



Community Traffic Management Planning: A Tale of Two Communities

CITE Conference 2016

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Traffic Calming is Hard

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Traffic Calming is Hard

Posted by Michael Walters on February 04, 2016

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The traffic calming trial measures in Pleasantview are coming out soon. We've heard overwhelmingly from from the residents of this community that these measures have not worked. In fact, in a Banister survey, 93% of residents felt the measures made the community less safe. More importantly, the early traffic count data was striking. Our hope was the original high volume of traffic on 106 street would be diverted away from the community rather than dispersed through it. But local roads like 105 Street, which carried less than 1000 cars per day originally, were now approaching 3000 cars. This is not what we hoped for and many people are happy the trial has been ended.

However, there is no great cause for celebration in my view. Removing the trial does not solve the original issue that saw nearly 9000 cars a day on 106th street, with 60% of them speeding. 106 Street is a collector road designed for 5000 cars per day. The story is similar on 109 Street.

And it's certainly difficult for the volunteer members of the community traffic safety committee who worked for 100s of hours collectively over two years, and in some cases

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Background



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

Process



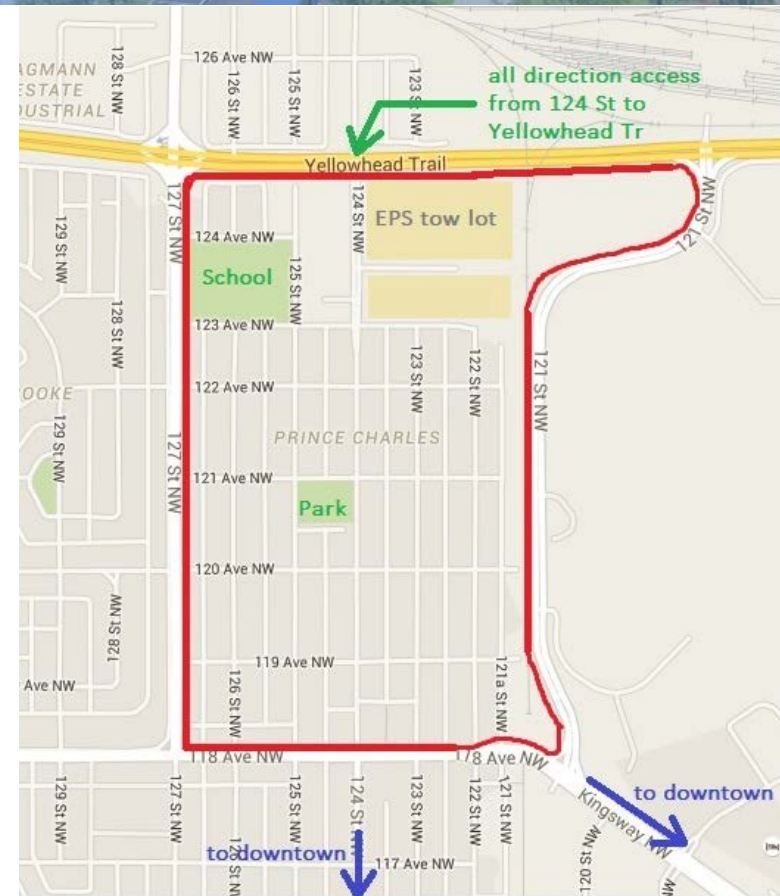
Project Chronology:

- In October 2012, the traffic management process initiated
- In 2014, new pilot program approved after process challenges
- In July 2015, trial traffic plans installed in both neighbourhoods

Prince Charles

Community Details:

- 350 households
- Industrial/commercial along 118 Avenue and 121 A Street
- 124 St carried 6,300-7,600 vehicles per day
- Average vehicle speeds exceeded the posted speed limit along 124 Street
- 85th percentile speeds higher than 57 km/h along 124 Street



Prince Charles

Project Details:

- Total cost of project: \$207,000 plus 1800 hours of staff time since December 2013
- Extensive public involvement over 2.5 years
- Trial traffic measures included curb extensions and a road closure
- Prince Charles trial plan is ongoing



Prince Charles

Curb Extensions



Prince Charles

Road Closure



After 1 week, additional barriers had to be added due to 'off roading'. Barriers continue to be hit on a regular basis.

Prince Charles

Results so far.....

