

Davidson Creek/Clarkdale Meadows Traffic Calming Project

Priorities Committee Meeting

May 16, 2017

Transportation Planning and Engineering

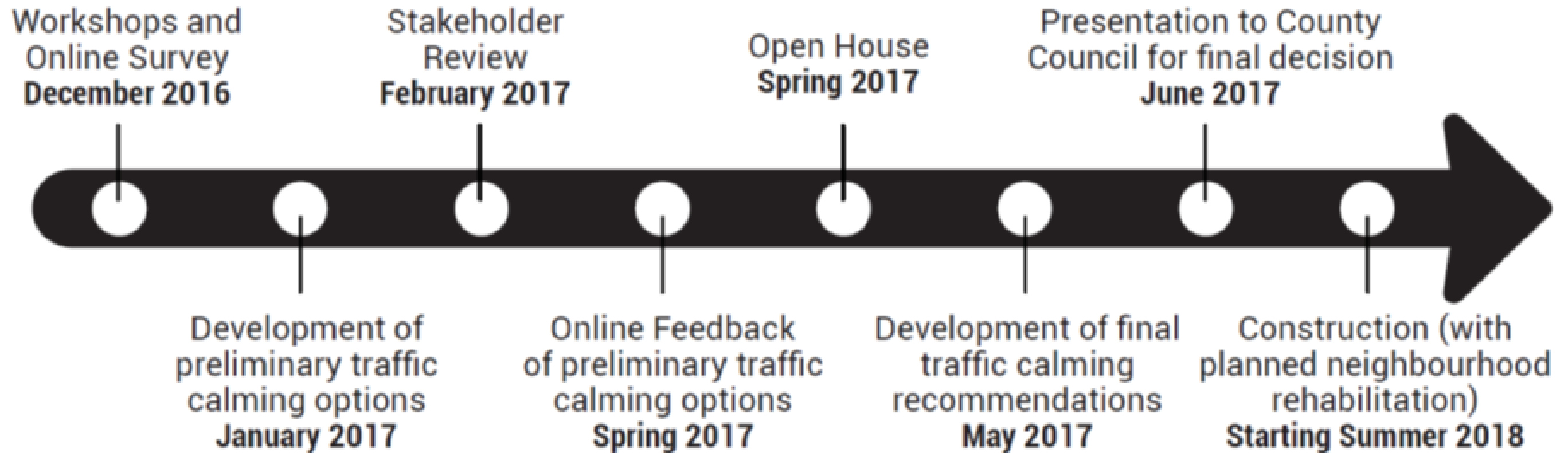
Overview of the Project

- Why the project was initiated
- Timeline and Process
- Recommended Traffic Calming Plan
- Cost and Implementation

Why Traffic Calming?

- Several collector roads in area are nearing time for regularly scheduled rehabilitation.
- Resident concerns with traffic speed and pedestrian safety
 - Current
 - Future related to new school
- In some locations, speed data indicates traffic speeds in excess of 50 km/h.

DAVIDSON CREEK/CLARKDALE MEADOWS TRAFFIC CALMING PROCESS & TIMELINE



PE Phase 1: Workshop and Survey

- 165 residents representing 132 households participated
- Goal: to understand resident priorities and concerns
- What we heard:
 - 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

PE Phase 1: Workshop and Survey

What we heard:

- Concerns about arterial road access points to Davidson Creek and Clarkdale Meadows.
- Concerns about the increased traffic volumes that will be generated by the new school, and the associated safety and nuisance concerns.
- Almost all residents, regardless of their position on physical traffic calming, feel education and enforcement are essential in addressing traffic concerns

