

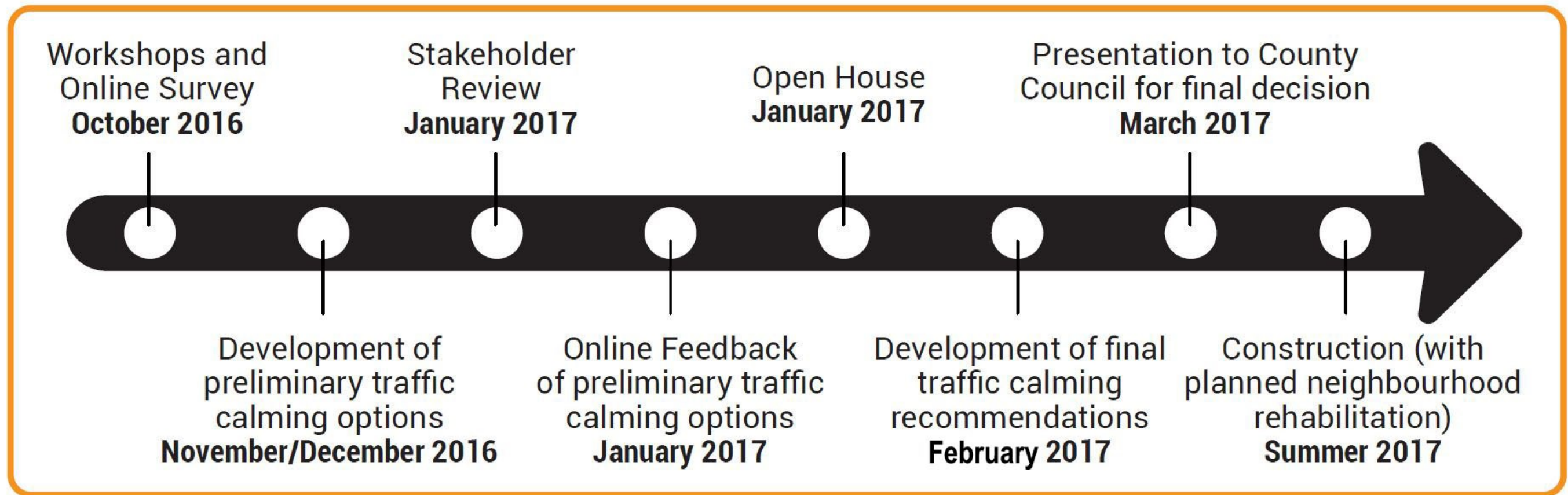
# **Jim Common Drive Traffic Calming Project Evaluation**

Priorities Committee Meeting  
September 17, 2019

Transportation Planning and Engineering

# Background

## JIM COMMON DRIVE TRAFFIC CALMING PROCESS & TIMELINE



# 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

# Public engagement

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



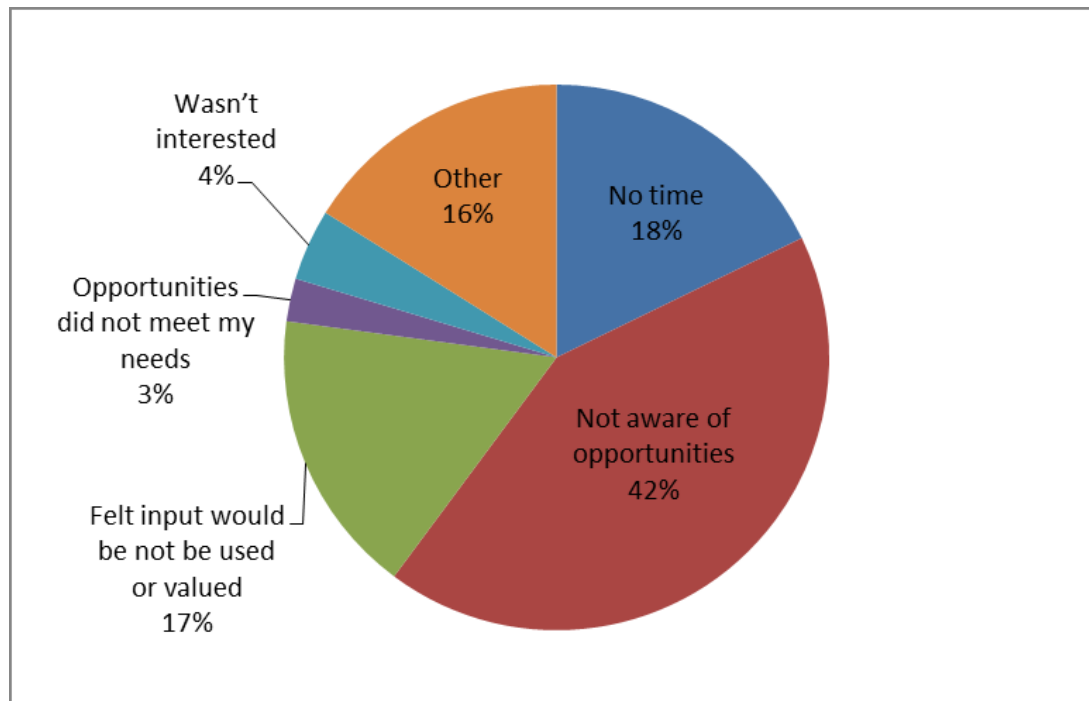
# Public engagement- quantitative evaluation

- 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

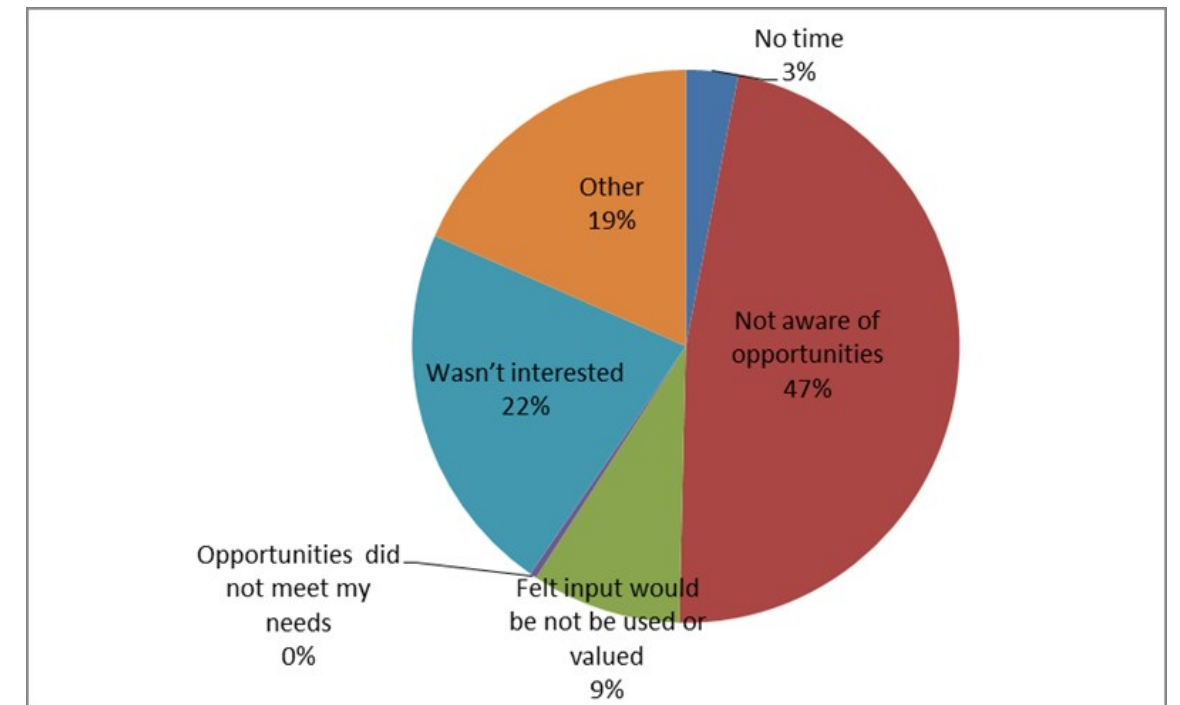
# Public engagement - resident evaluation

- 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?



