community it once was. Our elected officials continue to ignore the issue and it is now out of control with loud vehicles roaming the streets at all hours of the night serving no purpose other than to disturb the peace. Edmonton has cracked down on noise pollution (although they discriminate mostly against motorcycles and not obnoxious tuner cars) why wont Strathcona County do something to restore the peace?	3	0
Use smart sensors to control all traffic lights - not just on major intersections - to reduce vehicle idling and improve travel times.	4	0
Stop expansion and economic development and the incessant greed for money (tax dollars), ergo the evergrowing cry for "save the environment" will diminish if travel and industry is controlled.	1	0
ACTIVELY promote cycling for all sorts of errands - not simply as recreation.	0	0
Cycling is silent and causes no air pollution.	0	0
Cycling is not necessarily a good alternative for seniors.	0	0
Mass transit systems like LRT would greatly improve desirability of living in the Park for young professionals and create less environmental impact by getting people out of their cars.	1	0
Do more on call busing and fewer big buses running around empty.	3	0
There is currently only one way for bikes to SAFELY get from Sherwood Park to Edmonton and that is through the Science Park and the new path under the Anthony Henday. Another option is being debated and that is north of that location by the water treatment plant. If I want to get into Edmonton any other way, it's dangerous because I'm on roads or freeways with big trucks, etc. (101Ave, Sherwood Park Freeway, Whitemud Dr) Couldn't there be an alternate for a south route planned?	3	0
<p><span style="font-size: 14pt;"><strong>➤ Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! ➤</strong></span></p>	0	0
Transit needs to be easily accessible and not add too much time to a trip to be attractive over a personal vehicle. Also, needs to be seen as something everyone uses not just those that can't afford a personal vehicle.		
I also think we need to set up the systems and infrastructure that make them more attractive before the demand is there, which I appreciate is extremely challenging to do when there is financial implications to that. I wonder how Copenhagen got there? They are a winter climate and all you see is bikes everywhere. I was so impressed by the bike parking lots for the transit stops.	0	0
I presently use my vehicle to get to SP ( we live in Ardrossan), because there is no alternative and I'm unable to bike that far or bring groceries home on my bike. I would definitely consider using a bus and going on a specific day and time (rather than having one run empty around the community to pick up and drop off 1or 2 riders here and there at all times of the day or evening.). I try to organize my trips to the Park so I do everything on one or two days anyway so being able to go in by bus would hopefully help the environment and me!	2	0
I presently use my vehicle to get to SP ( we live in Ardrossan), because there is no alternative and I'm unable to bike that far or bring groceries home on my bike. I would definitely consider using a bus and going on a specific day and time (rather than having one run empty around the community to pick up and drop off 1or 2 riders here and there at all times of the day or evening.). I try to organize my trips to the Park so I do everything on one or two days anyway so being able to go in by bus would hopefully help the environment and me!	0	0
All buses should be electric. County should provide rebates to anyone who purchases a hybrid or electric vehicle. Speed limits within Sherwood Park should not exceed 60 kph. No need to have cars going 70 or more on baseline and wye road.	0	0
Where is the county going to get the money from to give to you to buy an EV? Oh I know, FROM YOU! EV rebates should come from the useless neutral Carbon Tax. Leave the speed limits alone.	0	0
we need an east end park and ride for those in the county not directly in Sherwood Park, and for those on the east end of Sherwood Park.	0	0
A positive step in reducing pollution would be to reduce the number of the large diesel busses that are utilized in Sherwood Park neighbourhoods. Other than a few busses for student and down town transportation smaller less polluting cost efficient busses would be more practical. Those behemoths meander through our town hour after hour every day with nobody but the diver 80% of the time.	1	0
Agree with this comment. It appears that County staff do not travel on roads on weekends. Weekend traffic is different from the weekday traffic. Have seen numerous times on Sunday mornings traffic signals on Baseline Road are set for weekday, especially in the earlier hours when there is minimal traffic going east/west while north/south traffic is idling waiting for the signals to turn. We were apparently supposed to have have 'smart' signals. I just call them 'dumb' signals	1	0

Speed limits on arterials are generally OK. They should be reviewed on Lakeland Dr (60 is a joke). With proper traffic signal synchronization (which does not appear to exist in SP) air pollution decreases.	0	0
I agree with you here. I work in Sherwood Park and commute from Edmonton. This means that I'm catching a commuter bus and then transferring to a local bus. The service is fabulous and I wouldn't change a thing about it, but I am often the only person on the local bus. (At most, there will be about three additional people on with me.) I think that investing in a fleet of smaller buses for the local routes might pay off over the long term in fuel savings. I'm also guessing that it would be easier to maneuver a smaller bus around residential neighbourhoods.	0	0
Hydrogen brings great opportunity for GHG reduction in transportation.. and we are working on making great blue hydrogen right here in the Heartland region! I think the County should be exploring Hydrogen busses and County vehicles (as well as electric) which, in the case of hydrogen, can hopefully be fueled from hydrogen produced right down the road.	1	0
Electric is great! Also worth noting is the growing opportunity in hydrogen as a fuel source - we are doing some great work around blue hydrogen here in Alberta's Industrial Heartland, and also neat - hydrogen burns with zero carbon emissions!	1	0
I don't necessarily think it's modified vehicles, just general traffic volume. Agree noise pollution is a problem though, can't really have a conversation while walking along arterial roads in Sherwood Park.	0	0
As Ardrossan is expanding it would be nice if the County considered designing it as a walkable community.	0	0
Why is our air quality monitored by industry? Everywhere else in Alberta, not-for-profit airsheds do the monitoring, but here in the County the refinery row folks who give us most of the pollution, still do the air monitoring. Where isn't the Alberta Capital Airshed monitoring here?	0	0
Also buses can carry bikes on their front, so you can take the bus into the city and then ride there, for example.	0	0
I too live in rural Strathcona County and try to make my trips count for more than one thing. I try to limit my trips too. I will still be driving. I love my rural environment. More sun, clean air, wildlife ...	0	0
As an owner of modified vehicles that keeps the noise to a minimum, it is most definitely modified vehicles. If you live along a major roadway, you'll hear people racing along late at night making excessive noise. The nickname of Cloverbar Speedway in the summertime is well earned in the area around Davidson Creek.	0	0
Have the smart sensors more adaptive and responsive. Installing the smart sensors at the intersection with Cloverbar road near to my previous home resulting in much longer (3-4 times) wait times outside of peak hours.	0	0
This is a great idea! Something that leads adjacent to Sherwood Park Freeway or even further south would be great for me.	0	0
I would like to see traffic lights synchronized better so vehicles can travel at a better rate of speed for longer distances. Often on Broadmoor, you hit every single light on red, it is frustrating. Also, speed limits on wider roads (Lakeland) should be at least 70, Baseline should be at least 80. I don't see any need to give subsidies of any sort for any electric vehicles. Subsidies cost all of us taxpayers, but only benefit a few. I think most people use public transit because they don't have any other choice. For many people, it is simply not an option. I think this is an issue that is seriously overblown.	0	0
<p><strong>➤ Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! ➤</strong></p>	0	0
Giving incentives to employers that allow employees to work from home part of the time would be nice. In theory, this would result in less wear and tear on the roads so less maintenance requirements, so the county also wins.	0	0
I have moved to the county area and transportation options are limited and I require a vehicle for my work, so it really is not possible for me to take transit.		
I think our view of transportation and the environment is too narrow if we only think of Sherwood Park. We should be thinking on a regional level with all the municipalities around Edmonton. I'm thinking of a regional LRT network that serves, Edmonton, Sherwood Park, Leduc, St Alberta, Spruce Grove etc. That would take a lot of cars off roads, reduce pollution, traffic congestion etc. If the new Sherwood Park would have been put in the Colchester area instead of Bremner the Mill Woods LRT could have easily been extended to Colchester and then onto the old Sherwood Park. All European cities that I have been in and Hong Kong have excellent LRT type transportation systems and feeder bus routes that tie into them. So let's look around the world and see what's happening rather than just navel gazing at our own situation. Many jurisdictions around the world have already addressed public transportation problems so we don't have to "reinvent the wheel" on this one.	2	0
Agree 100%	0	0
I totally agree, the LRT would be a great fit to Colchester. Council should take that, and the fact there are no jobs in Alberta, so our population is not going to grow as dreamed, and stop Bremner. Oh wait, that vote was already bought and paid for, hmmm.	0	0
Also Meadowview drive raceway, No traffic control installed by the park and no enforcement of speed. Quality of life has been affected by the infantile actions of many people of all ages installing illegal exhaust systems on their vehicles to give give them some sort of unknown pleasure. Need to turn the radio up to drown out the noise.	1	0
Agree 100%. Too many large empty buses running around on too frequent of schedules. Watch double decker buses going into Edmonton empty and returning at less than 5% capacity. The parking lot at Bethel is almost empty. Shouldn't that prompt officials to change the frequency and number of buses. This transit system must be losing millions of dollars.	0	0



Residential streets should have speed signs and they should be 40 km. This would cut down on speeding and emissions and noise pollution. There is no need to race through residential neighbourhoods. Especially Salisbury Way where even the buses speed through. Also in the winter, people shouldn't be allowed to run their vehicle while in grocery shopping and warming up in the morning should be 15 minutes at most. These would doubtfully be enforceable but people might listen.	0	0
If I could safely bike into Sherwood Park from where I leave - within 1km of the edge of Sherwood Park - then I would consider biking as an alternative to driving however these routes are very dangerous, the roads are very narrow and it cannot be done safely with kids.	1	0
The County needs to be developing teleporting to solve transportation needs. SARCASM intended.	0	0

Transportation of a Healthy Active Community		
Total Number of Responses: 63		
Text Content	Count Of Likes	Count Of Dislikes
<p>Our trails are great for dog walking, but not ideal to bike for transportation. It is unrealistic and cumbersome to have to dismount at every intersection.</p>	2	0
I like how we have shared path along almost every major road. It saves cyclists lives and makes it safer and more likely that I will use my bike or walk for errands. I would like to see this extended the full length of Wye and along some of the Range Roads so that cyclists can enjoy longer trips safely. So few of those roads have wide shoulders so it is very nerve wracking on those rides.	4	0
I would like to see our bus system offer weekend transportation in the summer out to some of the rural recreation sites in the County (ex the Wilderness Centre, Ministik Birding) and even beyond, to Elk Island National Park.	9	0
Whoever had the idea and made the decision to add a walking trail and cross county ski track to Broadmoor Golf Course this last winter is brilliant. There were always walkers and skiers using that facility. A great definition of multi-purpose!	9	0
I think we need to be working with Edmonton and our other neighbours to set up a regional bus service that would allow riders to get on any bus without additional charges. It would allow the area to stop any duplication of routes. We also need the LRT out to the surrounding urban areas. Alberta has set up funding by population so Edmonton and its suburbs are short changed because of our population is divided. Something to think on.	2	0
Excellent idea! I would totally use this service.	2	0
Would love to see the smart bus and smart fare system finally implemented.	0	0
I agree and it is actually dangerous for cyclists to be on paths with dogs and pedestrians unless they are a family riding slowly with kids. We need to make it safe for cyclists to use the road system by educating motorists that cyclists have the right to be on the road and cyclists need to be reminded of how to ride safely on the roads.	1	0
Great idea as long as the buses were equipped to allow bikes and skis easily brought on board.	2	0
The County needs a cycling advisory Committee made up of all types of cyclists - commuter, recreation, road, and active transportation advocates to ensure that we have an integrated cycling network that actually fosters cycling and active transportation. For example, the multipurpose trail often do not go to malls so cyclists who want to shop end up on sidewalks and when they get to commercial areas there are no safe suitable bike racks. A cyclist cannot directly go on Broadmoor or Sherwood Drive using the multipurpose trail without crossing the roads a number of times and in front of the County Hall and Center in the Park there are no multipurpose trails so cyclists use the sidewalks. There is no cycling education done by the County to promote safe cycling practices. Other municipalities such as Edmonton have great programs. There is no free bike repair stations or any facilities to promote cycling. It is a very disjointed system. The County is missing out on a huge economic opportunity to market itself as Devon has done as a cycling community. Every week during spring, summer and fall there are 1000s of cyclists using Strathcona Science Park on their way to Edmonton, cycling on rural roads, cycling the Riverside Trail to Fort Saskatchewan, mountain cycling at Blackfoot Cooking Lake or enjoying the multipurpose trails as families. As it was reported a few years ago cycling is the new golf for older adults.	3	0
What a silly misplaced premiss. A very small percentage of population is active outdoors often in the mistaken belief that activity promotes longevity. It does not.	1	0
All intersections with traffic lights have those lights in full service 24hrs a day. It seems the technology exists (seen this elsewhere) that during non-peak hours, ie, 8pm to 6am, etc, the lights at subdivision access on main roads could be modified to change to flashing yellow/red but change back safety but quickly to red/green when a pedestrian button is pushed. So many mins wasted and idling waiting for a light to change when there's no one around!	3	0
Dismounting and walking across every intersection, as demanded by signage, is very time-consuming and frustrating for both cyclists and motorists. This leads to cyclists ignoring the signs and motorists tempted not to stop when they see a cyclist approaching an intersection - dangerous for both cyclists and motorists. Has any official involved in this regulation ever cycled along the cycle paths besides Sherwood Drive, Broadmoor, etc,?	3	0
This is why we need EDUCATION for cyclists and motorists. Cyclists must be educated about sufficient looking at intersections with warning signs. Motorists must be educated about giving way to cyclists (and pedestrians). In order to make active living a safe reality, "steam gives way to sail" must be the accepted norm.		
It's time to improve mass transit (rail) and cycling to Edmonton!	2	0
Agree. And not comfortable for automobile drivers either. Often bicycles are on range roads two abreast and blocking traffic.	2	0
Cycling is not applicable for all seniors.	0	0
The best and safest bike route to Edmonton should be advertised. It is an excellent way to get to the river valley and downtown.		
Lakeland Drive > Petroleum Way > Science Park foot bridge > 114 Ave > Ada Blvd. > 111 Ave > Stadium LRT > bike path to downtown.	7	0

