

As We Heard It Report

Earl Mulligan Drive Traffic Calming Study

Background

The City's Neighbourhood Traffic Calming (NTC) Program received complaints from residents about speeding along Earl Mulligan Drive. As a result, this street was reviewed by collecting and analyzing speed and traffic volume data. The results from the traffic review concluded that Earl Mulligan Drive met the criteria for a future traffic calming study to be initiated.

The study request was then added to the City's prioritization list of candidate traffic calming studies. In October 2023, the study moved to the top of the prioritization list and was initiated.

Based on traffic data, a proposed traffic calming plan was developed for Earl Mulligan Drive. The plan included the following proposed measures:

- Three (3) speed cushions along Earl Mulligan Drive between Woodpark Way and Mountshannon Drive.
- Curb radii reductions on the east and west corners at the following intersections:
 - Woodpark Way.
 - Woodgate Way.
 - Shandon Avenue.
 - Long Gate Court.
- A painted crosswalk on the south leg of the Earl Mulligan Drive / Mountshannon Drive intersection and a landing pad on the southwest side of the Earl Mulligan Drive / Mountshannon Drive intersection. Relocate the north leg crosswalk and a landing pad on the north-west side of the Earl Mulligan Drive / Mountshannon Drive intersection.
- Curb-radii reductions on the north and south corners of the Earl Mulligan Drive and Mountshannon Drive intersection.
- A sidewalk on the west side of Woodpark Way from Earl Mulligan Drive to Armagh Way (approximately 40m).
- Painted edgelines on north and south sides along Earl Mulligan Drive from Woodpark Way to Mountshannon Drive.

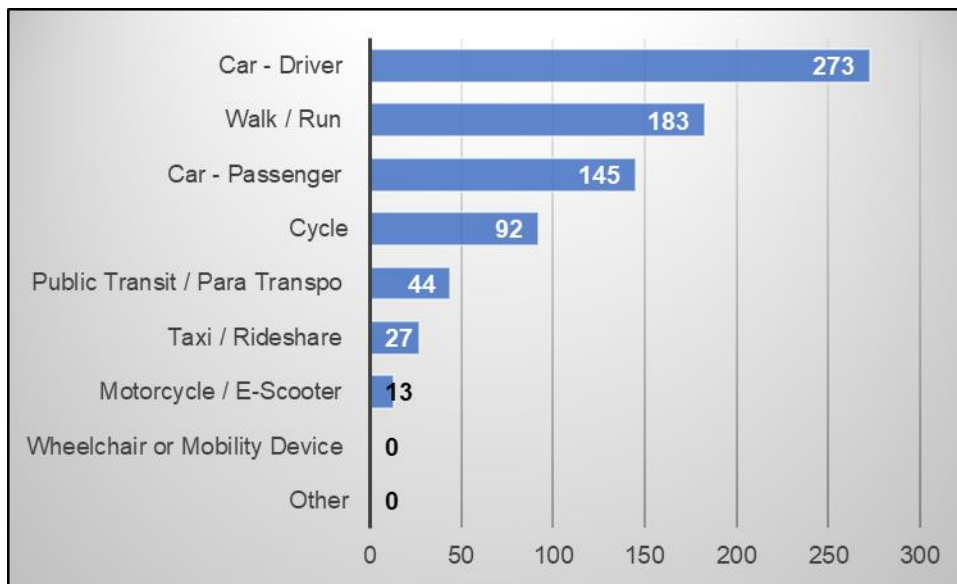
Public Consultation and Online Survey Results

Over May / June of 2024, an online survey was conducted to gather feedback on the proposed traffic calming plan. The following section includes the results from the online survey and summaries of the individual comments received. A total of 283 people completed the online survey. The online survey was available from May 15th to June 17th, 2024.

1. What mode(s) of transportation do you use when travelling along Earl Mulligan Drive? (Choose all that apply):

Response	Total # of responses
Car - Driver	273
Walk / Run	183
Car - Passenger	145
Cycle	92
Public Transit / Para Transpo	44
Taxi / Rideshare	27
Motorcycle / E-Scooter	13
Wheelchair or Mobility Device	0
Other	0