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

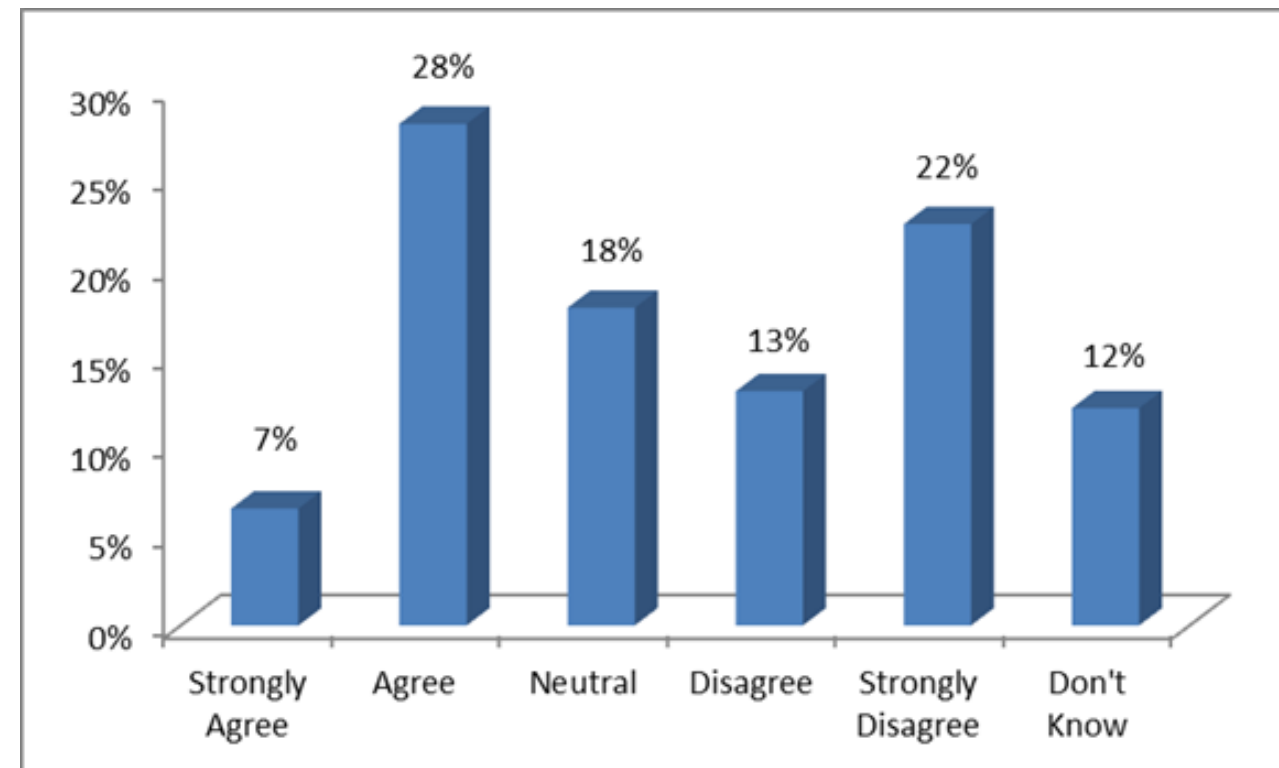


# Agreement with evaluation questions

- 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

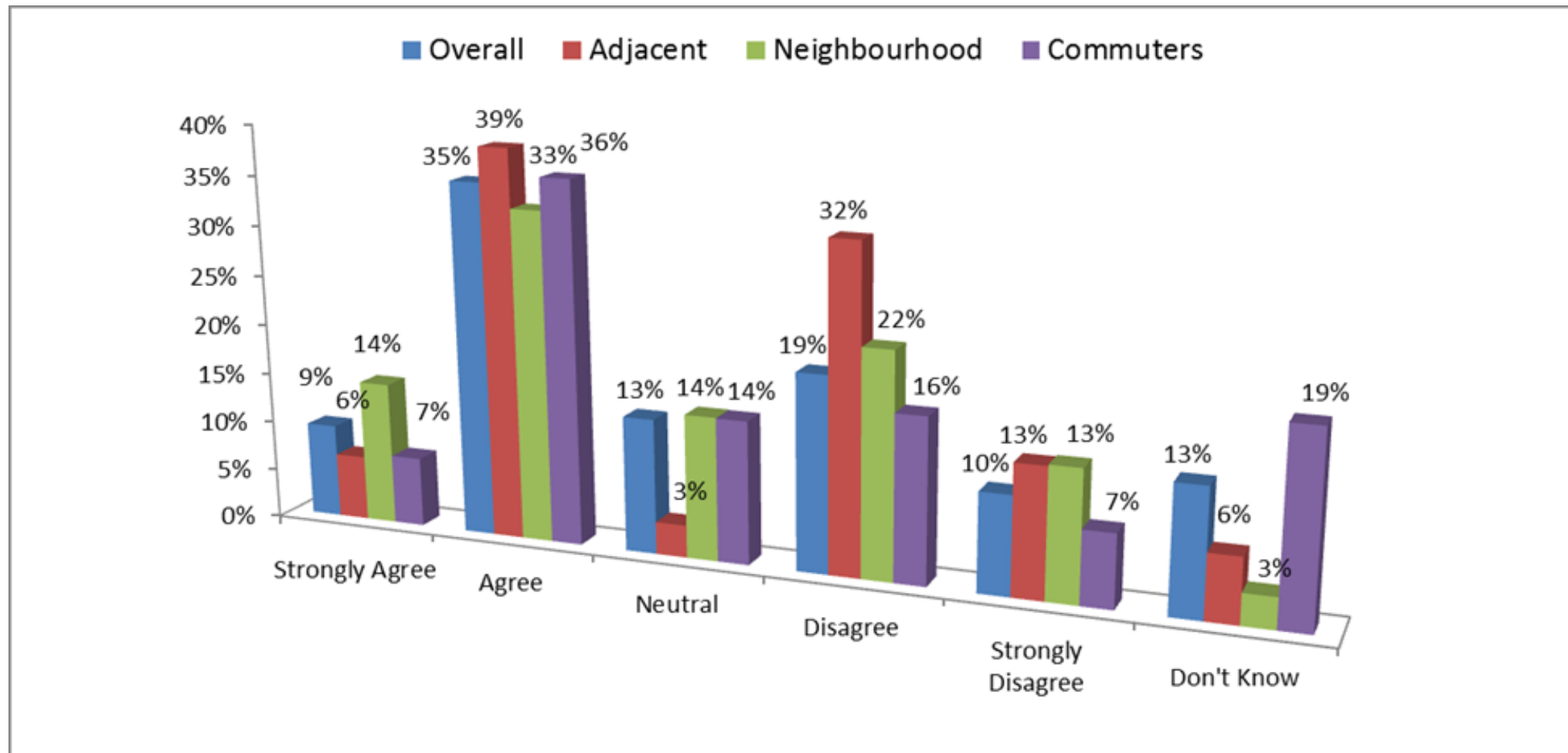


# Project outcomes - JCD South

- 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

# JCD South - Speed

Road changes have decreased speeds

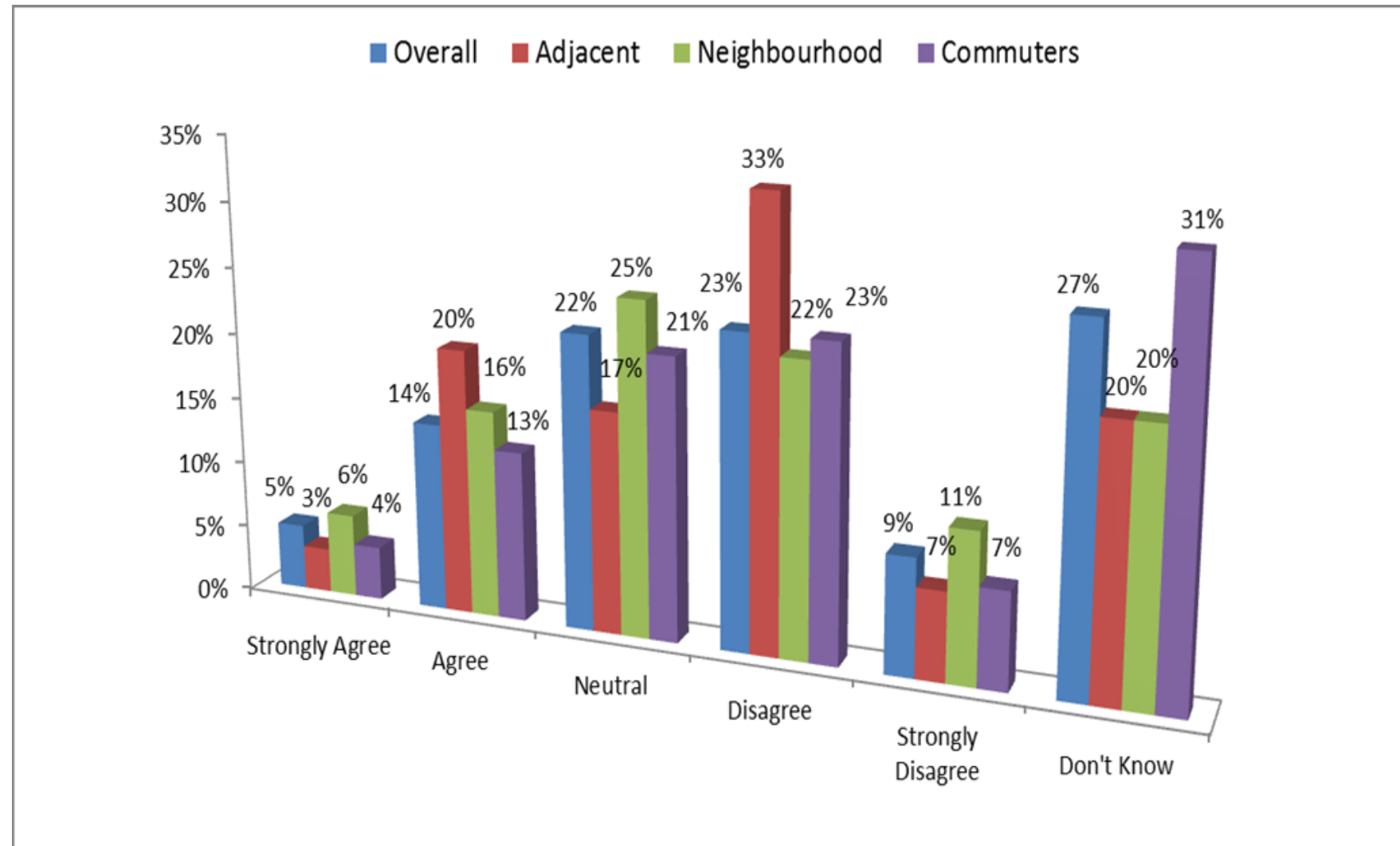


# JCD South speed

Location 1	Oct-15		Sep-18		May-19	
JCD (south) East of Crystal Lane	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	no data	no data	54.7	2993	58.4	3081
