



Foxboro and Area Community Traffic Review

Final report
DATE: August 2023



Contents

Executive summary	4
1.0 Introduction	7
2.0 Background	7
2.1 Traffic Calming Policy	7
2.2 Project area overview	7
3.0 Current Traffic Conditions.....	9
3.1 Existing geometric characteristics	9
3.2 Vehicle speeds and volumes	9
3.3 Traffic management.....	10
3.3.1 Ecole Claudette-et-Denis-Tardif Traffic Impact Assessment (TIA)	11
3.4 Collision analysis	11
4.0 Public Engagement	11
4.1 PE process overview	11
4.2 Phase one open house and survey results	12
4.3 Phase two open house and survey results	12
5.0 Traffic calming options.....	13
5.1 Location 1A: Trail crossing on Regency Drive, north of Ridgeland Crescent.....	13
5.2 Location 1B: Regency Drive at Foxwood Crescent	14
5.3 Location 1C: Regency Drive at Foxboro Drive.....	15
5.4 Location 1D: Foxboro Drive at Foxboro Terrace.....	16
5.5 Location 2A: Ridgemont Way between Ridgehaven Cres. and Regency Dr.	16
5.6 Location 2B: Regency Drive at Ridgemont Way	17
5.7 Location 2C: Trail crossing on Regency Drive west of Ridgebay Place	18
5.8 Location 2D: Trail on Regency Dr. between Ridgebrook Rd. and Ridgeland Cres.....	18
5.9 Location 3A: Foxboro Drive, south of Foxboro Run.....	18
5.10 Location 3B: Foxboro Drive at Foxboro Lane.....	19
5.11 Location 3C: Trail crossing on Foxboro Dr., south of Foxhaven Lane.....	19
5.12 Location 3D: Foxhaven Drive, west of Foxhaven Place	20
5.13 Location 3E: Trail crossing on Foxhaven Dr., west of Foxhaven Cres.....	21
6.0 Traffic Safety and Management Decisions	21
6.1 Decisions at option locations.....	21
6.2 Other pedestrian safety improvements	23

7.0 Final Traffic Safety and Management Plan	26
8.0 Conclusion	28
Appendix 1: Project areas and proposed road changes	29
Appendix 2: Current Conditions Map	30
Appendix 3: Ten Year Collision History in Project Area (2012-2021)	31

Executive summary

The purpose of this project was to review traffic in Foxboro, Foxhaven, Regency Park and The Ridge neighbourhoods to identify improvements for traffic management and safety that will be incorporated during upcoming neighbourhood rehabilitation.

The project area has a history of residential traffic concerns. These concerns have been amplified by the planned addition of the new École Claudette-et-Denis-Tardif in Florian Park. The project included an engineering review of current and future traffic conditions (through the school's traffic impact assessment) and an extensive public engagement (PE) process.

Engineering review found collector roads in the neighbourhoods are operating for the most part as expected for speed/volume/intersection delay, and they are anticipated to continue to operate within acceptable parameters when the school opens. A few locations were observed where pedestrian facilities did not meet best practice. Collision history for the area is similar to comparable neighbourhoods in Sherwood Park, and no collisions involving a pedestrian or cyclist was attributed to excess speed.

PE for this project involved a two-phase process. The first phase was designed to understand current and future traffic safety concerns in the neighbourhood; 364 responses were received to the online survey. Phase one survey results indicated 58% residents who participated in the engagement were either "Moderately" or "Extremely" concerned with current traffic conditions; 81 per cent of respondents reporting they were either "Moderately" or "Extremely" concerned with future traffic conditions.