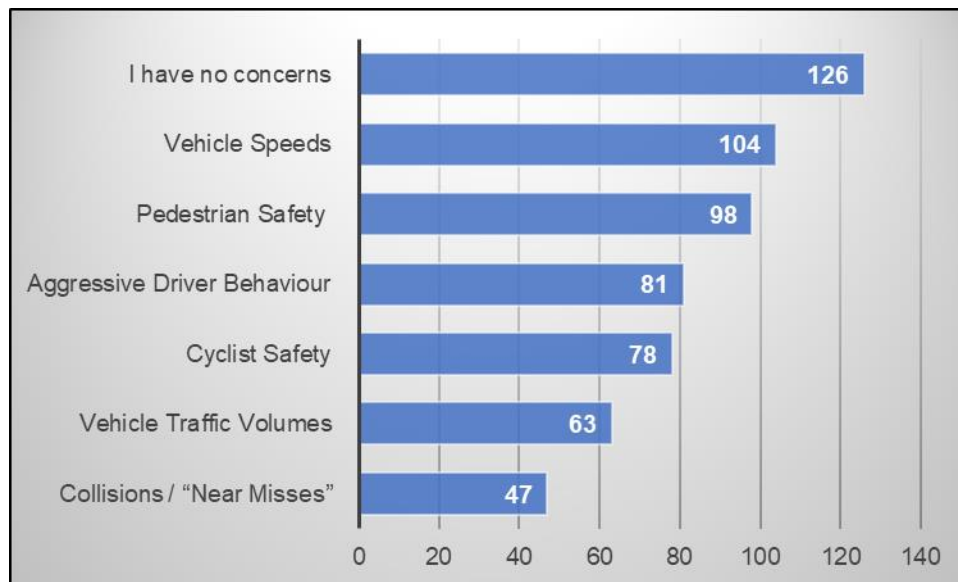
*Total Number of Responses – 777



**2. What are your primary concerns when travelling along Earl Mulligan Drive?
(Choose all that apply):**

Response	Total # of responses
I have no concerns	126
Vehicle Speeds	104
Pedestrian Safety	98
Aggressive Driver Behaviour	81
Cyclist Safety	78
Vehicle Traffic Volumes	63
Collisions / "Near Misses"	47

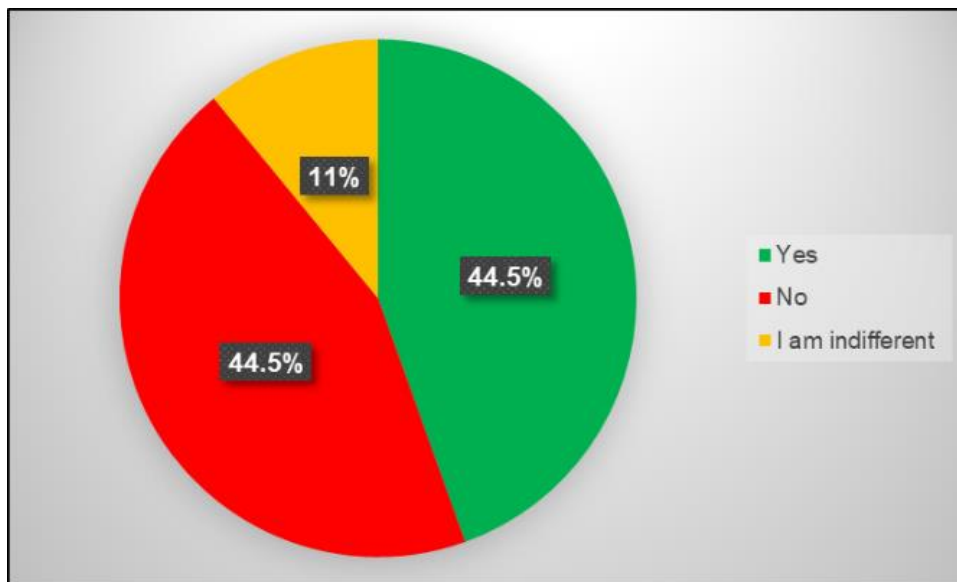
*Total Number of Responses – 597



3. The purpose of this study is to recommend permanent roadway modifications intended to improve safety, primarily by reducing vehicular speeds along Earl Mulligan Drive. Are you supportive of traffic calming study along Earl Mulligan Drive?

Response	Total % of responses	Total # of responses
Yes	44.5%	126
No	44.5%	126
I am indifferent	11%	31