Westbound	no data	no data	59.1	2812	57.2	2692
Location 2	Oct-15		Sep-18		May-19	
JCD (south) Between Cranford and Brower Drive	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	64.3	2631	54.8	2301	55.7	2320
Westbound	67.8	1834	56.1	1955	56.3	1898
Location 3	Sep-14		Sep-18		May-19	
JCD (south) East of Brower Drive	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	51.4	2098	54.6	834	53.7	1906
Westbound	43.1	1656	58.4	1602	59.6	1542

# JCD South - shortcutting

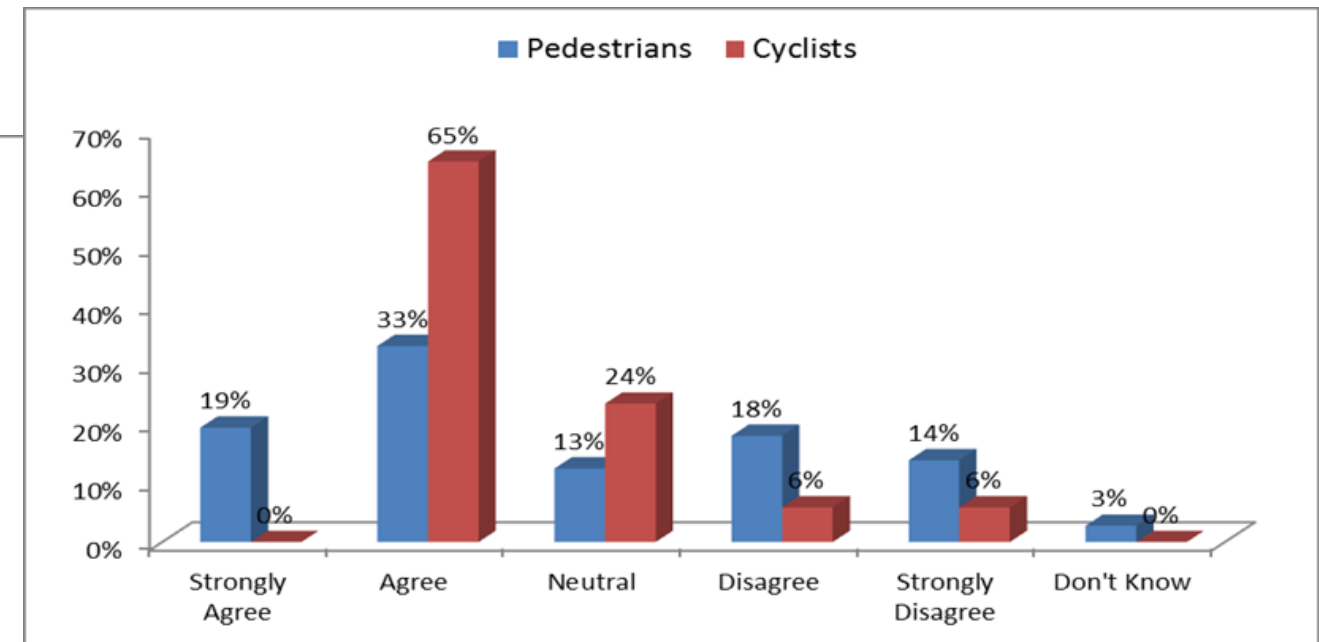
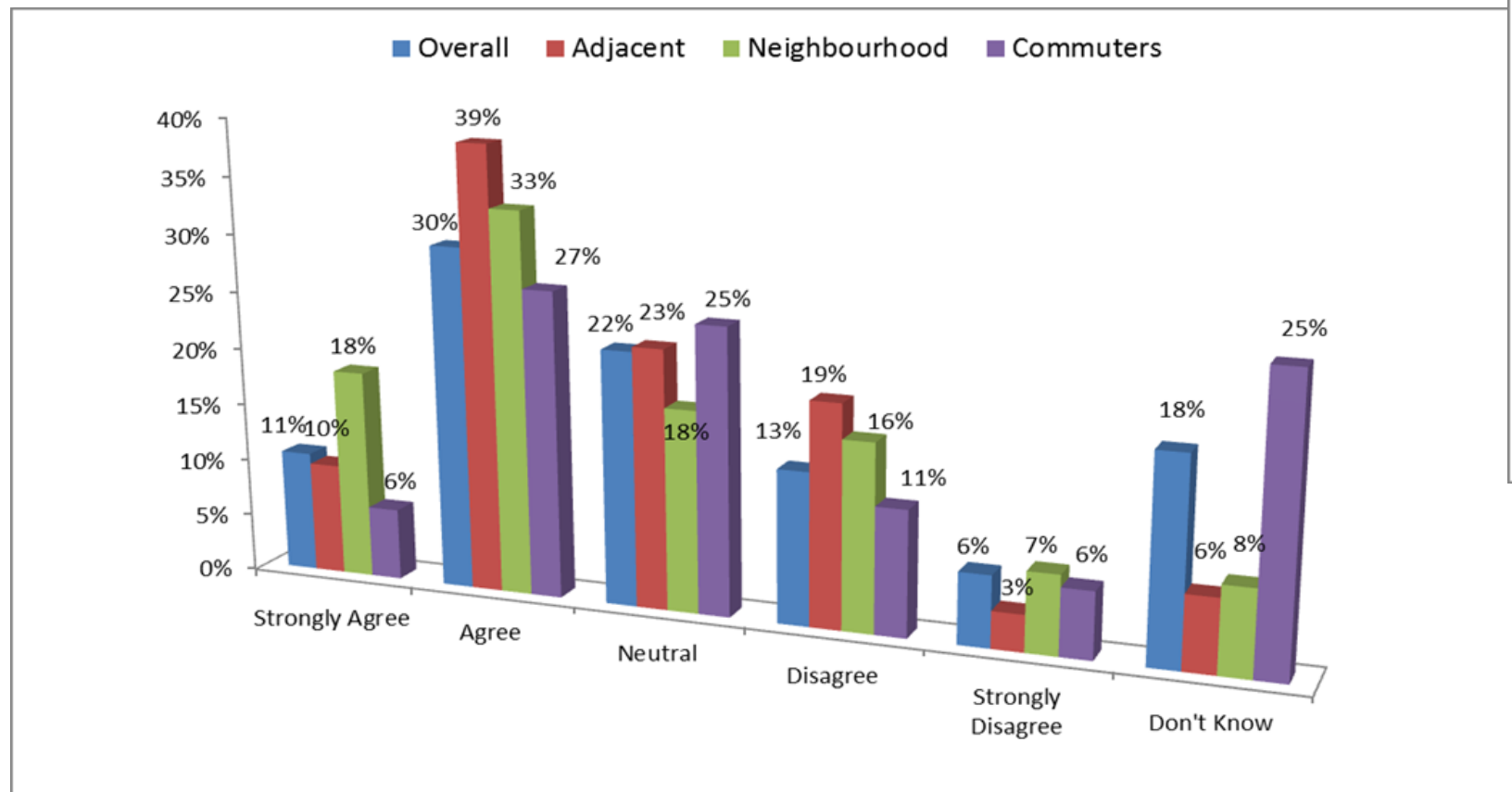
Road changes have reduced shortcutting