Development of Traffic Calming Options

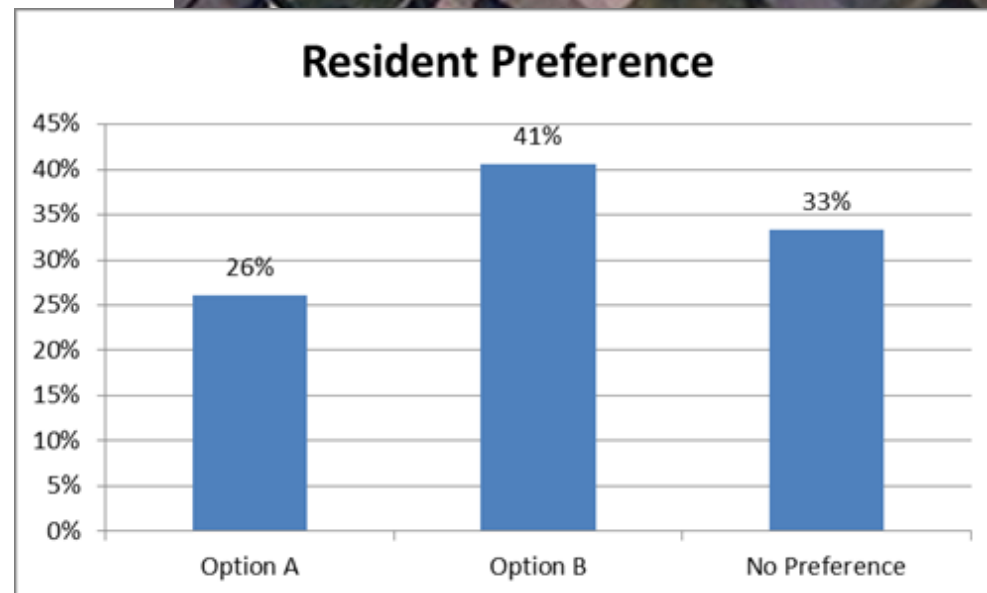
- Based on engineering review and public feedback
- Tried to develop two options for each location
 - Where there was an engineering concern- two traffic calming options were presented
 - Where there was resident concern only- one option was presented and do nothing was given as an option
- Active and Safe Routes to School philosophy
 - Priority was given to ensuring that clear, safe crossing points will be provided for children traveling to school from all areas of the neighbourhoods.

PE Phase 2: Open House and Survey

- 85 residents representing 76 households participated
- Goal: to understand resident preferences for the traffic calming options
- The final traffic calming plan was developed based on feedback collected