<p>Thanks for your feedback! Is there any other efficient or convenient cyclist routes within the county or neighbouring communities that you think should be promoted?</p>	0	0
LRT increases greenhouse gases because people live farther out in bigger homes. The LRT is also expensive outdated technology. Small electric self-driving cars are coming. The LRT is known in Edmonton as the "crime train". People are afraid to use it.	0	0
Unfortunately, years of scientific research would disagree with you. Although there are certainly people who are unable to cycle, the vast majority of people, even those with specific health conditions, can benefit from physical activity. Adaptable bikes are available to support people who have challenges biking, but it could even be walking short distances to get that health benefit. Additionally, research shows that just being out in nature benefits people's mental health, so non-mobile people in wheelchairs can benefit from being pushed on the trails too.	1	0
A priority should be placed on getting every area/neighbourhood connected to each other in some way so that one could bike/walk safely from anywhere to anywhere. Especially along the range roads just to the south of Sherwood Park, there are far more families living there now, and they have to navigate dangerous shoulders to try and get from one place to the next.	0	0
<p><span style="font-size: 14pt;"><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! >></strong></span></p>	0	0
No, the trails are too short before having to cross intersections. Would love to take the kids on a long bike ride that doesn't involve crossing the street every couple of minutes.	0	0
I'm only comfortable walking in my subdivision. I live off Wye Road and Highway 21. There are NO walking trails or sidewalks for me or my dog to feel safe	1	0
The Alberta Cycling Coalition has a great brochure that an be downloaded from its website on cycling safety.<a href="https://albertacyclingcoalition.com/education/">https://albertacyclingcoalition.com/education/	1	0
agree but it is interesting to see how many seniors are using tricycles or continue to cycle until it is not physically possible anymore.	1	0
Have you tried using the path to the Riverside Trail along Sherwood Drive/232 or cycling from the Strathcona Science Park down to the river and then on the Edmonton River Valley trails?	0	0
This is a great community. Only suggestion would be to continue with the path development along the major roads as finances permit. The current extension on Wye rd is an example.	2	0
Plus bollards like these make it impossible to navigate with a trailer on your bike, physically barricaded from getting through, the shorter bollards stop cars but don't present a barrier. I imagine this would be difficult for people in wheelchairs to pass through as well.	2	0
I would like to see "bike highways" (aka bike paths separate from the road) beside sherwood park fwy and baseline road. Realistically, I would not use it during winter, but the low cost of a bike path would be a savings because it would take some cars off the road during spring, summer, and fall.	2	0
Those e-bike riders would love a "bike highway".		
A priority should be placed on getting every area/neighbourhood connected to each other in some way so that one could bike/walk safely from anywhere to anywhere. Especially along the range roads just to the south of Sherwood Park, there are far more families living there now, and they have to navigate dangerous shoulders to try and get from one place to the next.	0	0
Sherwood Drive desperately needs a proper shared (cyclists and pedestrians) path between Gatewood Blvd. and Brentwood Blvd. This is a major gap in the cycling/walking system.	2	0
I've noticed a lot more seniors out riding, now ebikes are more available and costs have come down, it's great to see!	2	0
OK Doc.	0	0
I fully agree, I like to take my son out on his bike trailer, but find it very nerve wracking to even get to a safe path because of these bollards. I don't feel safe riding on the road with him in the trailer, and it's hard to get through these bollards, which in some instances are very close together and then another set is right away. Even taking the gate off but leaving the posts would work, cars can't get through but everyone else should be able to. And that won't be a big expense to redesign, just take the top off the posts.	2	0
Only issue with both these trails is to get somewhere nice to bike you have to go through kilometers of industrial area that has rail crossings, heavy trucks and lots of noise. Or you have to load up bikes and drive to these places, which is a barrier to use. I think the best solution would be to plant trees to block-out the traffic.	0	0
There is a way from SW Edmonton to Sherwood Park and of course the path to Fort Saskatchewan. There are other ways to get to Fort Saskatchewan. If you are interested in cycling routes if you to ride with GPS and enter Strathcona County to fort Saskatchewan you will find all kinds of rides that cyclists have developed. A number of clubs organize rides in the area and have scouted safe routes. We need a bike path or separated lane so that residents can safely go from Sherwood Park to Adrossan. Without a safe way, residents have to use their cars while many would like to be able to cycle. The hill close to SHPK is especially dangerous for cyclists as it is very narrow and going down or climbing up the cyclists is focussed on the ride. There is very little shoulder on Baseline past SHPK and it takes a skilled confident rider to be able to cycle down it. Engage the cycling community and you will discover the ways that we try to ride safely.	1	0
What about adding out door gym equipment along trails to encourage outside fitness?	0	0
I think Strathcona County opted out of joining the regional transit strategy, don't know what the rationale was though.	0	0
They have this at ball lake and the wilderness center, never seen anyone using it though.	1	0

Except for the dog off-leash culprits and night time vandalism.	0	0
Another source of trails beyond Ride with GPS is Trail Forks <a href="https://www.trailforks.com">https://www.trailforks.com	0	0
If there is a Stop sign on the bike path, They are to stop. Going whenever they want is not the answer. Many years ago, I was hit turning left, with a green light, by a pickup truck. I scratched the side of his truck as I went down to the ground. After that I walked my bicycle across the street in the cross walk with a walk light. Then I rode straight down the street, until I had to turn left again. My bike was my only method of transportation that summer, while I was working a summer job. I would rather be alive and take that extra minute to stay safe. Being DEAD right doesn't make sense.	0	0
I think EDUCATION is a very important key. Also, very key to say when we are following the law - Transportation Safety Act - and when we are encouraging and permitting bicycles on sidewalks, paths.	0	0
I was advised the Walk lights did not work when lights went to the flashing red/yellow modes. People were not safe crossing Wye Rd at one light I know of that I know changed at 11:00 pm.	0	0
I would love to see some sort of cycling loop or something OFF our range roads. The cyclists are a complete hazard and are ruining the enjoyment any of us who live out in the rural areas have for our roads. Its ridiculous that they are allowed to carry on like this. Make them some sort of path away from the rest of us who would like to enjoy our lives WITHOUT cyclists	0	0
Bicycles are motor vehicles, and those who ride to work or other than for pleasure, should use the roads. Families, slower riders, wheelchair users, and pedestrians would be safer. There used to be a program called Pedal Pushers when I was a kid that taught us riding skills and the rules of the road, What has happened to this program? I like the idea of having many bike trails throughout the county, and would like to see the shoulders on country roads widened where adding a bike trail is not feasible.	1	0
I agree Sherwood Park should join the regional transit strategy!	0	0
<p><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! >></strong></p>	0	0
I have found that the path system in Sherwood Park is great for promoting a healthy and active community. Elsewhere in the county could use some work in terms of having areas where people can travel by running/walking/biking safely.		
Some trails could use repaving as they are trip hazards due to heaving, but otherwise the system is awesome in Sherwood Park. I personally would appreciate a pathway between Sherwood Park and Ardrossan.	1	0
I have found the breakdown comes with users of the trails not being courteous to others. I found last spring the number of users of the trails skyrocketed with Covid, and as a regular runner of the trails, many cyclists and walkers showed no courtesy to other users of the trail. Perhaps some public education surrounding trail etiquette could go a long way. This is not unique to Strathcona County.		
As a cyclist I find myself not looking for cars while crossing intersections with bars across the road. I still do look but I am so concerned about hitting the bars that the cars become the second problem instead of the first as they should be. When the intersections have no bars I am scanning the roads for cars ahead of the intersection just as you do when driving a vehicle. I feel that if SP insists on placing bars at intersecstions that there only be one bar partially across the multi use path. I feel that we are teaching our youth that it is not necessary for them to check for cars before crossing the intersection. What kind of drivers are we making for the future?	0	0
This sounds great and would be wonderful. But, what would the cost be?	0	0
I really enjoyed my daytime walks there.	1	0
Cycling has improved to Edmonton. Strathcona Science Park access has improved and so has Aurum Road. Both wonderful trails on a bike. One paved and the other gravel. With the additions of Riverside in a couple of years cycling to Edmonton has become easier. Now we just need a further south access to Edmonton near 17 Street South.	0	0
Aurum Road and the proposed bridge at Riverside. Also paving the gravel route to Fort Saskatchewan would be a wonderful addition.	0	0
What fun to park near 540 and cycle to the play park at the Dow Fields with your children.		
I think that our walking trails are great but I am not wild about having bicycles on those trails. Bikes are made for roads!	0	0
I do not support bike lanes on Wye and baseline. This sounds like a traffic night mare! Please didn't do this!!! When I drive in Edmonton I rarely see that many bikes using the bike lanes. We are a winter climate, not walkable, and most people have to drive. I understand that biking is great exercise and good for the planet. I really do. But I live in a rural area, with two kids and a dog, with school drop offs and grocery runs and work. I can't use a bike for all that. Nor can 99% of the people I know in the park. Please don't focus on biking at the expense of most of the population. Walking and biking paths apart from the roads, not on the road. The small number of cyclists that choose to use the roads have not been an issue for me. However I understand that either the other drivers, or the cyclists, ignore the rules of the road making it unsafe. That's unfortunate but bike lanes are not the answer. Education and enforcement of the traffic laws regarding cycling - for BOTH parties, is necessary	0	0
I would like to have considerably more pathways throughout the county. We live within 1km of Sherwood Park but we do not feel it is safe to bike into Sherwood Park because there are no bike lanes or bike paths on Wye Road and people drive so fast that is very unsafe for my kids that are more unstable on their bikes still. I have been asking for bike trails for a long time and it would be great to see them added before my kids start driving and stop biking.	2	0
Activity improves health (both mental and physical) and well-being in a multitude of ways. Those impacts alone help to improve longevity.	0	0