# JCD South - pedestrian safety

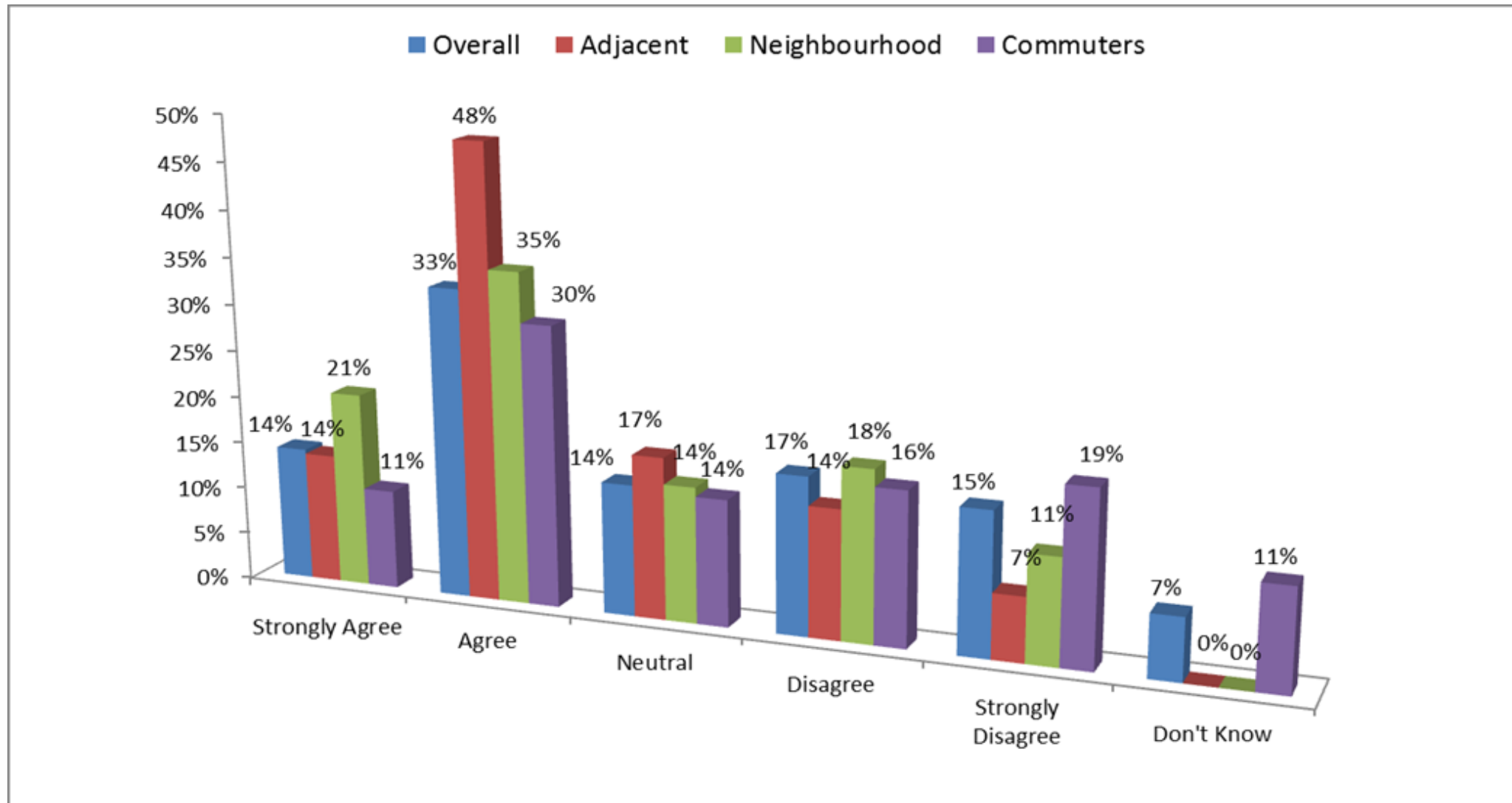
Vulnerable road user responses: Road changes have improved pedestrian safety

