

Proposed Community Traffic Management Plans

Recommendation:

That Transportation and Infrastructure Committee recommend to City Council:

1. That Administration undertake Community Traffic Management Plans for the Prince Charles and Pleasantview neighbourhoods.
2. That Administration prepare and submit a service package as part of the 2013 Operating Budget to complete these Traffic Management Plans.

Report Summary

The action outlined in the recommendation of this report will potentially provide funding and direction for Administration to proceed with Community Traffic Management Plans for the Prince Charles and Pleasantview neighbourhoods.

Report

Transportation Services completes Community Traffic Management Plans in accordance with the April 2003, City Council approved Public Participation Guidelines for the Community Traffic Management Process. As required by the process, an interested community/individual must undertake an Expression of Interest that must be signed by a minimum of 25% of the households in the immediate vicinity of the area of concern. The Expression of Interest should also include a letter of support from the Community League(s).

Should a community or individual be successful in obtaining the necessary signatures, Transportation Services will seek the approval of City Council to initiate a Community Traffic Management Plans study.

Recently in 2012, the Prince Charles and Pleasantview Community Leagues submitted an Expression of Interest and were successful in obtaining signatures from more than 25% of the households in their respective communities (Attachment 1 and Attachment 2). In both cases, the study area was defined as the entire neighbourhood.

Pleasantview

Pleasantview has undergone three previous Community Traffic Management Plans studies to address traffic speeds and shortcutting along 106 Street as follows:

- 1995: Plan implemented and included installation of speed humps on 109 Street and bulbing / intersection modifications on 106 Street. The narrowing was found to be ineffective.
- 1999: Pleasantview, Allendale, Queen Alexandra, and Empire Park participated in a plan for 106 Street to address speeding and shortcutting. Traffic calming measures were developed but had little public support so the plan was not implemented.
- 2001: Pleasantview, Allendale, Queen Alexandra, and Empire Park initiated Community Traffic Management Plans to address traffic volumes, shortcutting, traffic speeds, and pedestrian safety. Traffic calming measures along 106 Street, received sufficient public support and trial implementation was approved.

The trial traffic calming measures did not lead to significant decreases in shortcutting or speed and the trial traffic calming measures in 2003. Curb extensions in front of the schools along 106 Street were left in place until permanent construction was completed in 2004.

Historical data indicates that 106 Street carries between 8,000 and 10,000 vehicles per day through Pleasantview, with average speeds exceeding the speed limit and 85 percentile speeds above 60 km/h, and a significant percentage of traffic speeding. It should also be noted that 106 Street is a key bike route linking south and central parts of Edmonton. In addition, the community has identified concerns with shortcutting and speeding along 105 Street, 109 Street, 55 Avenue and 56 Avenue

Prince Charles

Prince Charles initiated Community Traffic Management Plans in 2000; City Council approved implementation in 2001, and permanent traffic calming measures were installed on 124 Street in 2002. The plan identified traffic concerns and mitigation strategies for shortcutting traffic, high traffic volumes, and speeding along 124 Street, 122 Street, and 121, 122 and 123 Avenues. In addition, pedestrian safety concerns were identified for 124 Street, 127 Street and 118 Avenue. Follow-up data collection in 2005 indicated moderate decreases in traffic volumes and speeds.

Since 2005, traffic volumes and speeds along 124 Street are again being cited as concerns for the Prince Charles neighbourhood. Shortcutting through

the neighbourhood and speeding continue to be issues for the neighbourhood. Pedestrian and child safety concerns are issues due to transport truck traffic accessing industrial land on the east edge of the neighbourhood via 124 Street.

Data indicates that over 7,000 vehicles per day operate along 124 Street through Prince Charles, with average traffic speeds exceeding the speed limit, 85th percentile speeds of over 60 km/h, and a significant percentage of traffic speeding. In addition, with planning and design progressing for the 127 Street and Yellowhead Trail interchange, the community is concerned about additional shortcutting traffic during construction and how 124 Street will operate when this work is eventually funded and advances. The Yellowhead Trail Corridor Study ultimately recommends closure of the 124 Street and Yellowhead Trail intersection.

Community Traffic Management Process

The April 2003, City Council approved Community Selection Criteria for Future Community Traffic Management Studies outlines the priority areas, other considerations, and criteria to be used in the determination of need and priority for community traffic management (Attachment 3). Both Pleasantview and Prince Charles meet criteria for traffic speeds. Data collected during previous plans also indicate both neighbourhoods meet the criterion related to shortcutting traffic. In addition, Prince Charles is within the area that will be affected by the Yellowhead Trail project, while Pleasantview is within the area of influence of the South LRT. Both of these major projects were not

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considered when previous Community Traffic Management Plans were completed.

Administration has developed a number of strategies by which neighbourhoods can address local traffic safety and speeding issues. Most recently, City Council approved the Speed Reduction Policy – C566. These tools are primarily intended to address speeding issues while the Community Traffic Management Process is intended to resolve non-local or shortcutting traffic issues.

Policy

The Way We Move - Specifically, policy direction is given by Strategic Objective 7.6: "The City will appropriately mitigate the impacts of the transportation network on existing and future residential communities," and Strategic Action 7.6.a: "Undertaking Community Traffic Management Plans to address community speeding and shortcutting traffic issues."

Corporate Outcomes

The Transportation System is integrated, safe, and gives citizens choice to their mode of movement.

Public Consultation

Consultation will be based on the Public Participation Guidelines for the Community Traffic Management Process. Should City Council approve the report recommendation, public involvement plans consistent with City Policy C513 will be completed.

Budget/Financial Implications

Funding for this service was eliminated as part of the 2012 Operating Budget process on the understanding that

requests for the Community Traffic Management Plans could result in the need for future budget requests. An unfunded service package for funding the Pleasantview and Prince Charles studies will be submitted to City Council for consideration as part of the 2013 Budget process.

Justification of Recommendation

1. The Pleasantview and Prince Charles communities meet Transportation Services' "Community Selection Criteria" for a Community Traffic Management Plans and have demonstrated community-wide support to initiate the Community Traffic Management Plans process.
2. Funding will need to be re-instated to undertake these studies as this service was reduced as part of the 2012 Operating Budget.

Attachments

1. Pleasantview Community Traffic Management Plan Expression of Interest
2. Prince Charles Community Traffic Management Plan Expression of Interest
3. Community Selection Criteria for Future Community Traffic Management Studies

Others Reviewing this Report

- L. Rosen, Chief Financial Officer and Treasurer