

# CLOVERLEY NEIGHBOURHOOD TRAFFIC STUDY

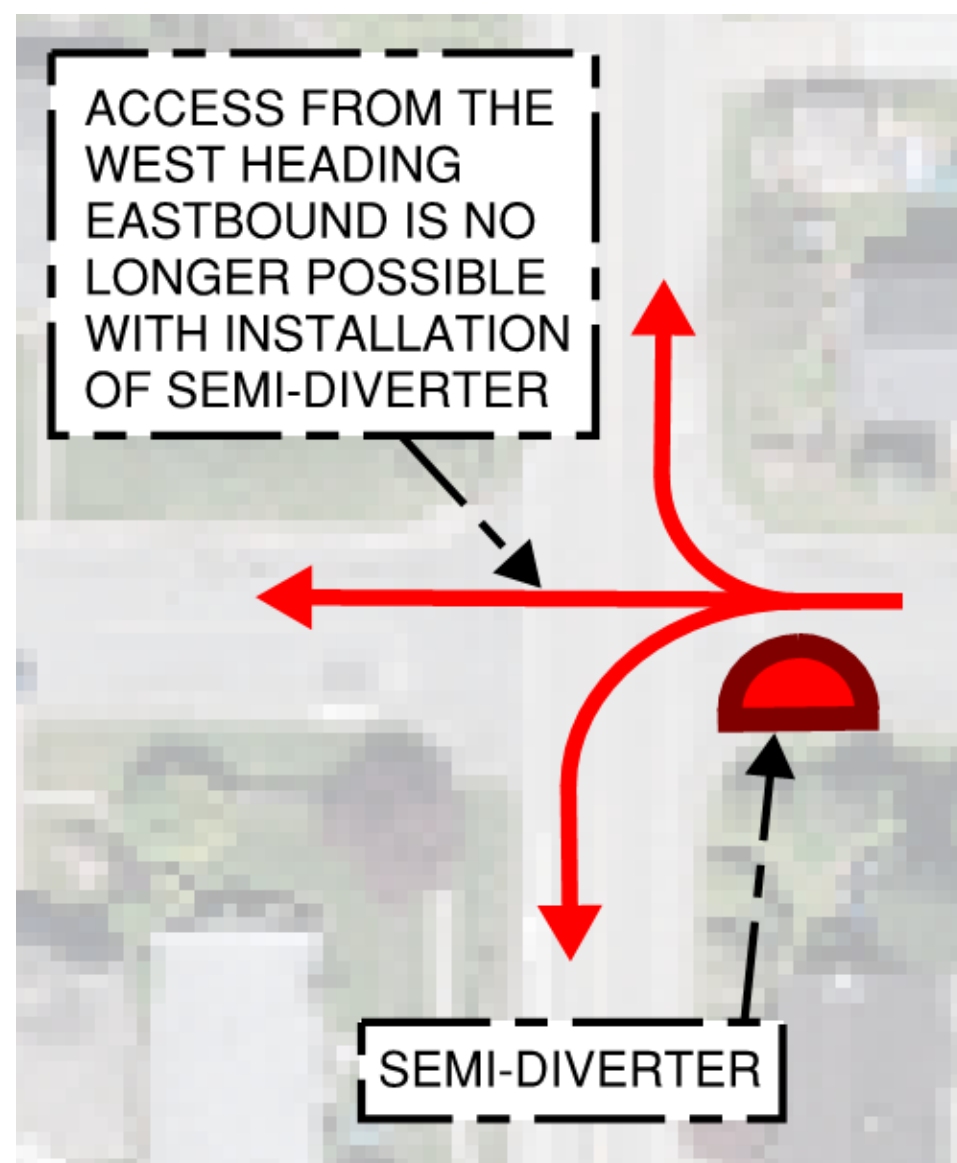
## DRAFT PLAN

The following draft plan was developed based on resident feedback from the July Open House Workshop and Survey:

**1, 4, 7, 8**

### Semi-Diverter

To prevent commuters from using these local roads to access East Keith Road and 3rd Street. There would still be space for emergency vehicles to travel eastbound, as westbound vehicles would be required to pull over, as is the case now.



**11**

### Speed Bumps/Humps

To reduce vehicle speeds.