Road changes have improved pedestrian safety



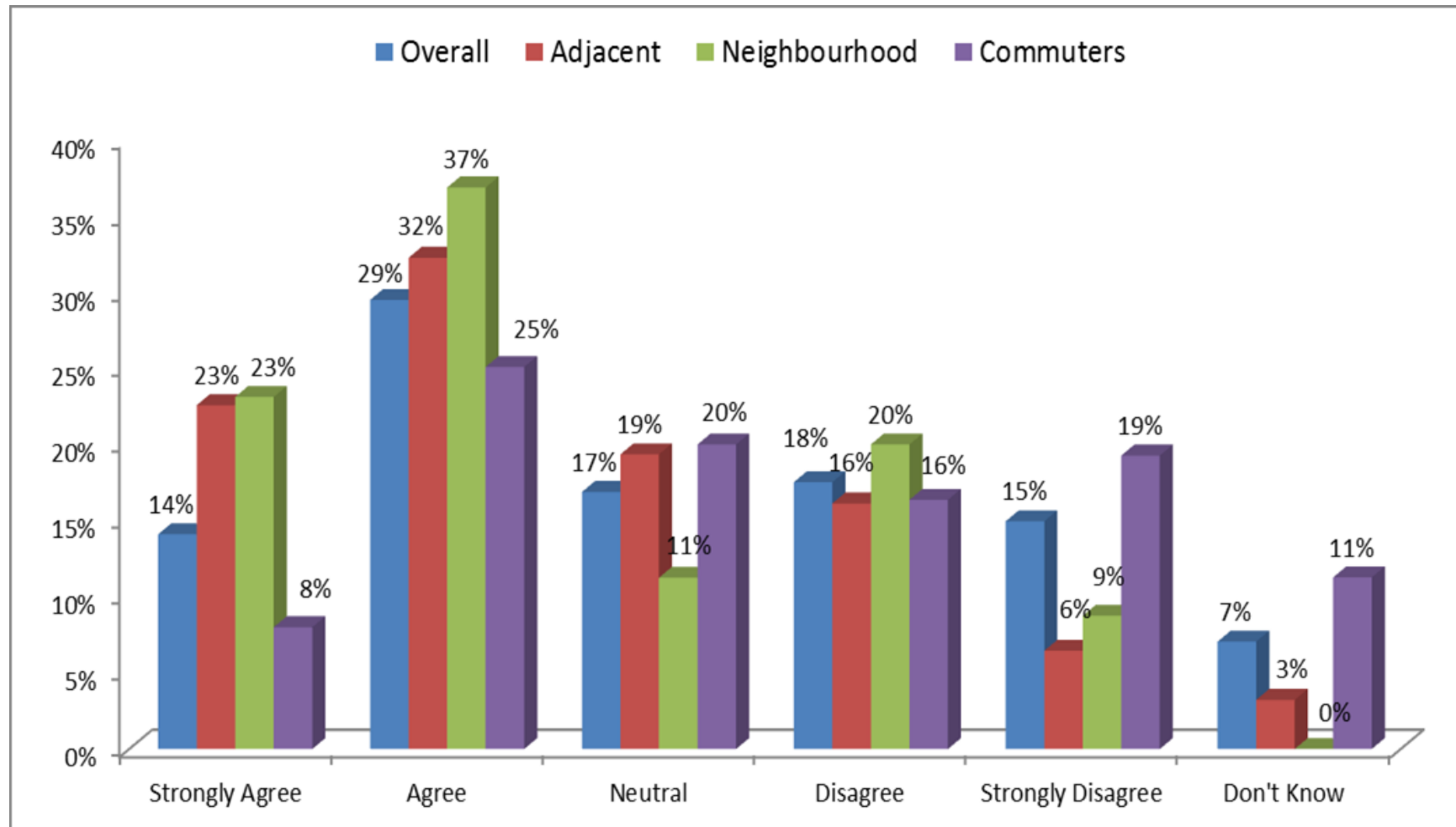
# JCD South - traffic flow

Traffic flow is smooth and efficient



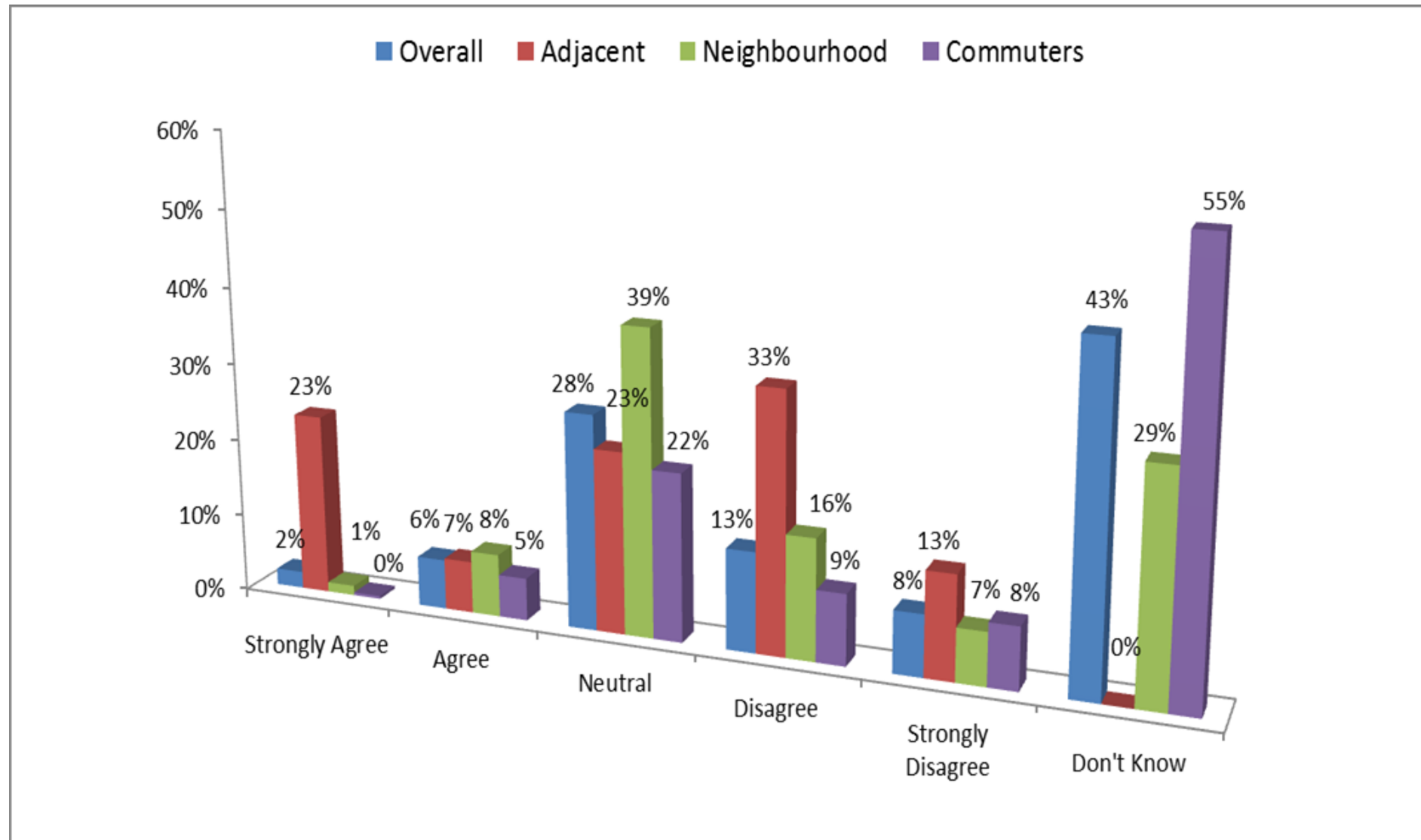
# JCD South - intersection visibility

Road changes have made it easier for me to see to navigate the intersections



# JCD South - road noise

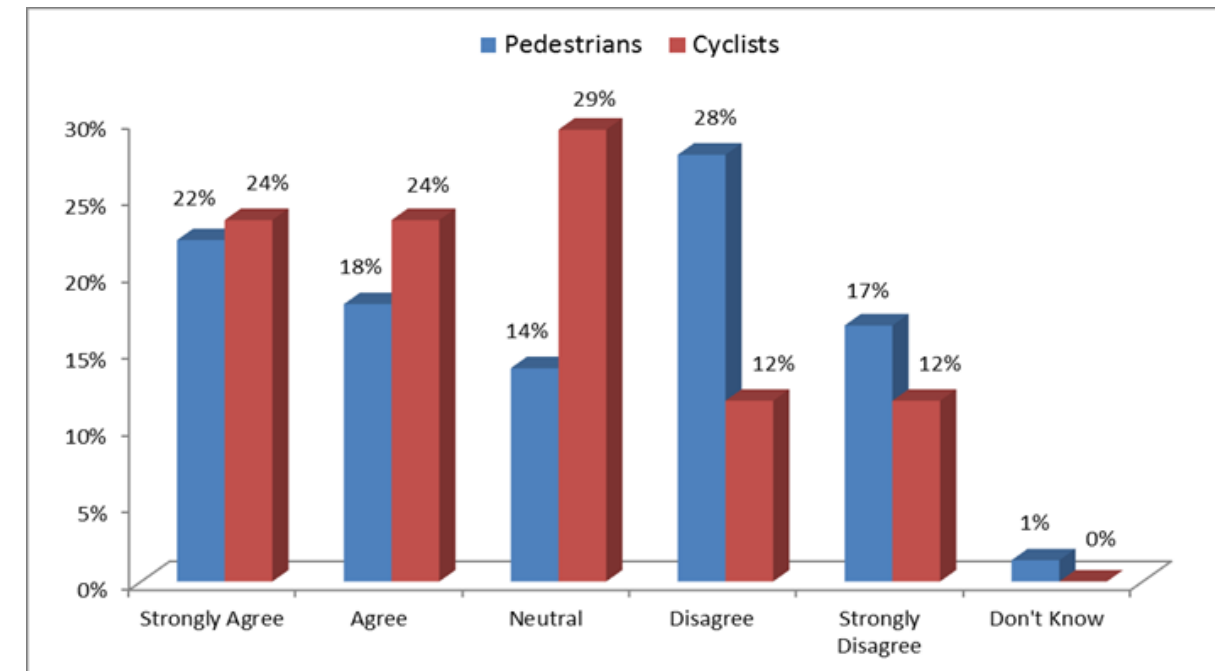
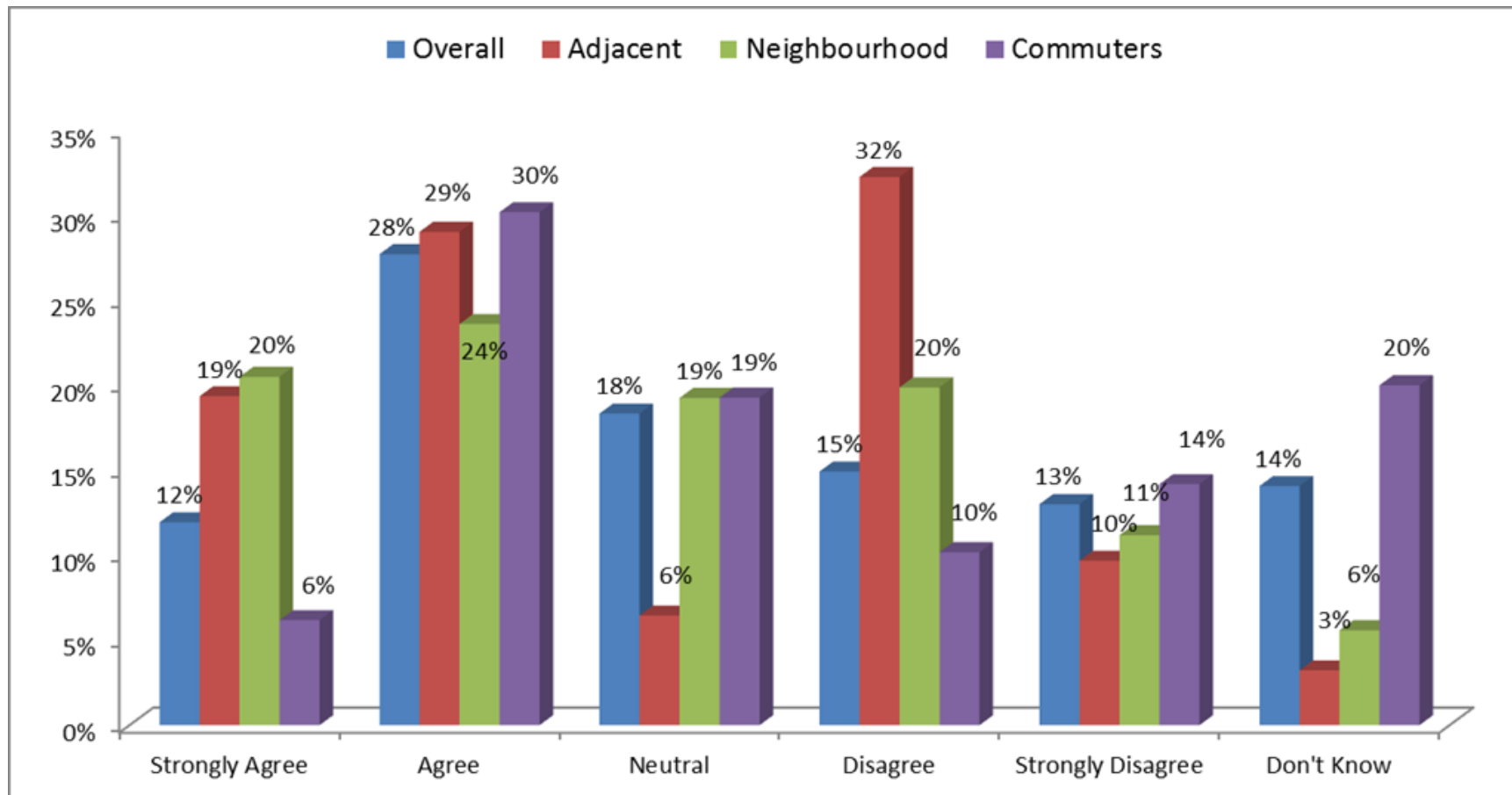
Road changes have decreased road noise