This used to be the case, it changed a few years ago. It was certainly much faster to navigate some areas when this was still in place.	0	0
Glen Allen and Josephburg also have this equipment available. There is a page on Strathcona County's website showing where all the Outdoor Fitness equipment is and what's available in each location.	0	0
They are multi-use trails, not walking trails. I find users of any type can be discourteous. If runners, walkers, cyclists, scooter riders, etc., all exercised some courtesy then we could all get along. Last year I was run off the trail by cyclists approaching from the opposite direction riding double or triple wide multiple times. I also had to run through muddy and wet ground to avoid people visiting across the trail. There was 6 feet between the parties talking, but there wasn't room for me to safely go between (Covid), and they could have chosen a spot shortly down the trail to talk instead. Walking groups often spread out across the trails and block access for faster users of the trails. Courtesy from all groups would solve any problems.	1	0

Transportation and Safety

Total Number of Responses: 71		
Text Content	Count Of Likes	Count Of Dislikes
I mentioned in another discussion the importance of maintaining and extending the shared paths that run along the major roads. I feel completely safe on these when I walk or cycle and as a driver, I am just now realizing how having the bikes off the main roads really makes this a much safer community. I'd like to see this system expanded into rural roads such as the southern part of Cloverbar Rd. to the Natural area or dog park.	8	0
Most accidents happen at cross roads the motorist has a lot to look out for other vehicles, pedestrians, bikers. and the lights commands. It would be safer if we eliminated the pedestrian and cyclists by either putting them not on the corners but on a straight section where the motorist has left the high risk corner and has their focus on the road ahead.	3	0
<p>The roads are unsafe. Cyclists on pavements including ebikes, people on skateboards and reckless driving vehicles. ALL have one common theme: ME FIRST! (**Edited by Moderator**)</p>	1	0
Thank you for asking, this is a valuable opportunity to guide future growth in our car-centric community. Safety is gained through slower speeds, look at the City of Edmonton, Calgary, St. Albert among others who are lowering residential speeds limits, this will improve safety for all users and help keep neighbourhood safe.	2	0
Cross roads are accident sites. A simple yellow reflective stripe appears on some stop sign posts but not on others. Adding this stripe to all stop sign posts would be a cost effective approach to enhanced safety.	1	0
I continue to see motorist on their cell phones. Strathcona County should take an active part in enabling bylaw officers to actively monitor and ticket violators.	3	0
Edmonton buses and trains are dangerous. In Sherwood Park, make sure the peace officers and police help the bus drivers and patrol the stations.	0	0
I really LOVE this idea. Especially for those great spots like the Sherwood Park natural area or Deermound that aren't really too far from urban Sherwood Park!	0	0
Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics!	0	0
<p><span style="font-size: 14pt;">⤵</span> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! <span style="font-size: 14pt;">⤴</span></p>	0	0
My only real traffic concern in the county is cyclists on roads with narrow shoulders, for example on Wye road east of highway 21. Given the behaviours of some drivers...and some cyclists it's only a matter of time before a fatal event occurs. I've witnessed a few close calls already. I've got nothing against cyclists, I'm just nervous for them.	4	0
Love this idea, Sherwood park is only 3k from wye to baseline, lowering speeds will not actually result in longer drives but will enhance safety and make the paths alongside roads more enjoyable for users.	0	0
More users would make it far safer than adding police would. Safety in numbers, get more people riding transit.	2	0
I am a senior and I walk my dog daily around Sherwood Park and I feel very safe, the speed limits on the other hand should be reduced from 50kms per hour to 40.	3	0
Traffic and safety also include proper roadway maintenance. Winter road maintenance is inappropriate in SP. The County installs roundabouts and then does not know how to do winter road maintenance other than the one on Sherwood Drive.	0	0
<p>I agree 100%. This needs to change - and might I add that in my experience, it is certainly not the younger folks who are most at fault here. Most of the rogue cyclists I have encountered are in the 30+ age group. (**Edited by moderator**).</p>	0	0



Strathcona County needs a specific bylaw in regards to what size of bikes are allowed on poured concrete sidewalks. Currently SC is using the provincial Highway Safety Act to control this issue. Many times I have been almost hit by bikes being ridden carelessly while walking on a sidewalk, and in the same vein, the requirement of a bike bell is not being followed. I have attached the Edmonton bylaw. This makes sense. CYCLING ON SIDEWALKS APRIL 2015 Cycling in Edmonton is governed by both municipal and provincial legislation. Under the Alberta Traffic Safety Act, the law considers a person riding a bicycle to be a vehicle with all the rights and responsibilities as a person driving. This means that people riding bikes have the right to cycle on streets but are expected to follow the rules of the road. What are the rules in Edmonton for riding a bike on sidewalks? The City of Edmonton Traffic Bylaw 5590 specifically regulates where people can ride bicycles. Bylaw 5590 prohibits riding a bicycle on sidewalks unless: ☐ The sidewalk is a designated bicycle path (such as a shared-use path or shared-use sidewalk); or ☐ The bicycle has a wheel diameter less than 50 centimeters. Bylaw 5590 and the Cycle Edmonton Map define the location of shared-use paths and sidewalks designated as shared-use. When cycling on them, Bylaw 5590 requires people riding bikes to: ☐ Yield the right-of-way to people walking; ☐ Give an audible signal before passing someone; and ☐ Travel at a reasonable rate of speed. The wheel diameter exception in Bylaw 5590 allows children to cycle on the sidewalk until they develop the skills to handle themselves safely in traffic and graduate to a larger bike. Why is riding a bike on sidewalks restricted? Isn't it safer for cyclists? The issue of people riding a bike on sidewalks does come down to safety. However, riding a bike on sidewalks makes sidewalks unsafe for people riding bikes and for people walking. It also increases the risk of collisions between people driving motor vehicles and people riding bikes. Sidewalks are designed and built for people who walk. They are narrower than shared-use paths built to be shared by pedestrians and cyclists. Sidewalks are full of obstacles, leaving people riding a bicycle vulnerable to conflicts with people walking, strollers and wheelchairs, people getting on and off buses, and people emerging from building entrances or parked cars. Fixed objects such as benches, bus stops, trees, planters, sign posts, and street lights, all become potential risks for people riding bikes. As the Ontario Traffic Manual points out, this is because people riding bikes "travel at much higher speeds than pedestrians, yet they cannot change their direction or speed as quickly as a pedestrian can."  CYCLING ON SIDEWALKS APRIL 2015 There are also hazards at intersections where people driving and people biking could cross paths. CAN-BIKE has found that a "very high percentage of car-bike collisions happen at intersections when the cyclist is coming off the sidewalk." One reason for this is that people I think there needs to be a policy change to accept there will be accidents. The cameras have proven not to work and are just a cash cow. Remove them all. Change all stop signs to yield unless there has been an accident at that location. Current practice by drivers show's there is no need to stop. As an aside fuel would be saved helping the environment.	1	0
There should be at least a solar flashing red light on top of the stop signs @ baseline road and 222. There are major collisions yearly and it seems the only thing done in the past 30 years is making the stop sign bigger and adding rumble strips. Adding street lights to the intersection would disturb the residents in the 4 adjacent corners	1	0
The quality of snow plowing and sanding on Range Road 222 this winter was nothing short of embarrassing. I was under the impression that when the county took it over we would have better service not worse. I do agree with the speed limit reduction however the maintenance needs improving.	2	0
The circle on Sherwood drive is dangerous,,a number of times I have had to stop in the circle because vehicles southbound on BROADMOOR BLVD. do not yield to traffic in circle. I would estimate 90 to 95 of southbound vehicles are exceeding 30 KMH as posted(many are carrying the 60KMH posted on BROADMOOR through the circle.	0	0
I support the use of speed cameras, as mentioned before generally within Sherwood Park people are driving too fast. I especially support the use of a camera within the neighborhoods where it doesn't make sense to have a law enforcement devote so much time to ticket the bad apples. I also support lowering the posted speed limit in the neighborhoods.	2	0
excellent information, I have always wondered why no one appears to want to address the issue of bicycles & now e-bikes & scooters on Sh Park sidewalks. Almost no one uses a bell for passing pedestrians in my experience., Basically a free for all.	1	0
I would like to say that, as a cyclist, I would rather break a bone hitting a pedestrian or another cyclist than DIE from a car.	1	0
Current laws require vehicles and bikes in the same lane, as someone who commutes with my bike, it's very unsafe. If I could simply have bike lanes or even ride on the sidewalk (stopping at all stop signs too), it would be a lot more safe.	0	0
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Yes, yes. 100%. Also, time the lights a lot better. They seem to try to stop you at every 2nd light. It's annoying.	0	0
Protected turning lanes, larger intersection with a safe zone in the middle would help too.	1	0
DO NOT PUT LIGHTS HERE. A lot of cyclists have been using Range Road 231 for conditioning . These are experienced riders that are all fitted out with proper helmets , short pants , bright colored short sleeved shirts , fancy high dollar titanium bikes, etc . Some times travel in packs - nose to tail for reduced aerodynamic drag - appear to be well trained . This south of Hwy 628 to township Road 510 has a lot of small rolling hills over this route that creates a huge safety instance when you are driving on your side approaching the rise when you encounter 2 Or 3 of these bikes racing to pass each other - in the center of the road cresting the hill ! A head on crash is becoming closer to reality , unless one of 2 things happen - Strathcona County either bans this road from cyclists [ limit to strictly single file - limit to not traveling closer together than 100 meters ] , or issue directive to peace officers to start patrol / issue traffic tickets for unsafe operation of public roadways . I have observed 3 near accidents in past 2 years.	1	0
One comment I have on the sidewalk corner design to people with visual impairment. The ramps on sidewalks are not designed to line-up with the sidewalk ramps on the other side of the street. New sidewalk designs are built to line-up with the ramp on the other side of the street.	2	0
With COVID and the increase use of bicycles, there has been an increase conflict with cyclists and pedestrians on the sidewalks. In other jurisdictions it is illegal to ride your bicycle on the sidewalk. For the safety of all who use the sidewalk bicycles should be required to used the roadways, and the County should promote the use of bicycle lanes on all collector roadways.	0	0
Using the sidewalks during winter can prove to be a major safety issue due to the bylaw rule on a 8 day snow removal. Most residents are great, but there are those residents that never clean their sidewalks and because of the bylaw, they are in their rights. For those that have mobility issues this causes a safety concern. No bus service into the city on holidays traps many people in Sherwood Park. Some individuals cannot afford the taxi fares to take them into the city on those holiday weekends and prevents some from going to work or going to study at universities/colleges. Police enforcement of speed is becoming way over done. When you find police hiding in trees to get the individual who may happen to be going over by 10 Kms is getting ridiculous. But yet, as I sit in my living room watching the cars go by and the unsafe speeds, I wonder why we never see the police in the residential areas ensuring safety there!! Is it because they cannot issue as many tickets as let's say on Anthony Henday.	1	0
I would hate to be the pedestrian in your scenario. While you might break a bone hitting a pedestrian while on your bike, the pedestrian could be severely injured or die. I have been/seen too many pedestrian be injured by bikers on pathways. I have also seen bikers try to ride between dog walkers and their dogs, resulting in injury to both the biker and the dogs. Roadways need to be designed/redesigned to accommodate cyclists. Putting cyclists on sidewalks is not a good solution.	0	0
There are two kinds of cyclists and they need to be treated differently. There is the kids and families, maybe a senior or two, out for a leisurely ride while getting a bit of exercise. Then we have the folks that are in their expensive bikes and their spandex outfits as they train for the Tour de France or some other elite bike race. The family riders are much safer on the sidewalks and bike paths while the athletes should be on the roadways following all appropriate traffic laws. What I don't have the answer for is how you differentiate between the two without bias. Maybe someone else does?	5	0
I do not think this is good. Needs to be sensible for those walking too. One alternate, is an X, all ways walk. Therefore no conflict. I saw this in use when I was in high school, university, and as an adult in Saskatoon. (60s, 70s, 80s)	1	0
I too have seen people and dogs severely injured when hit by a bike.	0	0
I know of one serious incident and am surprised there are not many more. I live on Range Rd. 210 so see many cyclists on that narrow portion of Hwy. 630.	0	0
Stop signs are required at rural road intersections if you can not see far enough to stop when required. In the rural areas I drive most, the Stop signs seem to be where there are trees, houses, hills, etc. That extra yellow reflective strip is a nice addition as we all drive in dark conditions regularly- all winter.	1	0
As a cyclist, I often do not feel safe on the shared paths as I have to navigate between kids, dogs, people with earbuds and others not paying attention. The roads can be safer because cyclists and motorists should be sharing the roads in a more predictable manner than off lease dogs or small kids on bikes.	1	0
Bikes should be on the road if we ensured that our roads made it easy for cyclists to use them. We have created an environment where motorists believe that cyclists do not belong on the roads and should use sidewalks or the multipurpose trails. What if we as some communities have done emphasize that cars and bikes share the roads, what if we had communication campaigns on this, what if we created bike lanes on the roads that cyclists commuters use?	1	0
I recently purchase a home in a rural subdivision. There are lots of municipal lands in these areas but there is not a clear map or marking of where they are in all cases. It would be nice if the county could publish a composite map for those of us that would like to walk or run these areas in order to make good use of these lands. Paths are not necessary, just an understanding of where they are without having to go to each neighborhood map.	1	0
I have tried to get a cycling advisory committee established in Strathcona County with different types of cyclists involved to provide advice to the County but so far I have not been able to get such a committee established. The way the so called multipurpose trails exist down Broadmoor or Sherwood Drive, it is impossible to use them without using sidewalks or crossing the roads numerous times. I mostly use the roads rather than the trails because it is easier for me to do so and much faster and also because I want motorists to be reminded that cyclists have the right to use roads safely.	1	0



