



THE WAY WE MOVE

Belgravia/McKernan Community Traffic Management Plan

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BRINGING OUR CITY VISION TO LIFE



Committee Stakeholder Meeting – May 19, 2016

Presentation Outline

- Community Traffic Management Overview
- Stakeholder Committee Roles and Responsibilities
- Belgravia Background
- Discussion - Identify Community Traffic Concerns
- Belgravia Phone Survey
- Discussion – Goals/Measures of Success of Plan
- Traffic Calming Measures
- June Open House/Workshop



Belgravia/McKernan Community Traffic Management Plan

About the project

Traffic shortcutting is an issue in communities, with residents expressing concerns about safety and their quality of life. City Council has heard these concerns, and in response, has asked Transportation Services to explore a streamlined process to address localized and emerging traffic shortcutting and speeding issues. A pilot project was undertaken in the neighbourhoods of Crestwood, Newton, Ormsby Place and Ottewell. The lessons learned will be incorporated into a Community Traffic Management Plan Policy, currently under development. While a number of communities have expressed interest in formulating a CTMP, there are no plans to work with these communities until after the new Policy has been approved by Council.

What does this mean for your neighbourhood?

As we have already been working with Belgravia and Sherbrooke, CTMP's will be explored in these communities. This is particularly timely in the case of Belgravia, one of the communities undergoing Neighbourhood Renewal in the next couple of years. The CTMP will be developed in conjunction with the Neighbourhood Renewal process, and Engage 106/76.

Community Traffic Management

- The development and implementation of measures and programs aimed at addressing transportation issues within a community, such as reducing the use of non-arterial residential roadways by through traffic.

Traffic Management

Principles of Traffic Management:

Apply measures on an area-wide basis

- Minimize restricting access for the community where possible
- Use self-enforcing measures
- Where possible, do not impede active modes
- Consider impacts on all services (transit, snow removal, garbage pickup, emergency response)

CTMP Policy

- Public Participation Guidelines for Community Traffic Management Process approved by Council in 2003:
 - Project Initiation Traffic requirements
 - Expression of Interest signed by $\geq 25\%$ of households
 - Letter of support from the Community League
- Vote to install trial phase
- Vote to make trial phase permanent

CTMP Policy

- A policy for Community Traffic Management is currently being developed to include:
 - Lessons learned and review of best practices
 - Review of traffic management “toolbox”
 - Flexibility to address unique community needs
 - Criteria for prioritization

Stakeholder Committee

- Will reflect a balanced and representative group of community interests
- To the greatest extent possible, committee members will represent a broad spectrum of demographics, life stages, and life situations in the community
- Represent a diversity of community stakeholders, including residents, businesses, educational and religious institutions, and other established community groups and agencies
- Will represent all geographical areas of the Belgravia neighbourhood

Stakeholder Committee

- Committee members are encouraged to attend all meetings; regular attendance will help insure informed discussion and consistent representation
- The function of the committee is advisory. It will provide overall advice and guidance, but it is not a decision-making body
- The committee's contributions will facilitate the identification of specific issues that will inform the development of a traffic management plan that will be brought to the community at large for feedback

Roles and Responsibilities

Urban Transportation will:

- Champion the Community Traffic Management Plan initiative within the City.
- Develop realistic and feasible traffic management solutions based on the preferences of community stakeholders.
- Facilitate the traffic management plan approval process by stakeholders and by City Council.
- Ensure the Public Engagement plan conforms to the City of Edmonton Public Involvement Process Policy

Roles and Responsibilities

Community Traffic Stakeholder Committee:

- Volunteers representing the major stakeholders of the study area working collaboratively with the City to:
 - ✓ Provide local knowledge of their community.
 - ✓ Facilitate communication within their community.
 - ✓ Share insights and ideas on transportation issues and solutions.
 - ✓ Champion the traffic management planning process in their community.

Guiding Principles of Engagement

- Volunteers representing the community and City staff are expected to conduct discussions in a manner that is respectful of the following principles:
 - ✓ Put the best interests of the community ahead of individual stakeholder interests
 - ✓ Respect and maintain an open mind regarding the views of others
 - ✓ Allow everyone to speak without dominating the conversation
 - ✓ Constructively manage conflict between participants

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Belgravia Background



Neighbourhood Renewal 2017/2018

- Replacing pavement, sidewalks, curb and gutter
- Address missing sidewalk and shared-use path links along with missing curb ramps and geometric improvements
- Upgrading streetlights
- Does **NOT** include:
 - Saskatchewan Drive cul-de-sac
 - 76 Avenue
 - Underground utility work, alleys, or arterial roads (114 St or University Ave)