# JCD South – overall safety

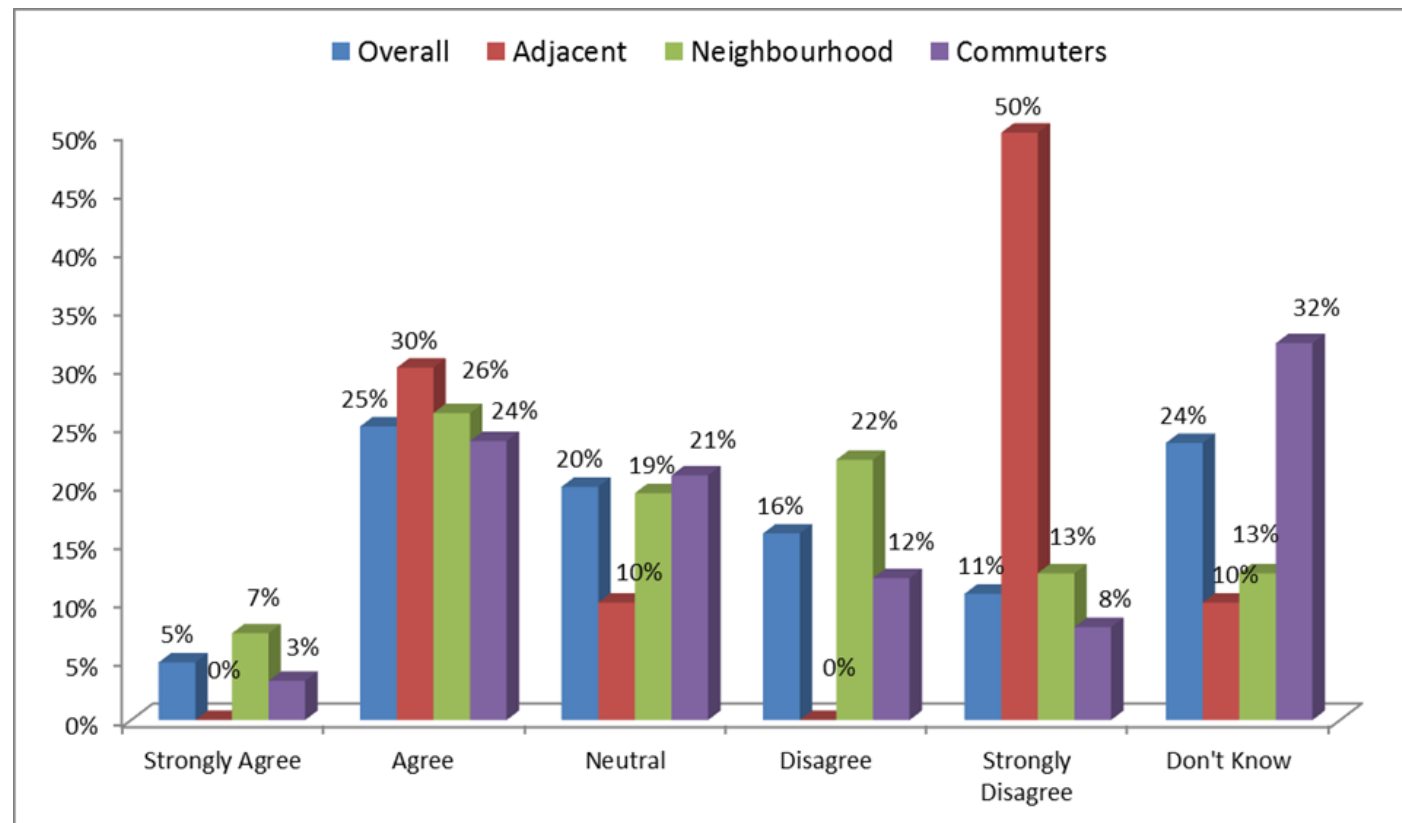
Overall, the traffic calming project was successful in improving safety on JCD South

Vulnerable road user responses: Overall, the traffic calming project was successful in improving safety on JCD South

