Jim Common Drive Traffic Calming Project Evaluation

Priorities Committee Meeting
September 17, 2019

Transportation Planning and Engineering
Background

JIM COMMON DRIVE
TRAFFIC CALMING PROCESS & TIMELINE

Workshops and Online Survey
October 2016

Development of preliminary traffic calming options
November/December 2016

Stakeholder Review
January 2017

Online Feedback of preliminary traffic calming options
January 2017

Open House
January 2017

Development of final traffic calming recommendations
February 2017

Presentation to County Council for final decision
March 2017

Construction (with planned neighbourhood rehabilitation)
Summer 2017
Evaluation purpose and process

• perform a detailed evaluation of the public engagement undertaken for the project
  – quantitative analysis of participation
  – resident evaluation via online survey

• perform an initial evaluation of the outcomes of the project
  – resident evaluation via online survey
  – engineering evaluation of traffic speeds and volumes
  – stakeholder evaluation
goals of ensuring residents were:
• aware of the project, its scope, purpose, process and engagement opportunities
• provided with ample opportunities to participate
• provided with the information needed to make an informed decision
• aware of the results of the public engagement
• aware of how their input was reflected in the outcomes of the JCD traffic calming project
Public engagement- quantitative evaluation

- mail-out area of 1184 homes (Clover Bar Ranch, Charleton Heights, condos)
  - phase one: 70 households offered input.
    - over ½ live adjacent to either JCD north or south.
    - 10 responses came from commuters
    - 60/1144 (5.2%) of residents who received a mail-out provided input.
  - phase two: 129 households provided input.
    - 96/1144 (8.4%) responses came from residents in the mail-out area
    - 33 commuters participated
- evaluation: 499 households participated in an online survey.
  - 17.2% (197/1144) were from residences located inside the study area
  - 302 responses were received from homes outside of the study area.
    - 242 responses received through the online survey link off the project webpage.
    - 254 responses received through Strathcona County Online Opinion Panel (SCOOP).
    » 90% of those responding through SCOOP were commuters
Public engagement - resident evaluation

- 110 (22%) respondents reported that they participated in public engagement

adjacent and neighbourhood survey responses: what is the main reason you didn’t provide input?

- Felt input would not be used or valued: 17%
- Felt input would not meet my needs: 3%
- Notices did not meet my needs: 16%
- Other: 4%
- No time: 18%
- Not aware of opportunities: 42%

commuter survey responses: what is the main reason you didn’t provide input?

- Not aware of opportunities: 47%
- Felt input would not be used or valued: 9%
- Opportunities did not meet my needs: 0%
- Wasn’t interested: 19%
- Other: 16%
- No time: 3%
Agreement with evaluation questions

- ways to get involved were well communicated: 77%
- a reasonable variety of options to share input were available: 71%
- I understood what would be included or completed during the project: 79%
- the purpose of gathering public input was clear: 77%
- information on the topic was available prior to or during the event: 74%
- the public engagement moderator was well prepared to answer participant’s questions and concerns during the event: 39% (50% neutral/don’t know)
- the information provided allowed me to participate in an informed manner: 77%
- information was provided about what the County’s next steps would be: 71%
Public engagement - resident evaluation

- after the engagement, information was provided on what was heard through the engagement process: 52%
- the input provided by residents made a difference to the outcomes of the JCD traffic calming project

![Bar chart showing responses to engagement feedback](chart.png)
Project outcomes - JCD South

• based on public engagement, resident priorities for JCD south were to:
  - reduce traffic speeds
  - discourage shortcutting
  - improve pedestrian safety
  - maintain traffic flow
  - improve sightlines at intersections
  - minimize traffic noise

• based on engineering review, engineering goals for JCD south were to:
  - decrease traffic speeds
  - improve sightlines at Cranford Drive
  - decrease pedestrian risk at Crystal Lane
  - improve intersection safety at Brower Drive
Road changes have decreased speeds
## JCD South speed

