

The background image shows a waterfront scene with a concrete pier and metal railings in the foreground. In the middle ground, there's a body of water with several wooden pilings. In the background, a white boat is docked, and two flags are visible on poles against a blue sky with light clouds.

Cloverley Neighbourhood Traffic Management Plan

Presented July 5, 2016

Engineering, Parks and Environment

Today's objectives

1. Introduce goal of Cloverley Neighbourhood Traffic Management Plan
2. Share outcomes of neighbourhood survey
3. Inform public of possible traffic management measures (benefits, limitations)
4. Gather input on preferred management measures and locations for measures

Agenda

6:10 pm	Opening / introductions
6:20 pm	Background & Survey Results
6:35 pm	Introducing Traffic Measures
6:50 pm	Exercise Introduction
7:00 pm	Exercise
7:50 pm	Wrap-up

Introduction and Context

Background Information Survey
Outcomes

Purpose of this project

Enhance safety and livability of the neighbourhood.

This means:

- Accessibility for residents
- Safe streets for all residents
- Community health is protected

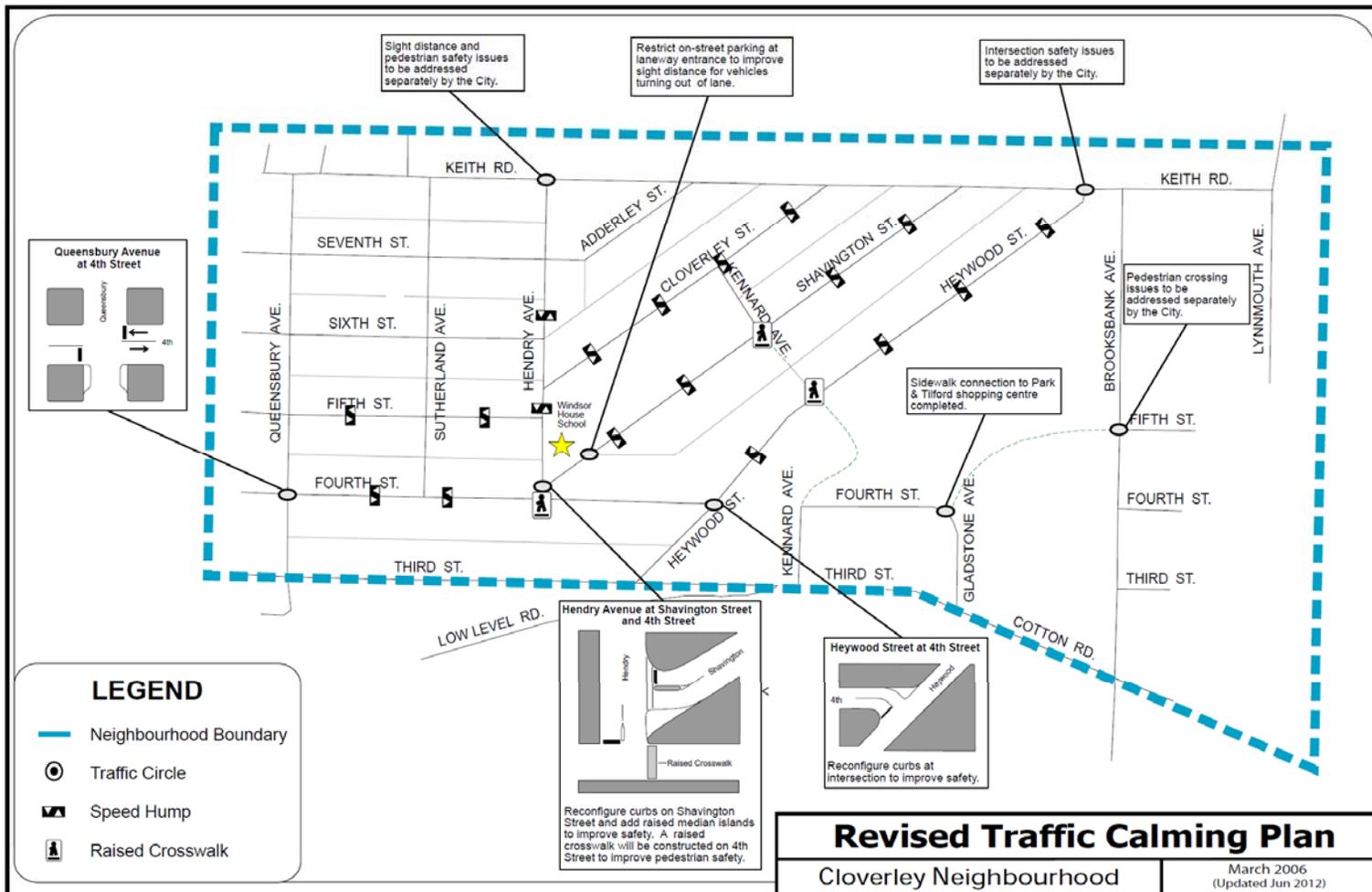
Achieve this by reducing volumes and speeds of traffic using local roads as a cut-through