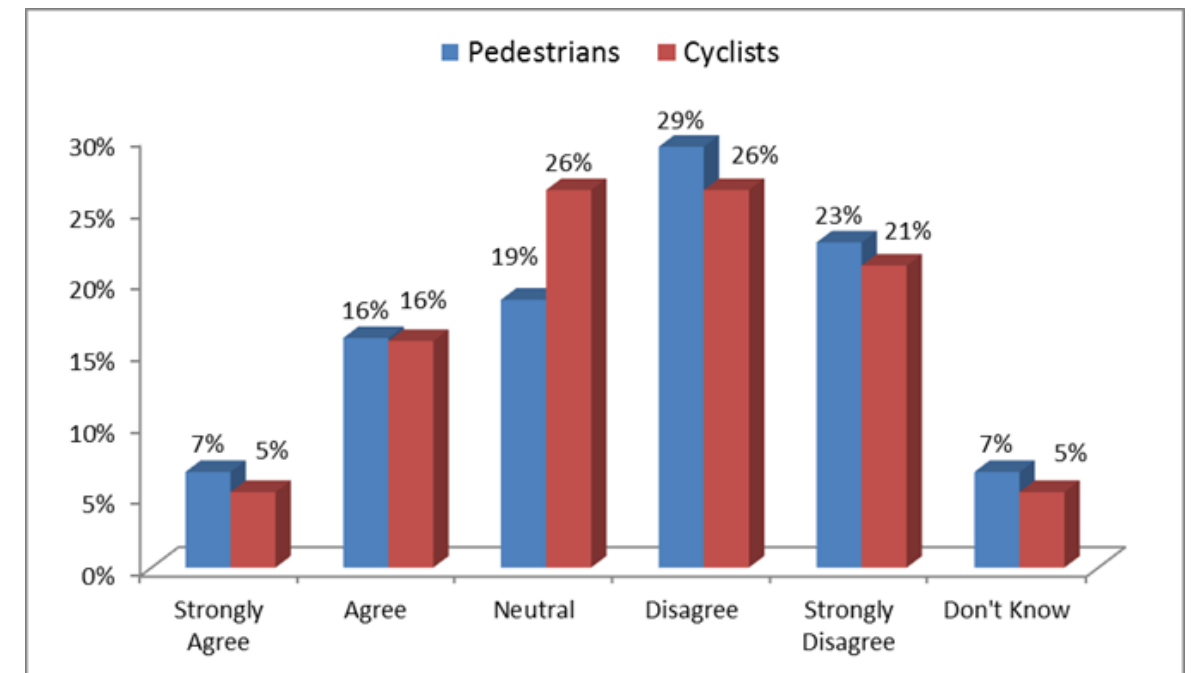


# JCD North – speed

Road changes have decreased speeds



Road changes have decreased speeds

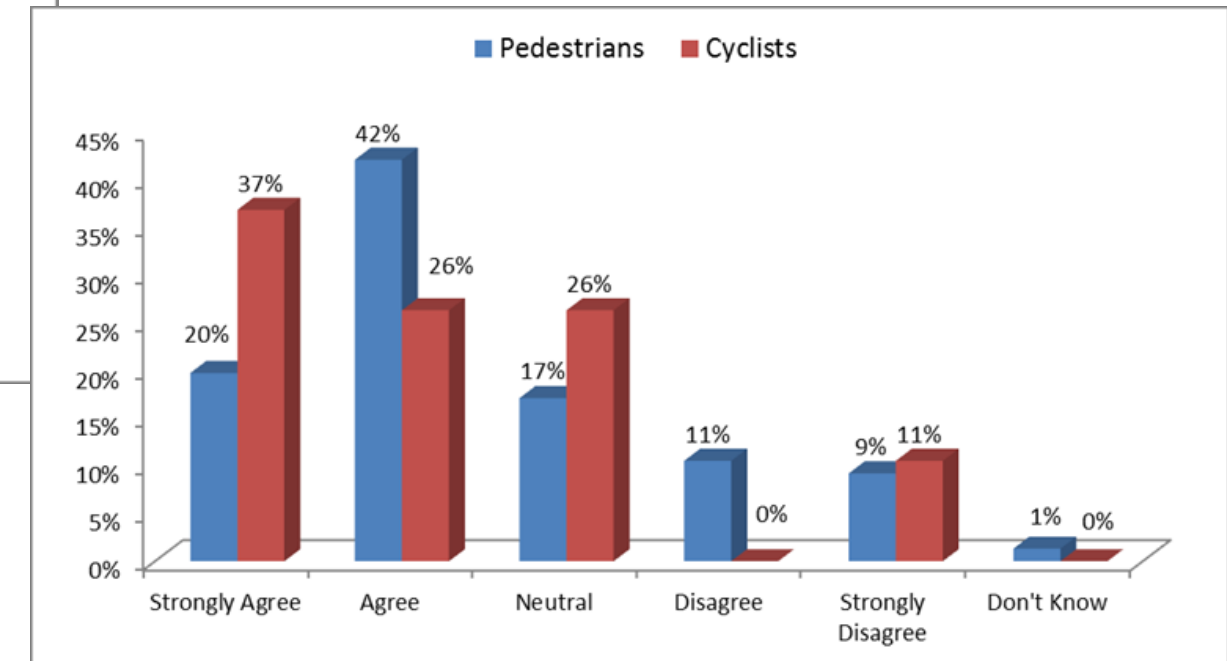
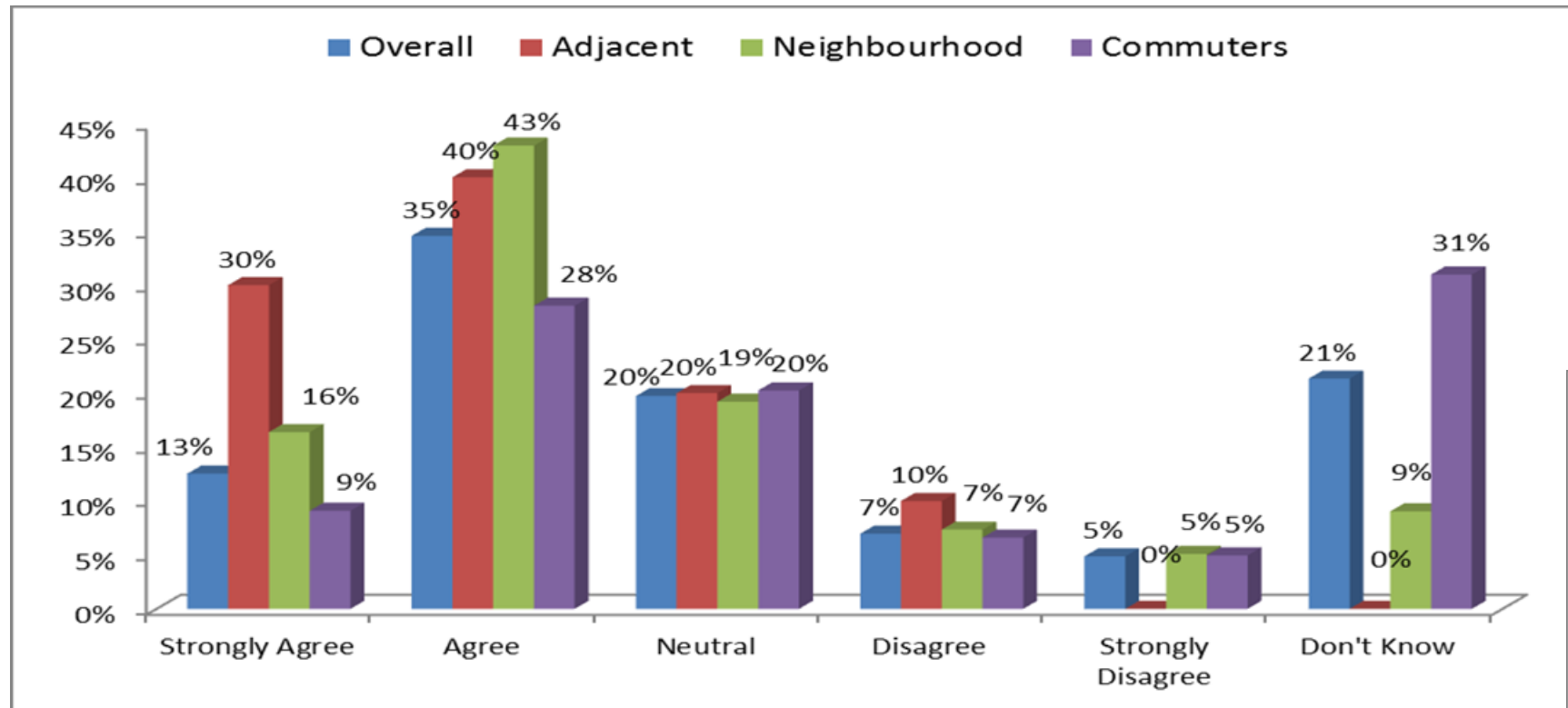


# JCD North – speed

Location 4	Sep-16		Oct-18		May-19	
JCD (north) south of Crystal Way	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Northbound	59.1	1196	49.2	1355	53.9	1344
Southbound	52.1	1291	46.6	1441	51.6	1429
Location 5A	Sep-16		Oct-18		May-19	
JCD (north) East of Canyon Drive (50 km/h speed limit)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	52.0	184	48.5	145	50.3	131
Westbound	52.8	260	47.2	171	48.1	224
Location 5B	Sep-16		Oct-18		May-19	
JCD (north) East of Canyon Drive (30 km/h speed limit)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	44.6	784	38.7	596	42.7	833
Westbound	51.4	546	36.3	539	41.5	700
Location 6	Sep-16		Oct-18		May-19	
JCD (north) East of Cactus Way	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)	Speed (85th %ile km/h)	Volume (veh/day)
Eastbound	53.7	777	54.4	793	53.3	840
Westbound	55.6	681	53.0	698	52.0	762