**12**

### Sign: No Right Turn (on to East Keith Road) 3-6pm, Mon-Fri

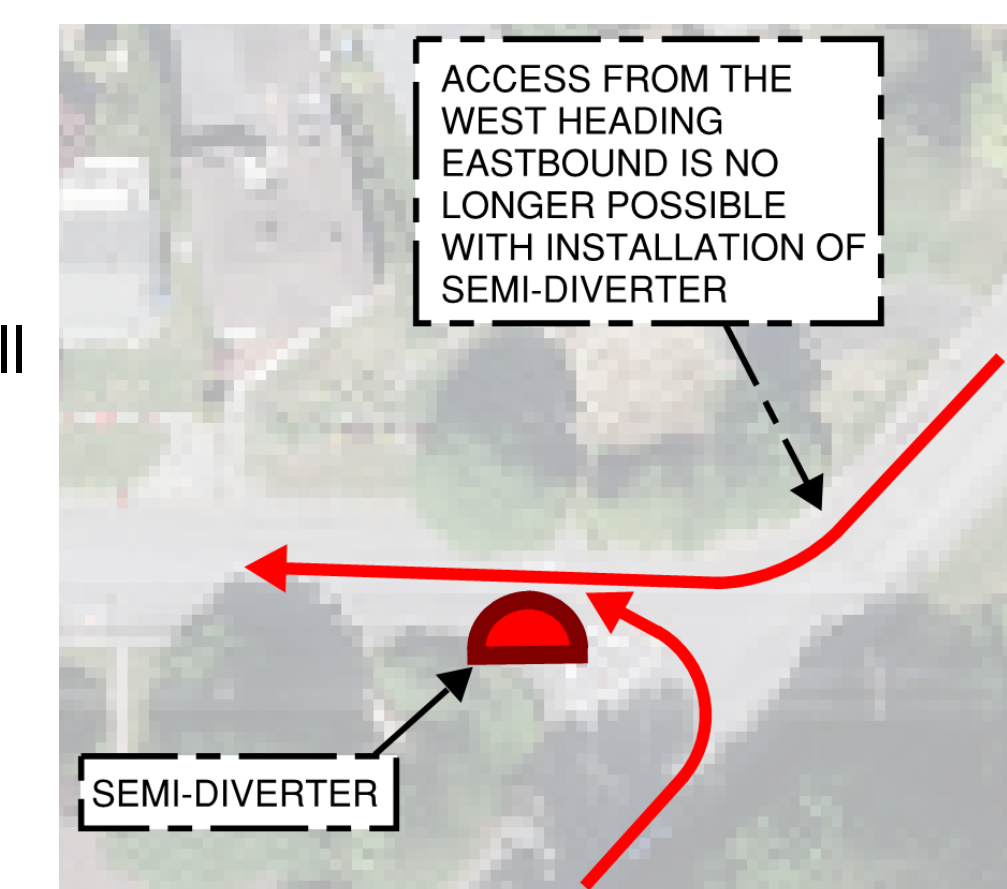
To discourage commuters from using local roads and laneways for access E Keith Rd.



**2, 9**

### Semi-Diverter with No Exit Sign, Except Bicycles

To discourage commuters from using Shavington Street to access East Keith Road. Shavington Street will remain a two-way road.