Process

- | | |
|--------------------|---|
| May 2016 | - Collect traffic data and resident feedback |
| July 2016 | - Hold public open house #1 |
| Summer 2016 | - Prepare a draft Traffic Management Plan |
| Sept 2016 | - Public open house #2 to present draft TMP |
| Oct 2016 | - Finalize Traffic Management Plan & Notify residents |
| Fall 2016 | - Install temporary measures |
| Early 2017 | - Evaluate temporary measures |
| Spring-Summer 2017 | - Install permanent measures |

Who's in the Room

2003 Traffic Calming Plan



Further context on scope & clarification

- Board of Parking Lot Topics
 - 3rd Street / Moodyville Area
 - Road construction, including Keith Road Bridge & Highway 1 Interchange Upgrades
 - Other issues including speeding and traffic safety issues on East Keith

Ground rules for today's meeting

Scope of engagement today:

Co-create → multiple opportunities to shape final plan, within constraints (budget, scope)

- Listen with respect
- Put ourselves in others' shoes
- Share their local knowledge constructively

Community Survey

Key Messages and Outcomes

Community survey

Dates

May 16 – May 31, 2016

120 responses (approx. 500 households in area)

Key Messages

- 89% of respondents agree that short-cutting is an issue
- Short-cutting occurs more than once a week