Stop the cyclists from using the range roads , they are a huge danger. A person cannot even walk down their own road now with these menaces on there. They do not move over they do not obey traffic laws. They should be stopped. Honestly it is them who are ruining any enjoyment we can have in our community	3	0
Some of the paths I regularly run in Strathcona County were rerouted or changed during construction. Areas where a pedestrian overpass was originally planned years ago instead reroutes 1/2 km to a pedestrian crossing, for example. It would be nice if we were able to have as many "non-stop" trails as possible, in order to make walking and running longer distances outside of our immediate community safer and more appealing. If this could be done in an attractive way, all the better.	2	0
Cyclists have to ride single file and bike clubs reinforce that. Riding 2 abreast is illegal at the moment. Sometimes what appears to be riding together is when a cyclist passes another one. I agree hills are particularly challenging as cyclists need to be able to continue to pedal and not stop.	0	0
I think the problem in this situation is the drivers, not the location of the crossing. Look at what happened when they put red light cameras at Granada Blvd and Sherwood Drive: Drivers complained that they were getting tickets for turning right on a red light without stopping, but they didn't take accountability for their behaviour. One local restaurant owner complained about getting 3 tickets at that same location in a short period of time.	0	0
We can do all we can to make the roads safer, but at some point it's the responsibility of the driving system to ensure that drivers are properly trained and stay proficient.		
<p>Thanks for your comments. Is there any specific areas that you think bike lanes would be helpful for cyclist commuters or cyclists in general? What kind of ad campaign/educational promotions would reach you and your community the best (ie: workshops, rider education events, videos, etc.)?</p>	0	0
I agree with you. So I am not training for the Tour de France but do ride a road bike in spandex as a senior. Most spandex road bike cyclists will not use the multipurpose trails because we have clip on pedals that can be difficult to keep clipping in and out on trails when you have to be ready to stop because of stray dogs or young kids on their bikes. We like to use the roads and most often do so. The challenge is we have not established a culture in Strathcona County that promotes cycling and recognize the different types of cyclists. We do not offer training on how to ride safely on the roads both urban and rural. I was fortunate to be able to take a urban cycling course that provided me with the skills to understand how I should behave on the roads. The Alberta Cycling Coalition has a brochure on their website aimed at both motorists and cyclists on how to share the road safely.	1	0
I'd like to just submit a comment in regards to the proposal Edmomton has made earlier towards combining Strathcona Transit and ETS. While riding Strathcona County daily to Edmonton I have never once felt unsafe, however riding ETS I have had many sketchy encounters where I have felt unsafe, to the point where I'll choose to drive over taking ETS if I had to, especially in the evenings. I personally strongly do not want Startchona Transit and ETS combined if talks do come up in the future, I feel it would negatively impact those who use Stratchona Transit to commute to Edmonton.	1	0
When driving on the road, it is very annoying to be stuck behind a bicycle when there's a perfectly good bike/shared path 3 feet away! Not to mention that riding on the road must make bikers feel very vulnerable. Even our kids ask why they're not using the path that is literally meant for bikes. But either place that bikers ride, they must be reminded that they have to follow the rules for everyone's safety! On the road: you are bound to the driving laws, including stop signs and red lights. On the path: you have to stop and walk across roads. You can't have it both ways, and I find a lot of bikers feel entitled to do whatever they want.	1	0
<p><strong>➤ Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! ➤</strong></p>	0	0
I do feel safe in the urban areas. Safety in the rural areas while not in car could be improved as a lot of people walk, cycle, and run in these areas. Either wider shoulders or paths connecting neighbourhoods to make routes in between would be nice so that people don't need to brave the main roads in the county.	1	0
By vehicle I always feel safe.		
Too many people do not obey the speed laws in Sherwood Park. Too much tailgating.	2	0
Would not like Yield signs to replace Stop signs. That would be a death waiting to happen.	0	0
Bike lanes on all arterial roads, side roads are less busy and safe for cycling for the most part.	0	0
Don't lower the speed limits.	2	0
I hate to say stop all the cyclists from using the range roads, but cyclists DO need to pay more attention to the vehicles and not just 'own the road' and make us drivers go around them. The roads are narrow enough with plenty of pot holes that driver have to avoid. It should also be mandatory that cyclists wear reflective clothing or at a minimum brightly coloured clothes.	0	0
I walk, bike and drive around Sherwood Park. As for driving I believe the speed limit should lowered 10 K/M/H in residential areas. I ride my bike on paths and sidewalks and I try to ride carefully. I do notice a lot bike riders do not obey the signs etc. E.G I very seldom see riders dismount at stop signs on paths, as well a lot of riders do not slow when the path intersects with a road making it very difficult for drivers to notice them at blind corners etc.. Thanks for the opportunity to express my opinion.	1	0
<p>Can you give us some more information on what kind of maintenance issue you're noticing?</p>	0	0
We need to enforce speeds on Festival Way especially from Festival Place parking to traffic circle. Also, too much traffic going the wrong way.	1	0

I absolutely agree with your comments.	0	0
It is illegal for cyclists to ride side by side, but they continue this dangerous practice because there is no enforcement of the law.	0	0
Don't lower speed limits. It already takes forever to get some places because the lights are timed horribly.	0	0
I'm so tired of people whining about the cameras. Simple solution: don't break the law! When I'm sitting at that intersection by the mall, I chuckle as I count how many tickets are being earned. A ticket for you, and a ticket for you...cha-ching! Maybe all that income can mean lower taxes for the rest of us! Call it a tax for not following the road rules.	0	0
Have you ever tried to go for a family bike ride on the road? You'll come back with less children every time! This is not a safe idea at all. Bikes need to use their bell when coming up behind a walker. Walker can either move over, or biker can pass on the other side of the path. Sharing the path is not that hard.	0	0
There needs to be easier access for cyclists to Edmonton. Crossing the Henday requires travelling west on Petroleum Way. This is fine if you are headed downtown or north. But travelling to the south either requires biking on Baseline or Sherwood Park Freeway. (unless you are willing to go out of the way and us Petroleum Way and then 17th St. which does not have bike lane with may trucks.) We need a safe way to avoid interchanges on these roads.	0	0
We need a bike lane on Sherwood Drive by the Mall. Bike lanes disappear and biking through parking lots is often more dangerous then the road.	0	0
Pedestrians need to remove their earbuds.... far too often I ring my bell many times and they still don't hear me and they get scared when I pass.... so frustrating.	0	0
We've started to cycle with a trailer for all trips within Sherwood Park (Groceries, mall, dentist etc). We rarely use our vehicle and are having a great time and getting lots of exercise.	2	0
However, roads where the curb/grass extends into the road, on both sides, and makes a narrower road for a bit, like the center of an hourglass cause us problems on bikes, especially with a trailer.		
For example, Jim Common Drive N between Cactus Way and Charlton Way are difficult and dangerous for cyclists because the car lane on those spots is not wide enough for a car to pass the bike. There is only room for single file, unless the car moves left into the oncoming traffic lane. Which is what inevitably happens. As a cyclist we stay close to the right hand curb / parked cars and must veer left when the hourglass curb appears in front.		
The sidewalks are bumpy for a trailer full of food/ or glass being taken to the recycling for example. So the road is preferable as it's much smoother.	1	0
Please consider this feedback before changing any other neighborhoods to have this, in our opinion, terrible hourglass shape road design. It makes the road too narrow.		
I think the county has well-planned, well maintained and effective arterial routes through and around Sherwood Park. They move a lot of traffic efficiently and safely especially during rush hours. The current speed limits work well. The adjacent bike paths and sidewalks seem to accommodate the few pedestrians and bikers I see using them.		
There are some drivers that will continue to exceed any speed limits on residential roads unless the rules of the road are enforced. But somewhere along the way we have lost one of the tools called "photo radar"!!		

# APPENDIX G: Survey Analysis Combined

Question 1				
When you think about a livable community, what three (3) words describe its transportation system?				
Word One	Word One Count	Word two Count	Word Three Count	Total
Accessible/Accessibility/Access/Easily Accessible/Easy Access	117	53	32	202
Safe/Safety	53	44	40	137
N/A/???/BLANK	29	35	60	124
Affordable/Affordability	23	55	40	118
Convenience/Convenient	50	37	27	114
Efficient/Efficiency	50	29	35	114
Reliable/Reliability	14	22	22	58
Ease,Easy, Easy to get around, easy to use	22	11	16	49
Walkability/Walkable/Walking	26	8	7	41
Fast	11	13	8	32
Availability/Available	12	4	13	29
Flow, Flowing, Fluid, Free Flowing, Freeflow	12	11	4	27
Time/Timely/Time-effective	5	8	11	24
Clean/Cleanliness	1	11	10	22
Inexpensive	3	11	7	21
Maintained/Maintenance	2	9	10	21
Biking, Cycling, Bike Paths, Bike Lanes, Bikeable	6	12	2	20
Connected/Connectivity/Connect/Connectability	8	9	2	19
Inclusive/Included	3	9	4	16
Quick/Rapid	7	5	4	16
Frequency/Frequent		5	10	15
Flexible	2	2	8	12
Quiet/ Not noisy	4	3	5	12
Road/Roadways	9	2	1	12
Eco-Friendly, Ecological, Environment, Environmentally	5	1	5	11
Sustainable	3	4	4	11
Economical	1	2	7	10
Integrated	3	3	4	10
Well Maintained/ Well Maintained Roads	3		7	10
Diverse/Diversified	3	4	2	9
Effective, Effectively	2	4	3	9
Trails	4	4	1	9
Cheap	2	3	3	8
Comprehensive	1	5	1	7
Dependability/Dependable	3	1	3	7
Friendliness/Friendly		4	3	7
Functional/Functionality	4		3	7
Paths, Pathways	3	2	2	7
Bus/Bussing		4	2	6
Cost	1	1	4	6
Cost Effective/ Cost Efficient		1	5	6
Green	1	2	3	6
Planned/Planful/Planning		3	3	6
Public Transit/Public Transport/Public Transportation	1	2	3	6
Punctual		3	3	6
Simple	2	3	1	6
Smooth	3	1	2	6
Car Friendly, Cars, Need Car	3	1	1	5
Community/Community Based/Community Oriented	2		3	5
Expansive			5	5
Good	1	1	3	5
Modern	1	1	3	5
Poor	2	3		5
Public/Public Focused	2	1	2	5
Usage/Useable	2	2	1	5
Calming/Calm	1	1	2	4
Coordinated			4	4