**10**

### Full Diverter / Mountable Median

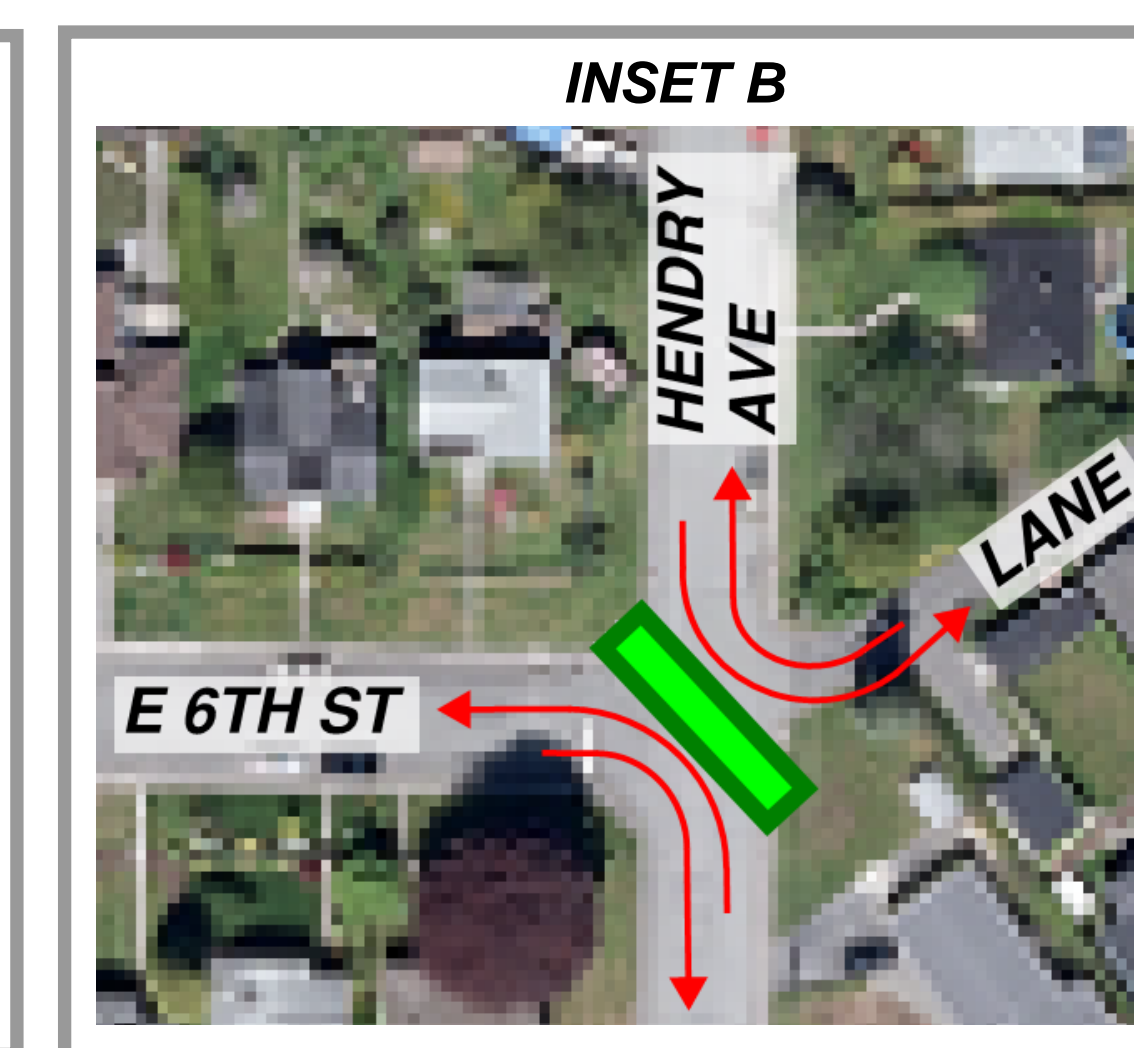
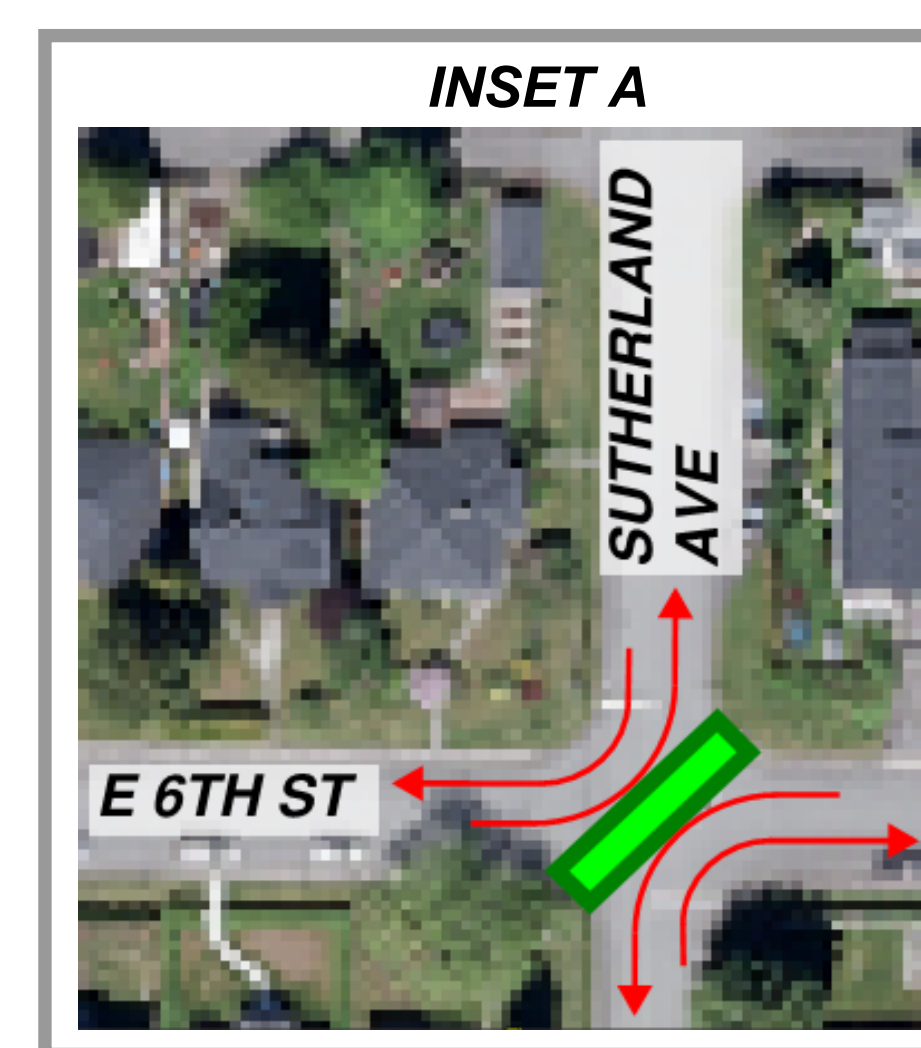
To prevent commuters from using the lane between Shavington Street and Heywood Street to access East Keith Road. However, the mountable curb will still allow for garbage collection and emergency access.



