

Community Traffic Management Plan Pilot Project

Prince Charles and Pleasantview

Recommendation:

That the March 23, 2016, City Operations report CR_1789, be received for information.

Report Summary

This report provides an update on the Community Traffic Management Plan pilot program as outlined in the October 15, 2014, Transportation Services report CR_1329 in the Prince Charles and Pleasantview Communities. The update reports on the lessons learned from the pilot program and the current state of the traffic management trials in both communities as well as the next steps.

Previous Council/Committee Action

At the November 27, 2012, City Council meeting, the following motion was passed:

That Administration undertake Community Traffic Management Plans for the Prince Charles and Pleasantview neighbourhoods, with funding from existing budgets allocated to Transportation Services.

At the October 22, 2014, City Council meeting, the following motion was passed:

That a pilot program as outlined in the October 15, 2014, Transportation Services report CR_1329 and Attachment 1, be approved in the Prince Charles and Pleasantview Communities and that Administration provide a report on the results of the pilot program.

Report

On November 27, 2012, City Council approved Community Traffic Management Plans to be undertaken in the Prince Charles and Pleasantview neighbourhoods. The approval was based on a signed expression of interest and evidence that technical requirements were met (traffic volumes, speeds and significant shortcutting).

Since the mid-1990s, this is the fourth time Pleasantview has been through a Community Traffic Management Plan. This is the second time Prince Charles has been through a Community Traffic Management Plan since 2000.

After several community traffic committee meetings and the first community-wide meetings in both neighbourhoods, challenges with the process demonstrated a need to re-examine portions of the guidelines. The process led to division in the community

rather than a conversation on how traffic could be managed. Some committee and community members also felt the process was too lengthy, demanding and complex, with little return on their efforts. On October 22, 2014, City Council approved a new pilot program for Community Traffic Management Plans in the Prince Charles and Pleasantview communities (CR_1329). The approved pilot process included the following:

- Administration could implement trial traffic management measures based on recommendations from the Community Traffic Committee. This was a change to the existing guidelines which require these be approved by City Council.
- A new requirement was added to collect ongoing feedback and input from road users and community members on how the traffic management measures were working during the trial. This would enable modifications to the measures if possible and appropriate.
- The requirement for pre-trial and post-trial community-wide votes that meet a specific threshold of participation and support was removed. In early stages of the process, the decisions used to build the plan were based on factors, such as user comfort and perceived effectiveness of the traffic measures. When determining if there is support to make the plan permanent, a quantitative measurement is required, but would be considered alongside other qualitative measures tailored to the needs of the community. Measurement tools could include but are not limited to: surveys, polls and focus groups.

Administration worked with the Prince Charles and Pleasantview Volunteer Community Traffic Committees to come up with a number of traffic management options. Through the new pilot processes, trial traffic management plans were installed in both neighbourhoods in July 2015.

The trial traffic management plan in Prince Charles is ongoing. For details on the traffic management trial in Prince Charles, please refer to Appendix 1.

In February 2016, the trial traffic management plan in Pleasantview was removed. For details on the traffic management trial in Pleasantview, please refer to Appendix 2.

Lessons Learned

Through the Community Traffic Management Plan pilot processes in Prince Charles and Pleasantview the following lessons were learned:

- **Criteria:** At the onset of a project, criteria should be established to identify traffic issues and measures of success that include consideration for quality of life, traffic data and/or traffic safety.
- **Community Awareness and Education:** Need to first build broad public involvement and engage communities before addressing traffic concerns.