Costly	3	1		4
Interconnected/interconnectivity	3	1		4
Intuitive	1	2	1	4
Light Rail, LRT	2		2	4
Low Cost		2	2	4
Multi-Modal/Multiple modes of Transportation		1	3	4
Ok/Okay	2	1	1	4
On time	1	1	2	4
Options		2	2	4
Practical/Practicable		2	2	4
Reasonable Cost/Reasonable Priced	1	3		4
Robust	2	1	1	4
Spacious/Space	2	1	1	4
Traffic Flow	2	2		4
Transit		2	2	4
User-Friendly		1	3	4
variety/variation	1	3		4
Adaptable/Adaptive		2	1	3
Adequate		2	1	3
Air quality/Clean Air	1	2		3
All encompassing	1	2		3
Choices			3	3
Congestion/Congestion free	1		2	3
Consistency		1	2	3
Density		2	1	3
Direct		1	2	3
Dynamic Flow/ Dynamic		1	2	3
Electric	1		2	3
Equitable	1		2	3
Extensive/Extensive Routes		3		3
Light/lights	2		1	3
Location	1	1	1	3
Mobility	1	2		3
Navagatable	2		1	3
Parks		1	2	3
Pedestrian/Pedestrian first	2	1		3
Personal/Personal Vehicle	2	1		3
Quality		2	1	3
Rural		1	2	3
Schedule/scheduling		2	1	3
Smart		2	1	3
Unreliable	1	1	1	3
Up to date/Update/Update Regularly		3		3
Waste/wasteful/Waste of tax dollars	1	1	1	3
Activities		1	1	2
Close	1	1		2
Comfort/Comfortable		1	1	2
Confusing	1	1		2
Driveable	1	1		2
Expensive	1	1		2
Free			2	2
Freedom	2			2
Great Condition/Good Condition	1	1		2
Great Transit/Good Condition		1	1	2
Handy	2			2
Helpful	1		1	2
Improve/Improvable	1	1		2
Inconvenient	1	1		2
Intelligent/smart	2			2
Manageable	1	1		2



Needs	2			2
Network		1	1	2
Non Public/No Public	1	1		2
Parking		2		2
Regular	1		1	2
Ridership	1		1	2
Slow	2			2
Small			2	2
Speed		1	1	2
Taxi			2	2
Transportation		1	1	2
Understandable	1	1		2
underutilised/Unused	2			2
Unobtrusive		1	1	2
Useful		1	1	2
versatile	1		1	2
Walking Paths/Walkways & Pathways		1	1	2
Well-planned/Well-designed		1	1	2
24/7	1			1
365		1		1
About		1		1
Accommodating			1	1
Active			1	1
Adequate Speed Limit			1	1
Aesthetics			1	1
All - Year - Round		1		1
Ammenities			1	1
Anytime		1		1
Anywhere			1	1
Appropriate			1	1
Arrogance			1	1
Arrive to acreages		1		1
Attainable			1	1
Automobile			1	1
Beautiful			1	1
Barrier Free		1		1
Beautiful		1		1
Broad	1			1
Bumpy		1		1
Awkward	1			1
Central		1		1
City			1	1
Cluttered	1			1
Coherent			1	1
Collaborative			1	1
Communication			1	1
Condition	1			1
Considerate			1	1
Constant			1	1
Convenient Ammenities		1		1
Cost of Living	1			1
Crime			1	1
Cross Walks			1	1
Decent			1	1
Destination			1	1
Dirty	1			1
Distance		1		1
Door	1			1
Ease for handicapped			1	1
Easy to pay			1	1

Easy to plan		1		1
Easy access to highways		1		1
Efficient traffic Control			1	1
Enough	1			1
Everywhere			1	1
Exit points			1	1
Fares		1		1
Fair	1			1
Fewer Lights		1		1
For people, not cars			1	1
Free for seniors		1		1
Free of Debris		1		1
Frugal		1		1
Fuel-Efficient	1			1
Goes Good Places	1			1
Good Roads			1	1
Gravel Trucks			1	1
Good Scheduling		1		1
Has residents in mind			1	1
Hazard			1	1
Headache			1	1
Healthy		1		1
Heated			1	1
Hydrogen	1			1
If I have to			1	1
In sync		1		1
Inadequate		1		1
Independent		1		1
Ineffective		1		1
Inefficient		1		1
Infrastrucutre		1		1
Information		1		1
Innovative			1	1
Integrated Bus System		1		1
Intercity		1		1
Invisible		1		1
Lack Accessible Busing	1			1
Less Traffic Lights		1		1
Limited	1			1
Linked		1		1
Local		1		1
Logical			1	1
Long Waits		1		1
Low car density in neighbourhoods			1	1
Low Congestion		1		1
Low impact			1	1
Low income			1	1
Low emissions			1	1
More-Hours		1		1
More Places			1	1
Move	1			1
Nature			1	1
Neighbourhood			1	1
New	1			1
No	1			1
No Cars			1	1
No-Cost		1		1
No Public Transportation		1		1
No-Stops		1		1
No-Traffic Jams		1		1

No Traffic Calming Nonsense			1	1
Non Congested		1		1
Non discriminatory			1	1
Not Necessary		1		1
Often			1	1
On demand			1	1
Organized			1	1
Over Built	1			1
Over Capacity			1	1
Patience			1	1
Paved	1			1
Peak hours utilization			1	1
Pedestrian Hostile		1		1
Plowed		1		1
Pollution		1		1
Policing			1	1
Pot-hole-free			1	1
Potential		1		1
Predictable			1	1
Present	1			1
Price		1		1
Promotes Active Transportation	1			1
Properly Maintained		1		1
Proximity			1	1
Purposeful			1	1
Quick Access		1		1
Rarely Utilized		1		1
Reachable		1		1
Readily Available		1		1
Realistic			1	1
Reasonable			1	1
Reasonable Schedule		1		1
Recreational		1		1
Redundant		1		1
Renewable			1	1
Repaired			1	1
Residential Calming			1	1
Respect		1		1
Responsive	1			1
Responsible			1	1
Right-size			1	1
Roomy		1		1
Round-a-bout	1			1
Routine	1			1
Rural Bus		1		1
Rural Senior Transportation	1			1
Satisfactory		1		1
Self-Sufficient	1			1
Scenery			1	1
Schools			1	1
Seamless			1	1
Security		1		1
seniors			1	1
Sensible		1		1
Services/Service/Service Area		1		1
Shared	1			1
Shopping	1			1
Short walks to get on & to destination			1	1
Sidewalks	1			1
Smooth Pathways	1			1

Snow Removal		1		1
Solid Public Transportation	1			1
Sparse			1	1
Stable		1		1
Standard	1			1
Straightforward		1		1
Strategic		1		1
Strathcona	1			1
Streamlined		1		1
Stress Free	1			1
Structure			1	1
Suburban			1	1
Supportive			1	1
Sustained		1		1
System needs to be revamped			1	1
Technology		1		1
Tedious	1			1
Thoughtful			1	1
Time Consuming			1	1
Timed Traffic Lights		1		1
Traffic Circles			1	1
Transferability	1			1
trucking	1			1
Ubiquitous		1		1
Uncertain			1	1
Uncongested			1	1
Uncrowded	1			1
Uninterrupted	1			1
Unpopular		1		1
Unpleasant	1			1
Utilized	1			1
Vast			1	1
Vehicles last priority			1	1
Very Good		1		1
Very-thorough			1	1
Vibrant			1	1
Walk- & bike-friendly	1			1
Walking-distance	1			1
Way finding			1	1
Welcoming			1	1
Well-lit		1		1
Wide coverage			1	1
Winter friendly			1	1
Worst			1	1
A Range of Physical Activities				0

Question 2

Imagine you were choosing a new place to live in Strathcona County.  
Please rank your priorities as it relates to transportation from highest priority  
(1) to lowest priority (7).

Name	Count Total	Overall Priority
Close to schools	2988	7
Close to your workplace	2797	6
Easy access to public transit	2630	5
		4
Easy access to major roadways	2204	
Access to park and trail systems	1963	3
Little traffic near your home	1727	2
Close to your day-to-day amenities (grocery store,restaurants,facilities, medical offices)	1662	1

Further Breakdown

Little traffic near your home		
Importance [highest priority (1) to lowest priority (7)]		Count
1	226	
2	80	
3	73	
4	90	
5	56	
6	43	
7	32	

Easy access to public transit		
Importance [highest priority (1) to lowest priority (7)]		Count
1	61	
2	50	
3	60	
4	74	
5	117	
6	83	
7	130	

Close to schools		
Importance [highest priority (1) to lowest priority (7)]		Count
1	19	
2	37	
3	50	
4	41	
5	84	
6	149	
7	181	

Easy access to major roadways		
Importance [highest priority (1) to lowest priority (7)]		Count
1	65	
2	115	
3	105	
4	106	
5	117	
6	59	
7	33	

Close to your day-to-day amenities (grocery store,restaurants,facilities, medical offices)		
Importance [highest priority (1) to lowest priority (7)]		Count
1	129	
2	150	
3	156	
4	113	
5	37	
6	12	
7	8	

Access to park and trail systems		
Importance [highest priority (1) to lowest priority (7)]		Count
1	90	
2	140	
3	114	
4	95	
5	75	
6	57	
7	22	

Close to your workplace		
Importance [highest priority (1) to lowest priority (7)]		Count
1	31	
2	46	
3	49	
4	61	
5	85	
6	151	
7	136	

Q2 Others:	
	bumps in neighborhoods or anywhere else - no STOP signage (unfortunately Sherwood Park is global capital for STOP signage) - well-synchronized signal lights (transportation department in Sherwood Park does not understand this concept) If Sherwood Park transportation department only addressed those above, carbon footprint (the biggest hoax in human history) would be addressed. But that would require common sense, which does not exist any longer.
1	###
2	1, reduction of noise - mufflers on motorbikes 2. more pedestrian friendly
3	A low level of noise pollution from roadways is desired. Some neighborhoods are terribly loud especially around
4	aa
5	ability to cycle, and safely park my bike at nearby stores and offices. A street with no garages facing the street and
6	ability to use active transportation - walking, cycling, rolling safely
7	Access and egress for emergency purposes (i.e. are there multiple ways in and out?)
8	Access to bike lanes.
9	Access to safe bike trails so we don't have to ride on the road.
10	Accessible bus stops!
11	Allowance for bicycle commuting - not just recreational bike paths but routes that take cyclists to work and retail centres
12	Amount of traffic lights in the area
13	Ample parking for guests and larger families
14	Ample parking!
15	As far as possible from train tracks
16	as I am approaching 70, the above listed priorities would be if I moved
17	Available parking
18	Available parking on the street.
19	available safe, secure parking
20	Avoiding bus routes due to the noise. However I do value public transit. Its a bug NIMBY conundrum.
21	Away from bus routes
22	Away from heavy trucking routes.
23	Bicycle paths and amount of traffic lights.
24	bicycle routes, bicycle safety, cycling system that improves safety and ease of use/access
25	Bike and walking path continuity. Level of natural green space (wetlands, trees) around walking/bike paths. How safe is it to cross the road between our house and my kids school.
26	Bike Lanes, Smaller Width Roads
27	Bike lanes/trails nearby
28	Bike trails
29	Bike trails connecting me to shopping, library, offices, etc.
30	Bikes
31	Bus stop right outside my door
32	Bus stops near by
33	Bus traffic
34	Busyness and noise
35	Calm traffic
36	Calming features for residential streets that are subject to fast driving
37	close to a trail system
38	Close to bus stop
39	Close to dog park
40	Close to P3 or bus route roads so that I'm close to a road where the snow is cleared more frequently than a typical residential road
41	Close to SWC and Blackfoot Cooking Lake Park.
42	condition of roads. I would not live in the country because of the unsafe roads and idiot drivers
43	Connections to Edmonton, specifically University of Alberta and University hospital.
44	COST OF SERVICE
45	designated parking space for homeowners and space for guests as well
46	Direct transit routes
47	



