

Prince Charles Traffic Management Trial Details

Background

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).

In early 2015, Administration resumed collaboration with the Prince Charles Volunteer Traffic Committee, to weigh the benefits and challenges of traffic management options. The Committee reached consensus on a trial traffic management plan, and trial traffic measures were installed in July 2015. These measures included closing 124 Street just north of 123 Avenue, curb extensions on 124 Street at 119 Avenue and 120 Avenue, and curb extensions on 122 Street at 119 Avenue.

Trial Traffic Data

Prior to the CTMP trial, traffic volumes along 124 Street in Prince Charles were 6,300-7,600 vehicles per day. Since the road closure, traffic volumes have decreased to 900-3,900 vehicles per day along this corridor. There has been an increase in traffic volumes on the avenues between 124 Street and 127 Street due to residents/visitors changing their access routes, and some traffic continuing to shortcut. Traffic volumes on the avenues are still consistent with what is typical for a local road.

The range of average traffic speeds along 124 Street, between 119 and 121 Avenues, has decreased slightly. Along 122 Street, most vehicle speeds are below the 50 km/h posted speed limit. At the request of the Volunteer Traffic Committee, “after” speed data was collected on 122 and 123 Avenues, between 124 Street and 127 Street. Data indicates that most vehicle speeds are lower than the 50 km/h posted speed limit; the average speed through the Prince Charles School zone is 31 km/h. The before and after traffic volume and speed data map follows this summary.

What We Heard

Since the implementation of the pilot process on October 15, 2014 (CR_1329) approximately 86 public inquiries/comments were received through a project email and hotline, 1 telephone survey of Prince Charles residents was completed, 1 telephone survey of Prince Charles businesses was completed, 6 Volunteer Traffic Committee meetings and 2 public meetings were held. There was an overall attendance of 160 attendees at the public meetings.

The Prince Charles resident response rate for both the phone survey and the January 2016 public meeting feedback forms was relatively low (44 and 64, respectively). The phone survey indicated 32% of respondents are not satisfied with the overall result of the traffic management process. When asked for advice on how to improve the stakeholder engagement for future CTMP projects, ‘provide more info/awareness/explain reasons for traffic process’ and ‘obtain

more feedback/input from community residents' were cited most often. Feedback forms from the January 2016 public meeting indicate that 71% of Prince Charles resident respondents are satisfied with the overall results of the traffic management process. Most suggestions on how to improve stakeholder engagement focussed on communication with diverse stakeholders, both in and around the community.

Overall, residents have been supportive of the 124 Street road closure. The phone survey indicates:

- 52% of respondents are comfortable with the road closure, and
- 61% rated the road closure as effective in addressing traffic safety issues.

Feedback forms from the January 2016 public meeting indicate:

- 75% of resident respondents are comfortable with the 124 Street road closure, and
- 74% indicate that it has been effective in addressing traffic safety issues.

Prince Charles residents have given the curb extensions mixed reviews. The majority of phone survey respondents are not comfortable with either the 124 Street or the 122 Street curb extensions, and did not rate them as effective in addressing traffic safety concerns. However, feedback forms from the January 2016 public meeting indicate:

- 61% of resident respondents are comfortable with the 124 Street curb extensions,
- 69% feel that the curb extensions have been effective in addressing traffic safety issues,
- 64% of resident respondents are comfortable with the 122 Street curb extensions, and
- 59% indicate that they have been effective in addressing traffic safety issues.

Most of the ongoing feedback through the project email address and hotline has been from non-residents (~75%) and has been negative in nature. Primary concerns are:

- Inconvenience in commuting and/or accessing Yellowhead Trail.
- Increased congestion on 127 Street.
- Increased traffic/shortcutting/speed on the avenues between 124 Street and 127 Street.
- The size of the trial curb extensions and corresponding narrower lane widths.