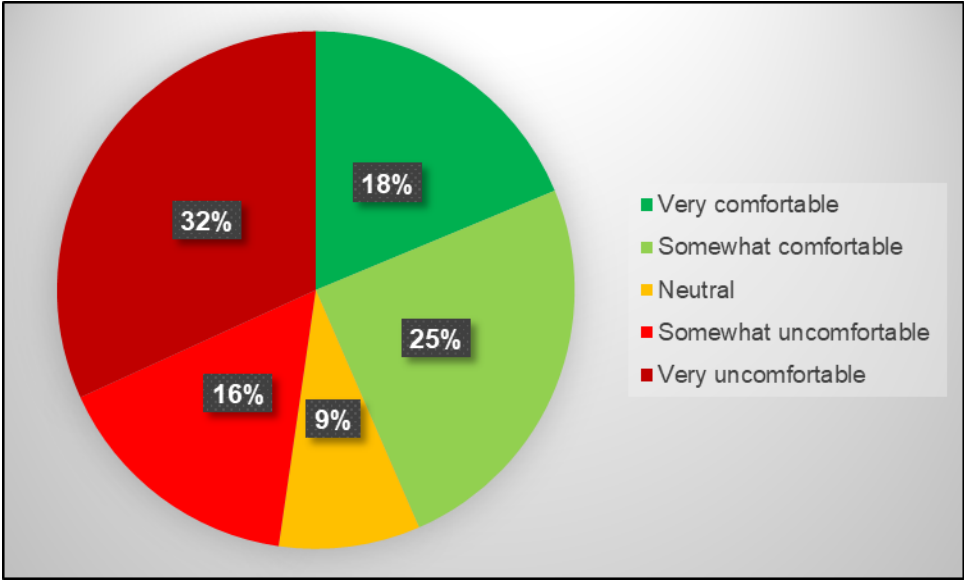
*Total Number of Respondents – 283



4. Please indicate your level of comfort for the proposed conceptual traffic calming plan.

Response	Total % of responses	Total # of responses
Very Comfortable	18%	53
Somewhat Comfortable	25%	70
Neutral	9%	25
Somewhat Uncomfortable	16%	45
Very Uncomfortable	32%	90

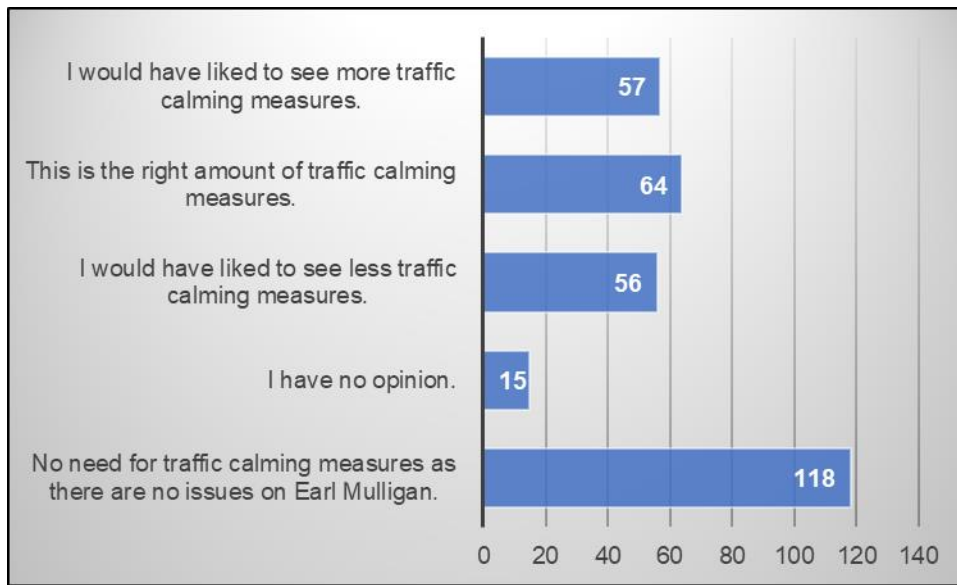
*Total Number of Respondents – 283



5. Please indicate your observations (check all that apply):

Response	Total # of responses
I would have liked to see more traffic calming measures.	57
This is the right amount of traffic calming measures.	64
I would have liked to see less traffic calming measures.	56
I have no opinion.	15
No need for traffic calming measures as there are no issues on Earl Mulligan.	118

