

# PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

## Frequently Asked Questions

### **Why not different traffic management measures?**

When it comes to community traffic management, there are various measures and combinations of measures that may be implemented; each measure has benefits and challenges that must be considered. Over the course of several months, the Pleasantview Traffic Committee worked in consultation with the City of Edmonton's Transportation Services to explore all of the available traffic management tools. The trial phase plan was developed through careful consideration and thoughtful discussion of all of those benefits and challenges.

### **Why not Speed Humps?**

Speed humps have historically not been used in Edmonton with a few exceptions on local roadways. In 2015, the City of Edmonton will be installing and monitoring three raised crosswalk locations on Buena Vista Road especially with regards to how they affect Fire Rescue Services. Results of this will be used to form recommendations for speed humps/raised crosswalks/raised intersections in Edmonton in the future. Speed humps are designed to reduce traffic speeds but are not as effective at reducing traffic volumes.

### **Why not Stop Signs?**

Traffic control devices such as stop and yield signs are used to assign right-of-way and not for calming traffic. Placing traffic control devices where they are unwarranted can lead to non-compliance and safety issues. Stop signs reduce speed at intersections but may also increase speed after the sign as road users try to make up lost time.

### **Why not Speed Enforcement?**

The traffic data shows that not only is speed an issue on some roadways in Pleasantview, but also traffic volumes. Speed enforcement does not reduce traffic volumes.

Speed Enforcement is effective at reducing traffic speed but only when it is present and for a limited time after. In order for speed enforcement to be effective it needs to be utilized often, which becomes a strain on budget and speed enforcement resources. Physical traffic calming measures are preferred as they are always effective and are considered "self-enforcing."

### **Why didn't you change...?**

#### **106 Street at 63 Avenue instead of 51 Avenue**

The changes occurring at 51 Avenue do not affect Edmonton Transit Services. If changes were made at 106 Street and 63 Avenue, Edmonton Transit Services would be severely affected causing the removal of all Transit service along or east of 106 Street through Pleasantview.

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### **Bike Lanes**

The 106 Street corridor is a major on-street bike route. As the Community Traffic Management Plan was initiated by the Pleasantview community to deal with automobile traffic volumes and speeds, the bike lanes were not within the scope of the conversation.

### **Information regarding common areas of concern**

In 2014/15 traffic on 106 Street ranged from just under 8000 to over 9000 vehicles per day. Speed studies have shown that up to 59% of vehicles are traveling over the posted speed limit of 50 km/hr. Over 40% of this traffic is considered shortcutting traffic.

In 2014/15 traffic on 109 Street north of 57 Avenue was around 2,900 vehicles per day. Speed studies have shown that up to 72% of vehicles are traveling over the posted speed limit of 50 km/hr.

### **Mount Pleasant School**

In 2014/15 about 350 children attended Mount Pleasant School representing around 290 families. Fewer than 12% of the families relied on the school bus for transportation. School traffic is typical on collector roadways in Edmonton and is not considered shortcutting. The small proportion of traffic generated by the school is not the reason for the Community Traffic Management Plan trial.

### **Serenity Gardens Condos**

Serenity Gardens at 10510 56 Avenue has 172 residential units. This newer development creates a small amount of traffic compared to the overall traffic volume on 106 Street in the area. The small proportion of traffic generated by Serenity Gardens is not the reason for the Community Traffic Management Plan trial.

### **LRT**

The LRT in the Pleasantview area official became operational in 2010. The high traffic volumes and speeds that instigated the Community Traffic Management Plan existed for many years before the LRT became operational or underwent construction. The LRT is not the reason for the Community Traffic Management Plan trial.

## **How will the trial be monitored?**

### **What happens if traffic diverts to other streets/avenues in the neighbourhood?**

Extensive traffic data collection was undertaken throughout the streets and avenues in Pleasantview in 2014 and 2015. This allows Transportation Services to have a benchmark for existing traffic volumes on roadways in the neighbourhood. Traffic data will be collected again in the fall of 2015 once traffic

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patterns have stabilized following the installation of trial traffic measures, and commuters have re-established their post-summer travel routines. At this time Transportation Services can determine whether or not traffic is diverting within the neighbourhood. The trial phase allows for 'tweaking' the traffic management plan in order to address unanticipated issues such as this.

### **What happens during the trial phase?**

Trial traffic measures will be installed on or after **July 20, 2015**, and remain in place for up to two years. During the trial period, temporary materials such as mini barriers will be used to fulfill the function of the traffic measures. Prior to installation the project webpage, road-side warning signs and a community bulletin will advise commuters and residents of the upcoming changes.

Assessment of the trial period will be based on:

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

A project feedback survey will be available in late 2015, but there are other ongoing opportunities to express comments or concerns:

- Email: [Pleasantviewtraffic@edmonton.ca](mailto:Pleasantviewtraffic@edmonton.ca)
- Hotline: 780-944-5600

### **What happens after the trial phase?**

Based on the results of the overall trial period assessment of the Community Traffic Management Plan, the Pleasantview Traffic Committee will provide a recommendation to Transportation Services to either remove the trial measures or leave them in place and pursue City Council approval for permanent installation. A public event will be held following the trial period to provide information on the results of the assessment, and collect feedback on the recommendations going forward.