48	Distance to bus terminals for the commuter lines to Edmonton
49	Do not use, does not run often enough
50	Don't want to live on a bus route
51	Easy access to respond and Parks. I like to be outside so those are big pluses
52	Easy to access major road (lights/turn lanes etc)
53	Electric charging stations
54	Far away from a 'collector' road.
55	Fewer traffic lights
56	Free parking for people working, and education in the city.
57	Frequent bus or train (rapid transit) service. Easy access-- Not needing to have a car to get to a bus stop/terminal!!!
58	Garage parking
59	Good connection to bike trails. Central and not on the edge of town as too far to bike to most places I go to regularl
60	Good pedestrian walkways with night lighting
61	good roads with smooth pavement
62	Good street parking for visitors. Try to stay away from traffic noise from busy roadways like the Henday.
63	good winter driving conditionnz
64	Having an app to track all the buses and times accurately is very helpful.
65	Heated and covered bus stops and light rail transit to commute to major events and city
66	Home location to access major road systems such as white mud
67	Hospital and healthcare facilities
68	Hourley, or half hour schedules
69	How busy are the residential roads nearby, how heavy is foot traffic, would I be worried about letting young childre
70	How many irritating lights are between me and the places I like to go.
71	How much does it cost to take transit/transportation options to from my home to places in Edmonton, and the time
72	I like to live in the country, not directly off a highway or arterial road, but still on pavement.
73	I want to know if there are separate bike and walking lanes, as well as shelters for waiting for the bus. I also want to
74	benches without anti-houseless technology so my family can sit and enjoy nature or take a rest while walking/doing
75	I would like to see public transit in Ardrossan to Sherwood Park. It's grown substantially and I feel more people wou
76	I would never live in a 40km/h neighborhood. 50 is fine. I'd avoid neighborhoods with traffic calming.
77	I would wish public transit to be offered at frequent intervals, day and night.
78	Ideally somewhere with easy to access, walkabl amenities near by
79	If I need to use public transit I drive to the Bethel Bus station, because it is easier than getting a bus from my house,
80	were to buy a new home public transport probably wouldn't affect my decision
81	If you have to wait for transportation outside in the winter, to have a shelter space would be good.
82	Interconnecting walking/ biking trails
83	Is there an option to safely bike to places?
84	is there quick access to / for emergency services
85	lack of noise pollution.
86	less busses doing transportation in sherwood park during off peak hours, busses are always empty and are a large v
87	Less restrictive measures
88	Lit, near trafficked roadways and easily accessible walking paths that connect my community to the rest of Sherwoc
89	Little noise from nearby roadways, well-maintained smooth streets and no speed bumps or other traffic calming me
90	Little traffics would rank #3 not #5
91	Long term transportation infrastructure
92	be lots of off street space for them. Lack of off street parking will not encourage people to use cars less, it will just c
93	roads. Also, I want a nice wide sidewalk in front of my house forkids to use for bikes. Riding bikes on the road is rid
94	and dangerous.
95	Low density neighborhood living is my #1 priority. Otherwise transportation is a problem..... to much traffic for per
96	Low taxes related to transportation
97	LRT would sure be nice
98	minimal local traffic with ease access beyound the local node
99	More area for parking on street by hime

96	more interconnected trail systems so that I never have to travel on a roadway
97	More than one way in/out of a community
98	Mostly prefer to have things within walking distance.
99	My priorities as it relates to transportation is how can I get where I want to go on my bike or walking or skateboardi
100	N/A
101	Na
102	Near public transport
103	Need transportation in rural everything is about Sherwood Park. And that's discrimination against rural people
104	Nice well kept neighborhood
105	no
106	No
107	No
108	No
109	No
110	no
111	No
112	No
113	No
114	No
115	No
116	No
117	No
118	No
119	No
120	no
121	No
122	no
123	No
124	no bus stop right in front of my house
125	No crazy traffic calming curbs that impair site lines
126	No left turns as the timing of lights in Strathcona County is frustrating.How many traffic lights and calming measure
127	have to to manoeuvre through to get to my daily locations.
128	No this county wastes enough money on low used transportation because it's not affordable. Take library bus off it
129	it's a joke I can get it all off computer and Ian 85 years young
130	NO TRAFFIC CALMING BRICKS, BOULEVARDS OR SPEED MOUNTAINS
131	No.
132	No.
133	Noise
134	Noise and air pollution from traffic
135	Noise from major roadways nearby.
136	Noise from nearby major roadways or noisy industries.
137	Noise levels too high
138	noise, time and speed of large buses going past my house, most of the time nearly empty
139	Noise. Safety. Walking access. Natural area access. connection through parks. variety of routes for commuting and i
140	None
141	Nope
142	not applicable
143	Not at this time
144	not at this time
145	not close to a main road next time

	Not congested or noisy. Just moved a little closer to the Henday and we are not close to it but my you can hear a no
144	hum by 5:00 am. Not good in my mind. I simply want simple. We won't be using public transit. I would in Edmonton b
145	Not living by an arterial roadway or by a highway because they are noisy
146	Not living near a busy road
147	Not near high volume traffic areas
148	Not near rail tracks
149	Not on a main road
150	Not on bus route. Low noise level
151	Not really
152	Not really ... but younger children should have access to it
153	Not too close to a major artery due to traffic noise
154	Overall noise levels
155	Parking
156	parking
157	Parking
158	Parking
159	Parking
160	Parking
161	parking
162	Parking & thruways
163	Parking for children's pick ups at school
164	Parking for family and friends
	parking near my house. drives menus to not have a designated spot (or reasonable access to parking) for my car or
165	my home. This is affected by how dense the area is populated.
166	Parking restrictions to residents only. No motor home, trailer parking
167	Paved roads
168	Prefer grid layout of streets so it is easy to walk from place to place.
169	Proximity to family/other people we know
170	Public transit closer to home
171	Public transportation to other municipalities
172	quiet and serene
173	quiet neighbourhood so you don't hear highway or train noise
174	Quiet residential
175	quiet with large trees
	Reasonable distance away from major roadways. I have lived a block away from Baseline Road since 1989 and the i
176	loud vehicles is horrible now and can be heard all night long.
177	Reduced speed
178	reduced traffic noise
179	Relation to pathways with a 5k circle loop for walking
180	Reliability of the transit system i.e. frequency of buses and ease of connection to other buses.
181	Road is well kept with no major potholes etc.. Bus route in area has stops to my most visited areas.
182	Road maintenance and snow clearing
183	Road Noise
184	Roads and sidewalks in good condition; transportation options for regional access;
185	roads must be paved/oiled not gravel!
186	Roadway maintenance/upkeep
187	Safe bicycle trails
188	Safe for children
189	Safety
190	Safety
191	Safety on the sidewalks and sidewalk crossings; safety on roads or access points to amenities.
192	Safety, especially driving on winter roads

193	Safety; control design; controlled access
194	Shpk is a municipality of suburb developments and strip malls. Transit or walkable is an afterthought. Would like to
195	Smooth, paved, plowed roads in rural Strathcona County
196	Some Where to park trailer. To load it
197	Space/size of streets. I cannot buy a home on these congested streets where there is no room to maneuver, park or
198	Speed enforcement
199	speeding vehicles, noisy vehicles.
200	Stay away from unnecessary 30km hour zones like Clarkdale Drive
201	The system is designed for students and commuters. I would not use transit as it doesn't go where I need
202	There must be adequate parking for my vehicles and for guests
203	Timely useful schedules
204	Traffic calmed neighbourhoods
205	Traffic Calming measures in place Designated Crosswalks near schools, pathways and parks Handicap Accessibility
206	Traffic noise Access from home to major roads during Winter months
207	Traffic noise level
208	Traffic speed
209	Traffic volume
210	Transit is just a factor when choosing community as a whole. It will be tempting to live in at Albert once LRT runs th
211	varied times for public transit pick up
212	Walk Score
213	Walkability
214	Walkability - are there sidewalks to all the locations? I don't want to walk on the road because it's dangerous. Also i
215	Walkability and transit access are two of the most important things I consider when choosing a home.
216	Walkability, not just for recreation/leisure but also for life activities (eg direct routes to amenities)
217	Walkable and bikeable to amenities
218	Walkable cinnunity
219	Walkable neighbourhood, close/easy/efficient access to commuter bus into Edmonton, access to safe
220	Walking distance to bus stop
221	Walking distance to transit
222	Walking paths from subdivisions to amenities
223	We spend to much time idling at red lights, with little to no traffic traveling in the other direction. This could be mar
224	Well lit and roads free of potholes
225	Well maintained
226	well maintained roads
227	Well maintained roads.
228	Whether or not it's possible to enjoy my vehicles without harassment from overreaching police and useless peace o
229	Wide enough and big enough roads for parking and for handling the current and future volume of traffic on those r
230	Yes what is there for rural and for seniors

Question 3

What is most important to you when you decide how to travel somewhere (ie. walk, bike, drive, take the bus)? Please select your top 3 priorities.

Code	Name of Option	Count
Q3_1	Physical Accessibility	196
Q3_2	Convenience	505
Q3_3	Travel Time	472
Q3_4	Environmental Impact	113
Q5_5	Cost	217
Q3_6	Safety	290
Q3_7	Other - Please Specify	58

List of Others (58 others):

1	weather
2	parking
3	I live in a rural area so I drive to get anywhere
4	is it a pleasant route, does it look / feel nice
5	Parking
6	Efficiency
7	time of day
8	Physical Activity
9	parking
10	None
11	pleasurable travel experience
12	environmentally sustainable buses
13	Distance to bus stops
14	live in country and would like roads better. too many potholes
15	Flexibility to make a stop or change my plans
16	there is only 2
17	can I get there by bike, are there safe routes to where I want to go, and is there somewhere safe to lock my bike up once i get there.
18	Good transportation for seniors with mobility issues including rural seniors
19	Independance
20	no pork chops, they are dangerous
21	Work out - bike or walk to destination
22	Greatly improved signage
23	What is trip for? Recycle and groceries can't be carried easily carried on public transit.
24	traffic
25	weather
26	weather
27	Distance
28	This will dramatically change with a fully automated self driving vehicle - already being tested in cities
29	Parking
30	Lights that are synchronized
31	Traffic volume
32	areas serviced
33	road cvondition - potholes are such a major issue
34	none of it applies
35	weather
36	Exercise
37	distance

38	quiet or noisy
39	Purpose of trip
40	Avoid rush hours
41	Amount of cops doing useless speed traps in strathcona county
42	I don't care
43	No choice but to drive as country resident
44	How much stuff I have to carry
45	road conditions
46	health
47	walkability
48	access to parking at the other end. If it is hard to park, or leave from, I will take public transport. If it is close I will bike or walk to avoid exit hassles. I take transit downtown for example
49	Practicality: not going to take the bus to Home Depot.
50	exercise
51	esthetics or well being from being outdoors (e.g biking or walking)
52	Weather
53	accessibility
54	NO TRAFFIC CALMING
55	Roads in rural are terrible and not fixed properly example was 211 going north to highway 15 from 16
56	can only drive as we have no access to transit
57	Being able to do something else (read, watch tv etc.) on my commute
58	is there secure bike racks where I am going and can I safely use the roads to get there.