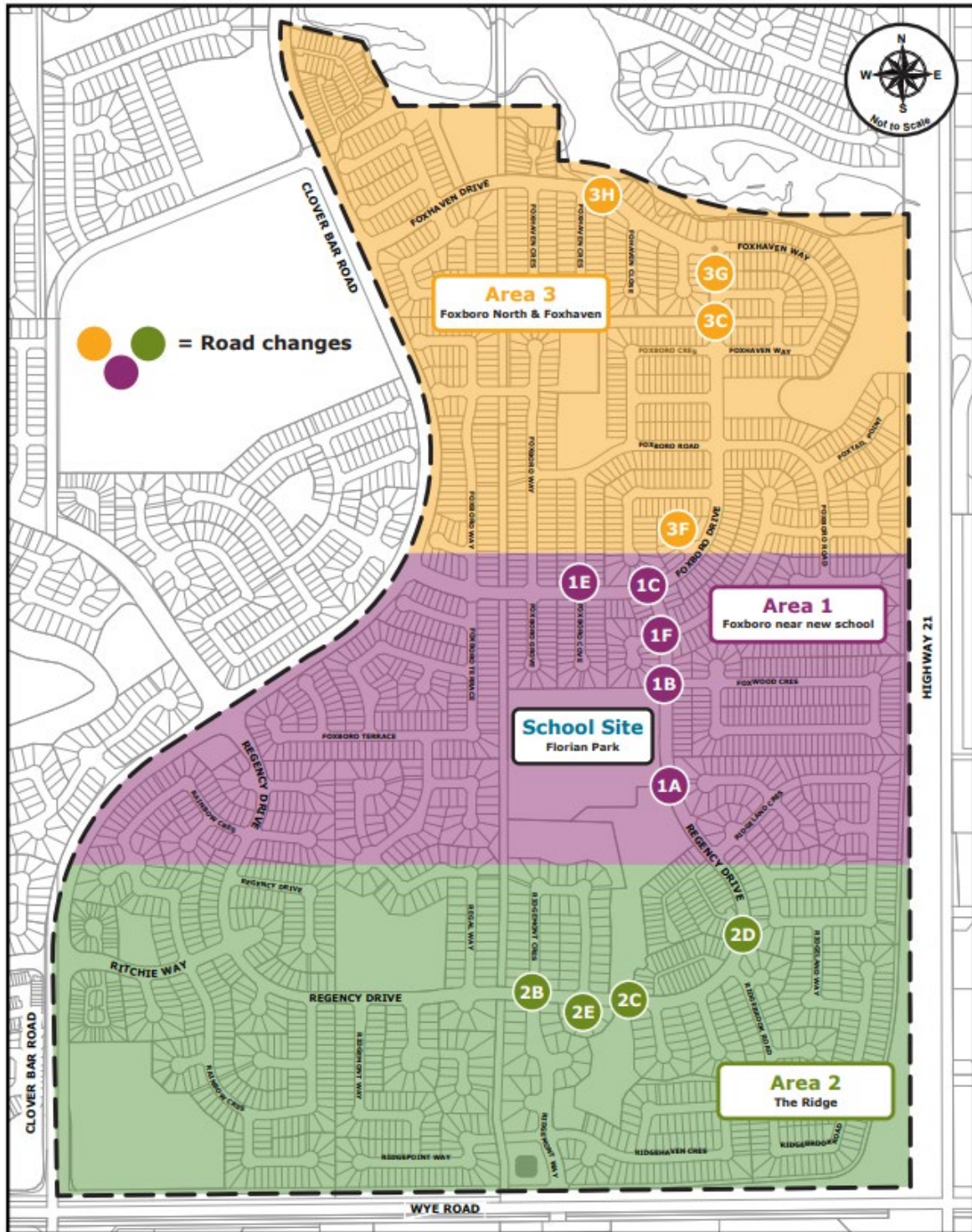
Based on engineering review and resident input, potential traffic calming and management options were developed and presented to residents for input during the second phase of engagement in the spring of 2023. Feedback was received from 352 households.

The results of the survey indicate the majority of residents do not support physical traffic calming, particularly raised features, to manage traffic concerns. In all cases except the intersection of Foxboro Drive with Regency Drive, overall resident preference was clearly with the lower cost, less aggressive traffic calming option.

Resident input was used to create a final traffic safety and management plan (below). It is a moderate plan that focuses on improving pedestrian facilities and managing anticipated traffic changes in a way that balances community desires for both safety and accessibility. Physical changes to the roadways will be completed with scheduled neighbourhood rehabilitation in 2024/25 and will be funded through existing planned budgets.

This plan is based on current and anticipated traffic in the neighbourhoods. Once the new school is open, ongoing reassessment will be undertaken to ensure that the roads are operating as expected, and safety is maintained.