Reported congestion & speeding

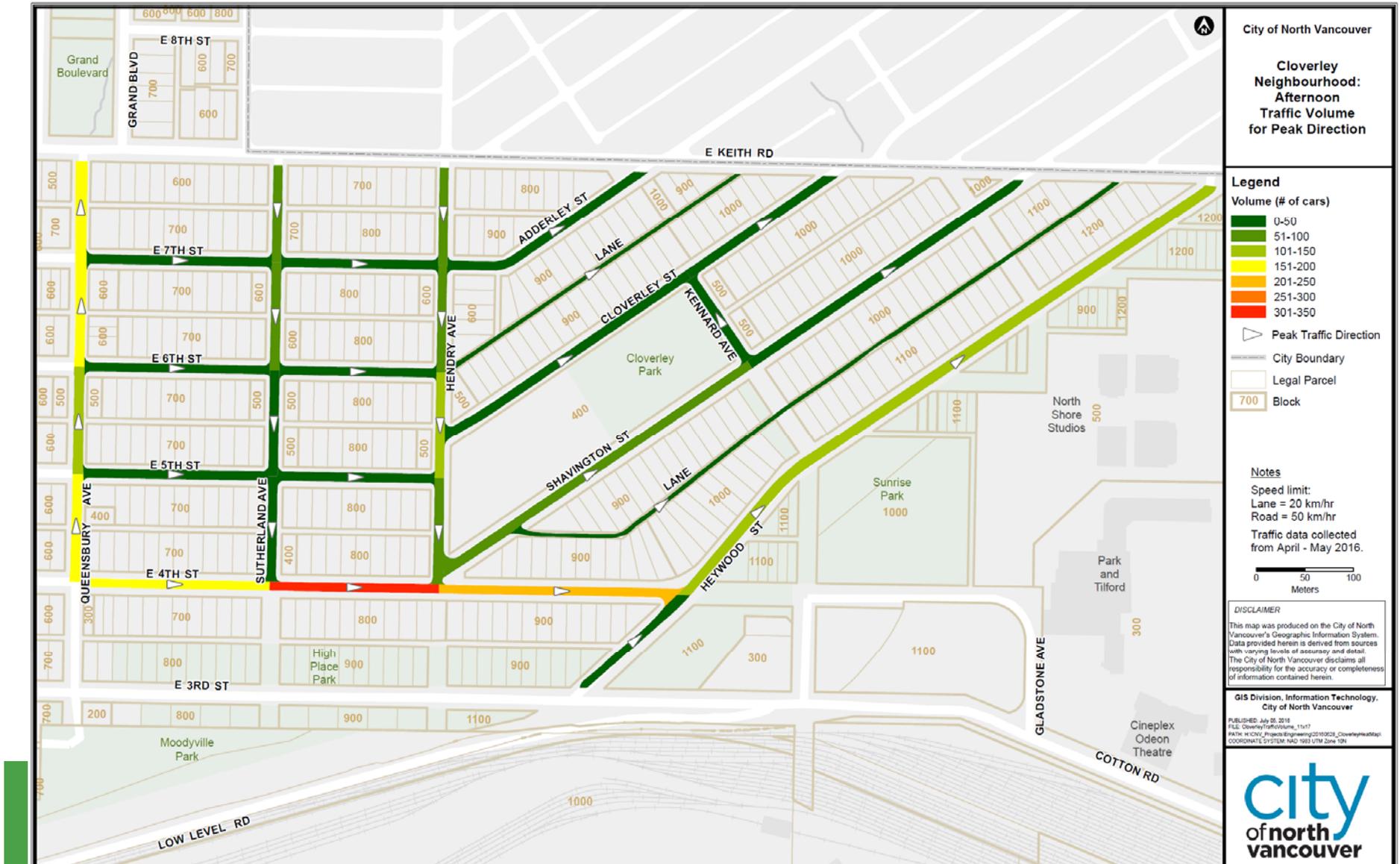
Congestion

- 4th Street, 5th, and 7th / Adderley - eastbound
- Lane between Shavington & Heywood - eastbound
- Shavington - eastbound
- Heywood – eastbound and westbound
- Hendry – northbound and southbound

