

Davidson Creek and Clarkdale Meadows Traffic Calming



STRATHCONA
COUNTY

Open House March 23, 2017

Why is traffic calming being proposed?

Several residents have expressed speed and pedestrian concerns in Davidson Creek and Clarkdale Meadows. In some locations, speed data collected confirms that traffic is moving at speeds in excess of the limit. Residents have also expressed concerns about the potential traffic impacts of the new school to be built in Davidson Creek.

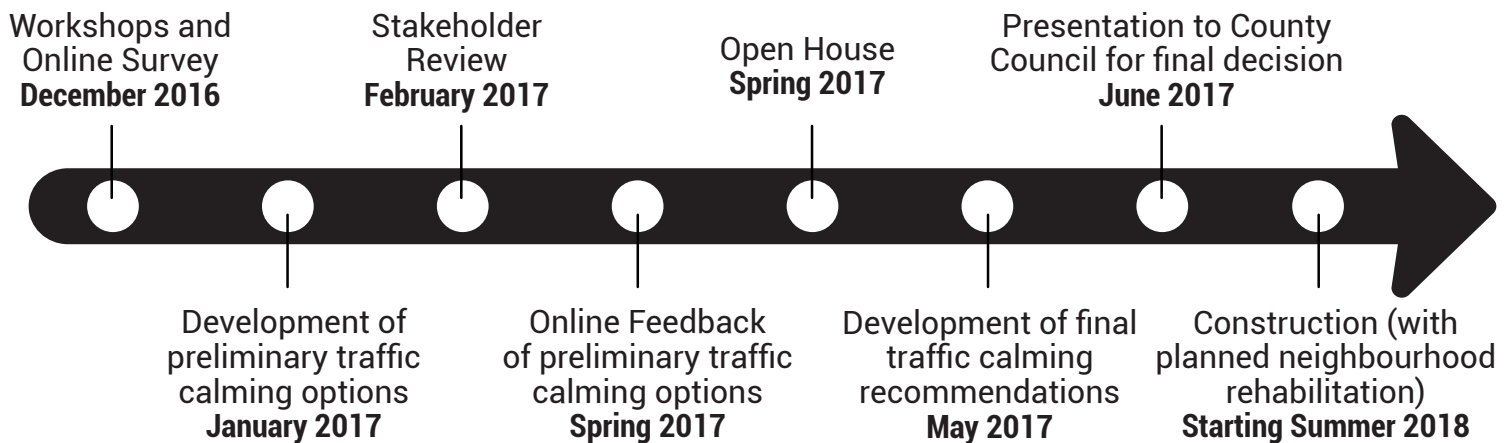
Some of the main roads through Davidson Creek and Clarkdale Meadows are nearing time for scheduled rehabilitation. This provides a great opportunity to consider traffic calming and what potential actions could be taken to manage traffic in these neighbourhoods.

The purpose of this project is to develop an acceptable and effective traffic calming plan for the neighbourhood.

How much will traffic calming cost?

The exact cost of traffic calming will vary depending on the final design. Strathcona County is working to minimize the cost of this project by constructing traffic calming features in conjunction with regularly scheduled road rehabilitation.

TRAFFIC CALMING PROCESS & TIMELINE



A workshop and an online survey were used to establish resident priorities and concerns with regards to traffic in Davidson Creek and Clarkdale Meadows. This information was used when project engineers were considering traffic calming options.



What we heard through our Workshop and Online Survey

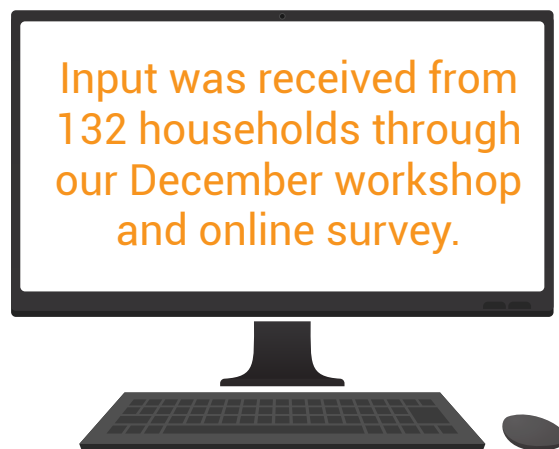
Residents have a diverse range of opinions regarding the current level of safety in the neighbourhood and the desire for the addition of physical traffic calming features.

Support for physical traffic calming was highest with residents who live adjacent to collector roads, and in Davidson Creek. The majority of residents participating from Clarkdale Meadows oppose physical traffic calming.

This traffic calming project is being undertaken specifically to address residential traffic concerns. However, most residents also expressed concerns about arterial road access points to Davidson Creek and Clarkdale Meadows.

