

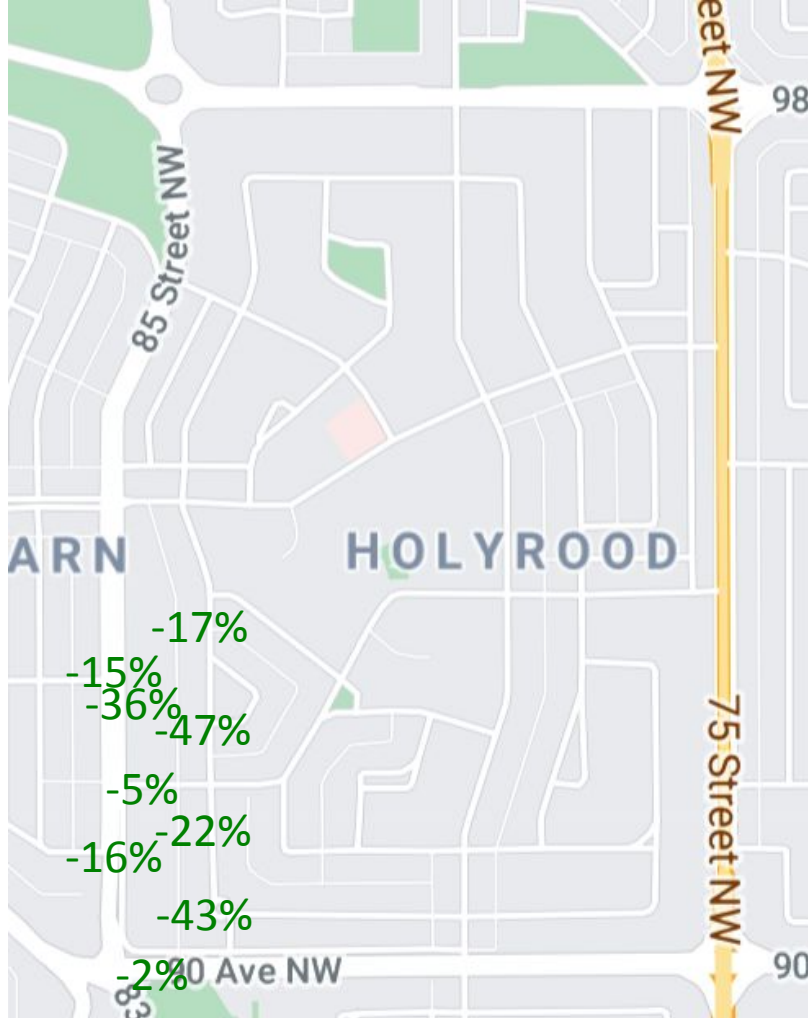


# Holyrood Gardens Ammendments

## Transportation Impacts - May 4th, 2021

Mike Baran  
Holyrood Development Committee

More housing units  
=  
less cars?