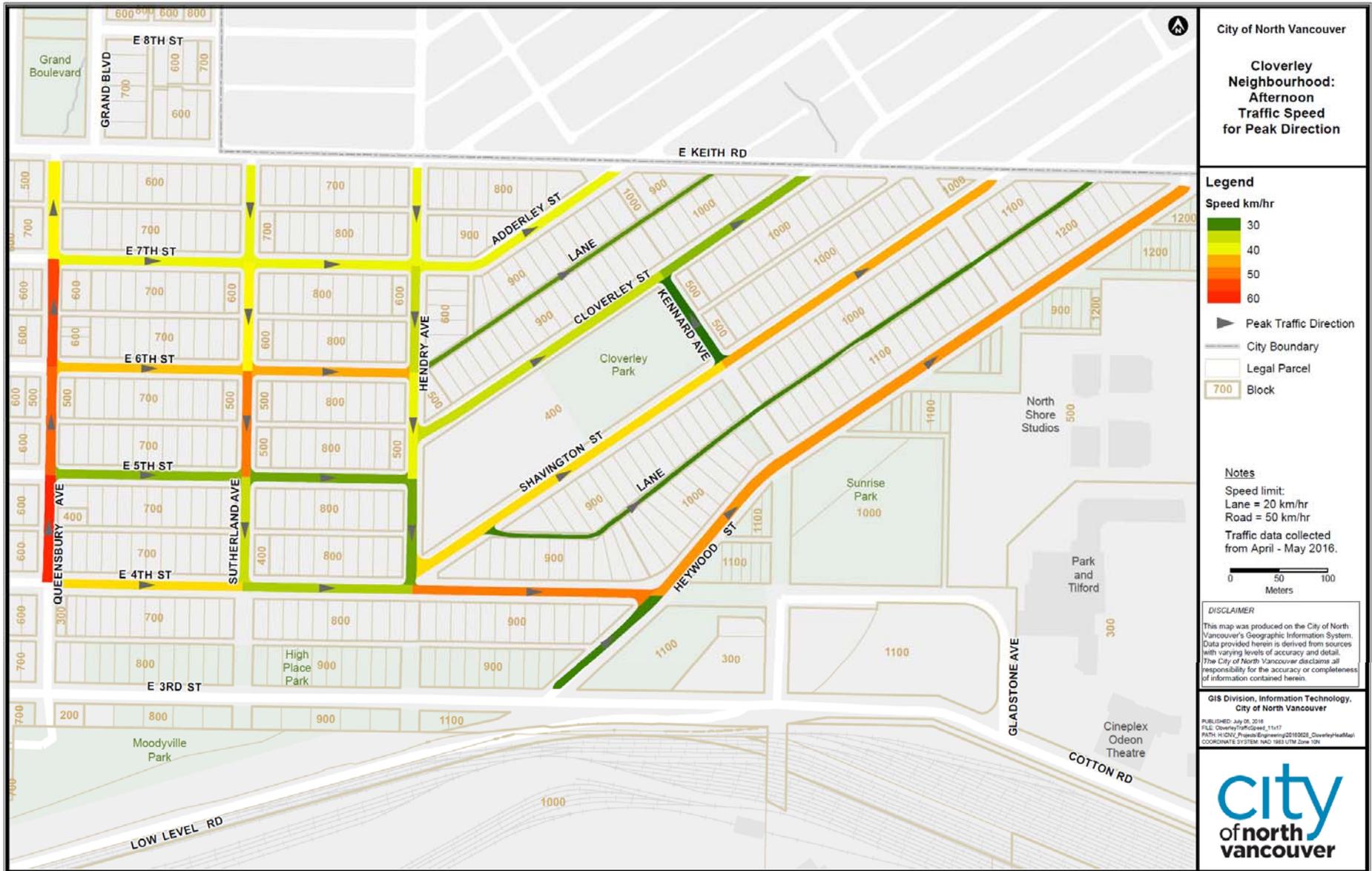
Speeding

- Queensbury
- Lane between Shavington & Heywood

Cloverley traffic volumes – highest peak volumes captured during data collection period



Cloverley traffic speeds



Police-Attended Collisions (2011-2016)



- As expected, more collisions along Keith, 3rd, & Queensbury
- A few collisions along local roads within the neighbourhood

Type of measures supported by residents

- 32% support traffic circles
- 29% support speed humps
- 31% supported traffic diverters

Other suggestions included:

- Turning restrictions during peak periods
- Speed readers
- Police enforcement (ticketing people who are not local residents)

Creating our solution

Tools, further context, and exercise

Possible traffic management measures

- Curb extensions
- Median islands
- Speed humps / bumps
- Traffic diverters
- Signage
- Traffic circles
- Speed readers
- Chicanes

Curb extensions



BENEFITS:

- Reduce pedestrian crossing distances
- Control traffic movement
- Some speed reduction
- Provide space for landscaping

DESCRIPTION:

- Extend curb into the street

LIMITATIONS:

- Do not prevent vehicles from entering a street

Median islands



DESCRIPTION:

- Elevated islands parallel to traffic lanes down the middle of the street

BENEFITS:

- Reduce road space, signaling motorists to slow down
- Provide refuge for pedestrians
- Can also control traffic movements when extended across an intersection
- Some speed reduction

LIMITATIONS:

- Do not prevent vehicles from accessing a street

Speed humps / bumps



SPEED HUMP – ON A STREET



SPEED BUMP – IN A LANE

DESCRIPTION:

- Reduce vehicle speeds by introducing modest up-and-down changes in the level of the street

BENEFITS:

- Slow down traffic without making drivers uncomfortable if placed at frequent intervals

LIMITATIONS:

- Do not prevent vehicles from accessing a street
- May create additional noise

Traffic diverters



DESCRIPTION:

- Physical barriers that redirect vehicle traffic heading for a certain street onto a different course

BENEFITS:

- Can effectively reduce traffic volumes
- Provide space for landscaping
- Increase safety of pedestrians & cyclists

LIMITATIONS:

- Reduce number of access points into a neighbourhood for local residents

Signage



DESCRIPTION:

- Signage can range from Local Traffic Only to turning movement restrictions

BENEFITS:

- Relatively inexpensive and easy to install

LIMITATIONS:

- Mainly self-enforcing (no physical changes to prevent vehicles from turning), although police can enforce turning restriction signage (limited resources though)
- Little impact on speed reduction

Traffic circles



DESCRIPTION:

- Raised, circular islands at the middle of major intersections

BENEFITS:

- Slow down motorists at intersections
- Provide space for landscaping

LIMITATIONS:

- Impact localized to intersections only unless implemented in a series

Speed reader boards



DESCRIPTION:

- Display the speed of passing vehicles

BENEFITS:

- Effective in reducing vehicle speeds

LIMITATIONS:

- Self-enforcing
- Impact localized to where boards are placed
- Does not prevent vehicles from entering a street
- More appropriate for arterial roads

Chicanes



DESCRIPTION:

- Sidewalk extensions that jog from one side of a street to the other to create a circuitous route.

