

Ormsby Place

Background

Traffic Management Measures



Ormsby Place community members expressed concerns about traffic shortcutting and speeding along Ormsby Road East between 69 Avenue and Callingwood Road.

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

- Through movements banned at 69 Avenue and 188 Street except for ETS/bicycles
- Installation of driver feedback signs on Ormsby Road East for speed awareness

Public Engagement Process

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

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

Since the implementation of the pilot project, 209 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 226 people in attendance. A total of 350 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 350 questionnaires provided through the Ormsby Place public meeting, phone surveys and online indicate that approximately 85% of the respondents were aware of the community traffic management process. However, 50% of the respondents felt they had enough information to clearly understand the project and only 25% felt the project included opportunities to provide input into decisions. The common themes provided as part of the additional comments of the questionnaire include: inadequate consultation with area residents, should not restrict movement between neighbourhoods: Lymburn residents are not shortcutting, speed humps should be installed along Ormsby Road East instead of restricting access, concern for traffic shifting to 184 Street (past an elementary school, the Community League building and a church), restricting the movement will only succeed if there is adequate enforcement.

Traffic Management Measures

Based on the questionnaire, approximately 45% 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 35% of the questionnaire respondents felt comfortable with the traffic management measures, with 20% of respondents indicating they felt that the traffic safety improved.

The banning of through movements at the intersection of 69 Avenue and 188 Street in combination with Driver Feedback Signs impacted the traffic volumes along Ormsby Road East

as follows:

Location	Daily Volume		Reduction
	Before	After	
#1 Ormsby Road E, North of 65 Avenue	2,030	810	60%
#2 Ormsby Road E, North of 62B Avenue	2,010	950	53%

The banning of through movements at the intersection of 69 Avenue and 188 Street in combination with Driver Feedback Signs impacted the vehicle shortcutting along Ormsby Road East as follows:

	Percentage Shortcutting		Number of vehicles shortcutting in two hour period	
	Before	After	Before	After
7AM – 9AM	38%	23%	83	27
4PM – 6PM	29%	18%	126	63

The banning of through movements at the intersection of 69 Avenue and 188 Street in combination with Driver Feedback Signs impacted the vehicle shortcutting along Ormsby Road East as follows:

Location	Speed Limit (km/h)	Average Speed (km/h)	
		Before	After
#1 Ormsby Road E, North of 65 Avenue	50	42	46
#2 Ormsby Road E, North of 62B Avenue	50	44	47

The banning of the through movements at the intersection of 69 Avenue and 188 Street in the absence of physical measures has been problematic and a potential traffic safety issue, as the surveys indicate 400 to 600 vehicles per day are violating the signage.