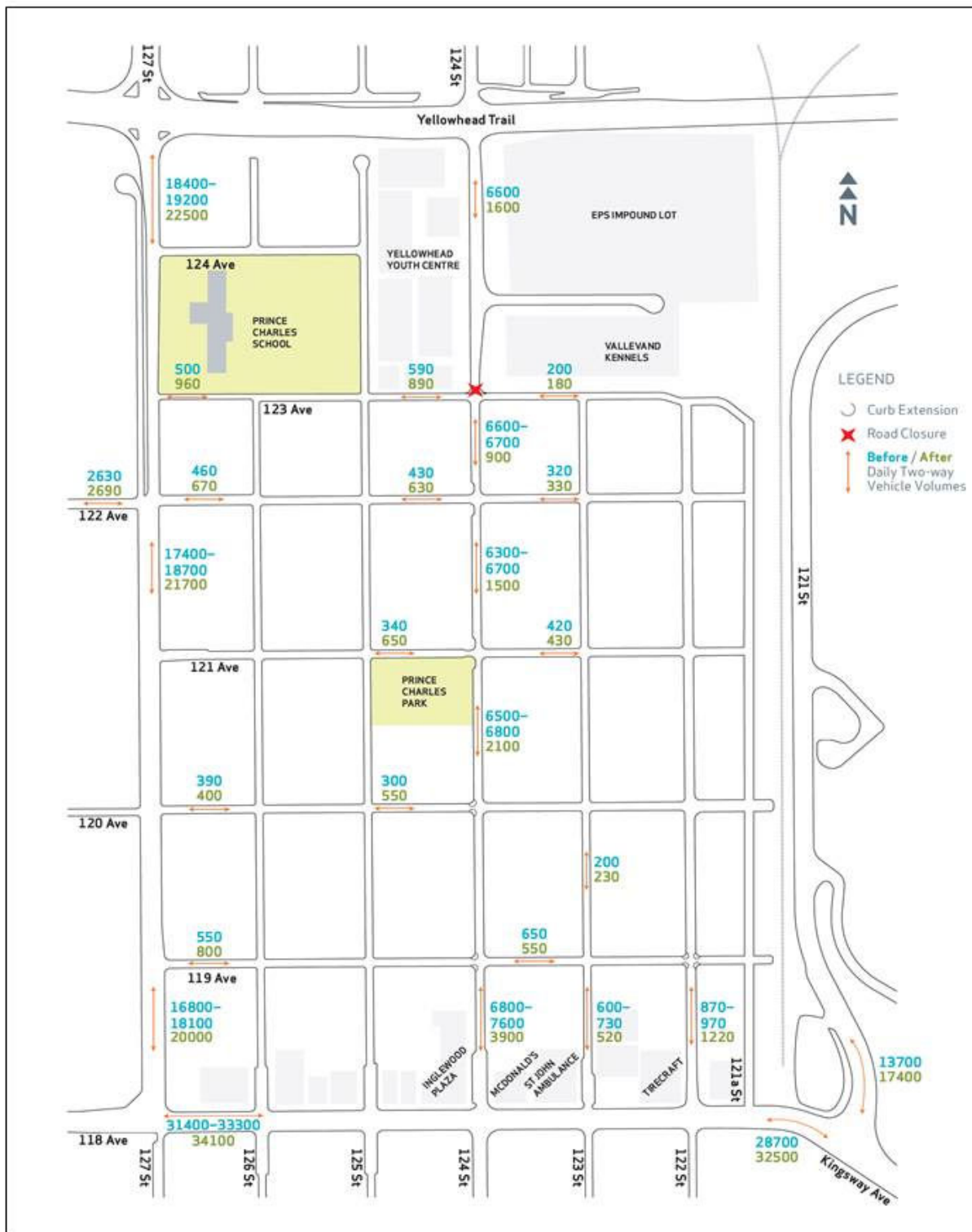
The Prince Charles business phone survey indicates:

- 51% of respondents are not satisfied with the overall result of the traffic management process.
- The majority of respondents are not comfortable with the 124 Street road closure or the curb extensions, and do not believe they have been effective in addressing community traffic safety issues.
- The primary concerns cited include challenges for business access, and engagement.

