



Transportation Services

Pleasantview Community Traffic Management Plan

What We Heard
February 03, 2016

Agenda

- Welcome and Introductions
- Background
- What We Heard
- Next Steps
- Question & Answer
- Wrap-up



Background/Context

Project Initiation



Develop options



Input
on proposed
plan



Trial
ongoing
feedback

Project Initiation

- History of traffic concerns in the community
- Community group survey identified concerns with traffic & safety
- Expression of Interest (signed by 25% of households)
- Council approved

Background/Context



Project Initiation



Develop options



Input
on proposed
plan



Trial
ongoing
feedback

Milestones

- March 2014: Drop-in Workshops to provide feedback on potential traffic measures
- April 2015: Public Meeting to review plans for the trial traffic measures
- July 2015: Trial traffic measures installed

Current Status



Feedback

- **266** participants at 3 workshops
- **205** respondents to phone survey
- **550** inquiries/comments to project email and hotline since trial installation in July, 2015



What We Heard

An aerial photograph of a residential street. On the left side, there is a row of multi-story townhouses with dark roofs and light-colored facades. A road runs parallel to the townhouses, featuring a trial traffic management measure with a double yellow line down the center and a narrow lane on the right. Several cars are visible on the road. To the right of the road is a sidewalk with trees and a few people walking. The background shows more residential buildings and greenery.

Workshops

Key themes indicate:

- An overall concern with the trial traffic management measures
- A desire for the trial to be removed
- The trial measures have negatively impacted the community by creating driver, cyclist and pedestrian safety risks
- A desire to deal with speeding traffic

What We Heard



Workshops

Key themes indicate:

- Concern with increased congestion and safety issues caused by traffic being diverted onto 105 Street.
- Solution to the 105 Street issues is to return 106 Street to a two-way road
- Concerns with the curb extensions along 109 Street

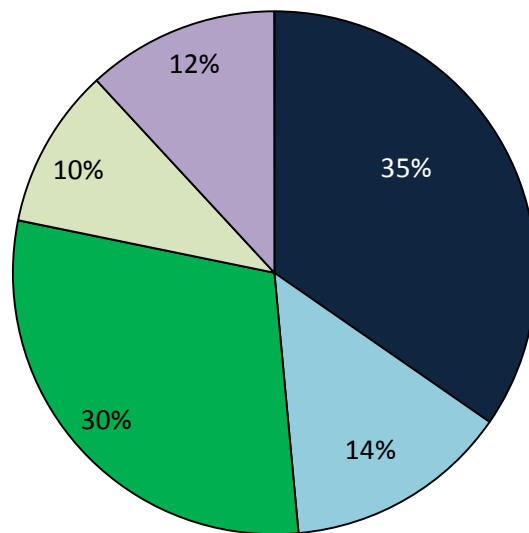
What We Heard

Telephone Survey

205 completed phone surveys

100% of respondents
are Pleasantview
residents

Based on your mailing address, where in Pleasantview is your home?



- West of 104 Street/Calgary Trail and east of, but not including, 106 Street
- Along 106 Street between 51 Avenue and 61 Avenue
- West of, but not including, 106 Street and east of, but not including, 109 Street
- Along 109 Street between 52 Avenue and 61 Avenue
- West of, but not including, 109 Street and east of 111 Street

Does not add to 100% due to rounding

What We Heard



Telephone Survey

- **58%** say traffic safety has declined
- **13%** say traffic safety has improved

Top reasons cited for decline: Motorists disobey traffic laws, speeding and traffic volumes continue to be high, road barriers/modifications are unsafe because they narrow the road

What We Heard



Telephone Survey

106 Street modification to one-way:

- **62%** not comfortable with this modification
- **22%** comfortable with this modification

Curb extensions at 58th and 60th Avenues on 109th Street:

- **52%** not comfortable with this modification
- **20%** are comfortable with this modification

What We Heard



Telephone Survey

- **65%** say remove the traffic measures and have traffic go back to the way it was
- **54%** say remove the traffic measures but continue to address speeding
- **36%** say keep the traffic measures but address the traffic diverting onto 105 Street

An aerial photograph of a residential street. On the left side, there is a row of multi-story townhouses with dark roofs and light-colored facades. A paved road with a double yellow line runs down the center. Several cars are visible on the road. On the right side, there is a sidewalk with trees and a few people walking. The background shows more residential buildings and greenery.

Next steps

A New Direction

- Based on the feedback a new approach will be taken:
 - Focus on speed reduction and school site safety
 - Traffic volumes will not be addressed
- Trial traffic measures to be removed
- Report to City Council's Transportation Committee on traffic management trial on March 23, 2016

Next steps

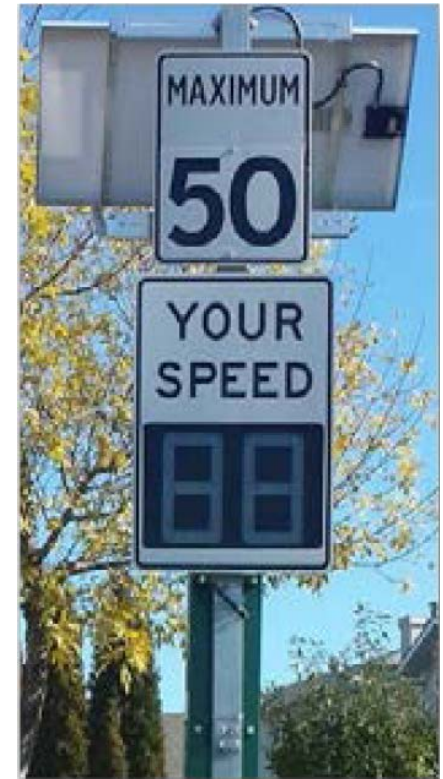
A New Direction

- Driver Feedback Signs
- School Site (Mount Pleasant School)
 - School Safety Review
 - School Drop-off
- Speed Humps
- Speed Limit Reduction Discussions

Next steps

Driver Feedback Signs

- Captures the speed of approaching vehicles and displays it
- City of Edmonton study found:
 - Average vehicle speeds reduced between 8 km/h to 10 km/h
 - Posted speed limit compliance increased by 18% to 25%





Next steps

School Site (Mount Pleasant School)

- **School Safety Review**
 - Video analytics assessing critical incidents and near misses
 - Some considerations are enhanced crosswalks and pedestrian crossing controls, sightline improvements, enhanced signage, driver feedback signs
 - Installation of recommendations before September 2016
- **School Site Drop-off**
 - Budget reinstated by City Council December, 2015.
 - School boards set the priority locations
 - City will recommend Mount Pleasant School for consideration

Next steps

Speed Humps

- Piloted in 3 neighbourhoods in 2015
- Pilots found speed humps are:
 - Unsuccessful in reducing traffic volumes
 - Successful in reducing traffic speeds along corridors
- Public support of speed humps varies by neighbourhood





Next steps

Speed Limit Reduction

- Cities of Edmonton and Calgary are currently in discussions with the Province of Alberta regarding processes for reducing speed limits in neighbourhoods in the province
- No decisions have been made to date on this issue

Q & A

Questions

Closure



- Evaluation Form
- www.edmonton.ca/pleasantviewtraffic



An aerial photograph of a city street scene. On the left, there are multi-story residential buildings with colorful facades. A blue bus is driving on the road. Several cars are also visible. The street is lined with trees and has a sidewalk with pedestrians. In the background, more modern buildings and a park area are visible.

Transportation Services

Thank you.