

Erlton Traffic Survey - April 2013

1) Do you believe that Erlton has a traffic problem?

Strongly Disagree	1	3%
Disagree	7	20%
Undecided	8	23%
Agree	15	43%
Strongly Agree	4	11%
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	35	100%

2) Please list the traffic problem(s) in order of priority including their location if the problem is site-specific.

1. 25th Avenue heading east, at MacLeod. The lights are brutal with the train and you can wait for more than 5 minutes if you are unlucky. This needs to be addressed by the City.
2. None of any real significance.
3. I think at the top of the hill near 30 th ave it is dangerous when people park on both sides of the street. It decreases visibility of residents trying to exit alleys and also makes for a very narrow route. I also think people drive too fast on the hill.
4. Cars using 27th Ave to cut through to Macleod Trail. Specifically the number of, their speed & cutting the corner at the junction of Erlton St. & 27th Ave.
5. I would say we do during Stampede, but otherwise, traffic and parking is reasonable.
6. I don't know that we have a problem. I'm certain however that people drive in excess of the speed limit in a number of areas. The stretch between 31st and 34th ave is a drag racing strip for many. I live on 29th ave, and even though it's a cul de sac people fly through there, despite the fact that the residents have dogs and children out.
7. Cars cutting through 27th Avenue to avoid the traffic light at the corner of 25th Avenue and MacLeod trail.

I fear that closure of this road will then lead to further traffic cutting through other sidestreets further south, or eventually, if all were to be close, up the hill towards Mission Street. That would be a serious problem as visibility going up hill is very poor as you crest the hill. (I know as I live up on the hill)"

8. Rush hours short-cutting due to the LRT light delays at 25th & Macleod.
9. Good volume of traffic uses Erlton Street and 31 Avenue to short cut around the 25th and Mcleod intersection.

10. It's really only during rush hours but people using Erlton St, 27th ave and 28th ave. They rip down the street to save a couple minutes on commute
11. 25th Ave & Macleod Tr. cut Through on 27th, 28th, 31st in rush hour"
12. Turning point beside 14 - 29 Ave SW, some car stayed more than two hours. Police told me there are strange thing going on this spot, so I called parking authority, but their phone is busy. Mean time, the strange car left.
13. Short cutting traffic on 27 Ave
14.
 1. Speed along erlton street
 2. Increased traffic cutting through neighborhood along erlton street and through side avenues to mcleod trail - would like to see traffic calming considerations
 3. Parking during Stampede
15. Speeding up and down the hill on Erlton Street south of 25th Avenue.
16. Cars short cut down 27th ave to miss the lights at 25th ave and macleod trail.
17. 25th Avenue and MacLeod Trail interchange. Traffic using Erlton street as a cut thru to MacLeod Trail. Speed of traffic on Erlton St. North and South bound"
18.
 - drivers short cutting through the neighborhood during morning and evening rush hours
 - drivers speeding down Erlton Street"
19. Traffic wanting to miss McLeod and turning off 25th, then through 27th instead during rush hour.
20. 25 AVE and Macleod trail intersection takes up to 10 minutes to make a left hand turn on to Macleod trail north and equally long to cross the street to the C-train station high volume of traffic on 25 Ave
21. Well as the new Development in Erlton begins. What I have seen. As older housing is being redeveloped into infill homes. Each new dwelling is probably going to have two vehicles. So when a 50 X 100 lot get redeveloped and subdivided into two properties there is now 4 cars from previously 2 cars per family house hold. These new houses being built have a garage facing the back lane with no driveway? And super hard to pull into the garage. Also I don't think it helps the sales of the new homes with a detached garage. As I have spoke to many people that agree. A row of Garages facing the back lane is an eyesore, and set up for graffiti. When visitors come and visit there is no parking where if you had a driveway in the back long enough at least there is the option for parking. and makes the land more maintenance free of dust and mud.
22.
 - 1) Speeding along Erlton Road between 25th Street & 34th avenue
 - 2)Speeding on 34th ave between Erlton Road and Erlton Terrace"
23. Macleod and 25th, and the ""knock on"" effect of that intersection no other issues"
24. People use my street (31st Avenue) to get over to Macleod Trail rather than 25th Avenue. I know I've seen vehicles using 26, 27 and 28th Avenue for the

same thing as a shortcut rather than waiting to turn onto southbound Macleod.

25. The proposed development at Mission Road and 34th Avenue will create problems for residents entering and exiting from 34th Avenue onto Mission Road.

34th Avenue between 1st Street and Erlton Street. Parking in front of residents homes is sometimes difficult and speed of traffic is an issue."

26. High speed shortcutting to Macleod on avenues in South Erlton

3) What should be done to resolve the specific traffic issues you identified?

