

Traffic Shortcutting Issues

Interim Planning Update

Recommendation:

That the August 19, 2015, Transportation Services report CR_2773, be received for information.

Report Summary

This report outlines strategies to address traffic shortcutting concerns in four neighbourhoods as part of phase one of an expedited traffic management process.

Previous Council/Committee Action

At the July 7, 2015, City Council meeting, the following motion was passed:

That Administration provide a report to Transportation Committee, on interim actions that will be taken to address minor traffic shortcutting issues as they arise (hot spots).

Report

Arterial roadways are intended to carry traffic travelling longer distances, typically around, and not through, residential communities. When drivers leave the arterial road network to find quicker or easier routes through a community's residential roads, citizens of that community become concerned about their safety and quality of life. Currently, 26 communities have approached Transportation Services with requests for traffic management in response to shortcutting-related issues.

The City of Edmonton has had a Community Traffic Management program for the past 30 years, and has been working with communities to address traffic shortcutting issues since the mid-1980's. The need to mitigate traffic shortcutting issues has been entrenched in both the 1999 Transportation Master Plan and the current Transportation Master Plan: "The Way We Move". In 2003, City Council approved "Public Participation Guidelines for the Community Traffic Management Process", a document that guides Transportation Services in delivering programs to address traffic shortcutting.

In October 2014, Transportation Committee approved the implementation of a pilot process to assess changes to public participation guidelines for the Community Traffic Management Process. The proposed changes would give communities a greater role in guiding the process, and more flexibility in determining how the guidelines would be applied to meet the needs of the community. This process is currently being piloted in the Prince Charles and Pleasantview communities. Over this past winter and spring, the Prince Charles and Pleasantview Traffic committees consulted with City staff to decide on specific traffic calming measures for their neighbourhoods. These traffic calming measures were installed in July in Prince Charles and Pleasantview on a trial basis.

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The trials will be in place until Spring 2016. After the trial phase, an assessment of the traffic measures will determine if the installations should be made permanent.

City Council has also recently approved the City Auditor's recommendation that Administration develop a City Policy for Community Traffic Management; this policy will be considered in June of 2016. As a key finding of the audit, the City must be able to quickly respond to community concerns with traffic modification strategies to provide the best chance to curb traffic shortcutting issues before they affect the safety and quality of life of citizens.

The 2015 "Traffic Shortcutting Audit" reviewed practices in other municipalities, including the City of Calgary, and based on the findings of this review, suggested that there may be shorter-term options to deal with emerging and more localized shortcutting issues in some neighbourhoods. In response to this suggestion, Transportation Services has begun to develop an expedited program that may be applied to selected neighbourhoods where shortcutting is considered to be localized - confined primarily to one roadway / route through the neighbourhood.

Seven neighbourhoods were shortlisted for consideration based on the nature and scope of the reported shortcutting issues: Ormsby Place, Crestwood, Parkview, Ottewell, Highlands, Newton, and Sherbrooke. Four of these neighbourhoods have been selected for this first phase of the program: Ormsby Place, Crestwood, Ottewell, and Newton. Further detail on each of the four neighbourhoods selected, including available background information and potential solutions to address key issues, is included in Attachment 1.

All potential traffic management measures were reviewed for applicability for this initiative. However, given the nature of the expedited program, only those measures that can be implemented in the short term, without incurring significant costs, are being considered as potential solutions to address the shortcutting concerns. These include:

- Signal timing changes on adjacent arterials to improve traffic flow
- Signal timing changes at entrances / exits from the neighbourhood to discourage shortcutting
- Review of traffic sign controls (stop and yield signs) and changes as required
- Mini-roundabouts
- Turn bans (all day or portions of the day)
- Conversion to a one-way roadway
- Speed humps (where interference with drainage is minimal)
- Digital feedback signs for speed limits

While public engagement is necessary for any traffic management program, the short turnaround time anticipated with this new Traffic Shortcutting pilot project will constrain typical public engagement strategies in favour of faster implementation of traffic management measures to better respond to concerns voiced by the communities. There is also the constraint that implemented measures and outcomes are expected to be reported back to Transportation Committee on October 7, 2015. While traditional

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engagement practice timelines will be modified, meetings with Councillors, Community Leagues, and the citizen(s) who initiated the shortcutting concern will still take place early in September, with wider notification of the adjacent / impacted residents and stakeholders to follow immediately, and implementation to occur in the last two weeks of September.