Belgravia/McKernan Community Traffic Management Plan

Belgravia Background

- 106 Street / 76 Avenue Collector Plan
 - Vision to transform 106 Street and 76 Avenue into walkable, bikeable and liveable public spaces that connect people
 - Construction of 76 Avenue through Belgravia is anticipated to begin in 2019
 - A draft concept plan for 76 Avenue was presented at an Open House on April 7
 - To find out more about the project, please sign up to become a Community Partner by visiting the project website at engage106-76.info



Belgravia Background

- McKernan-Belgravia Station Area Redevelopment Plan (ARP)
 - Approved by City Council on July 2, 2013
 - Sets out the vision for land use and zoning decisions in the neighbourhoods of McKernan and Belgravia over the next 25 years
 - On February 23, 2016, Executive Committee approved an action plan for implementing the plan using a more collaborative process

Belgravia/McKernan Community Traffic Management Plan

Belgravia Background

- McKernan-Belgravia Station Area Redevelopment Plan (ARP)



Belgravia Background

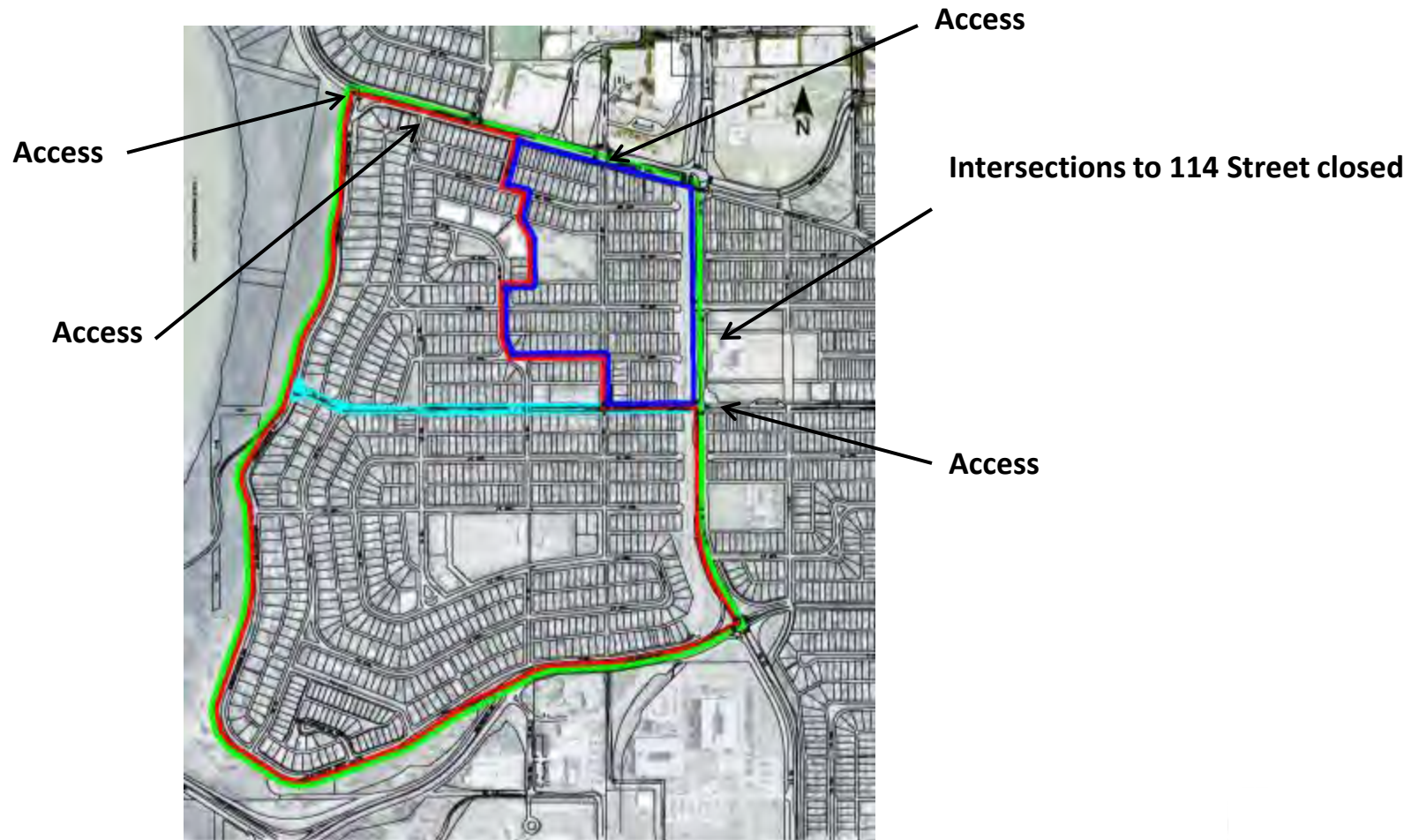
- Traffic volumes along 76 Avenue:
 - West of 114 Street: 4,100 vpd (22% decrease since 2008)
 - West of 116 Street: 2,100 vpd
 - East of Saskatchewan Drive: 1,300 vpd (16% decrease since 2008)
- Traffic volumes along Saskatchewan Drive:
 - North of 76 Avenue: 1,650 vpd
 - North of 74 Avenue: 670 vpd
- Traffic Shortcutting Survey Completed in 2014:
 - 36% shortcutting vehicles entered Belgravia through University Avenue and exited through 76 Avenue