*Total Number of Responses – 310

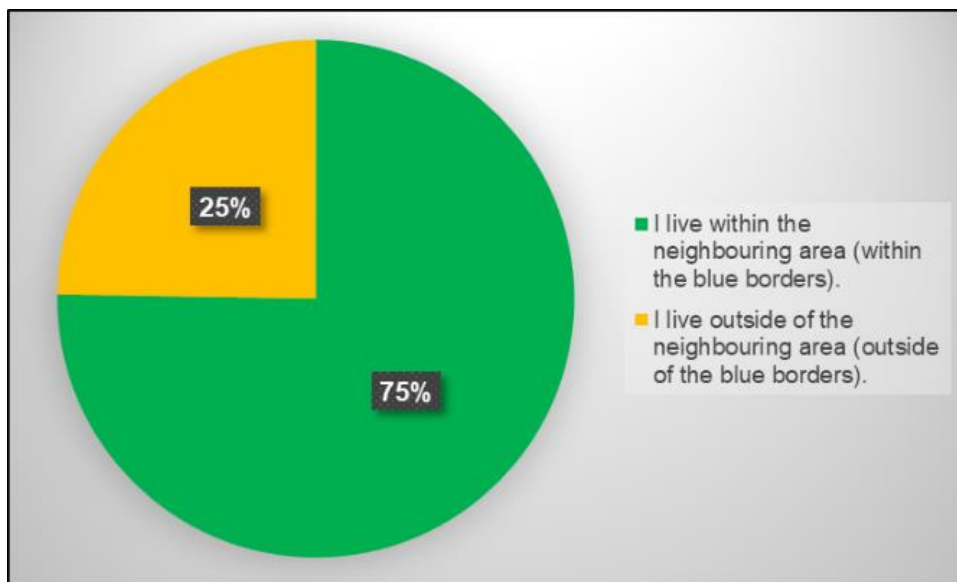


6. Where do you live in relation to this project's study area? This information will be used to help determine the general geographical distribution of respondents who complete the survey.



Response	Total % of responses	Total # of responses
I live within the neighbouring area (within the blue borders).	75%	213
I live outside of the neighbouring area (outside of the blue borders).	25%	70

*Total Number of Respondents – 283



7. Do you have any general comments regarding the overall proposed traffic calming concept plan or any comments about specific proposed measures at particular locations? Please do not include your address or other personal information. A response to this question is not required.

Speeding / Posted Speed Limits / Aggressive Driver Behaviour
A 40km/h posted speed is ridiculous.
Witnessed speeding.
There is no speeding due to the traffic volumes.
Never witnessed extreme / excessive speeding.
Drivers are speeding along Earl Mulligan.
Speed board shows drivers speeding 55km/h+.
Speed board works / is sufficient.
Drivers follow the 40km/h posted speed.
Speed board was just installed. Give it some time.
Drivers speed on Earl Mulligan to make the green light at Woodroffe because drivers have to wait a long time when the light is red. Change the timing of the traffic lights so that the reds are shorter and the greens are longer.
Drivers accelerate when they turn onto Earl Mulligan from Woodroffe and Mountshannon.
Driver speed heading east between Woodpark and Woodroffe to make the green light.
The old posted speed limit of 50km/h was fine / put the posted speed limit back to 50km/h. 40km/h is unnecessary.
Aggressive driving.
Slowing down traffic will make it harder to turn onto Earl Mulligan from the side streets.
Tailgating on Earl Mulligan.
Keep Earl Mulligan 40km/h. Do not reduce the speed limit to 30km/h.
Post new speed limit and make it visible.
Drivers aggressively try to turn left onto Earl Mulligan from Woodgate, Shandon, and Long Gate.
Speeding is constant.
Driving habits are horrendous.
Permanent Traffic Calming Measures
Use the speed cushions as a crosswalk with flashing lights. Lots of pedestrians cross at Woodpark to get to the Fallowfield station.
Do not implement traffic calming measures.
Supports traffic calming study.
Vehicles may try to avoid the cushions by swerving into the 2m edgeline area. Implement narrowings at the speed cushions to prevent this.
Speed cushions are not needed / do not implement.
Curb radii reductions are not needed / do not implement.
Implement speed cushions.

The curb radii reductions will make it hard for vehicles to turn and will damage vehicles.
The curb radii reductions will impact large vehicles like snowplows.
Traffic calming measures may reduce speeding and not stopping at stop-controlled intersections / red lights but it will keep happening everywhere else.
There is no need for traffic calming as there are sidewalks on both sides of the street, clearly marked crosswalks, and no driveways fronting onto Earl Mulligan.
Proposed traffic calming measures are ridiculous.
Proposed traffic calming measures are going to aggravate drivers.
Supports the plan except the speed cushions.
Adding the speed cushions is going to make the congestion worse.
Curb radii reductions will force drivers into oncoming traffic.
Proposed traffic calming measures will be ineffective with increasing community safety.
Proposed traffic calming measures will make congestion worse.
Drivers will try and avoid the speed cushions which will make it unsafe for cyclists and pedestrians.
Buses currently have difficulty turning corners without going into oncoming traffic. The curb-radii reductions will make it worse.
Proposed traffic calming measures will narrow the road and take longer for drivers to get to Woodroffe.
Drivers will still speed even with the traffic calming measures.
Vehicles will mount the curbs if they are tightened and damage their vehicles.
Curb radii reductions will cause vehicles to pass in close proximity to each other especially in the winter.
The speed cushions will not be as effective a speed humps. Drivers may try to avoid the cushion by swerving into the opposing lane. This will be dangerous for cyclists and pedestrians.
Prefers speed humps over speed cushions. Rather not have speed cushions.
Not opposed to speed cushions.
Strongly objects to the curb radii reductions.
There is an excessive number of speed cushions. Just implement one in the middle of Earl Mulligan.
Proposed traffic calming measures will keep vulnerable people (children and seniors) safe.
Speed cushions need additional winter maintenance / have additional costs for winter maintenance / require year-round road maintenance.
Supports sidewalks.
Drivers will try to avoid the speed cushions.
Add two more speed cushions (one west of Long Gate and one east of Woodpark).
Implement a speed cushion between Woodpark and Woodroffe.
Curb-radii reductions are a nuisance and dangerous especially in the winter when they are covered in snow and invisible.
Curb-radii reductions will cause large vehicles to make very large turns which could cause collisions with other vehicles and pedestrians.