1. I would like to see that parking only be permitted on one side of the street at 30th ave until past the cemeteries. Speed bumps on the hill to address the speed.
2. Restrict the vehicles that can go down 27th Ave. Make it a dead end or one way going west. At least put speed bumps or chicanes to slow the traffic.
3. perhaps restricted parking (zoned for residents) during Stampede, but it may not be necessary beyond that.
4. Perhaps a few strategically placed speed bumps. ie 1 in the flat stretch between the East and West side of St Mary's cemetery, or 1 at the crest of the Erlton Rd hill.
5. Provided 80% of the residents agree, prohibit south-bound right hand turns at 25th & Erlton Street either during rush hours only - may be difficult to enforce - or permanently via installation of a barrier.
6. CTrain should have ALWAYS been planned to go underground not a level crossing at 25th.
7. There was talk along time ago about building a sound wall which would cut off MacLeod trail that would help the people trying to get a short cut from the 25th ave light. Could also have the right lane on 25th be a turn only.
8. Overpass on 25th Avenue. Post for Local Traffic ONLY signs for Erlton to prevent cut through areas
9. I should mark down their licence number and car model and report to police.
10. - right turn lane on 25th Ave, or
- close (dead-end) 27th Ave
11. Traffic calming, such as speed bumps. Potentially terminating streets at Macleod trail ie only "local" traffic.
12. Placing speed bumps on the hill.
13. Block off 27 ave at macleod trail
Put speed bumps on 27th ave
14. Timing of lights on 25th Ave needs to be changed so east and west bound traffic is not held, wait times are way too long. A right turn only lane required at the Humptys restaurant.
Traffic calming needed on Erlton St. No parking signs needed on the west side from 29th Ave to 31st Ave.
15. - possibly some sort of traffic calming
- perhaps occasional traffic enforcement by the police
16. private road - card access only?!

17. build pedestrian overpass to C-train station at 25 Ave make left turning light longer open up access to area off 24 Ave (behind purple building)
18. This should be looked at when applying for new building permits. They should change the building bylaws what you are allowed to build. Maybe a two storey homes should be changed to a three story home so you can maybe have underground parking? At least if you are on 27th ave SW North side as that side is in the flood zone. I would rather flood my garage than my basement. Some places on Erlton street have driveways with garages and three story homes. A good long driveway would be good for parking or you might have to do angle parking up to the city sidewalk? There are other issues regarding when and if they decide to rework the McLeod Trail and 25th ave SW intersection. The way its going? It is going into the wrong direction. You need to look at your future plans including the intersection because if you keep building you might have an eyesore not just for parking but it needs to be looked at from other perspectives.
19.
 - 1) Post 40km/hr signs or even 30km/hr signs
20. if the C train cannot be relocated/buried (which would be very expensive), then the easiest option would be to widen eastbound 25th at Macleod, to create a dedicated R turn lane and 2 L turn lanes. but is the land available?
21. Perhaps speed bumps need to be put on 31st Avenue and these other Avenues to slow people down.
22. Control the amount of multi residential developments and require off road parking.
23. Install speed platforms (wide speed bumps) on avenues connecting to Macleod

4) Are you concerned the Anthem development on MacLeod and 25th Avenue SW will create additional traffic concerns in Erlton?

Strongly Disagree	3	9%
Disagree	7	22%
Undecided	7	22%
Agree	11	34%
Strongly Agree	4	13%
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	32	100%

5) If you are concerned with the Anthem development creating additional traffic issues, please describe these concerns and any steps you think the ECA should take to address them.

1. Need to petition the City to create a right turn lane off MacLeod, heading south at the corner of 25th Avenue SW.
Anthem has the right idea with their current service lane and boulevard approach to help minimize traffic impacts to the community."

2. As long as the plan is as proposed, no issues.
3. Yes there will be increased traffic but I don't expect it will be a concern.
4. I'm not sure we can demand it, but the developer should be obligated to provide adequate underground parking for their tenants, in the least. For a two bedroom condo, that might imply two stalls, not one.
5. While there may be a small influx in traffic, I'm all for the project.
6. Hound the city to fix the LRT crossing issue. They caused the problem - they should fix it. Past efforts have proved fruitless, however.
7. Overpass on 25th Avenue & Macleod Tr.
8. I have no idea. However, the Anthem development would be done some time.
The developer should make proper entrance/exit to many other spots"
9. A lot of the short cutting traffic is from North Erlton, people heading south on Macleod with not enough room to turn at the lights, so they go right, left on Erlton St and left on 27th Ave.
If the Anthem development has a direct access onto Macleod this might alleviate the problem.
10. What is the plan?
11. There will be more traffic trying to get back onto Macleod but wanting to miss the lights so using our streets instead.
Not sure what you can do about it.
12. already excessive traffic on 25 Ave off Macleod trail
13. Don't know what the Anthem development is but if you have any info you can send it to XXX (redacted)
14. 1) Safety issue with access on 34th Ave - blind curve - slippery during winter months. Sol'n - access only from Mission Rd
2) Congestion in laneway and added traffic on 34th Ave - post 30km/hr signs from Erlton Terrace to Mission Road -"
15. Continue to work with the developers to create the best solutions. we live in an urban area so should not be afraid of traffic - we just have to get added traffic onto the major roads as quickly as possible. concerns about added traffic should not cause a delay to this excellent opportunity.
get Anthem to build the pedestrian overpass to the C train as soon as possible - ie before Phase 2.
16. 25th Avenue traffic could increase substantially and make it difficult for existing residents to exit or enter the community. Traffic lights may alleviate a part of the concern
17. This development will drastically increase traffic in north Erlton and will put significant volume pressure on the already inadequate Macleod/25th intersection. The ECA should make sure that these issues are adequately dealt with by the city and the developer.