- Include the immediate neighbourhood along with the surrounding communities.
 - Establish a public stakeholder group with membership that represents diverse views and interests of the community and surrounding areas.
 - Education: Ensure community awareness, project understanding and informed participation through the education of stakeholders on the traffic management process, criteria, measures and impacts.
- Roles and Responsibilities: Establish clear roles and responsibilities for Administration and public stakeholder groups, including decision-making and communications at key points in the process.
- Process Flexibility: Every neighbourhood is unique, thus a flexible process can be tailored to the specific needs and community capacity.
- Traffic Management Measures: Continue to establish a series of traffic management measures to address localized speeding and shortcutting concerns that align with the principles of the Road Safety Strategy.
 - The process must recognize that physical measures may not be the best solution for every community and that elements from the City's Speed Management Continuum may be appropriate in addressing driver behaviour concerns.
 - If a trial is used, the measures should be flexible to allow for adjustments. However, significant changes to trial measures should be done with public engagement.
- Internal Stakeholders and utilities: Projects must be coordinated with internal stakeholders who may be impacted or needed to support the implementation. The stakeholders may include Edmonton Transit System, Edmonton Police Service, Edmonton Fire Rescue Service, Roadway Maintenance, Office of Traffic Safety, and utilities.
- Project Timelines: The process needs to be responsive to community needs in a timely manner and adequate time must be allocated to properly engage the public and complete comprehensive before and after traffic studies.

Next Steps

The lessons learned will be considered in the development of the Policy on Traffic Shortcutting (CR_2696) that will be before Transportation Committee on June 22, 2016.

The trial traffic management plan in Prince Charles is ongoing and will strive to ensure alignment with the principles of the Road Safety Strategy.

The trial traffic management plan in Pleasantview has been removed and the City will:

- Install driver feedback signs on both 106 Street and 109 Street.
- Conduct a School Site Safety Review with recommendations installed by September 2016.

- Recommend Edmonton Public School Board to consider prioritizing Mount Pleasant School for construction of a school drop-off.

Policy

The Way We Move, Edmonton's Transportation Master Plan:

- Strategic Objective 7.6: The City will appropriately mitigate the impacts of the transportation network on existing and future residential communities.
- Strategic Action 7.6.a.: Undertake Community Traffic Management Plans to address community speeding and shortcutting traffic issues.
- Strategic Action 7.6.b.: Address isolated incidents of speeding and shortcutting traffic within communities through education, enforcement and engineering.

The Way We Grow, Edmonton's Municipal Development Plan:

- Strategic Objective 5.7.1: Ensure that streets, sidewalks and boulevards are designed to perform their diverse roles and to enable safe access for all users.

The Way We Live, Edmonton's People Plan:

- Strategic Objective 1.1: The City of Edmonton provides opportunities in neighbourhood, community and public spaces to connect people and build vibrant communities.
- Strategic Objective 4.1: Edmontonians enjoy safety and security of person, place and community.

Complete Streets Policy C573A:

- Community Traffic Management / Shortcutting Reduction Initiatives will conform to the principles of the City's Complete Streets Policy and Guidelines.

Vision Zero:

- Community Traffic Management / Shortcutting Reduction Initiatives are also included as "Engineering" interventions in Edmonton's recently approved Road Safety Strategy.

Public Consultation

- The engagement strategy has followed the process outlined in the October 15, 2014, Transportation Committee report (CR_1329).
- Since the approval of the pilot process in Pleasantview:
 - Over 550 inquiries and/or comments were received through the project email and hotline.

- 9 Volunteer Traffic Advisory Committee meetings were held.
 - 5 public meetings were held with an overall attendance of 628.
 - 1 telephone survey of Pleasantview residents was completed with 205 respondents.
- Since the approval of the pilot process in Prince Charles:
 - Approximately 86 inquiries and/or comments were received through the project email and hotline.
 - 6 Volunteer Traffic Advisory Committee meetings were held.
 - 2 public meetings were held with an overall attendance of 160.
 - 1 telephone survey of Prince Charles residents was completed with 44 respondents.
 - 1 telephone survey of Prince Charles businesses was completed with 33 respondents.
- The Prince Charles trial phase will continue according to the commitment to observe the traffic measures in all seasons. Additional traffic speed and volume data may be collected to monitor concerns regarding traffic on the avenues between 124 Street and 127 Street.

Attachments

1. Prince Charles Traffic Management Trial Details
2. Pleasantview Traffic Management Trial Details

Others Reviewing this Report

- R. Smyth, Acting General Manager, Citizen Services
- R. G. Klassen, General Manager, Sustainable Development
- T. Burge, Chief Financial Officer and Treasurer and General Manager, Financial & Corporate Services
- A. Laughlin, General Manager, Integrated Infrastructure Services