Traffic Calming Plan: Davidson Drive at the Trail Crossing

- Install Median Island with Pedestrian Beacons

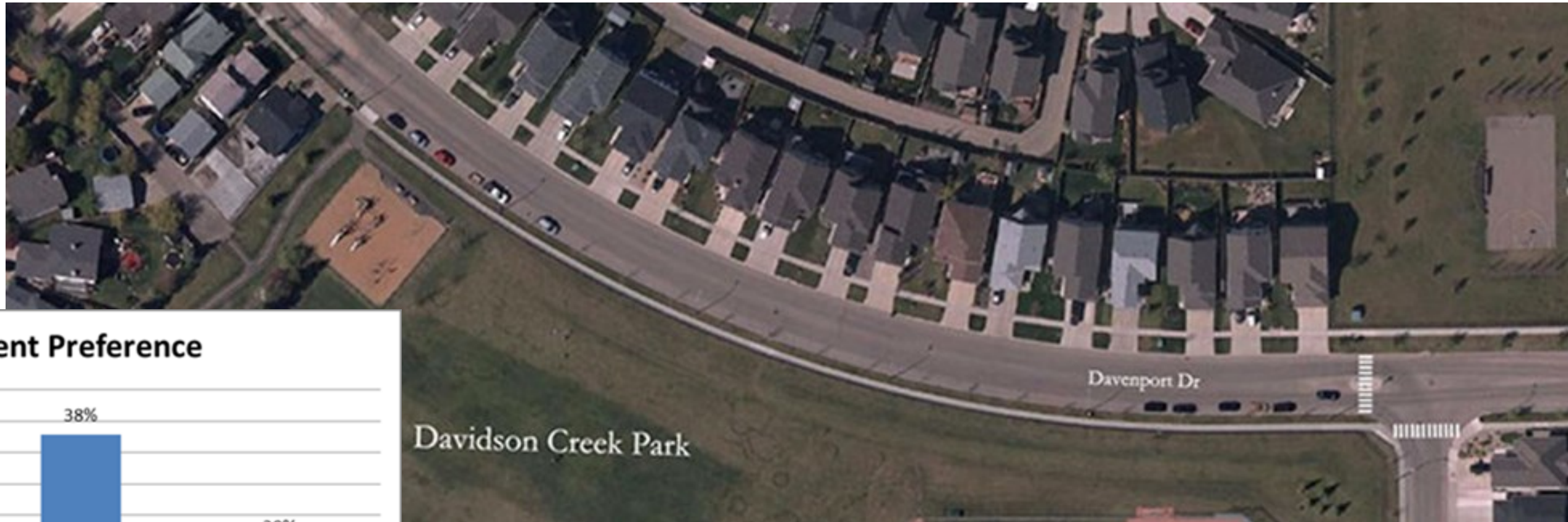


Option A: Median Island Only

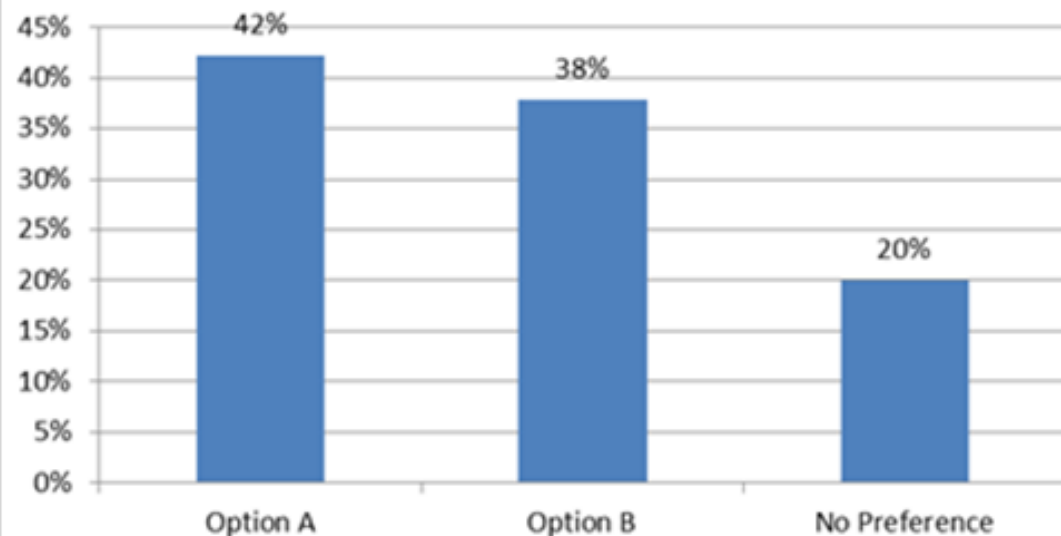
Option B: Median Island with Pedestrian Beacons