Foxboro and area traffic safety and management plan



Foxboro and area traffic safety and management plan

- 1A** **Location:** Trail crossing on Regency Drive, north of Ridgeland Crescent
Plan: Realign crosswalk only
- 1B** **Location:** Regency Drive at Foxwood Crescent
Plan: Replace existing yellow temporary curbs with a constructed curb extension with regular crosswalk
- 1C** **Location:** Regency Drive at Foxboro Drive
Plan: Add roundabout
- 1E** **Location:** Foxboro Drive at Foxboro Cove
Plan: Add crosswalk through the existing median island
- 1F** **Location:** Regency Drive at Foxtail Way/Foxglove Court
Plan: New crosswalk with curb extension
Upgrade yield signs on Foxtail Way and Foxglove Court to stop signs
-
- 2B** **Location:** Regency Drive at Ridgemont Way
Plan: Add median island west of intersection
- 2C** **Location:** Trail crossing on Regency Drive west of Ridgebay Place
Plan: Add median islands to existing crosswalk
- 2D** **Location:** Trail on Regency Drive between Ridgebrook Road and Ridgeland Crescent
Plan: Add new crosswalk with median islands
- 2E** **Location:** Cul-de-sac on Regency Drive, east of Ridgemont Way
Plan: Extend island and install sidewalk
-
- 3C** **Location:** Trail crossing on Foxboro Drive, south of Foxhaven Lane
Plan: Add median islands to existing crosswalk
- 3F** **Location:** Cul-de-sac on Foxboro Drive between Regency Drive and Foxboro Loop
Plan: Extend island and install sidewalk
- 3G** **Location:** Foxboro Drive south of Foxhaven Way roundabout
Plan: Relocate crosswalk closer to the roundabout through a new median island
- 3H** **Location:** Foxhaven Drive and Foxhaven Crescent
Plan: Add a crosswalk with a median island

1.0 Introduction

The purpose of this project was to review traffic in Foxboro, Foxhaven, Regency Park and The Ridge neighbourhoods to identify improvements for traffic management and safety that can be incorporated during upcoming neighbourhood rehabilitation.

The project area has a history of residential traffic concerns. These concerns have been amplified by the planned addition of the new École Claudette-et-Denis-Tardif in Florian Park. Upcoming neighbourhood rehabilitation provided the ideal time to address vehicle speed and pedestrian safety concerns, both existing and future, in the neighbourhood.

An extensive public engagement process with area residents, the school's traffic impact assessment and up-to-date traffic data, were used to develop final traffic safety and management recommendations.

2.0 Background

2.1 Traffic Calming Policy

Traffic calming in Strathcona County is guided by SER-009-040 Traffic Calming Policy. The purpose of this policy is to ensure that residential roads function as they are designed by establishing a framework for the implementation of traffic calming in Strathcona County. The Traffic Calming Policy sets out principles and guidelines for the consideration and prioritization of requests for traffic calming.

Traffic calming in Strathcona County identifies both engineering-led and community-led processes. Engineering-led traffic calming is undertaken in response to an engineering or community identified concern, confirmed by engineering data (generally an 85th percentile speed of > 5km/h over the speed limit). At these locations, engineers have a duty of care to address safety concerns and ensure the road is operating within defined safety parameters.

Where community concerns are identified, but traffic data suggests the road is operating within expected parameters, residents are offered a solution to address the concern, but the option to do nothing is also presented. For this project, traffic calming options were presented for both engineering-led and community-led concerns.

2.2 Project area overview

The project area includes the neighbourhoods of Foxboro, Regency Park, The Ridge and Foxhaven. These are mature neighbourhoods that are fully developed, with construction completed between the mid 1990s and 2010s. The project area is large, consisting of 2,732 households. It is bounded by the Heritage Hills wetlands to the north, Clover Bar Road to the west, Wye Road to the south and Highway 21 to the east.

Other than a 7-11 convenience store on the corner of Clover Bar Road and Regency Drive, and a small strip mall on the corner of Wye Road and Ridgemont Way, the entire project area consists of residential land use, primarily single detached housing. There are four large parks within the

project area, including the municipal reserve currently housing Florian Park, where the new Francophone school, École Claudette-et-Denis-Tardif, will be constructed starting in August 2023, with a planned opening date of September 2025.