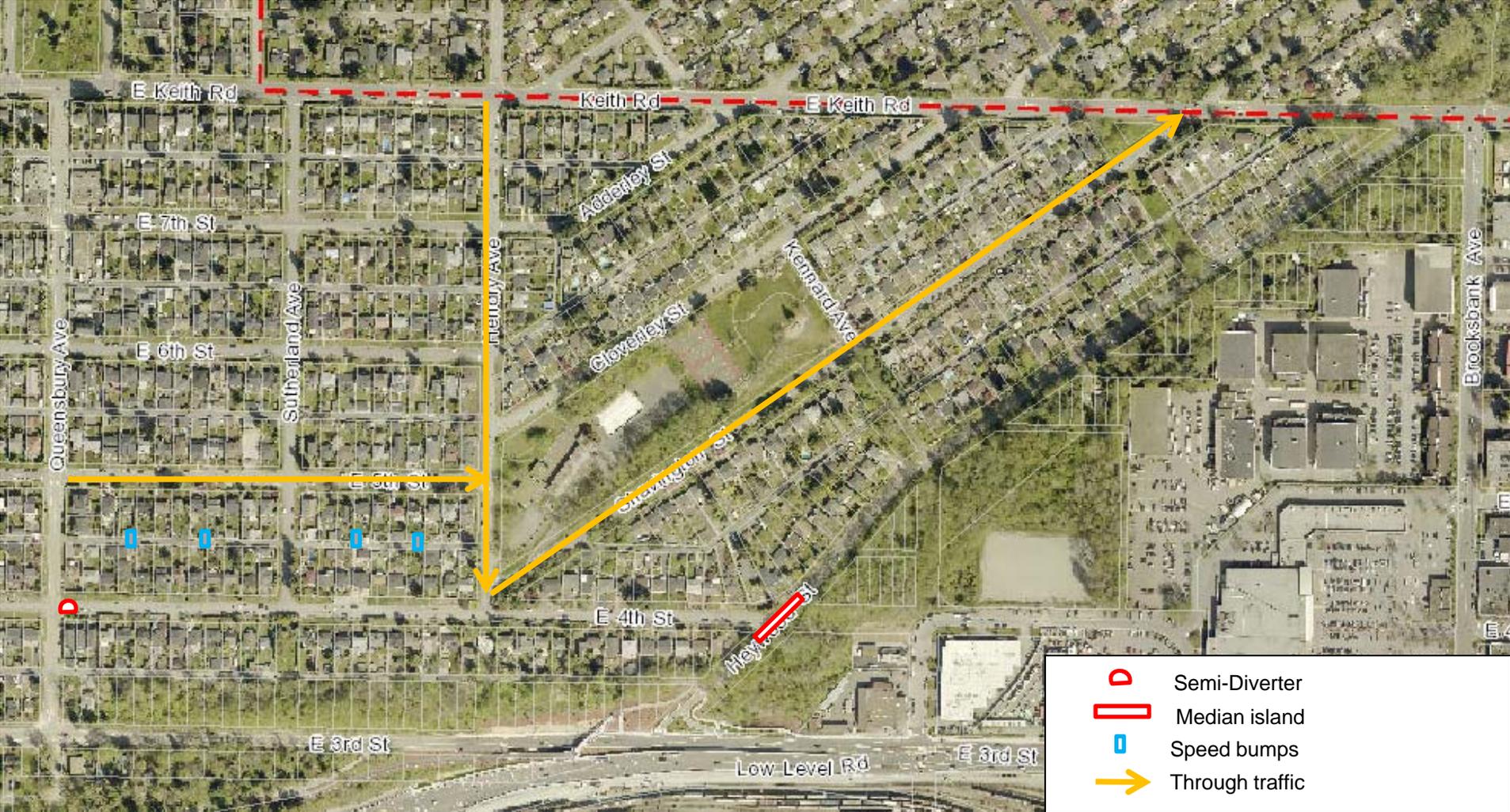
BENEFITS:

- Effective in slowing down motorists if implemented in a series
- Reduce pedestrian crossing distance
- Provide space for landscaping