Policy

Public Participation Guidelines for the Community Traffic Management Process.

Budget/Financial Implications

The first phase will be funded by existing Transportation Operations.

Later phases would require a long-term funding strategy, which may include funding from the Traffic Safety Strategy and Neighbourhood Renewal Programs, or from the Traffic Safety and Automated Enforcement Reserve.

Attachment

1. Traffic Shortcutting Initiative - Pilot Project Neighbourhoods

Attachment #1

Traffic Shortcutting Initiative - Pilot Project Neighbourhoods

Neighbourhood: Ormsby Place

- Key Issue: Shortcutting / speeding on Ormsby Road East between 69 Avenue and Callingwood Road
- Roadway Type: Collector road, built to Collector standard
- Characteristics: 11.4 metre roadway width, little on-street parking, front driveway access
- Daily Traffic Volume: 1,400 vehicles per day (2013)
- Average Speed: 44 km/hr (2013)
- 85th Percentile Speed: 57 km/h (2013)
- Shortcutting: no available data
- Collision Activity: 8 collisions in past five years
- Proposed Measures: Forced right turn northbound at 69 Avenue except for ETS; forced left turn southbound at 69 Avenue except for ETS; through movements banned at all times; installation of Digital Feedback Sign southbound on Ormsby Road East for speed awareness
- Other Options: None; any measures implemented directly on Ormsby Road East will divert traffic to Ormsby Road West
- Further Data Requirements: Intersection count "before" implementation on 69 Avenue at Ormsby Road; shortcutting survey
- Public Involvement: Meeting with Ward Councillor; meeting with Community League; hand-delivered bulletin with contact information to west Ormsby and west Lymburn only; on-road information signs prior to implementation
- Risks: Non-compliance with the turn bans may create a safety issue; will likely require ongoing enforcement
- Coordination With Renewal: No opportunity; overlay is underway for neighbourhood local roadways only in 2015

Neighbourhood: Crestwood

- Key Issue: Shortcutting / speeding on 95 Avenue and 96 Avenue between 142 Street and 149 Street
- Roadway Type: 95 Avenue (west of 146 Street) and 96 Avenue are Collector roads / bus route, built to a Collector standard, 95 Avenue (east of 146 Street) is a Local road
- Characteristics: 96 Avenue is 11.6 metres wide, little on-street parking, few front driveways; 95 Avenue is 10.3 metres wide, little on-street parking, few front driveways
- Other Information: Traffic management measures were previously implemented in Crestwood in 2004 (curb extensions, roundabout)
- Daily Traffic Volume: an estimated 3,300 vehicles per day on 96 Avenue west of 143 Street (2012); 2,500 vehicles per day on 95 Avenue west of 142 Street (2013)
- Average Speed: 50 km/h (2013)
- 85th Percentile Speed: 58 km/h (2013)
- Shortcutting: shortcutting surveys completed during the time the Crestwood Community Traffic Management Plan trial measures were in place (2002) indicated a reduction of 25% in daily traffic volume on 95 Avenue, and a 20% reduction on 96 Avenue
- Collision Activity: 17 collisions in past five years
- Proposed Measures: Speed hump on 96 Avenue; speed hump east of MacKenzie Drive and east and west of 143 Street on 95 Avenue
- Other Options: Mini-roundabouts are not possible due to driveway and drainage constraints; eastbound double left turn dismissed as it could result in increased shortcutting on 95 Avenue through Sherwood and West Jasper Place;
- Further Data Requirements: Speed data for 96 Avenue, shortcutting survey
- Public Involvement: Meeting with Ward Councillor; meeting with Community League; hand-delivered bulletin with contact information to properties / stakeholders along 95 and 96 Avenues; on-road information signs prior to implementation
- Risks: Speed humps will impact transit service and add to response times for emergency response; speed humps will also impact winter roadway maintenance; speed humps on 95 Avenue may also impact a future separated cycling facility on 95 Avenue
- Coordination With Renewal: No opportunity; significant renewal was undertaken in 2003/04