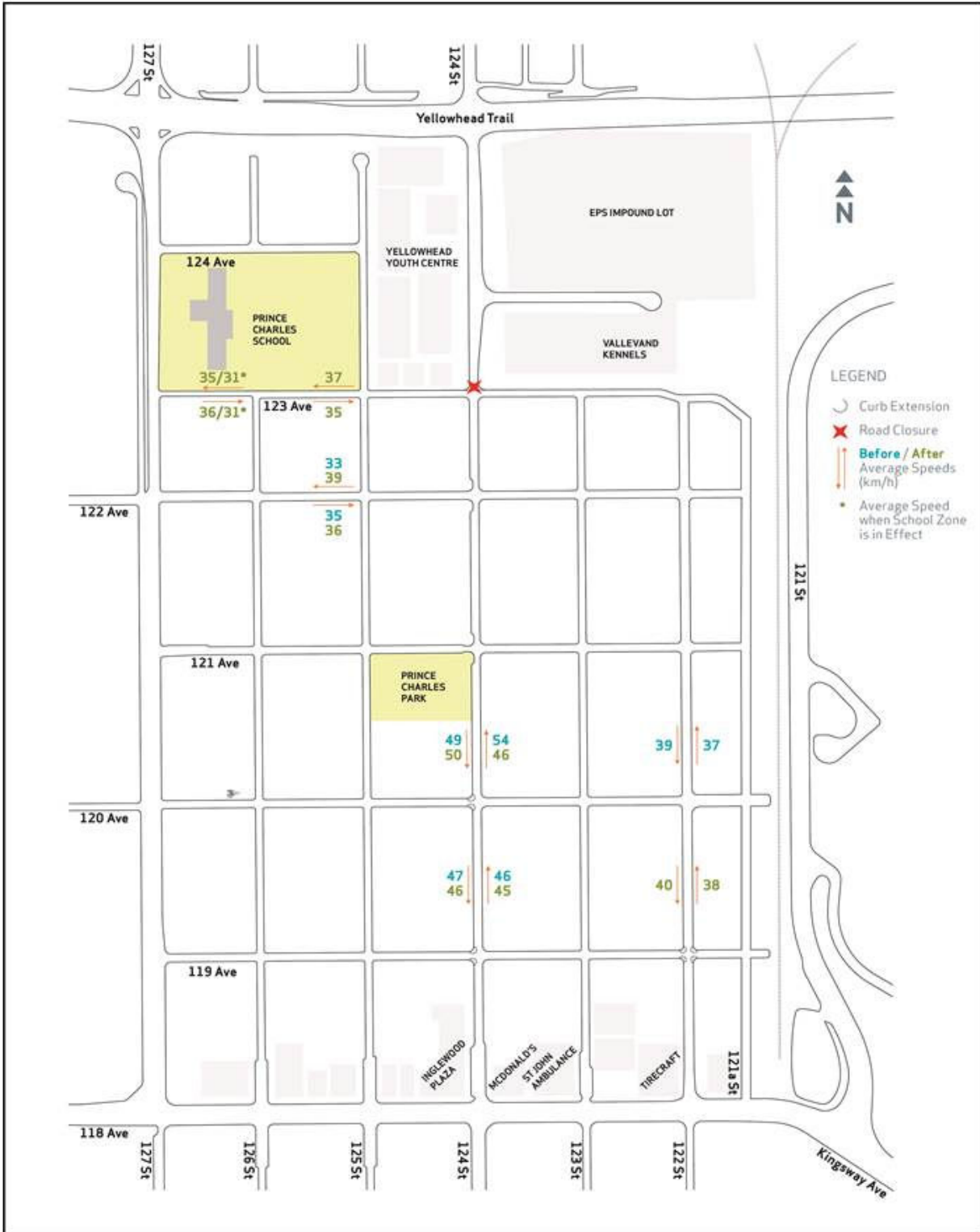
Next Steps

The trial phase will continue through the spring as planned. Additional traffic data may be collected to monitor traffic volumes and speeds along the avenues between 124 Street and 127 Street. A public meeting to review the overall results of the CTMP trial will be held in Fall 2016. Administration will subsequently return to Council with complete trial results and a recommendation on permanency.

Prince Charles Traffic Volumes



Prince Charles Average Speeds (km/h)



Prince Charles 85th Percentile Speeds

