

## GLENORA TRAFFIC SAFETY ANALYSIS

### RECOMMENDATION

That the April 12, 2022, City Operations report CO00732, be received for information.

#### Report Purpose

**Information only.**

### Previous Council/Committee Action

At the July 6, 2021, City Council Public Hearing meeting, the following motion passed:

That Administration work with the Glenora Community League, Glenora School and its Parent Council, as well as interested community residents, on a traffic safety analysis around Glenora School and 136 Street both north and south of 102 Avenue, including but not limited to utilizing the Vision Zero Street Lab, including reviews of parking in the area and the potential to establish school-zone speed limits along 102 Avenue during school hours and provide a report back to Committee.

### Executive Summary

- The Safe Mobility Strategy identifies speed limit reduction, school traffic safety and protecting vulnerable road users (such as children) as critical priorities in continued progress toward achieving Vision Zero through safe and livable streets in Edmonton.
- As a result of concerns brought forward at the July 6, 2021, City Council Public Hearing, Administration has reviewed requests for changes to speed limits and parking restrictions related to a development at 13511 102 Avenue NW.
- The speed limit on 102 Avenue adjacent to Glenora School remains at 50 km/h, as the road segment does not meet Provincial Guidelines used by the City of Edmonton to identify appropriate playground zones.
- Parking restrictions will be implemented near 13511 102 Avenue NW to ensure that parked cars do not interfere with bike detection signals.

## **GLENORA TRAFFIC SAFETY ANALYSIS**

- Community stakeholders have also submitted concerns about the new traffic signal planned as part of the Valley Line West LRT project at the intersection of Stony Plain Road and 136 Street.
- Engagement with interested community members continues through the development at 13511 102 Avenue NW and the LRT project. Administration has recommended participation in safe mobility community activation programs, such as Vision Zero Street Labs, to collaborate on creative traffic safety approaches throughout the construction period.

## **REPORT**

### **Background**

At the July 6, 2021, City Council Public Hearing meeting, Charter Bylaw 19735 for the rezoning of the property at 13511 102 Avenue NW from RF1 (Single Detached Residential Zone) to RF3 (Small Scale Infill Development Zone - with the intent to develop row housing) was discussed, and there were a number of speakers in attendance who raised concerns about potential impacts of the development to increased parking demands and the safety of pedestrians, cyclists (including bike detection challenges) and drivers. As a result of these concerns, Administration was asked to engage with community groups, explore options for addressing these concerns and report back to Urban Planning Committee.

### **Traffic Safety Analysis around Glenora School**

The Safe Mobility Strategy identifies speed limit reduction, school traffic safety and protecting vulnerable road users (such as children) as critical priorities in continued progress toward achieving Vision Zero through safe and livable streets in Edmonton. As part of the City of Edmonton's School Safety Improvement Program, a traffic safety assessment around Glenora School was conducted in 2019. As a result, a number of safety improvements were implemented in 2020, including changing the traffic control at 103 Avenue and 135 Street from a yield sign to stop sign and adding retro-reflective sleeves for stop sign poles located within the 30 km/h playground zone. Additionally, in 2021, the City contributed \$250,000 toward the construction of an on-site parent drop-off/pick-up facility at Glenora School to reduce the challenges that were being experienced during peak travel times along 135 Street and 136 Street.

### **102 Avenue Speed Limit Review**

The City of Edmonton uses Government of Alberta Guidelines to identify and implement appropriate locations for the 30 km/h speed limit on roads adjacent to elementary and junior high schools and playgrounds. After review, the speed limit on 102 Avenue adjacent to the Glenora School was not reduced, as it is a four-lane arterial roadway with a posted speed limit of 50 km/h whose function and characteristics do not support a lower speed limit. The entire school boundary along 102 Avenue is fully fenced, which limits student exposure to the traffic moving along the Avenue.

A lower speed limit is only one of the many tools available to improve safety of road users. The intersection of 102 Avenue and 136 Street also features a pedestrian activated signal, which provides a safe crossing location on arterial roadways with higher speed and higher volume by

## **GLENORA TRAFFIC SAFETY ANALYSIS**

completely stopping the vehicles with a red signal phase before the start of pedestrian walk symbols.

### **Parking Review and Bike Detection**

Speakers at the Public Hearing requested consideration be given to the potential for parked vehicles to block bike detection signals at the intersection of 102 Avenue and 136 Street. As a result, Administration will install 'No Parking' signs to restrict parking at the bike detection location. Once development at this location is complete, a second review will be conducted and any additional parking restrictions can be applied after public consultation.

### **LRT Design and Related Concerns**

Throughout conversations with community stakeholders, concerns were raised by Glenora School administration and Parent Council about the new traffic signal planned as part of the LRT project at the intersection of Stony Plain Road and 136 Street.

Traffic signal placements along the LRT corridor are considered carefully, balancing local access needs with potential impacts. With the introduction of the new Valley Line LRT down the center of Stony Plain Road, vehicles, pedestrians and cyclists are only permitted to cross the LRT tracks at designated signalized locations. 136 Street is classified as a collector roadway and serves as a major access point to the surrounding Glenora community. The traffic signal at 136 Street along with other traffic signals along the Stony Plain Road corridor were determined as part of the approved LRT concept plan from 2011 and were spaced along the corridor to provide necessary access points both into and out of the adjacent communities. These signal locations remained the same throughout the preliminary design phase and into the current detailed design phase.

It is understood that the Glenora School Parent Council is concerned about the potential increase in traffic volume in and around the Glenora School area and potential shortcutting concerns along 136 Street to and from 107 Avenue. Administration is committed to working with the Glenora School Parent Council and other concerned parties to continue monitoring the location and develop appropriate mitigation measures as necessary. Due to the ongoing traffic disruption by construction in the area, a traffic study at this time will not capture the true traffic patterns. With any major infrastructure project, traffic patterns for the entire area often change and take some time to find a new normal post-construction. That being said, Administration will explore opportunities for proactive data collection and monitoring during the construction phase of the Valley Line West LRT as well as post-construction to better understand the traffic trend and the risk in the area. Appropriate measures could be developed and implemented as necessary in consultation with the community.

### **Budget/Financial Implications**

There are no financial implications at this time. However, should future monitoring and community consultation post-construction of the LRT result in recommendations for permanent traffic calming or other upgrades, Administration will bring forward budget requests as required.

# **GLENORA TRAFFIC SAFETY ANALYSIS**

## **COMMUNITY INSIGHT**

Conversations continue with the Glenora Community League, Glenora School administration and Parent Council and interested community residents to better understand the concerns and collaborate toward potential mitigation measures. Engagement is expected to continue throughout the development at 13511 102 Avenue NW and as the LRT comes into operation. In advance of the LRT project completion, Administration has recommended the community consider participating in a number of safe mobility community activation programs, such as Vision Zero Street Labs, Vision Zero School Kits and the Safe Speeds Toolkit. These programs are geared toward collaborative traffic safety solutions that could be helpful in the interim construction period.

## **GBA+**

The community conversations and engagement, safety improvements and available programs (ie: Vision Zero Street Labs) outlined in this report align with areas of focus identified in the Safe Mobility Strategy 2021-2025 (the “Strategy”), which is designed to achieve Vision Zero through safe and livable streets by 2032. The Crash and Equity Technical Analysis conducted to support development of the Strategy identified opportunities to strengthen the approach to neighbourhood traffic safety through close collaboration with community stakeholders and listening to diverse perspectives and experiences to inform the work. Additionally, the Strategy prioritizes protecting vulnerable road users (ie: children and school areas) as a critical action required to achieve Vision Zero.