Curb-radii reductions are hazardous especially at night and during poor weather.
Proposed traffic calming measures will increase frustration and be an inconvenience.
Implement traffic calming in areas with the automated speed enforcement (in front of schools). Drivers are avoiding the areas with automated speed enforcement. Instead, they are using support streets as speedways.
The traffic calming plan is good.
Speed cushions can affect low level vehicles.
Fully supports the traffic calming measures. Only a matter of time before somebody gets hurt or killed.
Drivers will slow down at speed cushion and then speed up again.
Implement one speed cushion.
Drivers will speed over the speed cushions. They won't help reduce speeds.
Curb-radii reductions are dangerous. They will force vehicles into oncoming traffic or mount the curbs where there are pedestrians including lots of school children.
Supports the sidewalk on Woodpark / needs to be a high priority.
Speed cushions will damage vehicles.
Speed cushions will allow buses to speed.
Prefers speed tables over speed cushions. Buses need to be slowed down as well. Speed tables should have a very limited impact on buses if they are not speeding.
People need to be better drivers. Traffic calming measures may distract drivers. They may focus more on their speedometers than the road.
Implement speed humps at every stop-controlled intersection that feeds into Earl Mulligan. Drivers and cyclists do not stop at the stop controls.
No traffic calming measures will help.
Move the speed cushion between Long Gate and Shandon to between Long Gate and Mountshannon. Drivers do not stop at the intersection of Earl Mulligan and Mountshannon.
Speed cushions damage vehicles, increase air pollution, a noise due to constant braking and accelerating.
Snow accumulates at the intersection of Shandon (and probably at the other intersections as well) and restricts access to the street. The curb-radii reductions will exacerbate this issue and will increase the risk of accidents.
Large vehicles (garbage / recycling trucks, large pickup trucks, delivery vehicles, school buses,) will have difficulty making right turns and will cross into the opposing lane.
There are more speeders and distracted drivers. Implement these measures in residential areas and school zones.
Ensure that the construction of the curb radii reductions is done properly the first time.
Traffic calming measures increase automobile emissions and noise, reduce air quality, and often lead to driver frustration.
Traffic calming measures impede and damage emergency response vehicles.
Prefers speed tables over speed cushions. Buses need to be slowed down as well. Speed tables should have a very limited impact on buses if they are not speeding.
Concerns about the design of the speed cushions. Some are too inhibiting (too tall / too narrow).

Do not narrow the roadway.
Temporary Traffic Calming Measures (flex stakes, speed boards, pavement markings)
Bike lineage seems to be slowing down traffic.
These concerns have been addressed by the painted lines.
The existing painted lines (straight and angled) are confusing to drivers and will cause an accident.
Current painted lines make it difficult to pass of the lefthand side (heading eastbound towards Woodroffe).
The current painted lines are a waste of money.
Current painted lines are a mess and cause more traffic issues than they solve.
The current painted lines have been nice for cycling when heading west but would like to have permanent cycling lanes in both directions.
The line painting prohibited drivers from passing vehicles turning left onto side streets and buses picking up passengers.
The current painted lines cause speeding vehicles (including buses) to drive too close to the sidewalk (on the south side of Earl Mulligan / heading east). It's dangerous for pedestrians.
Earl Mulligan was dangerous after the temporary traffic calming measures were installed.
Implement cyclo-delineators to create semi-protected cycling lanes.
The speed board is currently facing drivers heading westbound from Woodroffe. That's not where the problem is.
Use flex stakes on Earl Mulligan like on Berrigan and Mountshannon.
Current painted lines on the right of the road coming from Woodroffe are confusing and should be removed.
Remove speed board.
Do not use flex stakes.
Current painted lines make it dangerous for cyclists. There is a small useless lane painted down the middle of the road which is unusable for anybody. There is a cycling lane going west but not east. There is very little room on the east side when buses are travelling down Earl Mulligan.
Prefers flex stakes to the proposed traffic calming measures.
The changes / improvements that were implemented last year are good.
Drivers cut corners when they turn onto side streets. Add flex stakes in the middle of the road to prevent head-on collisions.
Traffic Volume
Traffic volumes are low except for rush hours.
Earl Mulligan is a quiet street outside of rush hours.
Earl Mulligan is a main thoroughway and is very busy during rush hours.
Proposed traffic calming measures would divert traffic from Earl Mulligan to other streets including Longfields.
Earl Mulligan is the main road in and out of the neighbourhood (to Woodroffe and Fallowfield). Proposed traffic calming measures will create congestion.