Figure 1: Project Boundary Map



Three main collector roads in the project area include Regency Drive, Foxboro Drive and Foxhaven Drive. Additionally, Ritchie Way provides a connection to Clover Bar Road from Regency Drive, and Ridgemont Way provides neighbourhood access to the south between Wye Road and Regency Drive. The majority of homes in the project areas are located on local roads

and cul-de-sacs branching off the collector roads, although a small percentage of homes do have frontage on the collector network.

For the purposes of resident engagement, the project area was divided into three sections (See Appendix 1): Foxboro near the new school, The Ridge, and Foxboro north and Foxhaven.

3.0 Current Traffic Conditions

3.1 Existing geometric characteristics

All public roads in the project area have been built to accommodate two-way traffic plus a parking lane on each side. Major collector roads (Regency Drive, Foxboro Drive, Foxhaven Drive, Ridgemont Way and Ritchie Way) measure between 11 and 12 metres wide. These roads have been designed to accommodate 2,500 to 6,000 vehicles per day, as per County Design and Construction Standards.

The older neighbourhoods of Regency Park and The Ridge were constructed without traffic calming, but spot safety improvements were made during recently completed rehabilitation on Regency Drive (west of Ridgemont Way) and on Ritchie Way to improve pedestrian safety, including the addition of curb extensions, median islands and Rectangular Rapid Flash Beacons (RRFBs) at key crossing points.

Foxboro and Foxhaven were constructed later than Regency Park and The Ridge. Foxboro Drive was constructed with several traffic calming features (median islands, curb extensions) already in place. The intersection of Foxboro Drive and Foxhaven Drive is managed by a roundabout. See Current Conditions Map (Appendix 2) for current locations of pedestrian crossings, bus stops and playground zones.

It is noted that vehicles are parking along the end of the islands on cul-de-sacs on Regency Drive, east of Ridgemont Way and Foxboro Drive, between Regency Drive and Foxboro Loop, causing pedestrians to move to the street for access.

3.2 Vehicle speeds and volumes

Speed and volume data were collected at ten locations in the project area in June 2022 (see Table 1. Locations are also shown in Appendix 2). All collector roads were found to be operating well within capacity. Vehicle speeds were also found to be within expected parameters at most locations; however, 85th percentile speed on Regency Drive (east of Ridgemont Crescent near trail crossing) and Foxboro Drive (south of Foxboro Loop) exceeded the threshold of 55km/h for engineering-driven traffic calming. The 85th percentile speed recorded on Foxhaven Drive (west of Foxhaven Close) was also very close to this threshold at 54.3 km/h.

Table 1: Speed and volume data for major collector roads in project area

#	Location	Average speed (km/h)	85 th percentile speed (km/h) *	Volume (vehicles per day)
1	Foxhaven Drive (west of Foxhaven Close)	45.6	54.3	1,514
2	Foxboro Drive (south of Foxhaven Lane)	44.4	52.8	1,354
3	Foxboro Drive (south of Foxboro Loop)	45.0	55.1	1,000
4	Foxboro Drive (between Foxboro Grove and Foxboro Cove)	41.7	50.4	3,595
5	Regency Drive (north of Foxwood Crescent)	38.9	47.4	2,461
6	Regency Drive (at Florian Park)	34.5 PG	42.5 PG	2,127
		43.1	50.1	
7	Regency Drive (east of Ridgemont Crescent)	50.0	57.7	3,153
8	Regency Drive (at McPherson Park)	34.6 PG	43.2 PG	1,897
		42.2	52.1	
9	Ritchie Way (west of marked crosswalk)	38.2 PG	46.8 PG	1,977
		40.3	49.3	
10	Ridgemont Way (north of Ridgehaven Crescent)	43.7	53.5	1,511

* 85th percentile speed means 85% of vehicles are going this speed or slower; PG means playground zones were in effect when data was collected

3.3 Traffic management

The intersection of Ridgemont Way/Ridgemont Crescent and Regency Drive currently operates as a 2-way stop on Ridgemont Way/Ridgemont Crescent approaches. A June 2021 warrant study confirmed that this intersection is operating well under current conditions, with an average delay of 9 seconds on the northbound leg (maximum 34 seconds) during the PM peak.