Traffic Calming Plan: Davenport Drive at the Playground

- Marked crosswalks will be added at each end of playground zone



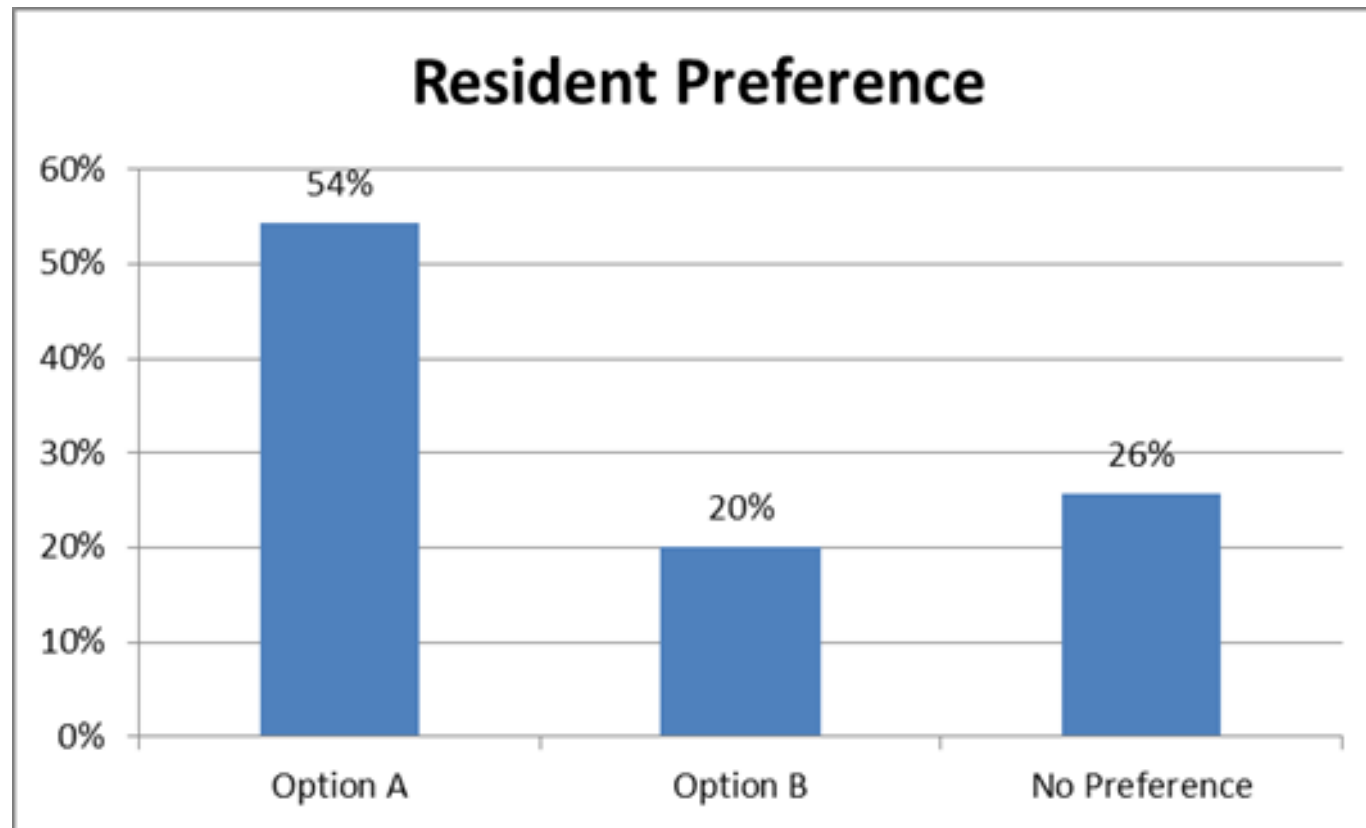
Resident Preference



Option A: Do nothing (add crosswalks only)
Option B: Speed Humps

Traffic Calming Plan: Darlington Drive

- Install 2 permanent speed boards



Option A: Permanent Speed Boards

Option B: Speed Humps



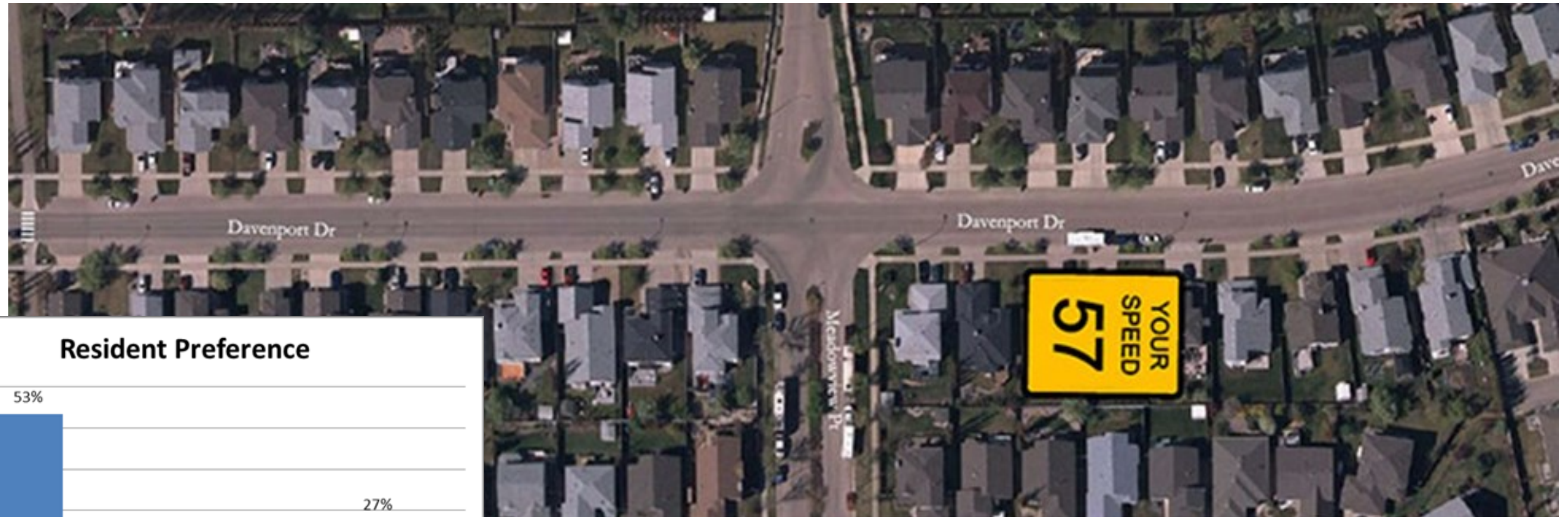
Permanent Speed Boards