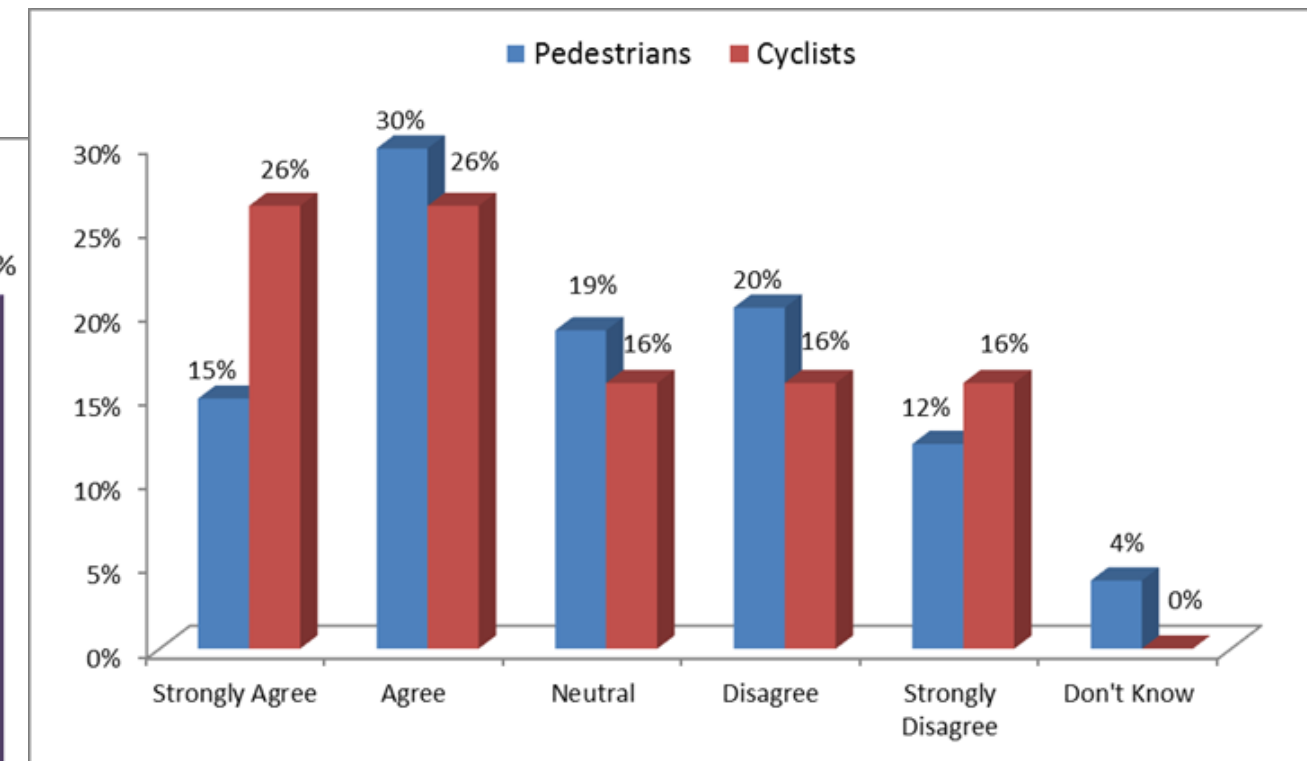
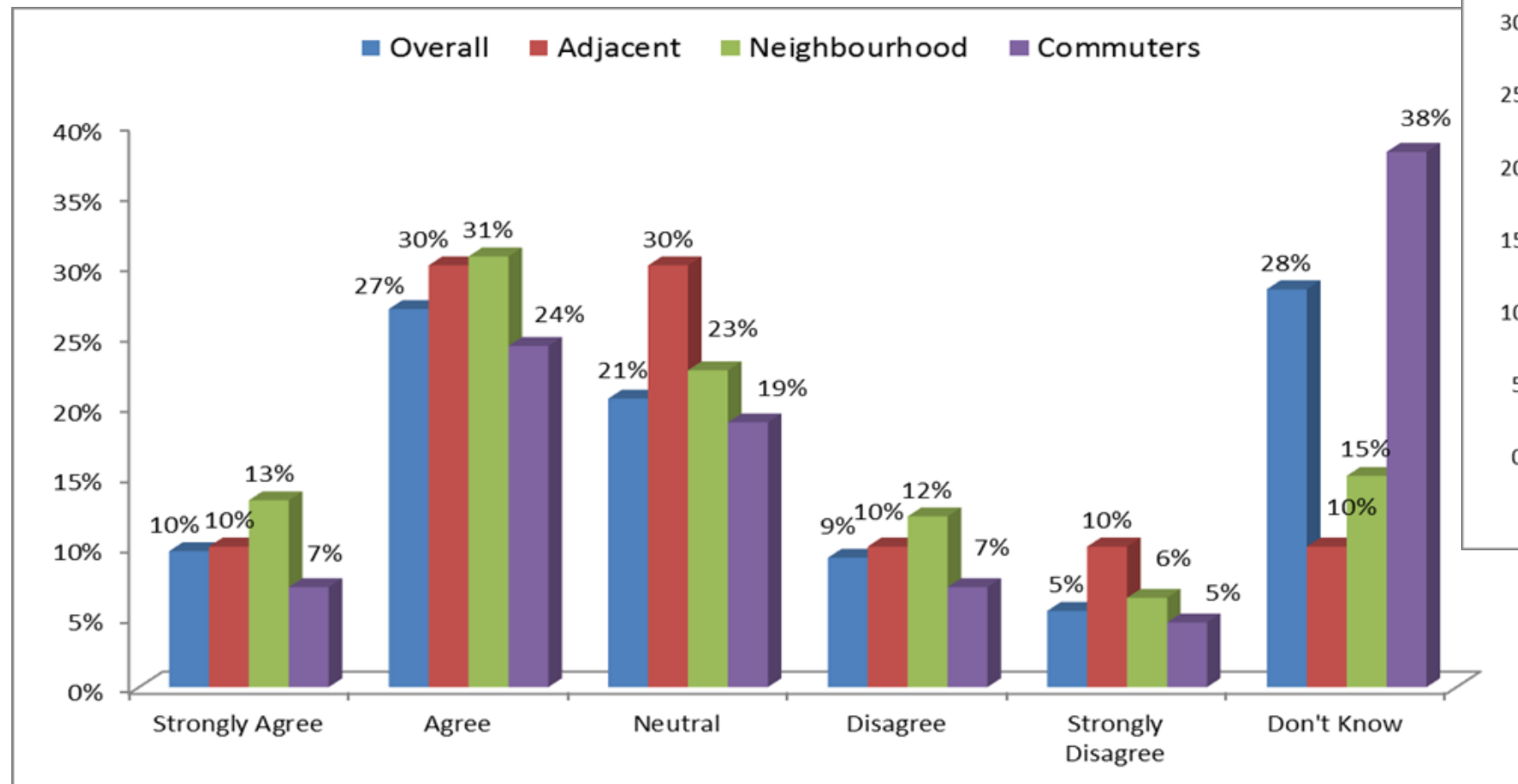
# JCD North - pedestrian safety at the trail crossing

road changes have improved pedestrian safety at the trail crossing



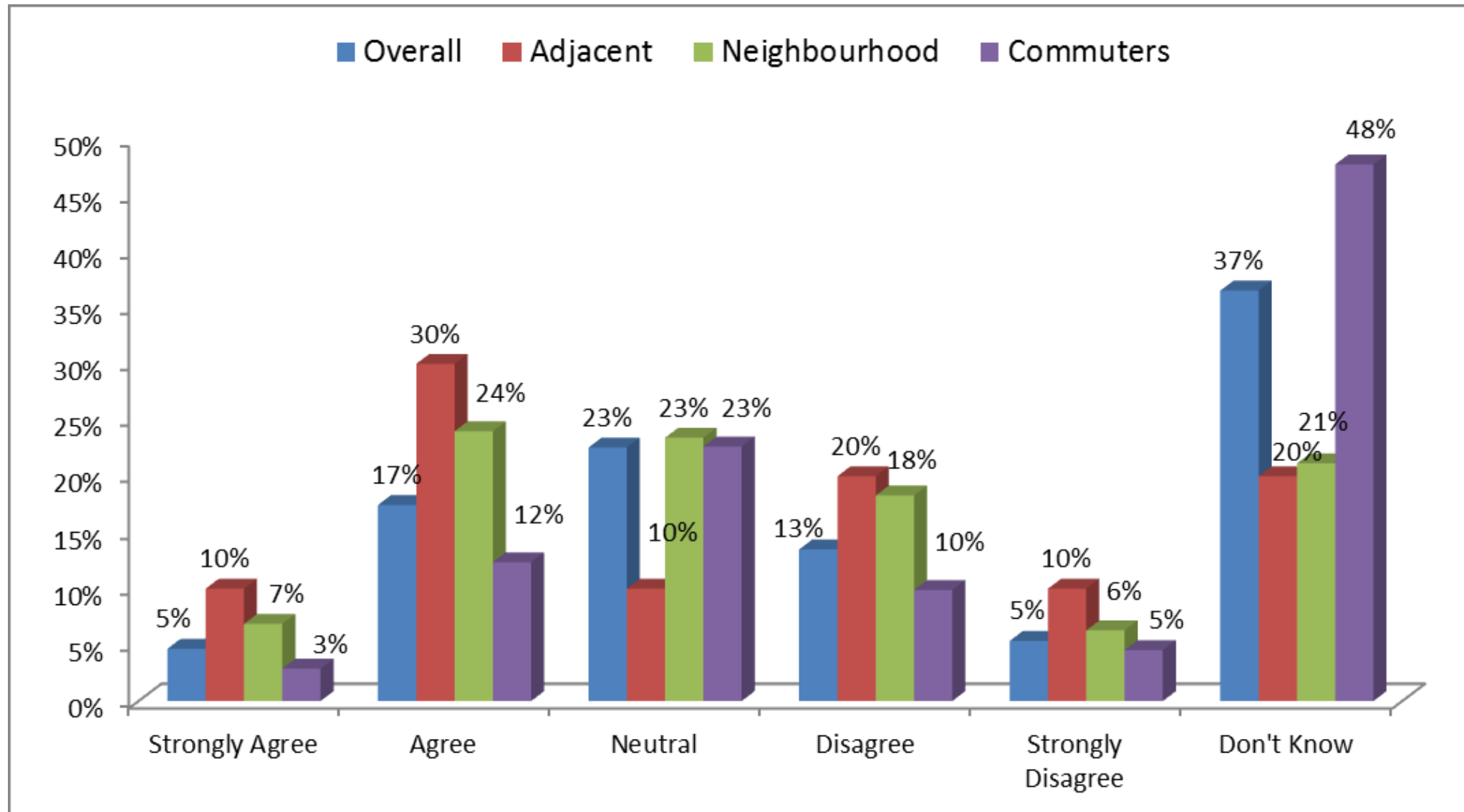
# JCD North - pedestrian safety at the playground

Road changes have improved pedestrian safety at Clover Bar Ranch Park



# JCD North - parking management

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