Residents, particularly those in Davidson Creek, are concerned about the increased traffic volumes that will be generated by the new school, and all of the safety and nuisance concerns that are anticipated with this increased traffic.

Almost all residents, regardless of their position on physical traffic calming, feel education and enforcement are essential in addressing traffic concerns.



Active and Safe Routes to School

While resident opinions are diverse on the addition of physical traffic calming in the neighbourhood, almost all residents agreed that it is important to encourage students to walk or cycle to school as much as possible to minimize vehicle traffic.

For this reason, development of traffic calming options was undertaken with an Active and Safe Routes to School philosophy in mind.

Priority has been given to ensuring that clear, safe crossing points are provided for children traveling to school from all areas of Davidson Creek and Clarkdale Meadows.





Raised Median

How successful is physical traffic calming in reducing speeds?

It is difficult to predict the exact speed reduction that will be achieved by traffic calming. The speed reduction achieved by physical traffic calming is influenced by:

- Frequency and consistency of traffic calming features
- Width of the road
- Number of vehicles parking on the street
- Physical and community characteristics of the area adjacent to the road



Curb Extensions

Below are speed reductions associated with specific devices based on before/after observations from the Transportation Association of Canada's Canadian Guide to Neighbourhood Traffic Calming.

- **Raised medians:** 3 km/h reduction
- **Curb extensions:** from 2 to 8 km/h reduction
- **Raised crosswalk:** from 5 to 13 km/h reductions (measured mid-block)



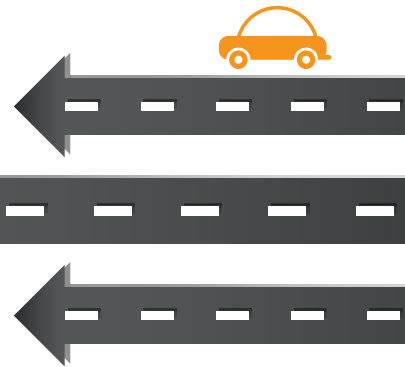
Raised Crosswalk

What is the purpose of curb extensions?

The main function of curb extensions is to improve pedestrian safety.

Curb extensions:

- Improve visibility for both pedestrians and drivers
- Physically stop people from parking too close to the crosswalk
- Shorten crossing distance and the length of time pedestrians are on the road
- Slow down right turning drivers



Permanent Speed Display Boards

Strathcona County has utilized Speed Display Boards throughout the County on a rotating basis since 2010 to educate drivers in areas of concern.

The signs proposed in these options are different in that they would be a permanent installation. Speed data collected by the signs will feed back to our Traffic Management Centre. The data can then be used to create reports for the police. If traffic speeds at the signs increase, enforcement can be strategically deployed to motivate better compliance with the speed limit.

Using this model, the City of Edmonton has found average speed reduction at the display location of 6.34 km/h - 10.91 km/h depending on the posted speed limit.



Will traffic calming reduce collisions?

Traffic calming is being undertaken in to address speed, not collisions.

However, it is well established that a reduction in traffic speeds decreases the incidence and severity of collisions. This safety comes even with small speed reductions. For example, traffic safety research indicates a 10% reduction in average speed can decrease overall collision risk by 10-32%.



Will traffic calming improve pedestrian safety?

Speed is particularly lethal to pedestrians and cyclists. Even a small decrease in traffic speeds can have a big impact on pedestrian safety.

30
km/h
MAXIMUM

5%

of pedestrians
will be killed in
a collision at
30 km/h

50
km/h
MAXIMUM

55%

of pedestrians
will be killed in
a collision at
50 km/h

60
km/h
MAXIMUM

90%

of pedestrians
will be killed in
a collision at
60 km/h

What other actions are being taken to address traffic concerns?

Neighbourhood Traffic Safety Action Plan (NTSAP)

The NTSAP is being presented to Council this spring. This plan will provide specific recommendations to improve the safety and livability of all residential areas, including engineering, education, enforcement and engagement-related initiatives.

Arterial Intersection Monitoring

There is ongoing monitoring of traffic volumes at the intersections of Clarkdale Drive/Lakeland Drive and Davenport Drive/Lakeland Drive to ensure traffic signals are ready to be placed when warranted. The intersection of Davidson Drive and Clover Bar Road will be undergoing a full Road Safety Audit this spring to identify ways to improve the safety of pedestrians and cyclists.

Sign Review

County engineers will review traffic signage in Davidson Creek and Clarkdale Meadows to ensure that the appropriate signage is in the appropriate place to maximize driver compliance and visibility.

Vegetation Review

Based on resident feedback, County engineers will review vegetation at locations of concern to ensure it is not impeding sightlines.

Further information:

Transportation Planning and Engineering
780-464-8279
www.strathcona.ca/trafficcalming