Issues trying to pass vehicles turning left onto side streets while waiting for oncoming traffic.
The issue is drivers cutting through the neighbourhood to avoid heavy traffic volumes on Greenbank and Woodroffe.
The far-right lane heading east on Earl Mulligan at Woodroffe is a left / right shared lane that causes major backup when one car stops to turn left.
Currently there's an issue trying to leave and return to the neighbourhood. This plan and the lower posted speed limit will cause further congestion.
Bring the left turn lane back for Woodgate. The lack of a left turn lane is creating congestion as drivers have to wait until the opposing lane is clear to turn left.
Proposed traffic calming measures will hinder flow. Traffic needs to move.
Green traffic light at Longfields and Woodroffe should be longer to let more vehicles turn left onto Woodroffe. The green traffic light at Earl Mulligan and Woodroffe is longer so there's more drivers using Earl Mulligan.
Concerned that traffic will take Woodford if traffic calming measures are implemented on Earl Mulligan.
Earl Mulligan is used as a shortcut to other areas. The amount of traffic coming from other areas is too high. Should be local traffic only.
Proposed traffic calming measures will divert speeders onto other streets.
Traffic doubled due to increasing density and construction of condos.
Two left turn lanes from Earl Mulligan to Woodroffe block vehicles from turning right onto Woodroffe. Consider implementing a right turn lane.
Implement a "Local Traffic Only" sign at Woodroffe.
Pedestrian / Cyclist Safety
Pedestrian traffic is low along Earl Mulligan.
Implement a pedestrian crossover (PXO) on Earl Mulligan at Woodpark or Woodgate or Shandon. Many pedestrians cross here to get to the Fallowfield station.
Drivers do not wait for pedestrians to cross the road before going through the intersection of Earl Mulligan and Mountshannon.
Implement cycling lanes. Earl Mulligan is wide enough to accommodate them.
Supports implementing proper sidewalks and crosswalks.
Pedestrians jaywalk on Earl Mulligan.
Earl Mulligan is not well lit. Difficult to see pedestrians at night.
Level of pedestrians is not a concern.
The current angle of the curbs is strange. When approaching Earl Mulligan from any of the side streets, you need to slightly turn away from the crosswalk in order to navigate the curb if pushing a stroller/chair. This makes pedestrian movements unpredictable.
Extend the sidewalks into the side streets to help reduce speeding when vehicles are turning.
Proposed traffic calming measures will frustrate drivers which will make it unsafe for pedestrians.
Drivers allow pedestrians to cross the street at crosswalks.
Improved accessibility provisions and marked crosswalks seem appropriate.

Children and adults ride their bicycles on the sidewalks. It's dangerous for pedestrians.
Drivers do not stop at stop controls or are distracted. Concerned about children's safety.
Vegetation at Long Gate decreases visibility when trying to turn onto Earl Mulligan. Drivers must merge into the crosswalk to see the traffic on Earl Mulligan. Children are at risk of being hit. Trim the vegetation back.
Very few cyclists use Earl Mulligan.
Don't walk along Earl Mulligan often because of the unreasonably noisy vehicles. It's deafening.
Traffic light should be implemented on Earl Mulligan so that pedestrians can cross the street.
Implement permanent / segregated cycling lanes.
Lack of pedestrian crossings.
Proposed traffic calming measures will make it more dangerous for cyclists.
Cyclists speed and do not use their bells to notify pedestrians.
Only one cycle lane on Earl Mulligan which is useless. Must cross Earl Mulligan at Woodroffe to head north on Woodroffe.
Not enough space for two cyclists heading in different directions.
Implement a pedestrian crossover (PXO) so that people stop jaywalking.
Crosswalks are needed where there are bus stops.
Dangerous crossing Earl Mulligan at Woodpark. Need a crosswalk at this location.
Add sharrows for cycling lanes.
Implement a pedestrian crossing (PXO) or a three-way stop control at Earl Mulligan and Woodgate.
Remove one sidewalk to add space for a cycling lane or right turn lane onto Woodroffe.
Very few cyclists follow traffic rules. They violate intersections and traffic lights, do not yield to when they should for drivers or pedestrians.
No Stopping at Stop Controls and Traffic Lights / Rolling through Stop Controls
Drivers do not stop at Earl Mulligan and Mountshannon.
Somebody is going to get seriously injured or killed at Earl Mulligan and Mountshannon because drivers do not stop.
Drivers run the red light at Woodroffe.
Drivers not stopping at the red light on Woodroffe in the right turn lane (heading south). Has experienced and observed near misses.
Drivers are not stopping at stop-controlled intersections.
Drivers get frustrated when you make a complete stop.
Collisions / Near Misses
Witnessed near misses at Earl Mulligan and Mountshannon.
Recent changes to the traffic lights at Woodroffe have helped reduce accidents.
Corner of Earl Mulligan and Shandon gets icy in the winter. Observed near misses and vehicles sliding onto Earl Mulligan. Street gets narrow at the corner in the winter. Curb radii reductions will make the situation worse.