Belgravia Background

- Vehicle Speeds (50 km/h speed limit) (March 2015)
 - West of 118 St: (2015) Average speed of 44 km/h, 85th percentile of 52 km/h

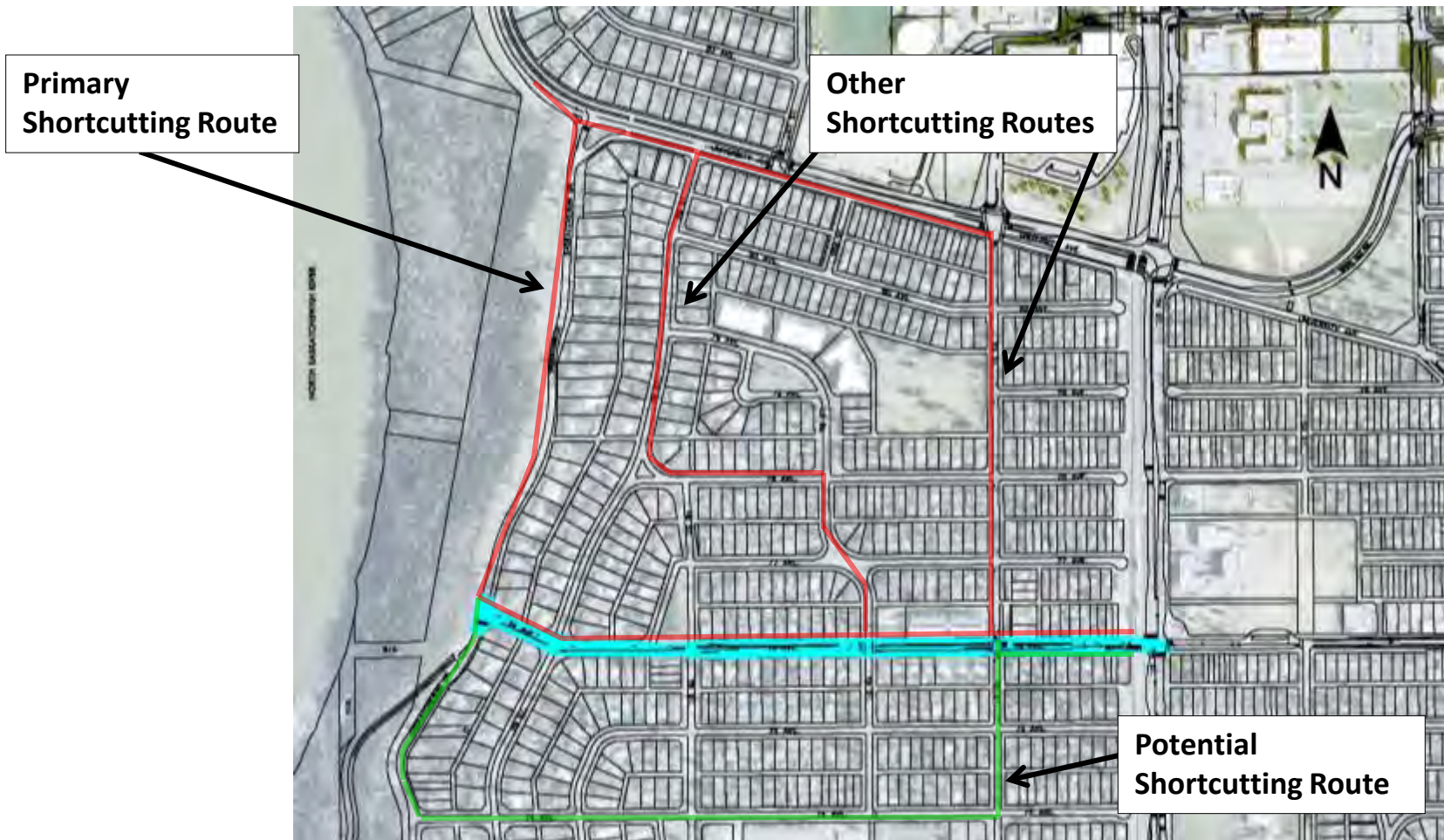
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Belgravia Background - Access