- The signs proposed in these options are a permanent installation.
- Create a data feed back loop that can be strategically used with enforcement
- Using this model, the City of Edmonton has found average speed reduction of 6.34 km/h - 10.91 km/h depending on the posted speed limit.

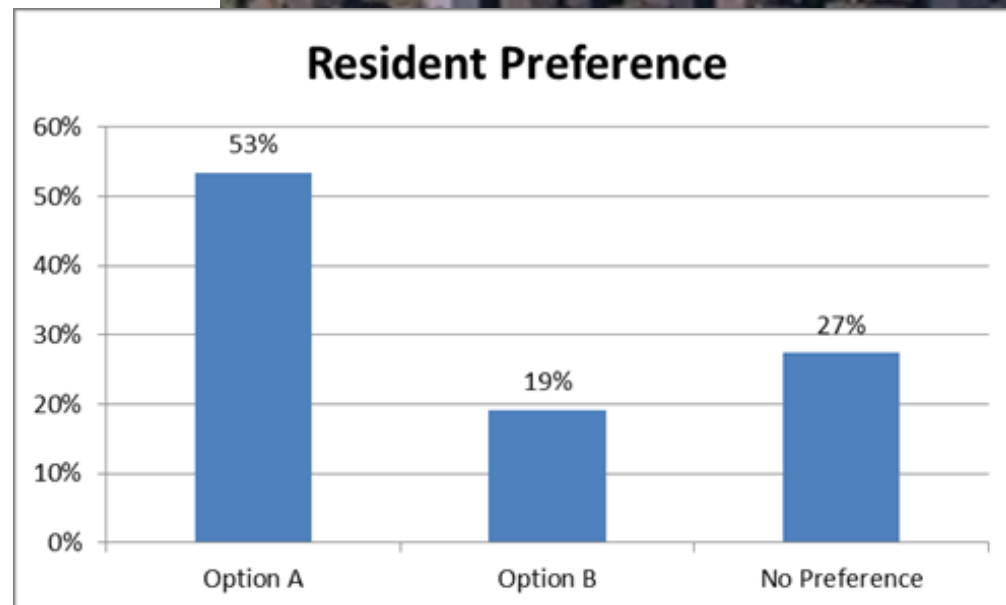


Traffic Calming Plan: Davenport Drive east of playground zone

- Install one permanent speed board (eastbound)