Neighbourhood: Ottewell

- Key Issue: Shortcutting / speeding on 94B Avenue between 50 Street and 75 Street, particularly in the AM Peak
- Roadway Type: Collector road / bus route, built to Collector standard; posted speed limit is 40 km/h
- Characteristics: 11.5 metre roadway width, on-street parking, no front driveway access; pedestrian signals crossing both 50 Street and 75 Street at 94B Avenue; four-way stop at 94B Avenue and Ottewell Road
- Other Information: Community is also concerned about growing traffic and changing traffic patterns associated with school consolidation in the neighbourhood
- Daily Traffic Volume: 1,700 to 1,900 vehicles per day (2013)
- Average Speed: 43 km/h (2013) (note: posted speed limit is 40 km/h)
- 85th Percentile Speed: 52 km/h (2013)
- Shortcutting: No available data
- Collision Activity: 10 collisions in past five years
- Proposed Measures: Speed humps (7 to 8 placed at approximately 150 m spacing); Digital Feedback Sign to display speeds on 94B Avenue; review signal timings to improve flow on 50 Street
- Other Options: Northbound left turn ban in AM Peak at the intersection of 94B Avenue and 50 Street is not feasible, as it will take away necessary access (the only "inbound" access to the neighbourhood from 50 Street, since 92 Avenue is one-way "outbound")
- Further Data Requirements: Turning movement counts for 94B Avenue at both 50 and 75 Streets, shortcutting survey
- Public Involvement: Meeting with Ward Councillor; meeting with Community League; hand-delivered bulletin with contact information to properties and stakeholders along 94B Avenue; on-road information signs prior to implementation
- Risks: Speed humps will impact transit service and add to response times for emergency response; speed humps will also impact winter roadway maintenance
- Coordination With Renewal: No opportunity; renewal is currently anticipated in the next budget cycle

Neighbourhood: Newton

- Key Issue: Shortcutting / speeding on 121 Avenue west of 50 Street
- Roadway Type: Local road
- Characteristics: 9.3 metre roadway width; little on-street parking; flanking lots with some driveway access
- Other Information: Traffic volumes may be attributable to the use of the road by neighbourhood residents to access 50 Street at the signalized intersection
- Daily Traffic Volume: 1,800 vehicles per day (2014)
- Average Speed: 49 km/h (2012)
- 85th Percentile Speed: 59 km/h (2012)
- Shortcutting: no available data
- Collision Activity: 4 collisions in past five years
- Proposed Measures: 3 speed humps west of 50 Street (approximately 150 m spacing)
- Other Options: Roadway is too narrow for mini-roundabouts; east-west greentime at the traffic signal is already minimized
- Further Data Requirements: shortcutting survey
- Public Involvement: Meeting with Ward Councillor; meeting with Community League; hand-delivered bulletin with contact information to properties and stakeholders along 121 Avenue; on-road information signs prior to implementation
- Risks: Speed humps will impact transit service and add to response times for emergency response; speed humps will also impact winter roadway maintenance
- Coordination With Renewal: No opportunity; renewal is currently anticipated in 2018

week of 14 - flyer to all homes
Sep 28 proposed date for speed hump

#'s before

#'s after

Non impeding