

# PRINCE CHARLES COMMUNITY TRAFFIC MANAGEMENT PLAN

## April 23, 2015 Information Session

### QUESTIONS AND CONCERNS

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

Extensive traffic data collection was undertaken throughout the streets and avenues in Prince Charles in 2014. This allows Transportation Services to have a benchmark for existing traffic volumes on roadways in the neighbourhood. The same set of traffic data will be collected again in September once traffic patterns have stabilized following the installation of traffic measures, and commuters have re-established their post-summer travel routines. At this time Transportation Services will know whether or not traffic is diverting, and where exactly it is diverting to. The trial phase allows for 'tweaking' the traffic management plan in order to address unanticipated issues such as this.

#### **If 124 Street (north of 123 Avenue) is closed, are the curb extensions still necessary?**

There are two main traffic concerns that the trial plan will address: traffic volumes (shortcutting traffic) and traffic speeds. The road closure will directly address the volume of shortcutting traffic, but not necessarily traffic speeds. Curb extensions will be used to reduce traffic speeds, and have the added benefit of improving pedestrian safety by improving their visibility to motorists and reducing their crossing distance.

#### **The existing curb extensions have had little impact on traffic speeds. How will the trial phase curb extensions be different?**

Curb extensions were installed on 124 Street at 121 Avenue and 122 Avenue as part of a Community Traffic Management Process in 2002. Speed data that was collected after their installation indicated that the average traffic speed had decreased by approximately 6%. Since that time, more aggressive curb extension designs have been used with better results. In Crestwood, curb extensions were used to narrow the driving lanes to 3 m along 95 Avenue, between 142 Street and 149 Street. This design decreased average traffic speeds by approximately 14%. The 3 m lane width design is what will be trialed with the new curb extensions on 124 Street at 119 Avenue and 120 Avenue, and on 122 Street at 119 Avenue. Please note that this will still allow sufficient width for two vehicles to pass side-by-side through the intersections.

#### **Why weren't other traffic management measures incorporated into the plan?**

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 Prince Charles Traffic Committee worked in consultation with Transportation Services to explore all of the available traffic management tools. The trial phase plan was developed through careful consideration and thoughtful debate of all of those benefits and challenges.

#### **There are thirteen uncontrolled intersections within Prince Charles. Will those be addressed?**

The City is moving towards "positive control signage", where every intersection will be controlled either by a sign or signal. Typically, older neighborhoods will be positively controlled at the time of Neighbourhood Renewal. Until that time, no control at intersections is still an acceptable level of control in the Traffic Safety Act. However, the Community Traffic Management Plan work provides another opportunity address these intersections. An overall neighbourhood intersection control plan is being developed, and will be installed in conjunction with the trial traffic measures.

# PRINCE CHARLES COMMUNITY TRAFFIC MANAGEMENT PLAN

## April 23, 2015 Information Session

### What happens during the trial phase?

Trial traffic measures will be installed on or after **July 7, 2015**, and remain in place at least until **spring 2016**. 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: [princecharlestraffic@edmonton.ca](mailto:princecharlestraffic@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 Traffic Committee will provide a recommendation to Transportation Services to either remove the trial measures or leave them in place and pursue Council approval for permanent installation. An open house will be held following the trial period to provide information on the results of the assessment, and collect feedback on the recommendations going forward. If Prince Charles opts to pursue permanent installation and Council approves this, permanent construction would likely be timed to coordinate with Neighbourhood Renewal in 2018.

### What is Neighbourhood Renewal?

The City of Edmonton's Neighbourhood Renewal Program is focused on the renewal and rebuilding of roads, sidewalks, and streetlights throughout the city. Work typically includes repaving roads, replacing streetlights, replacing or repairing sidewalks, and constructing new sidewalk along roadways that are currently without. For more information on the program, please visit [http://www.edmonton.ca/transportation/on\\_your\\_streets/about-neighbourhood-renewal.aspx](http://www.edmonton.ca/transportation/on_your_streets/about-neighbourhood-renewal.aspx)

Prince Charles is currently scheduled for renewal in 2018. Transportation Services will meet with the community league near the end of 2016 to discuss the process and gather local information. A second meeting including residents and property owners will be held to review preliminary designs; this would likely take place in early 2017. A third and final meeting will be held, likely in late 2017 or early 2018, to go over the final neighbourhood design and discuss what residents can expect during the construction period.

### What are the plans for the 127 Street Reconstruction?

127 Street is not included within the scope of the Prince Charles Community Traffic Management Project. However it is in poor condition and has been prioritized for road reconstruction in 2016. Highlights of the approved concept plan include:

- 4 travel lanes (2 northbound and 2 southbound) will be maintained and widened to current design standards
- Full reconstruction of the roadway
- Reconstruction of the sidewalk on the east side of 127 Street
- Addition of a full traffic signal at 122 Avenue for increased safety.

For more information about the 127 Street Reconstruction Project, please visit [www.edmonton.ca/127StreetUpgrade](http://www.edmonton.ca/127StreetUpgrade)

# PRINCE CHARLES COMMUNITY TRAFFIC MANAGEMENT PLAN

## April 23, 2015 Information Session

### **Will I be able to access the Prince Charles neighbourhood from 127 Street during the reconstruction project?**

Access will be maintained from 127 Street to Prince Charles; however, avenue accesses will be totally closed for periods of time, in an alternating pattern, during reconstruction.

### **Why is a full traffic signal being installed at the intersection of 127 Street and 122 Avenue?**

Installation of the traffic signal at 127 Street and 122 Avenue is part of the 127 Street Reconstruction Project scheduled in 2016. As part of a separate analysis, Traffic Operations has determined that a full signal light at this intersection is necessary to improve safety; this intersection has seen 42 collisions between 2009 and 2013. Traffic will be monitored after the installation of the full traffic signal. The east-west maximum green time can be adjusted in response to observed traffic patterns.

### **How do I make a complaint about an illegally parked vehicle?**

Contact the Edmonton Police Services dispatch services and ask for the Parking Patrol section at 780-423-4567. If you reach the voice messaging system, follow the prompts for making a parking complaint.