6) Do you believe Erlton has a parking issue?

Strongly Disagree	2	6%
Disagree	9	28%
Undecided	8	25%
Agree	10	31%
Strongly Agree	3	9%
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	32	100%

7) Please list the parking problems in order of priority, including their location if the problem is site-specific.

1. The only real issue is during Stampede. It becomes impossible for residents to find street parking, even in South Erlton.
2. Unless it's Stampede time, not really.
3. Please see answers provided on previous page with regards to parking on both sides of the hill at the 30th ave.
4. Only during Stampede.
5. I would only really agreed that during Stampede, we do.
6. Street parking at time a concern as rental units are being subdivided and often have 4 to 6 cars attached to the tenants.
Telus seems to routinely park vehicles for their contractors on 30th Ave.
7. Erlton st
8. Parking for residents on 34th Avenue is already saturated and proposed developments on 34th and also the new condo planned for Mission Road is only going to increase this problem.
9. 29 Ave SW car turning area should be monitored for strange cars.
10. 27th Ave has residents only parking so this street does not have a parking problem. Other streets may have.
11.
 1. Parking during Stampede at the top of Erlton street (at ~30th ave) creates serious visibility issues
12. Stampede is the main issue, more resident only areas required. As density has increased street parking for residents is at a premium.
13.
 - people parking in the neighborhood during Stampede week
 - people parking on the corner at the top of the hill (West side of Erlton Street by 30th Ave) interfering with traffic"
14. Its just the begining new development is happening 5 new homes will X 10 new vehicles for parking because the way they have been built. Approved by the city of Calgary.
15.
 - 1) Top of Erlton Road at Jewish Cemetary - parking on both sides of the road adds to ""blind spot"" at this location - definite safety issue
 - 2)Especially during Stampede and other big functions at the Dome or the

- Grounds, parking along both sides of Erlton Road from 25th St to 34th St and encroaching on residential on the street parking on the side streets.
16. The only time there seems to be a parking issue is during Stampede, so for one week of having lots of vehicles parked on the streets, it's not a real issue.
 17. 34th Avenue developments will increase on-street parking issues if off-street parking is not sufficient. The proposed development at Mission Road and 34th Avenue does not have visitor parking, which will increase the parking issues on 34th Avenue.
 18. Parking at curve at top of Erlton Rd hill during stampede
 19. During the 2 weeks of Stampede

8) What should be done to resolve the specific parking issues you identified?

1. Temporary permit parking restrictions, similar to what is done in North Erlton, north of 25th Avenue.
2. Similar to LPCA, block access to Erlton avenues.
3. Parking on only one side of the street
4. More frequent patrols by City parking authority vehicles.
5. perhaps zoned parking during the event?
6. Perhaps City Bylaw can review rental units
7. for some reason it doesn't have the ZZ zone it has a 2 hour parking. I think if it became a ZZ there would be less people parking there as it can get filled up especially during stampede or flames games
8. How do retrain people to avoid parking on the street and use their garages?
9. I wish, I could issue parking tickets.
10. Not sure, if other streets have a parking problem expanding the residents only parking could be a solution. The problem seems to mostly occur during Stampede.
11. Limit parking to residents only. Potentially consider parking along one side of street only
12. Resident only zones, no parking zones at dangerous bend at the top of Erlton St.
13.
 - resident only parking during Stampede
 - no parking zone on the corner
14. I have said my opinions at the Erlton Meeting
15.
 - 1) Post signs at 25th street and at 31st street ""lane reduction parked cars"" as on 33rd between Sarcee & 14th St
 - 2) Perhaps residential parking only on side streets (NOT in favor of ""permit parking only"")
16. I have no issues: this is an urban area so it is inevitable we will have some problems; I think the current solutions are good
17. Limit the size of developments and require new development to have visitor parking.
18. Restrict parking on one side of the Erlton Rd curve