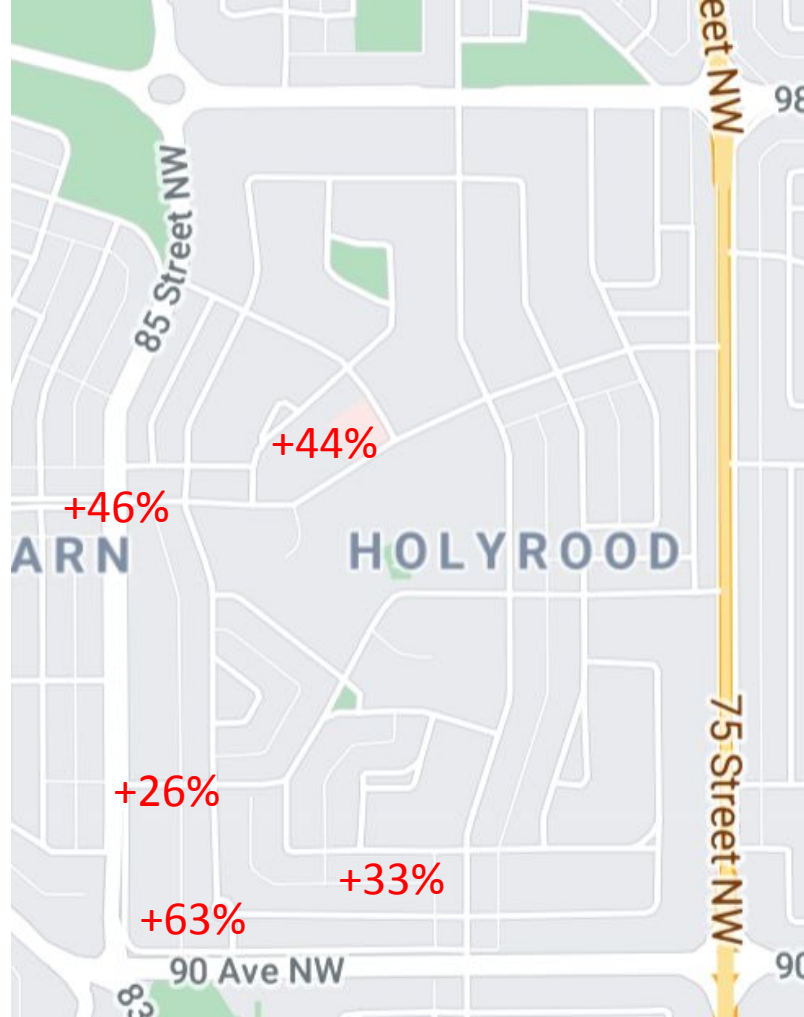


Where does the traffic go?

## New Modelling: More Traffic on Arterials

Horizon	85 Street		75 Street		90 Avenue		98 Avenue	
	AM	PM	AM	PM	AM	PM	AM	PM
2047	0.67/0.75	0.78/0.44	0.61/0.82	0.62/0.75	0.51/0.94	0.91/0.76	0.82/1.01	0.92/0.89
Congestion	Lower	Moderate	Moderate	Lower	Higher	Higher	Higher	Higher
2050	F/E	F/F	C/F	C/F	F/F	E/F	F/F	F/F
Congestion	Higher	Higher	Moderate	Moderate	Higher	Higher	Higher	Higher

Much more traffic on residential streets within the neighborhood



# Traffic would exceed design standards

## 2050 Traffic Levels Exceed Design Standards for 2-Lane Collectors and Residential Local Streets

Segment	Criteria	Threshold	TIA Estimate	% of Threshold
79 St. North of 90 Ave.	2 lane collector	5,000	7,127	<b>143%</b>
79 St. South of 95 Ave.*	2 lane collector	5,000	5,422	<b>108%</b>
91 Ave. West of 79 St.	Residential Local St.	1,000	1,781	<b>178%</b>
93 Ave. West of 83 St.	Residential Local St.	1,000	3,227	<b>323%</b>
94 Ave. West of 79 St.*	Residential Local St.	1,000	1,672	<b>167%</b>
95 Ave. West of 79 St.	2 lane collector	5,000	6,618	<b>132%</b>
95 Ave East of 85 St.	2 lane collector	5,000	5,583	<b>112%</b>
North/South Alley S. of 95 Alley		1,000	1,002	<b>100%</b>

\* = School Zone

*“...create opportunities for active mobility through the provision of high quality infrastructure, integrated with public spaces with an aim to reduce traffic congestion, create better environmental outcomes and improve public health.”*