Question 4

When the County invests in its transportation network, what areas of focus are most important to you? Please select what you think the top 3 priorities should be. \*

Code	Name of Option	Count
Q4_1	Traffic Safety	358
Q4_2	Improvements to Encourage Cycling/Walking	298
Q4_3	Vehicle Travel Time	314
Q4_4	Ensuring Everyone in Our Community has Good Transportation Options	377
Q4_5	Public Transit	194
Q4_6	Considering Costs to Future Generations	229
Q4_7	Other - Please Specify	80

List of Others (80 others):

1	ability for future expansion
2	Noise reduction
3	environmentally friendly
4	Parking for when I drive my vehicle
5	accessibility
6	I would like everyone to have good transportation options, but think large buses are best for commuters, not regular routes.
7	integrating with future development to ensure less reliance on vehicles
8	Convince of vehicles over transit.
9	efficiency
10	Controlling noise pollution from roadways
11	Road condition.
12	convienance
13	more leisure trails for families to ride on with bikes (less intersections to cross)
14	parking
15	None
16	efficiency and not stupid ideas that make zero sense to the public user
17	environmentally sustainable
18	Free parking at major transit centres, specially end of the line transit
19	costs
20	Road condition
21	roadway maintenance (winter and summer)
22	there is only 2
23	plan for PEOPLE to move place to place, in all seasons - NOT CARS.
24	Personal safety
25	Good transportation for seniors, including rura, who need assistance
26	Ease of vehicle access.
27	Density
28	consider budget
29	safety while walking
30	LRT to Edmonton

31	QUIT with the traffic calming. Roads were meant to move traffic, not pedestrians.
32	Connecting trail system
33	speed signs rather physical barriers
34	Keep cyclists off the roads
35	Make it easy to access County businesses
36	Don't forget about those that don't drive or have other option other than public transit.
37	safety
38	Traffic that flows. No stopping at every light.
39	With electric vehicles it is important to reduce the environmentally hostile options of Wind Turbines, (bird killers) and solar panels, (extremely inefficient in Sherwood Park).
40	Roundabouts
41	Maintenance
42	maintaining affordability and accessibility to neighbouring cities
43	I only wanted Vehicle Travel Time
44	Low density neighborhoods
45	road maintenance and fixing and snow removal . cut extreme tall grass along roadwaysetc
46	I really don't care at all for any other option behind vehicle travel time but I have to pick 3
47	none of it applies
48	Easy and quick public transit access to YEG
49	Time to start thinking ahead so we don't have roadways that are obsolete
50	Paved roads
51	The amount of time waiting for traffic lights.
52	Number of uncoordinated traffic lights
53	user funded
54	Cost of taxpayers dollars
55	Mainting peace and quiet for residents
56	Unobtrusive
57	Destruction of rural areas
58	Transport where needed most
59	Consider costs to current generation. Drove by a 10ft x 10ft concrete job yesterday and there were 11 people working on it - really?
60	Future LRT
61	road maintence and less traffic calming resulting in car damage and increased response times for emergency services
62	smaller buses use less gas
63	designated rapid transit lanes on major arteries including into Edmonton and Ft Sask. This is cheaper than the train, but provides teh same speed benefits.
64	Keep cyclists off the road
65	Should not be putting in pork chops and meridians everywhere. What a waste of our money. And slows down snow removal
66	Reducing taxpayer costs.
67	Need transportation in rural or give tax breaks
68	efficiency - light timing, etc

69	Ride On-demand
70	Upkeep
71	accessibility, cost of construction, decisions based on majority and not minority interests
72	Providing transportation to county communities outside of Sherwood park
73	Urban sprawl
74	NO TRAFFIC CALMING
75	Need to be able to drive quads on roads like other counties to visit friends
76	Reduce red light wait times
77	Keeping construction vehicles on main roads
78	Well maintained roads
79	environmentally friendly
80	Roads in good condition. Stop using chemicals on the roads in winter.

Question 5

Do you regularly Travel to work or school?

Code	Name	Count	Percentage
Q5_1	Yes	315	51%
Q5_2	No- I work/study from home	71	11%
Q5_3	No- I do not work/go to school	233	38%
Total Responses:		619	

Question 6

How do you travel to work or school?

Code	Name	Count
1	Personal Vehicle	245
2	Bicycle/E-Bicycle	12
3	E-Scooter	0
4	Public Transit	37
5	Walking/Rolling	4
6	Carpool/Ride Share	9
91	Other	7

List of Others (7 others):

1	ride share in morning and transit in pm
2	Combination of personal vehicle and public transit - drive in from rural to catch transit downtown
3	Live in country and rive
4	Public transit-there are no other options
5	I drive because it's my only option
6	I rotate between car/bike/transit depending on weather
7	Personal vehicle and public transport depending on time of year

Question 7

How interested are you in shifting from a personal vehicle to other modes of transportation to get to work or school?

Code	Name	Count	Percentage
1	very interested	34	14%
2	somewhat interested	54	23%
3	not very interested	49	21%
4	uninterested	101	42%
5	not sure	0	0%

Total Responses: 238

Question 8A

What other mode of transportation might you consider using to get to work or school?

Code	Name	Count
8_1	bicycle / e-bicycle	47
8_2	e-scooter	14
8_3	public transit	55
8_4	walking / rolling	18
8_5	car pool / ride share	19
8_91	other - please specify:	7

List of Others (7 others):

1	LRT to Edmonton
2	Anything, assuming it is cheap.
3	LRT
4	taxie for seniors
5	LRT
6	Ride on-demand
7	I already carpool

Question 8B	
Please tell us about any barriers preventing you from using the choices listed above.	
1	Winter is a major barrier. Also that e-scooters are currently illegal.
2	Public transit is costly.
3	Requiring access to a vehicle to travel to meetings
4	time / weather / cost of equipment
5	i prefer to travel alone.
6	Job requirements - need a vehicle to travel to project sites, clients, etc.
7	I have found public transit to be inconvenient between Sherwood Park and North downtown where I work especially trying to balance raising a family of school-aged children with after school activities.
8	I would consider other options if I lived closer and the other options were feasible in terms of convenience, travel time and cost. I currently live an hour away, so a personal vehicle is really my only option to commute.
9	Work at University of Alberta, so too far walking, e-scooter.
10	I work shift work and my job is in the west end. Sometimes I start work at 6 AM including weekends and stat holidays
11	Bicycles only work comfortably at most seven months a year. I would need a secondary method. My work is uphill on the way to work, so I'm not keen on exerting that much effort. I'd get an electric bike, like some of my coworkers, but they cost \$2000 for a good one. If only I could get a rebate or buy in bulk with the surrounding communities (Edmonton. We could get thousands of bikes this way, and cheaper than \$2K)
12	Biking safety, mainly crossing the Henday on or near Baseline Road. Time to take public transportation from end to end, and adding cost on top of that.
13	Time is a factorDay and time evening
14	Public transit doesn't operate where I work.
15	Work is too far for me to walk or bike, especially once the weather gets too cold.
16	I work in downtown Edmonton. For me to give up my car, it has to be more convenient than a bus.
17	Cost, distance to school, not knowing other families to car pool with
18	- need to travel to customer sites on short notice- need to haul customer equipment / safety equipment- underdeveloped public transit options between home and workplace
19	Travel time to get to work (inner city Edmonton) and work start times not matching well with public transportation times
20	None.
21	My workplace is not accessible by bus.
22	I work in West Edmonton
23	it is dangerous to ride on Wye Road and there are no paths east of Highway 21.
24	Takes too long. Busses can be too crowded at times to find a seat. Sometimes I want my vehicle to do things during my noon hour.
25	I work in the country where distance and the remote location prevent me from most choices.
26	WinterNo one from my neighbourhood going to my work place to carpool with
27	I reside in the County and work in Edmonton - like many County residents.. There have been major expansions in routes between ShPark and Edmonton in the last few years and I am APPALLED that there was no allowance for safe cycling between the two municipalities. If there was a safe cycling route into Edmonton I WOULD USE IT. Consider a ped/cycle overpass over the Anthony Henday, parallel to the SP Fwy - could connect to 76 Avenue south of the FWY, or connect into the industrial area on the north side of the FWY.
28	Multitude of roadway and commercial accesses makes each crossing hazardous. Most drivers will not look for pedestrians/cyclists or even stop at a Stop sign prior to entering a roadway.. We are in a 'winter city'; Accessible roadways door to door during winter conditions is unlikely
29	non right now. i can ride an e scooter ok



30	We live rural and it is not an option
31	Transit time to my workplace in Edmonton would be well over an hour
32	Schedule being very inconsistent. Not being able to rely on public transportation to get me to work on time.
33	I live just far enough away from work that walking/cycling in the winter is difficult. If there could be a transit route that goes from summerwood to the millennium place area without a transfer, I would take the bus everyday.
34	Sherwood Park has a terrible transit system in regard to commuting to Edmonton
35	Currently have skin cancer and cannot be exposed to the sun
36	Not as many bike lanes as I would like
37	Cannot get to work via a safe, bike friendly route.
38	There are no rapid transit connections to south Edmonton
39	I work downtown Edmonton. Bus takes me 3x longer than driving myself. LRT access would be a game changer.
40	affordability and safety with strangers
41	18 km to work one way. Transit door to door = 75 minutes
42	Bus system is not time effective to get to work in Edmonton , from Sherwood Park. An LRT would be very effective at getting people to use public transit from Sh Pk to Edm.
43	Public transit is very inconvenient. Poor routes and takes too much time
44	Public transit - takes too long locally
45	The bus system is not well integrated with Edmonton if you don't work at the university or downtown. Taking the bus to work would currently take me ~2 hours each way.
46	I would consider biking or other forms to use the multi use trails but they cut off and I am not comfortable biking on our roadways It would take me exceptionally long to get to work by bus vs. my 10 minute commute time in my vehicle. if there was a reasonable option I would take a bus.
47	Weather Pick up and drop off from childcare
48	I would park my car to use the LRT from Strathcona County to Edmonton because it is fast. The bus is too time consuming.
49	Frequency of public transit and length of commute time. Easier to jump in personal car and drive (sadly). Perhaps, include Ride on-demand option.
50	Cost and lack of active research into it. Also the public transport between strathco and edmonton are confusing
51	lack of cleanliness, crowdedness, lack of privacy
52	There are no public transit options for individuals living outside of Sherwood park but still in strathcona county. Those communities are too far away to allow us to bike, walk, or use public transportation.
53	Crossing Henday on bike to get to University hospital. The major intersection is scary!! And to go to sunridge adds too much time
54	The we do not have public transportation available in Ardrossan.
55	Distance and cost of gear, safety of storage for bike.
56	No busssing in ardrossan
57	Distance to work & time involved to take public transportation. Not convenient as it requires too many transfers.
58	The time it takes to get to school and work is much longer.
59	There is no lrt. The busses are much slower than a car. No e bikes or e scooters
60	Access to public transit. There aren't any bus stations in rural areas
61	Roads are generally not designed specifically to accommodate (or maintained for) safe bicycle use. This said, our roads are generally better than many other communities and this is why we sees many people come to the county to cycle on our rural roads in particular.

Question 9

Most often, how do you get around for your day-to-day errands, appointments and activities (other than work or school)? (please consider what you will do once COVID-19 restrictions are lifted)

Code	Name	Count
1	personal vehicle	537
2	bicycle / e-bicycle	15
3	e-scooter	0
4	public transit	6
5	walking / rolling	44
6	car pool / ride share	7
91	other - please specify:	8

List of Others (8 others):

1	walk or bike, depending on the day
2	Public transit and walking
3	Mobility Bus
4	Cabs
5	Bike summer, drive winter
6	Family member\'s vehicle
7	walking and / or biking
8	wish I could use my bike to go to the SC gyms but the bike parking options are not secure. Bike lockers would be a great additions. Also I rarely find secure bike parking in malls/strip malls so I am forced to use my car unless I can walk easily to it

Question 10

How interested are you in shifting from a personal vehicle to other modes of transportation for your day-to-day errands, appointments and activities?