Large trucks have difficulty turning at the corner of Earl Mulligan and Shandon. They will turn into incoming traffic. Observed near misses at this intersection. Curb radii reductions will make the situation worse.
Drivers do not stop at stop controls or are distracted. Respondents has almost been hit on several occasions. Concerned about school children.
Accidents are rare.
Lots of near misses due to the new painted lines. People thought they were cycling lanes when they weren't.
Drivers do not stop at stop-controlled intersections and can cause accidents.
Curb-radii reductions will force drivers to take wider turns into oncoming traffic which will cause accidents for drivers and potentially pedestrians.
Narrowing the road will increase the risk of collisions.
Witnessed near misses with pedestrians crossing Earl Mulligan near Woodgate.
Enforcement
Increase police presence and issue tickets.
Implement photo radar along Earl Mulligan.
Needs to be enforcement at every intersection especially Mountshannon.
Have a police officer issue tickets at the corner of Earl Mulligan and Wooddroffe.
Enforcement is all that is needed.
Photo radar is not necessary.
Photo radar will divert drivers to speed on other streets.
Speed traps should be in school areas.
Install photo radar instead of speed cushions.
Increase police surveillance Friday and Saturday nights between 10pm and 3am due to street racing.
Visibility
Cut the shrubbery back along Earl Mulligan.
Ensure that all signage is visible. Foliage covers some signage along Earl Mulligan.
Bushes on Earl Mulligan at Woodgate impede visibility for drivers wanting to turn left onto Earl Mulligan.
Cut back the bushes at corners so that drivers have better visibility.
There is no tree maintenance along Earl Mulligan. Cut back the trees and overhanging branches. Looks like a jungle.
Drivers have to pull out far on Woodpark to see oncoming traffic on Earl Mulligan. The bushes are thick and it's hard to see and the glass from the bus shelter is deceiving. Drivers can't tell how fast vehicles are coming or turning
Dangerous turning left onto Earl Mulligan from Woodpark because drivers have to pull out so far that the vehicles turning left onto Woodpark cut corners.
Move stop bars closer the intersection on the side streets so it's easier to see oncoming traffic on Earl Mulligan.
The transit shelter on the south side makes it difficult to see eastbound traffic on Earl Mulligan at Woodpark.
No Concerns / Do not Support Study
Do not support this study / Study not needed.
No concerns / issues along Earl Mulligan.

Current traffic calming measures are sufficient.
Earl Mulligan doesn't need traffic calming because it doesn't have any houses fronting onto it, has sidewalks on both sides of the street, has a speed board, and line painting.
Waste of taxpayer dollars.
More information is needed on why this study is being conducted.
The traffic issues are from drivers not respecting the rules of the road. Don't make Earl Mulligan unpleasant for the majority when it's the minority not following the rules.
This study is the worst use of time and resources.
The proposed solutions outweigh the need at this time.
Earl Mulligan is not a street that children play on or try to cross before the stop light of the stop sign at the other end of the street.
The proposed traffic calming measures will cost too much money.
No amount of curb radii reductions or speed cushions are going to change behaviour.
Use money to develop new infrastructure in Barrhaven.
Funding for this study could be better spent on training the Ottawa Police.
Cost of the study is not specified.
Not enough background information is provided on why this study is being conducted. More information is needed.
Funding for this study should go towards painting normal lines on the road, moving grass, and cutting shrubbery.
Miscellaneous
Implement a no right turn on red at the traffic lights at Woodroffe.
Earl Mulligan is very noisy. Make the noise barriers taller so that noise is reduced.
Bilingual signage is distracting and confusing.
Create a left turn lane from Earl Mulligan to Woodpark.
Drivers are courteous.
Work on an initiative for loud exhaust vehicles. They are disruptive and annoying.
Start the double turn lane further east after the speed cushion.
Ensure that the snow is plowed. There's not much room with the snow and new cycling lanes for vehicles and buses. Some pedestrians walk in the road in the winter and cyclists ride on the road in winter.
Make Earl Mulligan as narrow as possible to get drivers to use Longfields instead.
Drivers should stop using the designated do not drive space as turning lanes.
It should be harder for people to get a driver's license.
Make more potholes. Drivers will slow down. Buses and emergency vehicles can straddle the potholes.
Close Earl Mulligan and make it a pedestrian area.
Implement a traffic light at the intersection of Earl Mulligan and Mountshannon.
Buses turning right from Woodroffe onto Earl Mulligan sometimes slightly cross over the centreline.
Ensure drivers travelling east on Earl Mulligan cannot use the roadway as a double lane causing near misses and squeezing other drivers into traffic.