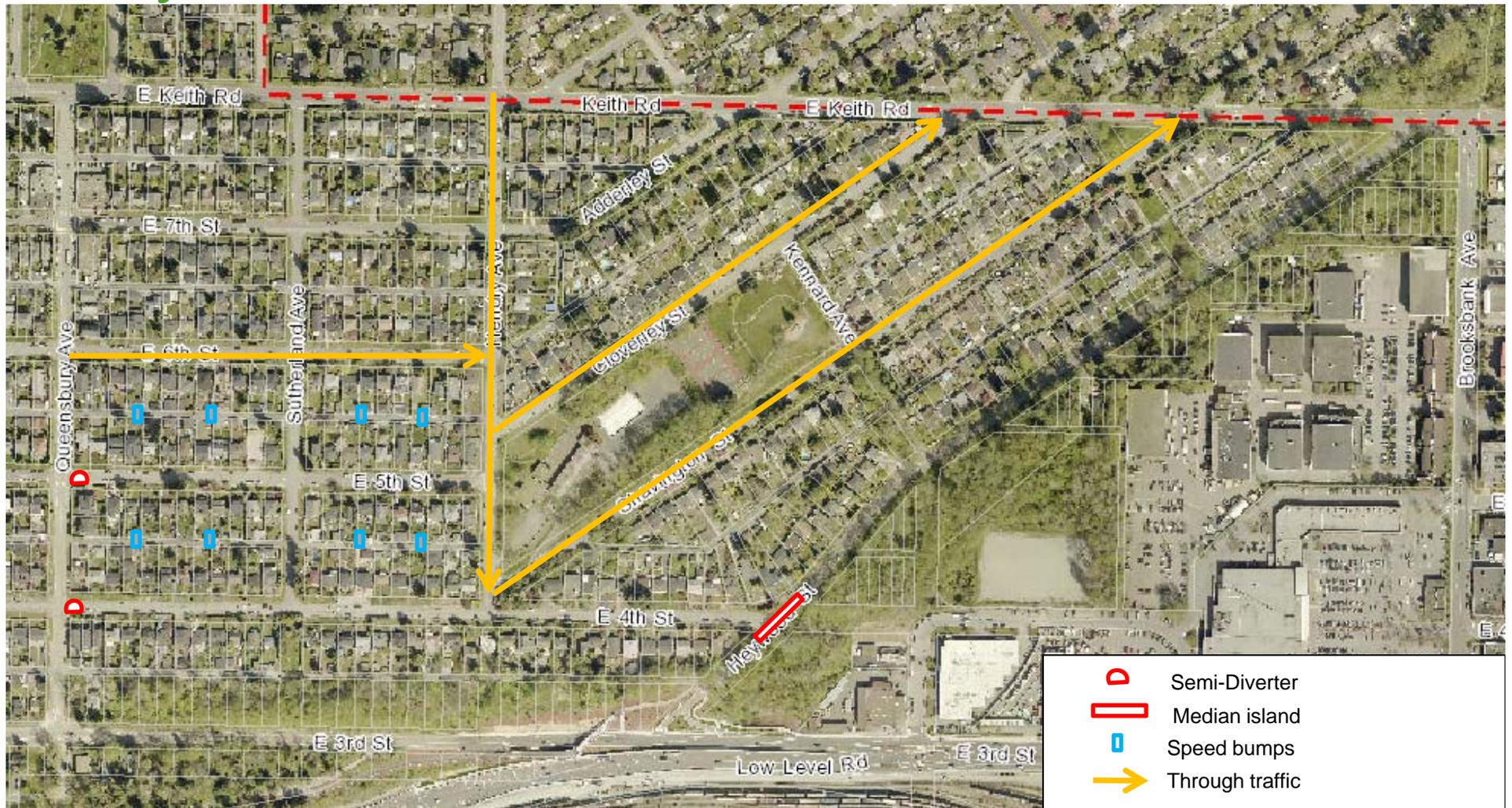
LIMITATIONS:

- Do not prevent vehicles from entering a street
- Higher cost

If measures are only installed on 4th & Heywood....



If measures are only installed on 4th, 5th & Heywood....



Group exercise

Objective: gain consensus on useful mitigation measures

- Take a neighbourhood-wide approach
- Work in team to create your own traffic management scenario
- Share solutions with larger group

Your turn!

Task

- Work together to place measures in your neighbourhood!

Roles

- Treasurer
- Note taker

Instructions

- Groups of 8
- Place measures on map
- When finished glue measures in place and hang on wall
- Walk around and see other solutions

Constraints

Total budget → \$150,000

Approximate costs:

Curb extension	= \$ 10,000
Median island	= \$ 5,000
Speed hump (on a street)	= \$ 3,000
Speed bump (in a lane)	= \$ 1,500
Diagonal diverter / semi-diverter	= \$ 10,000
Right-in, right-out diverter	= \$ 15,000
Sign	= \$ 200
Traffic circle with new letdowns at corners	= \$ 30,000
Speed reader board	= \$ 30,000
Chicane	= \$ 20,000

Reflections

- What did you learn?
- New perspective?
- Reinforced perspective?

Next steps

May 2016

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Early 2017

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Thank you.