Belgravia/McKernan Community Traffic Management Plan

Belgravia Background - Shortcut Routes





Belgravia/McKernan Community Traffic Management Plan

Phone Survey Results

- 206 Belgravia residents were surveyed from November 16 to November 23, 2015
- Top Three Transportation and Traffic Related Issues
 - 44 % of respondents mentioned the LRT line
 - 44% of respondents mentioned shortcutting
 - 40% of respondents stated traffic congestion backlog

Phone Survey Results

- Respondents were satisfied with the following:
 - Access to Public Transit (i.e. Bus, LRT and DATS) (89%)
 - Traffic safety during the off-peak travel periods (76%)
 - Traffic volume during the off-peak travel periods (74%)
- 82% of respondents rated their walking comfort level as “excellent”, “very good”, or “good”
- 41% of the respondents rated their cycling comfort level as “excellent”, “very good”, or “good”



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Phone Survey Results

- 10% of the respondents said they would be comfortable with changes that would make it less convenient to enter or leave the neighbourhood
- 5% of the respondents said they would be comfortable with closing a neighbourhood entrance and exit



Belgravia/McKernan Community Traffic Management Plan

Phone Survey Results

- Regarding other priorities to be addressed in the community with respect to traffic volume and safety, respondents most often cited:
 - Improving traffic control, flow, volume or congestion in the area (17%)
 - Addressing the LRT line related traffic issues (11%)
 - Improving accessibility in and out of the neighbourhood, by adding more entrances and exits, and reducing the amount of traffic shortcutting in the area (7%)



Belgravia/McKernan Community Traffic Management Plan

Discussion from the last meeting

- Need for clear communication about changes that are coming; no surprises
- Work with committee to communicate to residents
- May not be able to eliminate shortcutting, but should be able to change behaviours to enhance safety
- "8-80" can walk independently
- Need for awareness, education
- Need for awareness of the pros and cons and possible unintended consequences of changes
- Need for safety without sacrificing access or convenience
- Need for benchmarks; more data

CTMP Process

- **Criteria for Consideration**

- Traffic Volumes above the expected traffic volume based on adjacent land uses
- Greater than 40% shortcutting on the most significant shortcutting route during the highest volume peak hour
- Average traffic speeds above the posted speed limit with 85th percentile speeds of at least 7 km/hr over the posted speed limit

Traffic Calming

Advantages of Traffic Calming:

- Reduced traffic volumes
- Lower vehicle speeds
- “Through” traffic discouraged
- Fewer conflicts between road users
- Enhanced safety
- Enhanced environment – a more walkable, bikable and livable neighbourhood

Traffic Calming

Disadvantages of Traffic Calming:

- Reduced accessibility (residents, emergency vehicles)
- Diversion of traffic to adjacent routes
- Interference with other modes
- May be visually unattractive (especially trial measures)
- Maintenance
- Enforcement requirements
- Cost

Traffic Calming

Four Types of Traffic Calming Measures:

- Vertical Deflection
- Horizontal Deflection
- Obstruction
- Signage

Vertical Deflection

Speed Hump/Speed Cushion/Speed Table



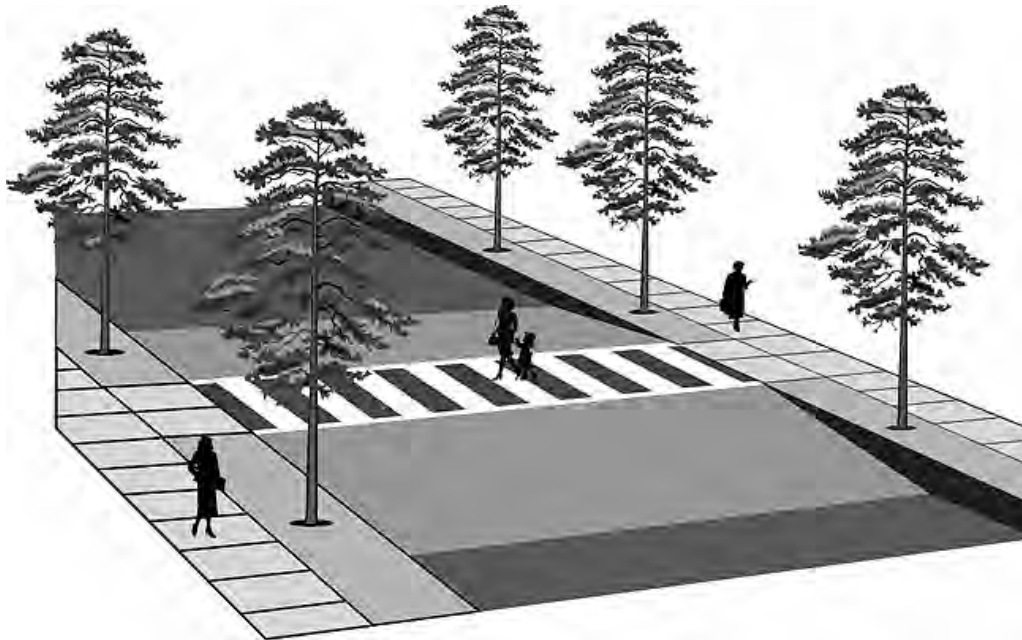
109 Street (Pleasantview)

- Relatively inexpensive
- Effective at slowing speeds
- Little impact to cyclists if designed properly
- “Rough Ride”
- May increase noise
- Questionable aesthetics

*speed cushions are shorter versions of speed humps that are placed with a space between, allowing larger vehicles to ‘straddle’ the humps

Vertical Deflection

Raised Crosswalk



www.ite.org

- Turns an entire crosswalk into a speed hump (with similar advantages/disadvantages)
- Enhances pedestrian safety
- May be expensive
- Not as effective in reducing speeds as speed humps
- Need to consider drainage and maintenance issues

Vertical Deflection

Raised Intersection



- Enhance safety for both pedestrians and vehicles
- Calm two streets at once
- May be expensive
- Need to consider drainage

Ritchie

Horizontal Deflection

Chicane



Westmount

- Effectively reduces speeds
- Easily negotiable by large vehicles except under heavy traffic
- May be expensive
- Maintenance concerns
- May impact parking and driveway access

Horizontal Deflection

Curb Extension



96 Avenue (Crestwood)

- **Narrow lanes (3.0 metres)**
- **May slow right turning vehicles – particularly large vehicle turns**
- **May require parking removal**
- **Enhances pedestrian circulation but may impede cyclists**

Horizontal Deflection

Raised Median Island



- Enhances pedestrian safety
- Reduces traffic speeds
- May require elimination of some on-street parking
- May reduce driveway access
- Enforcement is a challenge

University Avenue (McKernan)

Horizontal Deflection

Traffic Circle



Crestwood



- Calms two streets at once
- Expensive
- Requires sufficient roadway space

Obstruction

Directional Closure



- Effective at reducing traffic volumes
- Can maintain two-way bicycle access
- May limit access to businesses
- May create circuitous routes for local residents and emergency services

112 Street (McKernan)

Obstruction

Median Barrier



- Reduces short-cutting traffic
- Provides pedestrian refuge area
- May increase trip length
- May impact emergency response
- Maintenance issues

McKernan

Obstruction

Full Closure



78 Avenue (McKernan)

- Eliminates non-local traffic
- Can maintain pedestrian and bicycle access
- Requires legal procedures
- May create circuitous routes for local residents and emergency services
- May limit access to businesses
- May be expensive

Obstruction

Intersection Channelisation



108A Avenue (McCauley)

- Prevents “through” access into community
- Reduces short-cutting traffic
- Shorter pedestrian crossing distances
- May divert traffic to other streets
- Little to no effect on speeds
- Consideration of emergency vehicle access

Obstruction

Diverter



Canora



- Maintains bicycle and pedestrian access
- Reduces collision potential
- Reduces short-cutting traffic
- May increase trip length
- May be expensive

Signage

Prohibited Turns



96 Street (McCauley)

- Low cost
- Reduces shortcutting traffic
- Little impact to speeds
- Enforcement required for effectiveness; violation rates can be high
- Adds to sign clutter

Signage

One-Way



- More effective than turn prohibitions but still requires enforcement

106 Avenue (McCauley)

Signage

Yield Signs / Stop Signs / All-Way Stops



- Generally NOT used for Traffic Calming
- Level of control must be rational to drivers
- Requires enforcement



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Next Steps

- The date for the June Open House will be finalized
- The format will likely be a Drop-In Open House format
 - Presentation
 - Maps
 - Facilitators
 - Stakeholders



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Questions?