

A blue-tinted photograph of the Edmonton skyline, featuring several high-rise buildings and a mix of modern and older architecture.

# Transportation Committee

Report CR\_1789 - Community Traffic Management Plan Pilot Project -  
Prince Charles and Pleasantview

Report CR\_1790 - Community Traffic Management Process -  
Possible Changes to the Project Initiation Requirements

Report CR\_2697 - Traffic Shortcutting Issues - Interim Actions Taken



## **Community Traffic Management is complex:**

- Understanding root causes of speeding and shortcutting
- Stakeholders represent competing interests
- Trade-offs are necessary

# Background

## **Public Participation Guidelines for Community Traffic Management Process approved by Council in 2003:**

- Project Initiation
  - Traffic requirements
  - Expression of Interest signed by  $\geq 25\%$  of households
  - Letter of support from the Community League
- Vote to install trial phase
- Vote to make trial phase permanent
- Council approval prior to trial and permanent construction

# Background

**Community Traffic Management Audit** completed in 2015 to provide greater clarity and consistency for the management of traffic shortcutting issues

Recommendations included:

- One “point of contact”
- Development of a Community Traffic Management Policy
- Implementation of shorter-term options to deal with more localized shortcutting issues

# Background

## **Current Traffic Management Plans:**

- Community Traffic Management Plans:
  - Pleasantview
  - Prince Charles
- Traffic Shortcutting Pilot Projects:
  - Ottewell
  - Newton
  - Crestwood
  - Ormsby Place

# Prince Charles and Pleasantview

## **Project Chronology:**

- October 2012: Initiation of the CTMP Process
- 2014: New pilot program undertaken after process challenges
- July 2015: Trial traffic plans installed in both neighbourhoods
- February 2016: Pleasantview trial plan is removed
- Prince Charles trial plan is ongoing

# Pleasantview - Project Details

- Trial phase installation consisted of:
  - 109 Street: curb extensions, centre median
  - 106 Street: one-way conversion, intersection modification
- Committee meetings (13), phone surveys (2), public meetings (7), inquiries (>650)
- 2,200 hours of staff time



# Pleasantview - Next Steps

- **Pleasantview trial plan was removed February, 2016**
  - Driver Feedback Signs installed on 106 St and 109 St
  - School Site Safety Review to be conducted
  - Future consideration of Mount Pleasant School for School Drop-Off Program



# Prince Charles - Project Details

- Trial phase installation consisted of:
  - 124 Street: curb extensions, road closure
  - 122 Street: curb extensions
- Committee meetings (14), public meetings (4), phone surveys (2), business survey (1), inquiries (~95)
- Traffic volumes decreased from 7,600 vehicles per day to 3,900 vehicles per day
- 1,800 hours of staff time
- Prince Charles trial plan is ongoing

# Traffic Shortcutting Pilot Project

Develop a streamlined process to address localized and emerging traffic shortcutting and speeding issues

- Initiated in the Fall of 2015
- Four communities: Ottewell, Newton, Crestwood and Ormsby Place
- Met with concerned citizens, Community Leagues, Ward Councillors in combination with drop-in public events
- Traffic management measures included speed humps, speed tables, driver feedback signs, signal timing reviews and the restriction of vehicle access (Ormsby Place only)

# Ottewell - Project Details

- Speed tables and driver feedback signs along 94B Avenue
- 120 inquiries, 129 attended the drop-in event, 445 questionnaires
- Vibration tests confirm speed tables should not cause damage to residential or commercial buildings of typical construction
- Resulted in speed reductions of up to 5 km/h with minimal impact to traffic volumes and shortcutting
- 600 hours of staff time

# Newton - Project Details

- Speed humps along 121 Avenue
- 40 inquiries, 50 people attended the drop-in event, 142 questionnaires completed
- Resulted in speed reductions of up to 5 km/h with minimal impact to traffic volumes and shortcutting
- 600 hours of staff time

# Crestwood - Project Details

- Speed humps along 95 Avenue and 96 Avenue
- 80 inquiries, 72 attended the drop-in event, 198 questionnaires completed
- Resulted in speed reductions of up to 5 km/h with minimal impact to traffic volumes and shortcutting
- 600 hours of staff time

# Ormsby Place - Project Details

- Through movements banned at the intersection of 69 Avenue and 188 Street, driver feedback signs were installed on Ormsby Road East for speed awareness
- 209 inquiries, 226 attended the drop-in event, 350 questionnaires completed
- Traffic volumes reduced by almost 60%, however vehicle speeds increased by 4 km/h
- 400-570 violations per day
- 600 hours of staff time

# Traffic Shortcutting Pilot Project

## Questionnaire Results:

- **Public Involvement Process**
  - Most of the respondents were aware of the traffic management process
  - Half felt they had enough information to clearly understand the project
  - One-third felt there were opportunities to provide input into decisions
- **Traffic Management Measures**
  - Were split in their comfort level with the speed humps and speed tables
  - One-quarter indicated the traffic management measures improved the traffic safety
  - One-third indicated the traffic management measures benefited their community



# Lessons Learned

- **Project Initiation** - quantitative and qualitative considerations
- **Project Coordination** - with other capital projects, particularly renewal
- **Measures of Effectiveness** - need to be clearly established
- **Community Awareness and Education** - enable informed participation

# Lessons Learned

- **Roles and Responsibilities** - for Council, the public, and City staff
- **Process Flexibility** - tailored to specific community needs
- **Internal Stakeholder Needs** - and mitigation
- **Project Timelines** - allow for public engagement
- **Traffic Management Measures** - must address root issues and contribute to specific outcomes

# Next Steps

## Development of a **Policy for Community Traffic Management**:

- Lessons learned and review of best practices
- Review of traffic management “toolbox”
- Introduce flexibility to address unique community needs
- Identify criteria for prioritization
- Address conflict between existing policies concerning traffic management
- Clarification on the single point of contact within the City