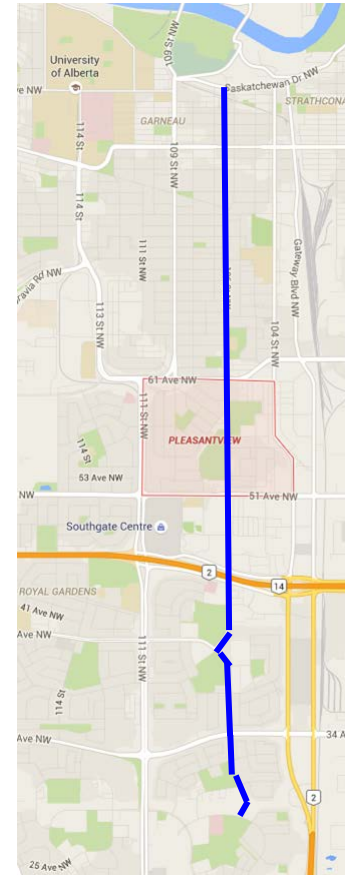
- Traffic on 124 Street has decreased to 900-3,900 vehicles per day
- Most speeds on 124 Street are within the 50 km/h speed limit
- More than 60% of residents are comfortable with the road closure and feel it has been effective
- Reviews of the curb extensions are mixed
- 32% of residents and 51% of local business are not satisfied with the overall result of the process

Pleasantview

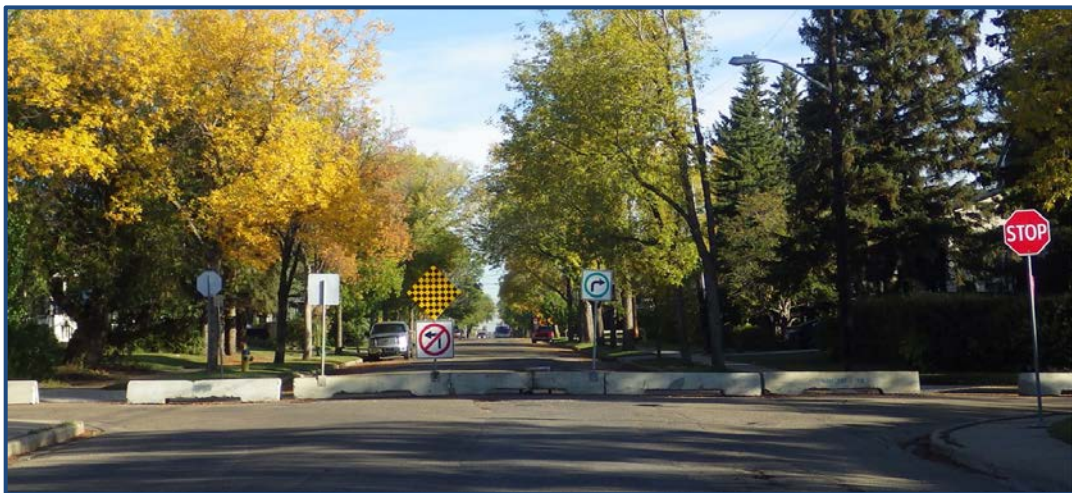


Project Details

- Total cost of project: \$630K plus 2200 hours of staff time
- Trial phase installation consisted of:
 - 109 Street - curb extensions, centre median
 - 106 Street - one-way conversion, intersection modification
- Extensive public involvement over 2.5 years



Pleasantview



Pleasantview



News Coverage

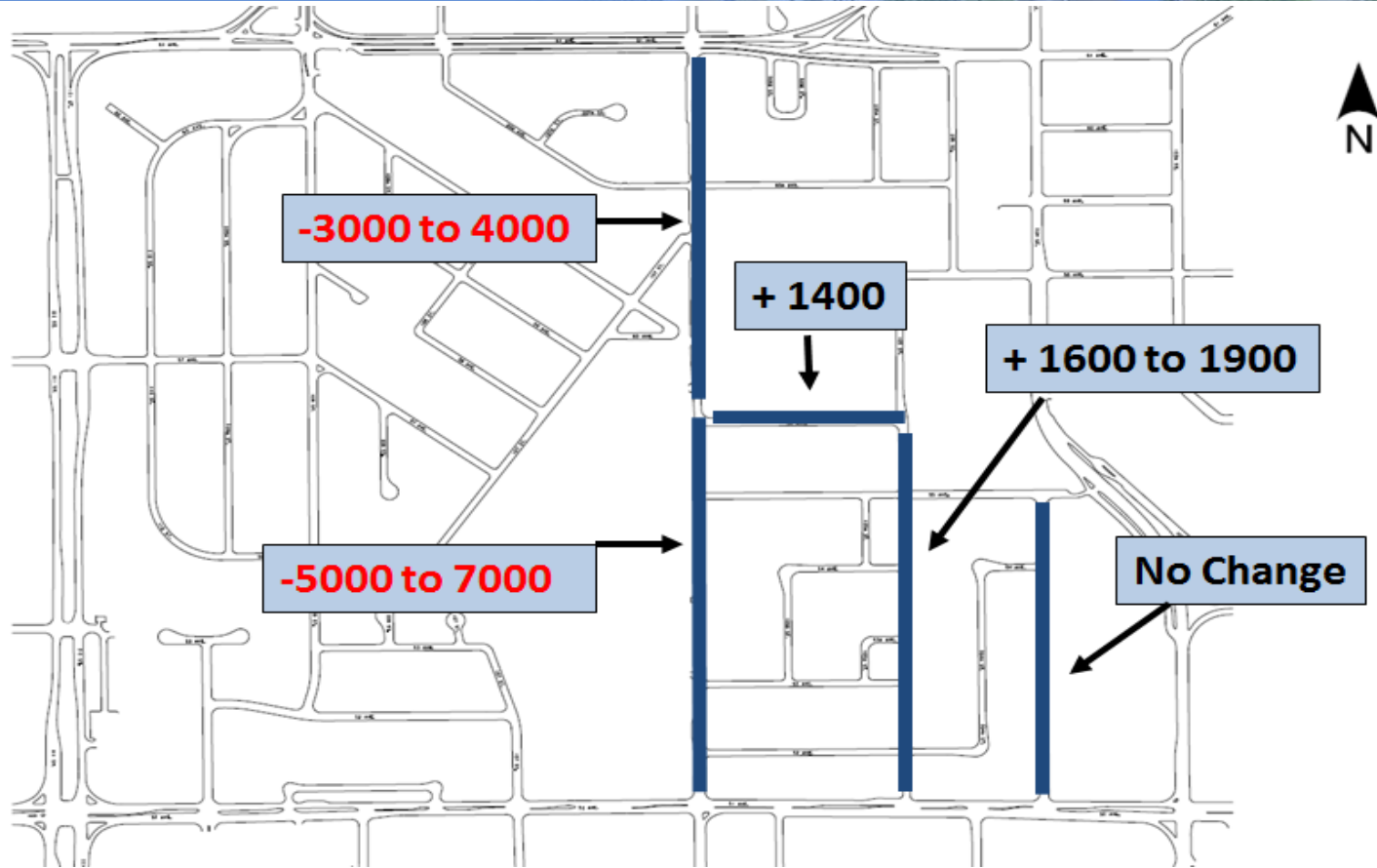
[Trial Period 106 Street](#)