Option A: Permanent Speed Board (eastbound)
Option B: Speed Humps

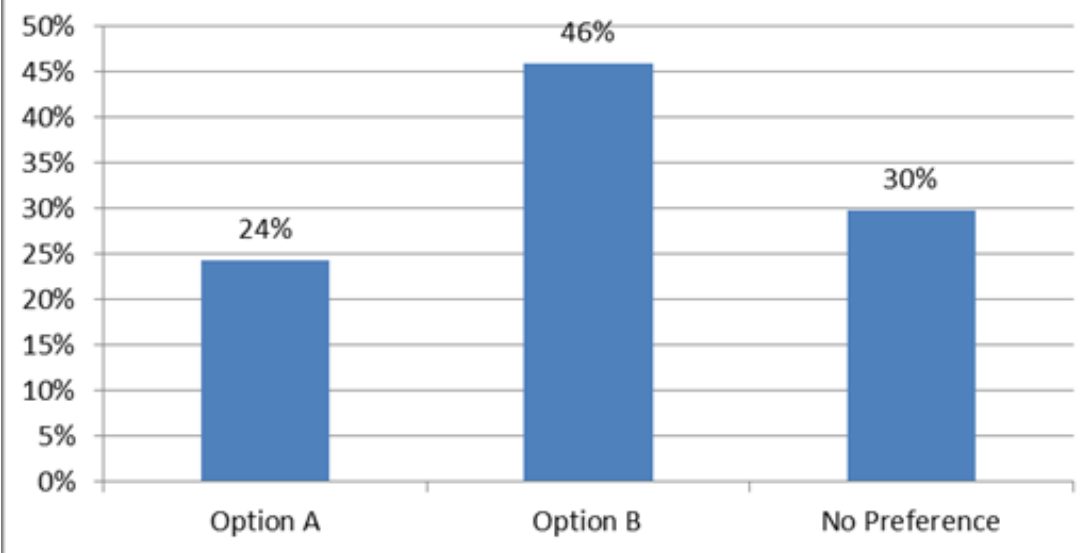


Traffic Calming Plan: Davenport Drive and Clarkdale Drive

- Add Pedestrian Beacons at the crosswalk



Resident Preference

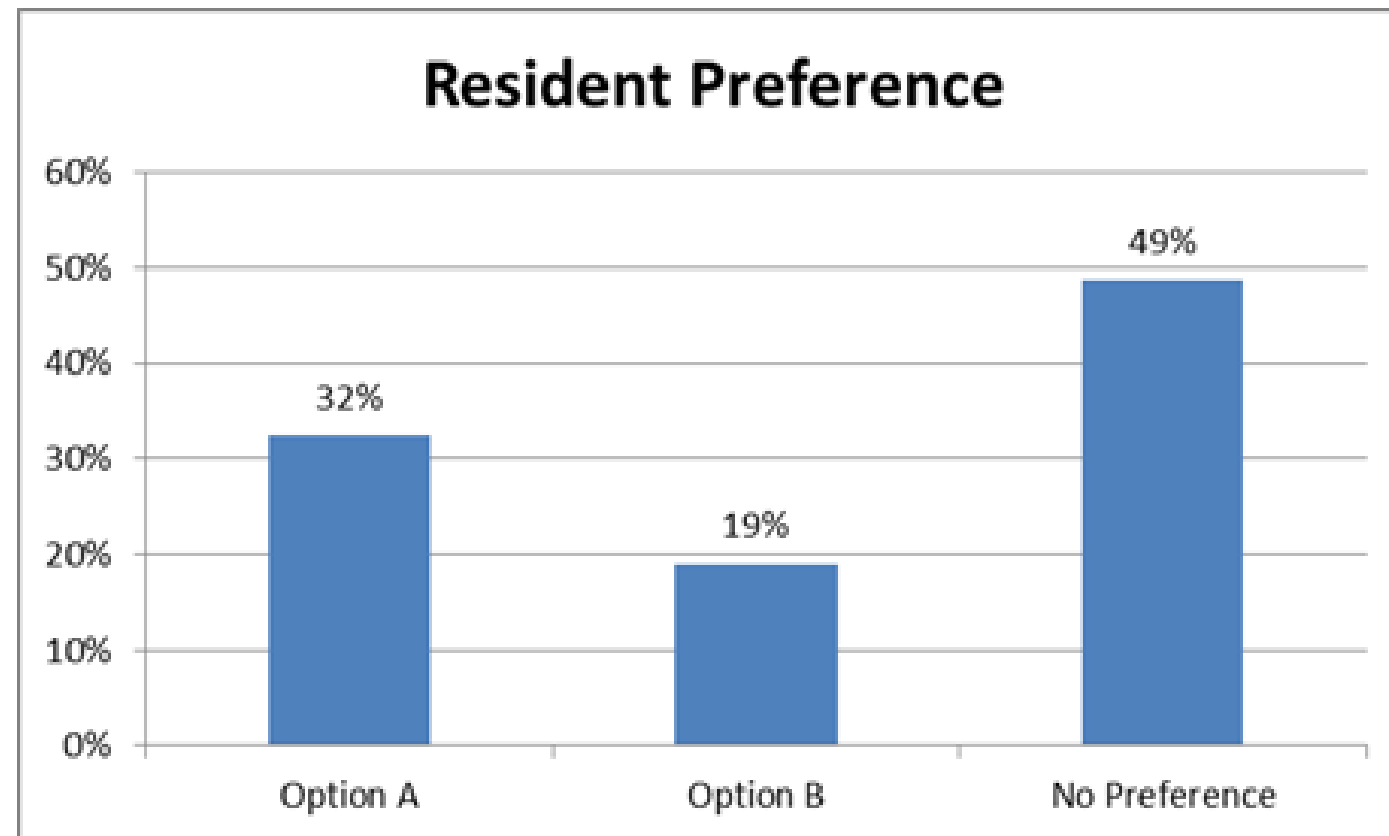


Option A: Do Nothing (trim vegetation only)