<table>
<thead>
<tr>
<th>Location 1</th>
<th>Oct-15</th>
<th>Sep-18</th>
<th>May-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>JCD (south) East of Crystal Lane</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
</tr>
<tr>
<td>Eastbound</td>
<td>no data</td>
<td>54.7</td>
<td>2993</td>
</tr>
<tr>
<td>Westbound</td>
<td>no data</td>
<td>59.1</td>
<td>2812</td>
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<table>
<thead>
<tr>
<th>Location 2</th>
<th>Oct-15</th>
<th>Sep-18</th>
<th>May-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>JCD (south) Between Cranford and Brower Drive</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
</tr>
<tr>
<td>Eastbound</td>
<td>64.3</td>
<td>2631</td>
<td>54.8</td>
</tr>
<tr>
<td>Westbound</td>
<td>67.8</td>
<td>1834</td>
<td>56.1</td>
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<tr>
<th>Location 3</th>
<th>Sep-14</th>
<th>Sep-18</th>
<th>May-19</th>
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<tbody>
<tr>
<td>JCD (south) East of Brower Drive</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
</tr>
<tr>
<td>Eastbound</td>
<td>51.4</td>
<td>2098</td>
<td>54.6</td>
</tr>
<tr>
<td>Westbound</td>
<td>43.1</td>
<td>1656</td>
<td>58.4</td>
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</table>
JCD South - shortcutting

Road changes have reduced shortcutting
Road changes have improved pedestrian safety

Vulnerable road user responses: Road changes have improved pedestrian safety
JCD South - traffic flow

Traffic flow is smooth and efficient
Road changes have made it easier for me to see to navigate the intersections.
JCD South - road noise

Road changes have decreased road noise
Overall, the traffic calming project was successful in improving safety on JCD South

Vulnerable road user responses: Overall, the traffic calming project was successful in improving safety on JCD South
Road changes have decreased speeds
## JCD North – speed

<table>
<thead>
<tr>
<th>Location 4</th>
<th>Sep-16</th>
<th>Oct-18</th>
<th>May-19</th>
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</thead>
<tbody>
<tr>
<td>JCD (north) south of Crystal Way</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
</tr>
<tr>
<td>Northbound</td>
<td>59.1</td>
<td>1196</td>
<td>49.2</td>
</tr>
<tr>
<td>Southbound</td>
<td>52.1</td>
<td>1291</td>
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<th>Location 5A</th>
<th>Sep-16</th>
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<th>May-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>JCD (north) East of Canyon Drive (50 km/h speed limit)</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
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<tr>
<td>Eastbound</td>
<td>52.0</td>
<td>184</td>
<td>48.5</td>
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<td>Westbound</td>
<td>52.8</td>
<td>260</td>
<td>47.2</td>
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<th>Location 5B</th>
<th>Sep-16</th>
<th>Oct-18</th>
<th>May-19</th>
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<tbody>
<tr>
<td>JCD (north) East of Canyon Drive (30 km/h speed limit)</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
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<tr>
<td>Eastbound</td>
<td>44.6</td>
<td>784</td>
<td>38.7</td>
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<tr>
<td>Westbound</td>
<td>51.4</td>
<td>546</td>
<td>36.3</td>
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</thead>
<tbody>
<tr>
<td>JCD (north) East of Cactus Way</td>
<td>Speed (85th %ile km/h)</td>
<td>Volume (veh/day)</td>
<td>Speed (85th %ile km/h)</td>
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<tr>
<td>Eastbound</td>
<td>53.7</td>
<td>777</td>
<td>54.4</td>
</tr>
<tr>
<td>Westbound</td>
<td>55.6</td>
<td>681</td>
<td>53.0</td>
</tr>
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</table>
JCD North - pedestrian safety at the trail crossing

road changes have improved pedestrian safety at the trail crossing
JCD North - pedestrian safety at the playground

Road changes have improved pedestrian safety at Clover Bar Ranch Park
Road changes help manage parking at Clover Bar Ranch Park
Learnings and evaluation outcomes

- public engagement
  - participation in public engagement could be further improved
    - SCOOP is an effective tool
    - must also seek other innovative ways to improve involvement.
  - residents will only participate in genuine and meaningful engagement
    - Strathcona County needs to better communicate how resident concerns are understood and reflected in our projects
- residents do not understand how to use small, residential roundabouts
  - a comprehensive and innovative education campaign is needed to improve driver understanding
Learnings and evaluation outcomes

• preliminary engineering assessment is positive
  – Strathcona County will continue to monitor speeds and collision data for final evaluation of the project outcomes.

• roundabouts are a preferable design when compared to all-way stop control for many internal and external stakeholders

• ensure traffic calming features are negotiable by Emergency Services vehicles where multiple features are proposed