

Pleasantview 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).

City administration worked with a volunteer Community Traffic Committee, representing various community stakeholders, to come up with a number of traffic management options. Through the new pilot process trial traffic measures were installed in July, 2015.

Traffic management measures on 109 Street (54 Avenue to 60 Avenue) were installed on July 20, 2015. These changes included curb extensions at the intersections of 58 Avenue and 60 Avenue with 109 Street and a center median at the 109 Street and 54 Avenue intersection. In September, 2015 the center median at the 109 Street and 54 Avenue intersection was removed by Administration as a result of illegal activity - primarily U-turns - that caused safety concerns and impacted the private property of residents adjacent to the traffic measure.

Traffic management measures on 106 Street (51 Avenue to 56 Avenue) were installed July 24 to July 27, 2015. These changes include intersection modifications at 106 Street and 51 Avenue as well as changing 106 Street, between 53 Avenue and 56 Avenue, to one-way northbound for motor vehicles.

Due to public feedback and considerable diversion of traffic into residential areas of the neighbourhood the trial traffic management plan was removed in its entirety on February 9 and 10, 2016.

Trial Traffic Data

Traffic data collected before and during the trial phase indicated a reduction of vehicle speeds on the 109 Street corridor and an increase in vehicle speeds on the 106 Street corridor in Pleasantview.

Traffic data collected before and during the trial phase indicated a reduction of traffic volumes on 106 Street from between 7500 to 9000 vehicles per day before the trial, to 4400 vehicles per day during the trial. This was an overall reduction of traffic in Pleasantview of between 3100 to 4600 vehicles per day. Of the remaining 4400 vehicles per day on 106 Street, up to 1900 of those vehicles diverted to 105 Street, which is a residential road. Before the trial period 105 Street had up to 1200 vehicles per day which increased to up to 3000 vehicles per day during the trial. 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) over 550 public inquiries/comments were received through a project email and hotline, 1 telephone survey of Pleasantview residents was completed, 9 volunteer Community Traffic Committee meetings and 5 public meetings were held. There was an overall attendance of 628 attendees at the public meetings.

Community feedback from the trial period shows that the majority of Pleasantview residents were not supportive of the trial traffic management measures or to any “tweaking” of the plan to address diverting traffic. Results of a January 2016 phone survey of 205 Pleasantview residents indicates that:

- 93% of respondents said there were traffic issues and concerns in Pleasantview with the trial traffic measures installed.
- 65% of respondents said they would like the traffic measures removed and to have traffic go back to the way it was.
- 54% of respondents wanted the traffic measures removed but for the City to continue to address speeding in the neighbourhood.
- 58% of respondents said that traffic safety had declined in Pleasantview since the traffic measures were installed.

Next Steps

With the trial traffic management plan removed 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

LEGEND

- PARKING LANE
- BIKE LANE
- CURB EXTENSION
- MEDIAN
- LOCATION MONITORED
- BEFORE TRIAL
- DURING TRIAL

NON-SCHOOL TIME (50 KM/HR)

SB	NB
85th Percentile [KM/HR]	49.89
Average [KM/HR]	59.54
Compliance (%)	43.57

SCHOOL ZONE (30 KM/HR)

SB	NB
85th Percentile [KM/HR]	48.28
Average [KM/HR]	46.67
Compliance (%)	36.19

1234th Avenue

SB	NB
85th Percentile [KM/HR]	59.54
Average [KM/HR]	57.93
Compliance (%)	51.48

1234th Avenue

SB	NB
85th Percentile [KM/HR]	49.89
Average [KM/HR]	51.50
Compliance (%)	41.64

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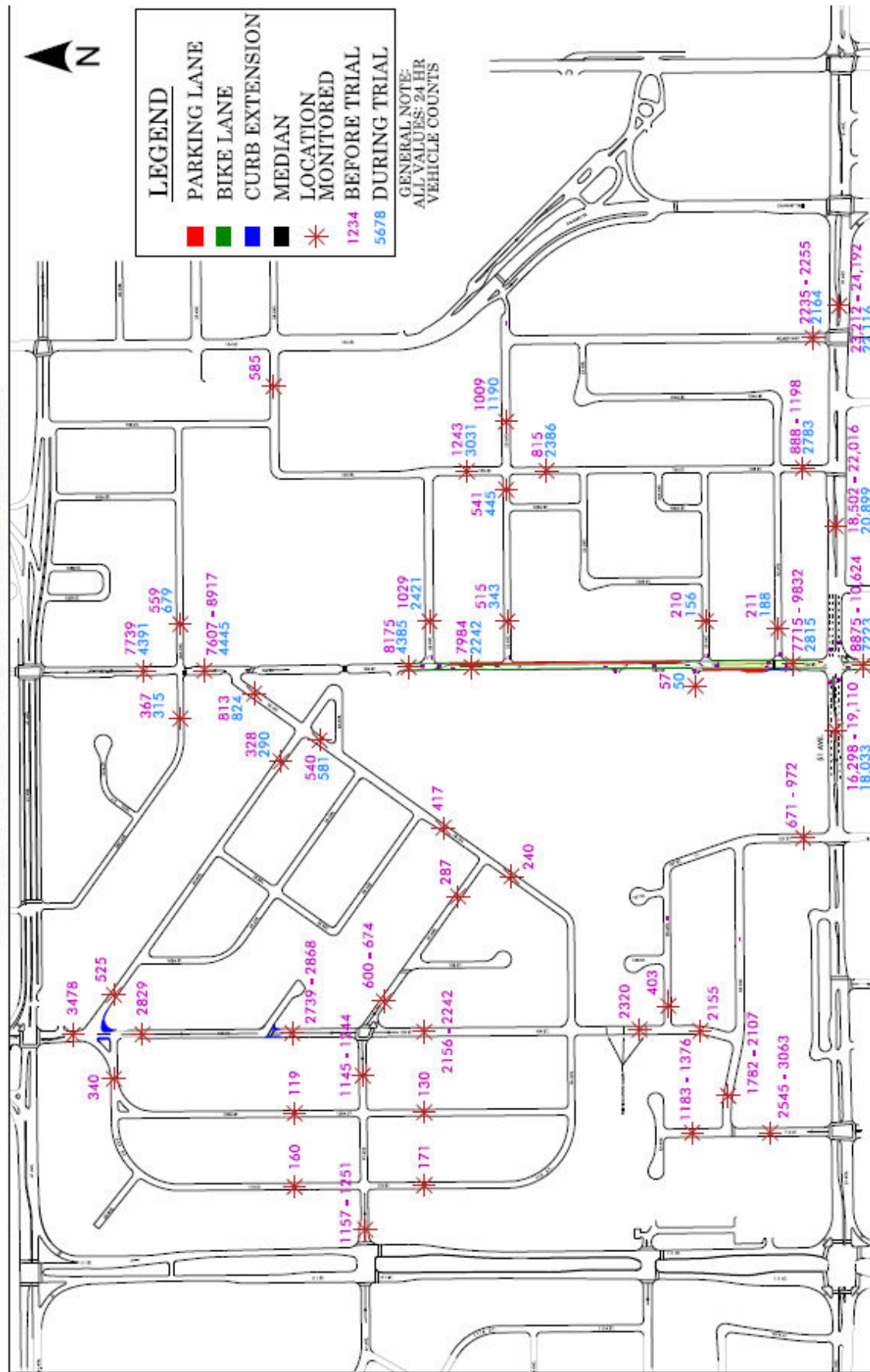
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NOVEMBER 26, 2015

PLEASANTVIEW TRAFFIC MONITORING



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