*- The City Plan*



Policy supports active mobility and safe mobility design principles

# Unsafe Mobility Strategy

## 2050 Traffic Levels Exceed Design Standards for Current and Future Designated Bike Routes

Segment	Criteria	Threshold	TIA Estimate	% of Threshold
93 Ave East of 85 St.*	Bike Blvd up to 40km/h	1,500	2,892	<b>193%</b>
93 Ave West of 83 St.*	Bike Blvd up to 40km/h	1,500	3,227	<b>215%</b>
94 Ave West of 79 <sup>th</sup> St*,***	Bike Blvd up to 40km/h	1,500	1,672	<b>114%</b>
95 Ave. West of 79 St.	Bike Blvd up to 40km/h	1,500	6,618	<b>441%</b>
95 Ave. East of 85 St**	Bike Blvd up to 40km/h	1,500	5,583	<b>372%</b>
95 Ave. East of 79 St.	Bike Blvd up to 40km/h	1,500	No Data	No Data
79 St. South.of 95 Ave***	Bike Blvd up to 30km/h	2,000	5,422	<b>271%</b>
79 St. North of 90 Ave.	Bike Blvd up to 40km/h	1,500	7,127	<b>475%</b>

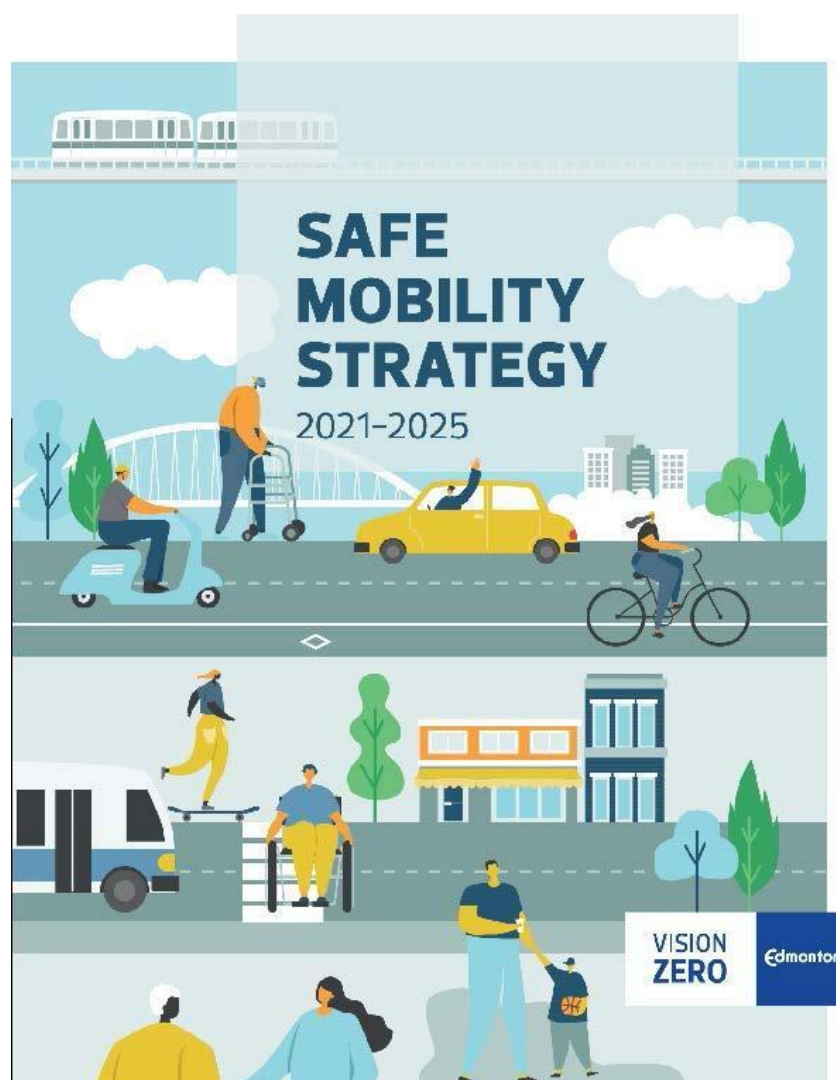
\* = Future Bike Route as recommended by TIA

\*\* = Future Bike Route as identified by City of Edmonton's Bike Plan

\*\*\* = School Zone

*“The Safe System Approach is **people-centered and views human life and health as paramount** to all else.”*

*-Safe Mobility Strategy  
2021 - 2025*







*“We expect too much of new buildings,  
and too little of ourselves”*

*- Jane Jacobs*