[109 Street Barriers Removed](#)

[Trial Removal](#)

[Divided Community](#)

Pleasantview



Pleasantview

Key workshop themes indicate:

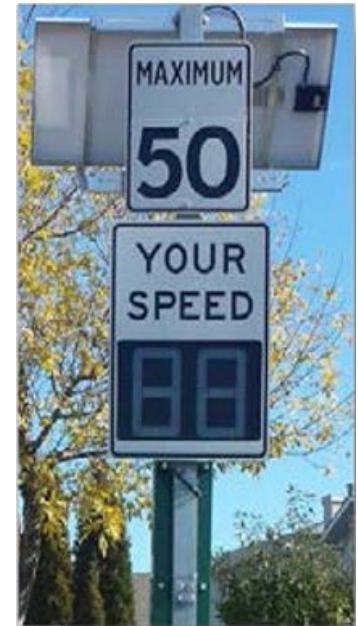
- An overall concern with the trial traffic management measures
- A desire for the trial to be removed
- The trial measures have negatively impacted the community by creating driver, cyclist and pedestrian safety risks
- A desire to deal with speeding traffic
- Concern with increased congestion and safety issues caused by traffic being diverted, and the solution is to return 106 Street to a two-way road



Pleasantview

Pleasantview trial plan was removed February 2016

- Driver Feedback Signs installed on 106 St and 109 St
- School Site Safety Review to be conducted
 - 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





Community Traffic Management Audit

Completed in 2015 to provide greater clarity and consistency for the management of traffic shortcutting issues.

Key findings included:

- The development of a Community Traffic Management Policy
- The implementation of shorter-term options to deal with more localized shortcutting issues

Traffic Shortcutting Pilot Project

Develop a streamlined process to address localized and emerging traffic shortcutting and speeding issues:

- 4 neighbourhoods
- Met with concerned citizens, Community Leagues, Ward Councillors in combination with drop-in public meetings
- Traffic management measures included speed humps/tables, driver feedback signs, signal timing reviews and the restriction of vehicle access



An aerial photograph of a residential street. On the left, there are multi-story townhouses with colorful facades. The street has a double yellow line down the center and several cars parked along the side. On the right, there is a sidewalk with trees and a few people walking. The image is overlaid with a blue gradient.

Traffic Shortcutting Pilot Project

Questionnaire Results:

- Public Involvement Process
 - Most of the respondents were aware of the traffic management process
 - Half felt they had enough information to clearly understand the project
 - One-third felt there were opportunities to provide input into decisions
- Traffic Management Measures
 - Were split in their comfort level with the speed humps and speed tables
 - One-quarter indicated the traffic management measures improved the traffic safety
 - One-third indicated the traffic management measures benefited their community

Lessons Learned

- Project initiation criteria needed
 - Criteria – traffic is not always the only problem
- Community awareness and education is key
- Clear roles and responsibilities are important
- Unexpected elements will come up
 - Need to allow for it with flexibility in schedule and process
- Traffic management measures
 - Responsive to community needs



Next Steps



Policy on Traffic Shortcutting under development to include:

- Ways to address traffic shortcutting in a proactive manner
- Clarification on the single point of contact within the City
- Analysis of best practices from other municipalities



Questions?