**5, 6**

### Diagonal Diverter

To discourage commuters from using Sutherland as cut-through route. Access by emergency vehicles maintained.



**13**

### Sign: No Exit

To discourage commuters from using Shavington Street and laneway to access East Keith Road.



**12**

### Sign: No Left Turn (on to East 3rd St) 3-6pm, Mon-Fri

To discourage commuters from using local roads and laneways to access E 3rd St.



### LEGEND:

- New Diagonal Diverter
- New Speed Humps/Bumps on streets and lanes
- New Semi-Diverter
- New Full Diverter / Mountable Median
- New Sign: No Exit
- New Sign: No Right/Left Turn
- Current Speed Humps/Bumps on streets and lanes

## Description of Proposed Traffic Management Devices for Cloverley Neighbourhood

*The numbers in this table correspond to the numbers in the draft plan*

PROPOSED DEVICE	RESTRICTED VEHICLE MOVEMENTS AND IMPACT ON SHORT-CUTTING	UNRESTRICTED VEHICLE MOVEMENTS
<b>E. 4<sup>th</sup> Street</b>		
1. Semi-diverter on E. 4 <sup>th</sup> , east of <b>Queensbury</b>	<ul style="list-style-type: none"> <li>• Vehicles will be unable to enter E. 4<sup>th</sup> from Queensbury or from the 600 block of E. 4<sup>th</sup> St.</li> <li>• Commuters will be unable to use the 700 block of E. 4<sup>th</sup> to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles will still be able to travel westbound on E. 4<sup>th</sup> past Queensbury and turn onto Queensbury to travel north or south.</li> <li>• E. 4<sup>th</sup> will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
2. Semi-diverter on E. 4 <sup>th</sup> , west of <b>Heywood</b>	<ul style="list-style-type: none"> <li>• Vehicles will be unable to enter Heywood from E. 4<sup>th</sup>.</li> <li>• Commuters will be unable to use the 900 block of E. 4<sup>th</sup> to short cut. This will also reduce the likelihood of commuters using the 800 block of E. 4<sup>th</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles will still be able to travel westbound on Heywood and turn right onto E. 4<sup>th</sup>.</li> <li>• E. 4<sup>th</sup> will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
<b>E. 5<sup>th</sup> Street</b>		
3. Semi-diverter on E. 5 <sup>th</sup> , east of <b>Sutherland</b>	<ul style="list-style-type: none"> <li>• Vehicles will be unable to enter E. 5<sup>th</sup> St. from Sutherland or from the 700 block of E. 5<sup>th</sup>.</li> <li>• Commuters will be unable to use the 800 block of E. 5<sup>th</sup>. to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles will still be able to travel westbound on E. 5<sup>th</sup> past Sutherland and turn onto Sutherland to travel north or south.</li> <li>• E. 5<sup>th</sup>. will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
<b>E. 6<sup>th</sup> Street</b>		
4. Semi-diverter on E. 6 <sup>th</sup> , east of <b>Queensbury</b>	<ul style="list-style-type: none"> <li>• Vehicles will be unable to enter E. 6<sup>th</sup> from Queensbury or from the 600 block of E. 6<sup>th</sup>.</li> <li>• Commuters will be unable to use the 700 block of E. 6<sup>th</sup> St. to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles will still be able to travel westbound on E. 6<sup>th</sup> past Queensbury and turn onto Queensbury to travel north or south.</li> <li>• E. 6<sup>th</sup> will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
5. Diagonal diverter at E. 6 <sup>th</sup> and <b>Sutherland</b>	<ul style="list-style-type: none"> <li>• East and westbound vehicles on E. 6<sup>th</sup> will only be able to turn left.</li> <li>• South and northbound vehicles on Sutherland will only be able to turn right.</li> <li>• Significantly fewer commuters will use the 800 block of E. 6<sup>th</sup> to short cut.</li> </ul>	
6. Diagonal diverter at E. 6 <sup>th</sup> and <b>Hendry</b>	<ul style="list-style-type: none"> <li>• Eastbound vehicles on E. 6<sup>th</sup> and westbound vehicles on the laneway between Adderley and Cloverley will only be able to turn right.</li> <li>• South and northbound vehicles on Hendry will only be able to turn left.</li> <li>• Commuters will be unable to use the lane between Adderley and Cloverley to short cut.</li> </ul>	
<b>E. 7<sup>th</sup> Street</b>		
7. Semi-diverter on E. 7 <sup>th</sup> , east of <b>Sutherland</b>	<ul style="list-style-type: none"> <li>• Vehicles will be unable to enter E. 7<sup>th</sup> from Sutherland or from the 700 block of E. 7<sup>th</sup>.</li> <li>• Commuters will be unable to use the 800 block of E. 7<sup>th</sup> to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles will still be able to travel westbound on E. 7<sup>th</sup> past Sutherland and turn onto Sutherland to travel north or south.</li> <li>• E. 7<sup>th</sup> will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>