Code	Name	Count
1	very interested	71
2	somewhat interested	140
3	not very interested	99
4	uninterested	211
5	not sure	0

Question 11

Which alternative mode of transportation would you be interested to use for your day-to-day errands, appointments and activities? \* Select all that apply.

Code	Name	Count
11_1	bicycle / e-bicycle	143
11_2	e-scooter	42
11_3	public transit	111
11_4	walking / rolling	120
11_5	car pool / ride share	16
11_91	other - please specify:	7

List of Others (7 others):

1	Golf cart
2	Battery powered vehicles
3	self drive vehicle
4	taxi
5	Electric car or autonomous driverless car
6	taxie for seniors
7	Ride on-demand

Question 12

Please tell us about the barriers preventing you from using the choices listed above (Question 11) ?

1	I would love to use public transport, but right now it is so expensive and inconvenient to use the bus it is not worth it. If you use transit regularly and have a pass, it's a good deal. Using it here and there it makes more sense to use a car. Transit should be included in taxes and offer more frequent and convenient service. Even if it was just a shuttle that ran along the arterials, I would be happy to walk out of my neighbourhood to catch it if it was economically feasible and I knew it was coming regularly.
2	Safety - having to cross major roadways to get to where I would like to goConvenience/time - I would consider taking public transit for further trips, but when the time is more than doubled, it isn't a desirable choice
3	I don't like bike riding, e-scooter's wouldn't be practical for bringing home groceries.
4	Distance to stores, lack of safe/pleasant routes to get to the stores.
5	weather!
6	Being lazy!! I use a bike with a cart to get groceries etc. sometimes. The trails in the park are NOT at all well suited for this kind of travel -- roads are designed to provide optimal travel times for cars and other modes of transportation are a distant second.
7	Weather
8	Laziness. I can easily walk to work now.
9	Travel times to where I need to go. i.e. Don't want to take an hour to get somewhere if I can get there with personal vehicle in half the time.
10	Distance to services. Inefficient bus service within park
11	None
12	I do not find biking during winter time enticing at all.
13	Time, inclement weather and convenience are the only limiting factors.
14	Transit availability rurally - transit not ideal when heading into town - plan my trips to town where I make multiple stops for appts or items I need (i.e. make the most of each trip).Transit also not ideal for a big grocery shop
15	Cost and timing
16	There is no safe way for me to get between Edmonton and Strathcona County by bike.
17	Carrying capacity of bike or scooter
18	Senior with arthritis in knees and hips & sometimes walking is just not easy.
19	Walking distance to bus stops, cost, travel time
20	This question is almost duplicate, so it's my same answer: Bicycles only work comfortably at most seven months a year. I would need a secondary method. My work is uphill on the way to work, so I'm not keen on exerting that much effort. I'd get an electric bike, like some of my coworkers, but they cost \$2000 for a good one. If only I could get a rebate or buy in bulk with the surrounding communities (Edmonton. We could get thousands of bikes this way, and cheaper than \$2K)
21	Often too far to walk. Public transit is not as direct so too much time. Bike safety can be an issue on roads.
22	Availability.
23	Rural residence -- too far especially in winter months
24	Distance between amenities in Sherwood Park is a barrier to walking or biking most places. Our youngest child is just old enough now that we can bike to the library as a family (~9km round trip).Safety is also an issue, the paths are inadequate for multiple bikers in most places and the connections between paths and parking lots are poorly thought out or nonexistent.
25	I work on the west side of Edmonton, so have zero interest in taking public transit, as it would more than double my commute.
26	Have to have personal vehicle available for work use during the day
27	safety, and health issues.
28	County is often lacking in the
29	The weekend bus schedule to Edmonton is very infrequent.
30	Physical disability
31	No barriers
32	Cost of e bikes and e scooters



33	Carrying items home easily.
34	Summer, no problem. Winter would need more planning before using my own transportation. Weather is always a big factor travelling in Alberta.
35	If we drive, we are forced to use carbon based fuels so we are complicit in poisoning the planet and increasing global warming. Then of course, the refineries on the west side of the Heday are super polluters.
36	Live where not accessible...
37	public transit in SP is set up to get people to the transit hubs. As such it is of very limited use for any other purpose. Takes about a week to take a bus from my home to Festival Place for example (well likely same time as me walking the 3 km there. I cycle to the library at times and have walked to events at FP, but certainly not somewhere I would ever consider a bus a viable option.
38	Winter
39	- grocery / hardware shopping usually requires some haul capacity
40	Scarcity of bike racks
41	We live on an acreage
42	Nothing other than person vehicle actually works for transporting things
43	Weather
44	Weather
45	No barriers- I bike and walk frequently now
46	limited service in our area
47	Buses can be infrequent, especially in the evenings. I don't feel safe on a road on a bicycle, yet apparently I'm not supposed to ride on the sidewalks? I do like walking.
48	distance to different places i do errands at.
49	I drive around from site to site for work, so 95% I can't get there any other way than driving.
50	Too far to bus stop and don't know how to read timetables
51	Weather and lack of convenient trails
52	there are not many places to lock up a bike at say grocery stores or restaurants. To walk is often too far; most communities are designed with industry to be completely separate from residential which places a barrier on modes of transportation.
53	Cost is prohibitive and winter riding would be impossible for me.
54	Busses do not run often enough, having to change at bus depot, time it takes.
55	Distance
56	Live on an acreage. No public transit. No trails. Too far from SP for bicycles to replace cars 100%
57	Shoulders on many Range Roads is too narrow, or non existent.
58	Feasibility of travelling with young children. Transportation solutions that allow me to transport both children and several bags of cargo, e.g. groceries.
59	Live in rural area, no proper shoulders on roads to walk or bike safely, and absolutely no public transit services!
60	It takes way too long to take transit to my job and much more convenient to just drive
61	same as above
62	Distance to a bus stop
63	cost
64	Physical disability...no bikes or scooters
65	Advanced age
66	Time/distanceFeasibility of carrying groceries for a family on foot or by bicycle
67	weather, locking up bike to prevent parts being stolen
68	I live in rural Strathcona County
69	Same as prev question - lack of safe cycling lanes.
70	time and distance
71	No bus stops nearby. Run infrequently. Have to go to transit centres across town.
72	Required to travel between sites, move items, winter conditions
73	Lack of quick and easy public transit into Edmonton for medical and personal grooming appointments. We need an LRT from Sherwood Park to Edmonton.

74	Current access - have to walk several blocks to access and walking is a challenge some days
75	It's hard to carry a household grovery order on a boke/scooter/bus. Bus stop nearest to me is still a long walk back to my house.
76	Convenience and schedules of busses.
77	Works for students and commuters not for residents
78	None of your business
79	Winter weather; Closest bus stop is a 10 min walk away
80	non
81	We do not have rural public transportation.
82	There are no e-scooters in sherwood park
83	Area of living
84	The places I usually visit aren't very close to my home
85	Sherwood Park council does not believe in servicing the Strathcona County rural residents.
86	Sherwood park is very spread out, making many of these options considerably more time-consuming than driving- this limits their appeal. It would be nice to revisit zoning regulations in Sherwood park to allow for more local shopping, instead of fewer, major shopping centers, as we have now. Additionally, the bus routes take forever because there are no express buses. If I want to go anywhere, I have to spend a half-hour going through residential neighborhoods. There should be buses that run exclusively along major roads and from major areas of interest to others (ie. Millenium place to Emerald Hills, the mall, etc.)
87	We live on an acres 20 minutes from Edmonton or Sherwood Park. There is no public transportation other than school busses. Will it be an option to live here in the future? We are used to go somewhere when we want to.
88	I work in south Edmonton. There is no safe route to cross the Anthony Hendey
89	Rural road with no sidewalks or bike paths , or public transit.
90	Perceived amount of time
91	Transit can add two extra hours to a scheduled day. Transit into the city is ridiculously priced.
92	Residential areas are too separated from stores and other destinations - it's often too far to walk. And the bus routes can't be direct enough since the roads are all curvy.
93	To go anywhere in Sherwood Park is hard with all the unnecessary gates/barriers is hard. Watching to avoid the barriers and not looking for the traffic. What are we teaching our youth. Just step out on the road and the car will see you and stop? No personal responsibility.
94	For work, there is not a good public transportation that do not involve changing the bus multiple times and having long travel time. For the errands, the walking distances does not make easier to accomplish them and for the bike, unless you can use bike path all the way to the stores, I find dangerous to bike on the roads. Drivers are not use to see bikes on the road and I am not confident on their ability to respect bikes.
95	priority in this community is given to vehicles that often travel at higher speeds with little regard for pedestrians or cyclists
96	None
97	When I have used it I have found it too time consuming.
98	Many older business plazas have very little sidewalks to get to them or are very close to fast roadways. I see that this is really improving in the areas of Chippewa road etc. There are generally so many strip malls scattered around Sherwood Park. Emerald hills it nice to have but it's not at all central and I could never consider walking there (we live in an older neighborhood) I wish we had more anchor stores at the mall. And a more concentrated downtown environment. It's gotten better but our family can't walk to as many places even though we prefer to walk as much as we can, and many of those places are vacant at the moment. There are generally so many parking lots all over. Whyte Avenue has horrible parking options but i think this is largely what encourages walking around and bussing etc. Would love to see less parking lots and more dense community living and businesses to thrive in Centre in The Park and the surrounding mall area.
99	The price for a public transit pass, and the lack of E-scooters and someone to carpool with. It is all difficult to travel by bike or walking for lengthy distances and for groceries.
100	Our transit system is very inconvenient
101	Currently have skin cancer and cannot be exposed to the sun
102	Again, bike lanes and paths. Even on wye road the bike lane/path on the east side of town still isn't complete.
103	affordability and safety with strangers



104	Suburban design of ShPk
105	local transit frequency and the interlining of other systems with SCtransit
106	Bike trail limitations. Physical condition / age.
107	Not enough good trails for e- scooter or bikes. Even walking/biking down wye road is not possible, as the trails are not complete.
108	No safe way to travel down Township Road 530 into Sherwood Park. Shoulder too small, road too busy.
109	Poor direct trail system. Poor transit routes. Urban sprawl
110	Lack of options
111	I currently live in a rural area.
112	I'm trying to do as many by bike as possible, but when the bike lane terminates cyclists are expected to ride on the road. It's not realistic when you're cycling with kids that can stay on the sidewalk, but you can't due to the size of your tires. Narrow roads with street parking are also a hazard. Either we need more bike lanes, or the bylaw should be changed to allow adults to ride on the sidewalk. Also, businesses are not connected to the trail/sidewalk system. You have to walk through parking lots to get to the store, which isn't great with young children. Developers should be required to extend the business sidewalks to the existing ones.
113	I live in rural strathcona county
114	Again, I won't bike due to our disconnected multi use pathway system. I do not feel safe on our roads on my bike. I would take a bus if the travel time was reasonable.
115	The bike trails all run along roads, stopping and starting for lights is inconvenient. Bike lanes for getting around would be great.
116	Availability of safe cycling paths that provide access to attractions & amenities.
117	Time Childcare
118	Too far away and hard to travel safely via walking some places.
119	Service does not exist. Redesign public transit and include Ride on-demand to prevent wasteful empty buses running around the community.
120	Public Transit is not convenient for local shopping but we are seriously considering using our e-bikes. We just moved to Sherwood Park and are still getting settled.
121	Distance to certain places or the goods that I have to carry back (grocery store). Carpool would work better if more people nearby needed to go to same places I do
122	lack of cleanliness, ease of use, accessibility, lack of privacy
123	Public transportation is awkward and takes a long time to navigate the routes. Some routes feel faster to walk than use public transit. Crosswalk placement is sometimes awkward. No good public transit options to outlying communities within the county
124	Distance is too far for biking or walking. recreationally i try to bike or walk but use vehicle if further than 20/30 min.
125	Rural County has no public transit and walking and bicycling is dangerous as no space on range roads and passing vehicles mostly not slowing down or not giving enough room.
126	No good bike racks. Need a cart. Time
127	No public transportation available in Ardrossan