

# Attachment #3 of CR\_2697

## Crestwood

### Background

#### Traffic Management Measures



Crestwood community members expressed concerns about traffic shortcutting and speeding along 96 Avenue and 95 Avenue.

To address these concerns, the following measures were implemented in September 2015:

- Speed humps along 95 Avenue and 96 Avenue
- Speed humps east and west of 143 Street on 95 Avenue

Each speed hump includes a mound of pavement raised approximately 75 mm running across the roadway. The speed hump also includes pavement markings and signage to warn drivers.

#### Public Engagement Process

Prior to the implementation of the traffic management measures, Administration met with concerned community members, representatives of the Crestwood Community League and Councillor Knack to discuss the pilot project. Impacted households and roadway users were

provided notification prior to the installation of traffic management measures through roadway signs and bulletins.

Since the implementation of the pilot project, 80 inquiries were received through email, letters and phone calls. In early 2016, a drop-in public meeting was provided to collect input from area residents, with 72 people in attendance. A total of 198 questionnaires were completed through a phone survey, participation in the drop-in public meeting and online.

## **Post-Implementation Results**

### **Public Involvement Process**

The combined results from the 198 questionnaires provided through the Crestwood public meeting, phone surveys and online indicate that approximately 80% of the respondents were aware of the community traffic management process. However, 60% of the respondents felt they had enough information to clearly understand the project and only 40% felt the project included opportunities to provide input into decisions.

The common themes provided as part of the additional comments of the questionnaire include: concern that traffic will shift to adjacent routes, speed humps are too high, motorists are accelerating quickly between speed humps, there was no problem prior to speed hump installation, there are other measures which would have been more effective than speed humps, lack of adequate public consultation, speed humps enhance driver awareness of the posted speed limits.

### **Traffic Management Measures**

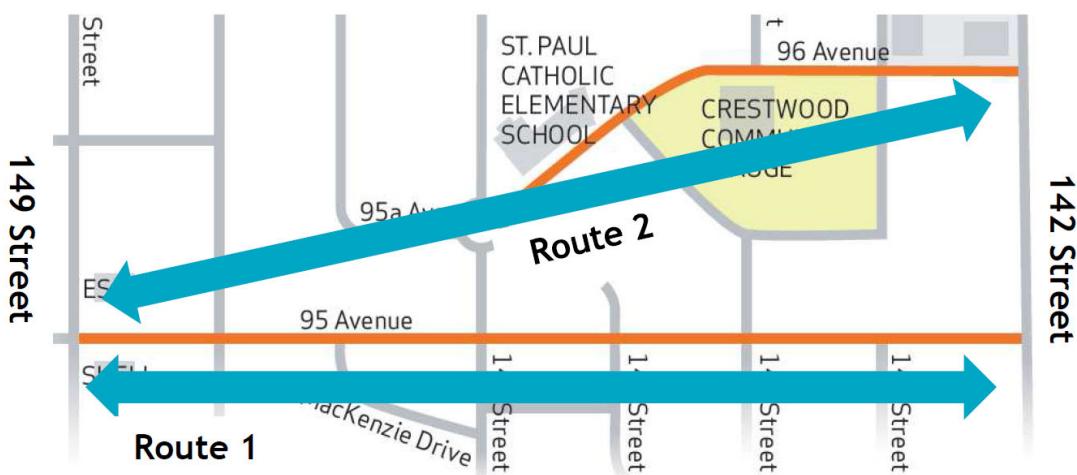
Based on the questionnaire, approximately 40% of respondents were satisfied with the traffic volumes and traffic safety during the peak hours along the study corridors prior to the installation of the traffic management measures.

Approximately 45% of the questionnaire respondents felt comfortable with the speed humps, with 35% of respondents indicating they felt that the traffic safety improved.

The speed humps impacted the traffic volumes along 95 Avenue and 96 Avenue as follows:

Location	Daily Volume		Reduction
	Before	After	
#1 95 Avenue, West of MacKenzie Drive	4,525	3,880	14%
#2 95 Avenue, West of 144 Street	2,595	2,245	13%
#3 96 Avenue, West of 144 Street	2,065	1,980	No change
#4 96 Avenue, West of 143 Street	2,300	2,140	No change

The speed humps impacted the vehicle shortcutting along 95 Avenue and 96 Avenue as follows:



		Percentage Shortcutting		Number of vehicles shortcutting in two hours	
		Before	After	Before	After
Route 1	7AM – 9AM	17%	15%	113	83
	4PM – 6PM	34%	31%	262	199
Route 2	7AM – 9AM	25%	22%	156	118
	4PM – 6PM	16%	20%	90	111

The speed humps impacted the vehicle speeds along 95 Avenue and 96 Avenue as follows:

Location	Speed Limit (km/h)	Average Speed (km/h)	
		Before	After
#1 95 Avenue, West of MacKenzie Drive	50	47	30
#2 95 Avenue, West of 144 Street	50	46	32
#3 96 Avenue, across from St. Paul			
<i>Outside School Hours</i>	50	45	37
<i>During School Hours</i>	30	39	32
#4 96 Avenue, across from Community League			
<i>Outside School Hours</i>	50	43	40
<i>During School Hours</i>	30	37	32