Option B: Add Pedestrian Beacons (and trim vegetation)

Traffic Calming Plan: Clarkdale Drive at Orchid Crescent

- Install curb extensions and marked crosswalk



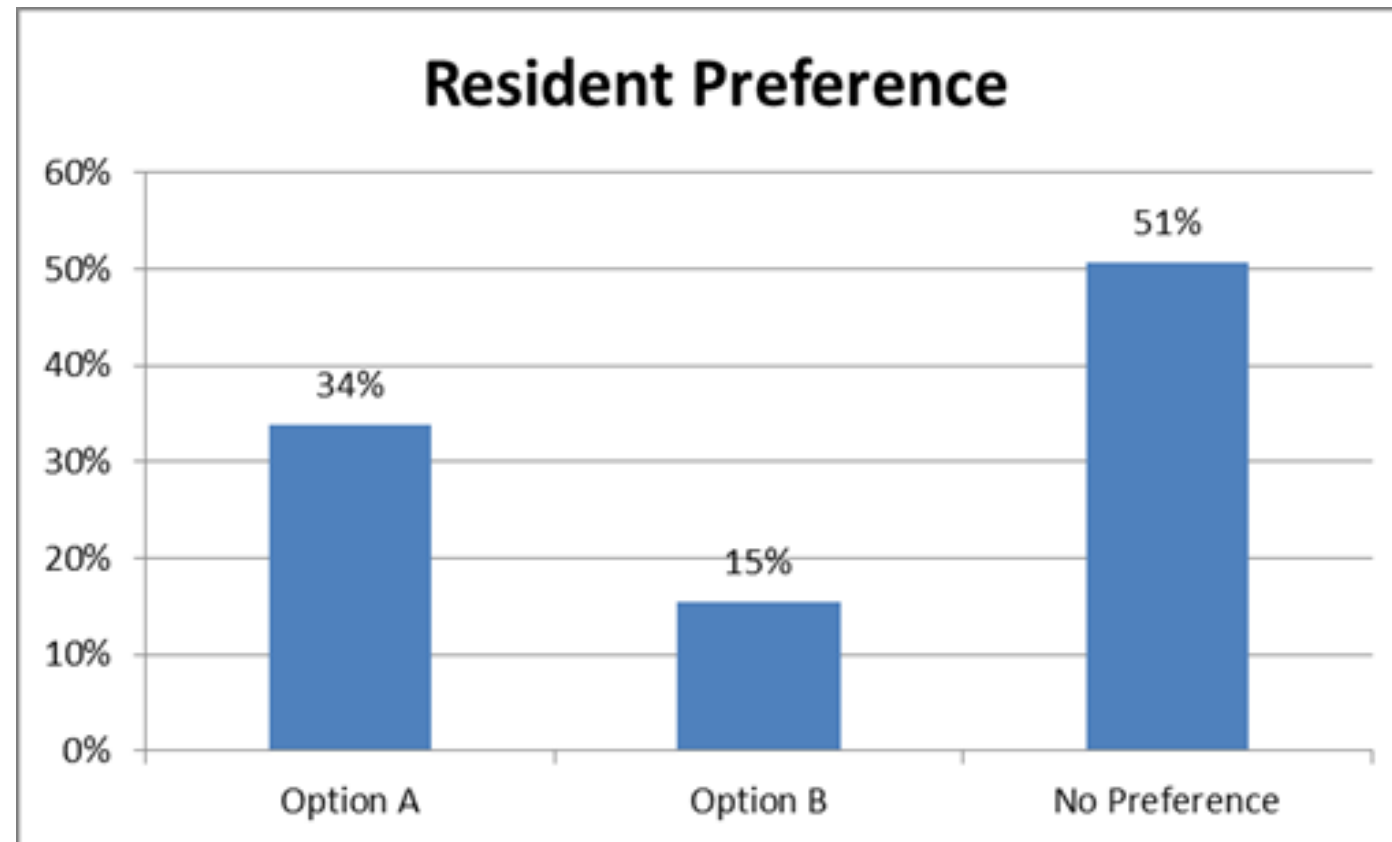
Option A: Curb Extensions

Option B: Curb Extensions with Raised Crosswalk



Traffic Calming Plan: Meadowview Drive at Lilac Terrace

- Install curb extensions and marked crosswalk



Option A: Curb Extensions

Option B: Curb Extensions with Raised Crosswalk

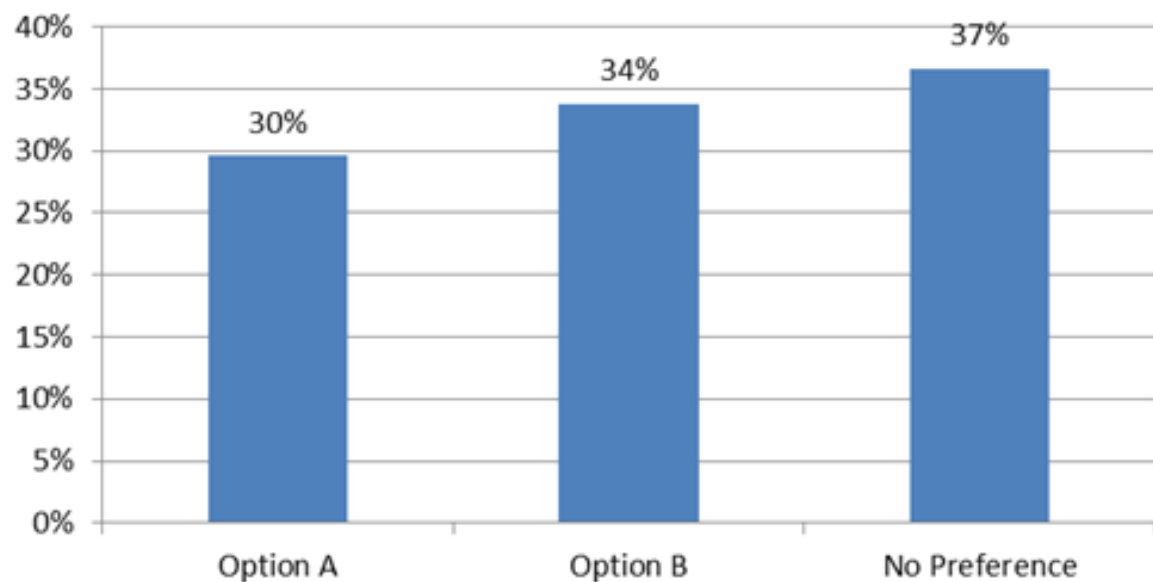


Traffic Calming Plan: Meadowview Drive at the Trail Crossing

- Install Median Island with Pedestrian Beacons



Resident Preference



Option A: Curb Extensions with Pedestrian Beacons
Option B: Median Island with Pedestrian Beacons

Traffic Calming Plan: Davenport Place Trail Crossing

- Install Curb Extensions
- Curb extensions are the only practical option at this location so no other option was given to residents.
- They will improve pedestrian safety by physically preventing parking too close to the crosswalk and will shorten the crossing distance



Traffic Calming Plan: Davidson Drive/Darlington Drive

- Once the school opens, we will re-evaluate this location to ensure the best possible traffic control decision is made.



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Traffic Calming Plan: Davenport Drive/Davenport Place

As part of the school construction, a crosswalk will be added on the west side of this intersection. We will monitor this intersection when the school opens. A 3-way stop may be needed.



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Implementation of the Traffic Calming Plan

- Cost of the Project
 - Total cost of the project is estimated at \$243,000. The projects will be budgeted through existing annual programs.
- Timelines
 - All locations in Davidson Creek and on Clarkdale Drive will be completed prior to the school opening in the fall of 2018.
 - Improvements on Meadowview Drive will be implemented when this road is rehabilitated.

Other actions being taken to manage traffic

- Neighbourhood Traffic Safety Action Plan (NTSAP)
- Arterial Intersection Monitoring
- Sign Review
- Vegetation Review

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QUESTIONS?