Relocate the mailboxes on Earl Mulligan to side streets and implement no-parking along Earl Mulligan.
Add bus pads.
Earl Mulligan is noisy / excessive engine noise / engine revving.
Other Streets / Areas of Concern
Install a flashing crosswalk at Montana and Mountshannon.
Parked vehicles along both sides of Mountshannon make it difficult to see oncoming vehicles when crossing the street.
Vehicles can't merge onto Mountshannon because of parked vehicles.
Install a flashing crosswalk at Mountshannon and Oriska. Vehicles do not stop to let pedestrians cross.
Mountshannon between Longfields and Earl Mulligan. Driver speed along this section which has two schools. Install speed humps.
Mountshannon Drive needs traffic calming with the school and park.
Mountshannon from Sutcliffe to the park / school needs permanent photo radar. It's a school zone. Drivers speed and are putting children at risk.
Should be focusing on speeding along Strandherd Drive and Fallowfield Road.
Implement sidewalks and street lighting the entire length of Woodpark.
Berrigan from Greenbank to Longfields. Temporary traffic calming measures are not working.
Longfields.
Mountshannon is reduced to one lane in front of the school during pick-up and drop-off times due to parked vehicles. Creates dangerous visibility issues.
Woodroffe, Strandherd Drive, and Fallowfield need traffic calming due to street racing.
Add speed humps on Woodpark.
Drivers do not stop at the stop controls at Mountshannon and Bonita.
Street racing along Mountshannon.
Cut back trees and overhanging branches on Longfields.
Open end of Oriska to vehicle traffic for right hand turn onto Transitway then right onto Fallowfield. Would eliminate most traffic on Earl Mulligan and Woodroffe. This is underused road / minimal OC traffic. Area could easily be widened to allow for vehicle lanes from Oriska to Fallowfield.
Pedestrians need to be cautious when crossing Mountshannon to the park. Drivers don't see them because of the curve in the road.
Street lighting at the end of Shandon is very dim. Consider streetlighting on Shandon.
Implement sidewalks or traffic calming measures along Shandon. There's no separation between vehicles and pedestrians / cyclists. Drivers speed and it's hard to see pedestrians / cyclists at nighttime because there is no streetlighting.
Longfields between Woodroffe and Berrigan.
Speeding on Mountshannon at the crossover from Oriska to the school via the park. Drivers do not yield to pedestrians. Countless near misses here. Worried about children's safety.
Implement traffic calming on Woodpark. Concerned for children's safety.
Widen Prince of Wales, Greenbank, and Merivale.
Implement traffic calming on Shandon.

Mountshannon is used as a shortcut to other areas. The amount of traffic coming from other areas is too high. Should be local traffic only.
Implement traffic calming on Mountshannon in front of the school.
Implement traffic calming measures on Stoneway and Mountain Ash.
Implement photo radar on Mountshannon / beside the school on Mountshannon.
Implement a speed cushion on north / south side of Mountshannon at the intersection with Earl Mulligan.
People don't see the crosswalk at Oriska.
Parked vehicles next to the flex posts on Mountshannon make the travel lane too narrow for cyclists to pass.
Stop street racing and loud mufflers on Woodroffe, Fallowfield, Greenbank, and Strandherd.
Implement traffic calming on Nakota. Drivers speed in the vicinity of the bend in the road.
More enforcement is needed on Woodpark. Vehicles park on the street for days without moving. This reduces the street to one-lane.
Parking issues every day at the Mosque.
Modify the timing of the traffic lights at Longfields and Woodroffe. The red light to turn left from Longfields onto Woodroffe is too long.
Issues with drivers pulling U turns on Woodroffe (heading northbound and u-turning southbound).
Speed racing on Longfields.
Street racing on Woodroffe between Fallowfield and Strandherd.
Spend funding on Woodroffe near railway crossing.