

# PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

## Background Information

### About the Project

The Community Traffic Management Plan (CTMP) program is administered by the City of Edmonton to address community safety concerns on residential roadways as a result of speeding, higher than expected traffic volumes and non-local shortcutting.

The Pleasantview community began a traffic management planning process with the City of Edmonton in the fall of 2013. A volunteer based Traffic Committee, representing various stakeholders within Pleasantview, has been reviewing different ways to address traffic concerns in the neighbourhood.

### Where We Are

Using information from a January 2014 community survey and two March 2014 open houses, the Traffic Committee, in consultation with the City, has developed a plan for traffic calming measures that will be tested for a trial period. The trial measures are planned to be installed this summer.

The trial plan includes:

- An intersection modification that will not allow north/south motor vehicle traffic to travel straight through the intersection at 106 Street and 51 Avenue. Bicycle traffic will still be able to travel straight through the intersection.
- Changing 106 Street between 53 Avenue and 56 Avenue to one-way northbound for motor vehicles and adding a northbound parking lane on 106 Street between 53 Avenue and 56 Avenue. Bicycle traffic will still be able to travel north and south.
- Curb extensions at the 109 Street and 58 Avenue intersection and the 109 Street and 60 Avenue intersection to narrow the road and encourage lower traffic speeds.
- A center median at the 109 Street and 54 Avenue intersection. The center median will not allow north/south motor vehicles to drive straight through the intersection or turn left. It will also prevent east/west traffic from turning left.

### What is a Trial Phase?

The trial period is a key part of the CTMP process because it allows people to actually experience the traffic measures and the City to assess the effectiveness of the traffic measures.

Assessment of the trial period will be based on:

- Traffic volume/speed data collection
- Ongoing collection of public feedback to identify the level of comfort with the installed measures
- Fine-tuning of the plan, if required

During the trial period, temporary materials such as concrete mini barriers will be used to fulfill the function of the traffic measures.



Example of Trial Curb Extensions

### Feedback Opportunities

Ongoing opportunities for feedback include:

- Email: [pleasantviewtraffic@edmonton.ca](mailto:pleasantviewtraffic@edmonton.ca)
- Hotline: 780.944.5600
- E-newsletter signup at: [www.edmonton.ca/pleasantviewtraffic](http://www.edmonton.ca/pleasantviewtraffic)

Future Trial opportunities for feedback:

- Online survey(s)
- Public event

### For More Information

Visit: [www.edmonton.ca/pleasantviewtraffic](http://www.edmonton.ca/pleasantviewtraffic)

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## Intersection Modification

The intersection of 106 Street and 51 Avenue will be modified so that north/south motor vehicle traffic will be unable to travel straight through the intersection. This change is to address northbound traffic volumes on 106 Street through Pleasantview. There will be no changes to 51 Avenue. Bicycle traffic will still be able to travel straight through the intersection.

### Benefits:

- Reduces traffic volumes
- Reduces short-cutting traffic
- Maintains all direction pedestrian and bicycle access

### Challenges:

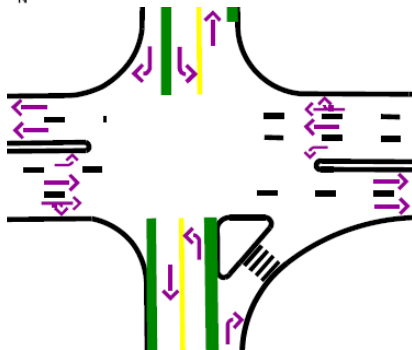
- May increase travel time for road users
- Limits access to local destinations



106 Street North of 51 Avenue (Facing South) - Illustration



106 Street South of 51 Avenue (Facing North) - Illustration



106 Street and 51 Avenue Trial Design of Intersection

## One-Way

Between 53 Avenue and 56 Avenue, 106 Street will change to one-way northbound for motor vehicles. This change is to address southbound traffic volumes on 106 Street through Pleasantview. A northbound parking lane will be added on 106 Street between 53 Avenue and 56 Avenue. Bicycle traffic will still be able to travel both north and south.

### Benefits:

- Reduces traffic volumes
- Maintains all direction bicycle access
- Addition of northbound parking lane

### Challenges:

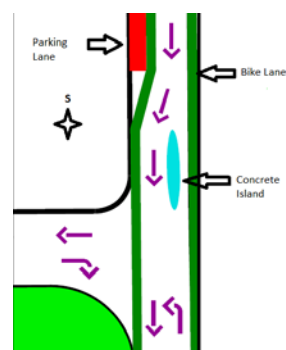
- May increase travel time for road users
- Limits access to local destinations



106 Street North of 53 Avenue (Facing North) - Illustration



106 Street North of 56 Avenue (Facing South) - Illustration



106 Street and 56 Avenue Trial Design of One-Way

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## Curb Extensions

Curb extensions will be added at the 109 Street and 58 Avenue intersection and the 109 Street and 60 Avenue intersection. This change is to narrow 109 Street and encourage lower traffic speeds.

### Benefits:

- Improves pedestrian visibility
- Reduces pedestrian crossing distance
- Reduces vehicle speeds

### Challenges:

- Localized loss of on-street parking at the intersection of 109 Street and 58 Avenue (3 to 4 stalls)
- Snow clearing/street sweeping challenges



109 Street South of 58 Avenue (Facing North) - Illustration



109 Street South of 60 Avenue (Facing North) - Illustration

## Centre Median

A center median will be added at the 109 Street and 54 Avenue intersection. The center median will not allow north/south motor vehicles to drive straight through the intersection or turn left onto 54 Avenue. It will also prevent east/west traffic from turning left onto 109 Street. This change is to address both northbound and southbound traffic volumes on 109 Street through Pleasantview.

### Benefits:

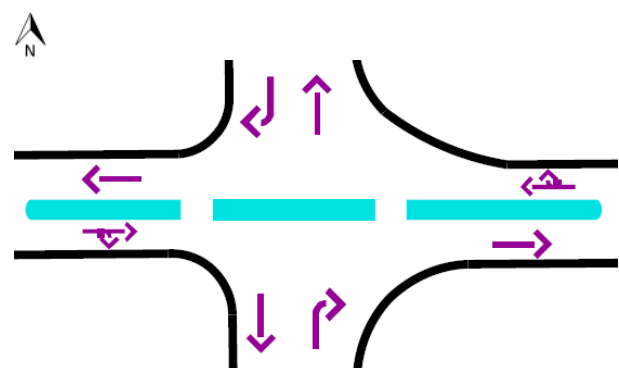
- Reduces traffic volume on 109 Street
- Pedestrians and bikes will still be able to travel through

### Challenges:

- May increase travel time for road users including emergency services
- Localized loss of on-street parking (4 to 8 stalls)



109 Street South of 54 Avenue (Facing North) – Illustration



109 Street and 54 Avenue Trial Design of Centre Median

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**Pleasantview Traffic Measures Map**