



Community Traffic Management Plan

PLEASANTVIEW COMMUNITY

Background Information
March 2014

About the Project

The City of Edmonton and the Pleasantview Community have partnered to complete a Community Traffic Management Planning Study (CTMP).

This study will review concerns raised by community members about neighbourhood traffic conditions, including:

- Higher than expected traffic volumes
- Significant non-local shortcutting
- Excessive vehicle speeding

Community members will be involved in designing potential solutions that could be implemented if they are supported by the community and approved by City Council.

Where We Are



We are in the concept phase of this project. This work will help develop concepts for potential traffic management measures.

Project Background

Edmonton's City Council endorsed the CTMP study in the 2013 budget process following the community's successful expression of interest effort where more than 25% of community members indicated support for the study.

The Pleasantview community has undergone three previous Community Traffic Management Planning studies to address traffic speeds and shortcutting along



106 Street. These studies took place in 1995, 1999, and 2001 and they resulted in a number of changes including some curb extension construction.

The CTMP project will take place over two years. Participants will be needed to share input and provide feedback several times over the course of the project. Additionally, there will be an opportunity to trial the potential changes before a decision is made on whether they should be made permanent.

Public Involvement

Pleasantview Traffic Committee

A number of community members have stepped up to participate on the community Traffic Committee. This group will work collaboratively with the City on the project. It will:

- Provide local knowledge of the community and identify emerging issues related to the project.
- Facilitate project communication within the community.
- Champion the traffic management planning process.

Members represent community leagues, other established community groups or organizations, residents, businesses, and institutions.

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Opportunities to Participate

Project Initiation (January 2014)	<ul style="list-style-type: none"> The Traffic Committee was established to provide important information about the community and local conditions, and to provide input to help guide the study process.
Visioning (January/February 2014)	<ul style="list-style-type: none"> An online questionnaire, stakeholder interviews, and committee meetings were held to gather information to investigate current challenges and articulate needs for the future.
Developing Options (February/March 2014)	<ul style="list-style-type: none"> Using input from the visioning stage, committee and community members will provide input to develop and help review potential traffic management options. This stage includes meetings with the Traffic Committee and two public workshops.
Plan Design (Spring 2014)	<ul style="list-style-type: none"> Input to date will then be brought together to help determine the most desirable community traffic management plan. Input from meetings with the Traffic Committee and feedback from public workshops will be used to determine which plan will go forward to a community-vote.
Trial Vote (Spring 2014)	<ul style="list-style-type: none"> A vote will determine whether the selected community traffic management plan should proceed to a trial stage. Input from other impacted stakeholders will also be sought. Information from the vote and the broader communities will be presented to City Council, who will ultimately decide if the trial should proceed.

What is a Trial Phase?

The “Trial” is a key part of the CTMP process. If the trial vote is successful and City Council provides support, temporary traffic management measures will be installed in the community for approximately one year. This will allow people using the area an opportunity to experience the changes before there is another opportunity to vote and finalize a decision about support. It also allows the project team to evaluate if the measures are having the desired impact and to determine if any adjustments are required.

For the trial, temporary measures such as concrete jersey barriers and mini barriers would be used to fulfill the function of the proposed traffic management device.

If the measure works as needed, and if there is support to install the measure permanently, there will be discussion with the community on how to design this measure so it aesthetically fits into the community.

After the Trial

Following the trial, the City will organize a second vote in the study area to determine support for making the traffic management measures permanent.

If the measures have support, it is anticipated that the traffic management plan would be brought to City Council for final approval by **Spring 2015**.

Permanent measures may be constructed when funding becomes available.



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What We've Heard So Far

An open survey was held from January 13-26, 2014, to assess community concerns, including perceptions of:

- Traffic volume and safety;
- Locations and types of traffic issues; and
- Willingness to accept traffic measures that may increase travel time.

There were 201 respondents to the survey.

Participants noted concerns that continued growth and development, and the addition of LRT to the area, have led to increases in traffic volumes, vehicle speeds, and shortcutting.

While concerns were raised about conditions in many locations throughout the community, the most frequently mentioned places include 106 Street, the 106 Street/51 Avenue intersection, and areas near the school.

While responses have indicated there are concerns, it was noted that it may be difficult to accept changes that would impact personal travel patterns.

January 2014 Survey:

"For each of the following potential scenarios, please indicate how comfortable you would be with the change"

	Low Comfort	Moderate Comfort	High Comfort
Changes that would slow the free flow of traffic within the neighbourhood	30%	12%	56%
Changes that would remove parking in targeted areas (i.e. 3-4 stalls per location)	29%	17%	51%
Changes that would make it less convenient for you to enter or leave the neighbourhood	58%	14%	26%
Changes that would close a neighbourhood entrance and exit you use	60%	11%	27%

A report with full survey results is available on the web at www.edmonton.ca/PleasantviewTraffic.

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