PROPOSED DEVICE	RESTRICTED VEHICLE MOVEMENTS AND IMPACT ON SHORT-CUTTING	UNRESTRICTED VEHICLE MOVEMENTS
<b>Queensbury</b>		
See Devices #1 & 4		
<b>Sutherland</b>		
See Devices #3, 5, 7		
<b>Hendry</b>		
See Device #6		
<b>Cloverley</b>		
8. Semi-diverter on Cloverley, east of <b>Kennard</b>	<ul style="list-style-type: none"> <li>Vehicles will be unable to enter the 1000 block of Cloverley from Kennard or from the 900 block of Cloverley.</li> <li>Commuters will be unable to use the 1000 block of Cloverley to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicles will still be able to travel westbound on Cloverley past Kennard and turn onto Kennard to travel south.</li> <li>Cloverley will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
<b>Shavington</b>		
9. Semi-diverter on Shavington, west of <b>Kennard</b>	<ul style="list-style-type: none"> <li>Vehicles will be unable to enter the 1000 block of Shavington from the 900 block of Shavington.</li> <li>Significantly fewer commuters will use the 1000 block of Shavington to short cut.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicles will still be able to travel westbound on Shavington past Kennard and to turn onto Kennard to travel north.</li> <li>Shavington will remain a two-way street with parking on both sides of the street in the same direction as existing.</li> </ul>
<b>Laneway between Shavington and Heywood</b>		
10. Full diverter on laneway, west of <b>Kennard</b>	<ul style="list-style-type: none"> <li>Vehicles coming from the west side of the diverter will be unable to continue east past the diverter or to turn right onto Kennard.</li> <li>Vehicles coming from the east side of the diverter will be unable to continue west past the diverter.</li> <li>Vehicles traveling on Kennard will be unable to turn left onto the laneway.</li> <li>Commuters will be unable to use the laneway as a short cut.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicles coming from the east side of the diverter will still be able to turn left onto Kennard to travel south.</li> <li>Vehicles traveling on Kennard will still be able to turn right onto the laneway to travel east.</li> </ul>
<b>Other Devices</b>		
11. Speed humps and bumps on various streets and laneways		<ul style="list-style-type: none"> <li>Vehicle movements will not be restricted, but vehicle speeds will be reduced.</li> </ul>
12. Signage to restrict turning movements onto Keith and 3 <sup>rd</sup> during the PM peak period (Mon-Fri, 3-6pm) at various locations	<ul style="list-style-type: none"> <li>At these locations, vehicles are unable to turn right onto Keith during this time period.</li> <li>Vehicles are unable to turn left from Heywood onto E. 3<sup>rd</sup> during this time period.</li> <li>Commuters will be less likely to use the local roads and laneways to access Keith and E. 3<sup>rd</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Outside of the PM peak period, vehicles will still be able to make right turns onto Keith and left turns onto E. 3<sup>rd</sup>.</li> </ul>
13. No Exit signs		<ul style="list-style-type: none"> <li>Vehicle movements will not be restricted with the signage alone. These signs will simply warn motorists that there is no exit up ahead due to devices #2, 9, and 10.</li> </ul>