The intersection of Regency Drive and Foxboro Drive is a T-intersection currently operating with stop control on the Regency Drive approach. Testing provided as part of the Traffic Impact Assessment (TIA) for the new school confirms this intersection is operating well under current conditions with an average delay of 5.4 seconds during AM peak and 3.2 seconds during PM peak time.

The intersection of Foxboro Drive and Foxhaven Drive is managed by a roundabout. No concerns about the operation of the roundabout were noted during the engineering review. However, the current configuration of the crosswalk on the south leg of the roundabout places

it to the south of the median island. It is noted placement through the splitter island would be considered better practice.

3.3.1 Ecole Claudette-et-Denis-Tardif Traffic Impact Assessment (TIA)

As part of the development requirements for the new school, a TIA was submitted and reviewed by County engineers. The TIA anticipates:

- 12 school buses each morning and afternoon
- Up to 1,214 generated trips per day (based on a conservative 60% bussing scenario)
- Intersections at Foxboro Drive/Regency Drive and entrances to the bus loop and new school parking will operate with acceptable conditions.

3.4 Collision analysis

Available collision history for the project area was examined for the last 10 years (2012-2021). Twenty-five collisions were reported that involved an injury. All but one collision involved only a minor injury. Half of the collisions took place with Snow/slush/ice road conditions.

Two collisions involved cyclists on Foxboro Drive. One involved a 14-year-old cyclist who performed a stop sign violation at an unsafe speed through Foxboro Link. The other collision involved a 16-year-old cyclist crossing at Foxboro Grove with the right of way, who was struck at low speed by a driver who proceeded unsafely after stopping.

Three collisions involved pedestrians. One was a 27-year-old jogger who was crossing with the right of way at the marked crosswalk on Regency Drive near Ridgebay Place. Sun glare was cited as a factor in the collision. The other two pedestrian collisions took place on a local road (Ridgebrook Road). One involved an 11-year-old child who ran out in front of a motorbike and sustained a major injury. The other involved a 21-year-old getting out of a car who was struck by a backing vehicle. No pedestrian or cyclist collisions cited unsafe vehicle speed as a contributing factor.

See Appendix 3 for a map and summary chart of these collisions.

4.0 Public Engagement

Public engagement (PE) for this project was undertaken at the “listen and learn” level, meaning the County obtained feedback from citizens and stakeholders to test ideas or concepts, clarify issues, and identify possible solutions.

4.1 PE process overview

PE for this project involved a two-phase process. The first phase was designed to help the County understand current and future traffic safety concerns in the neighbourhood. Information gathered in the first phase of PE was used alongside engineering data to create traffic calming and management options.

The second phase of PE was designed to gather resident feedback on the options presented. Results of the second phase of engagement were used to develop the final project plan.

4.2 Phase one open house and survey results

In September 2022, residents in the Foxboro and area neighbourhoods were invited via letter mail (2732 households) and road signs to participate in the first phase engagement. The first component was an open house held on September 29, 2022, at Florian Park; the second component was an online survey available from September 29 to October 16, 2022. Well over 100 people attended the open house at Florian Park, and 364 responses were received to the online survey.

Phase one survey results indicated 58% residents who participated in the engagement were either “Moderately” or “Extremely” concerned with current traffic conditions. There was an even higher level of concern with future traffic associated with the planned school, with 81% of respondents reporting they were either “Moderately” or “Extremely” concerned with future traffic conditions.

Phase one results also found 68% of respondents were supportive of physical measures to improve pedestrian safety. Full results of the first phase of engagement are available in the *Foxboro and Area: Phase 1 Public Engagement Summary Report (December 2022)* available on the project webpage at Strathcona.ca/Foxboro.

4.3 Phase two open house and survey results

Based on engineering review and resident input, a number of traffic calming and management options were developed and presented to residents for input during an open house on March 21, 2023 and online survey which ran March 22 – April 23, 2023. Residents were invited to provide input via letter to their homes as well as road signs and a project e-newsletter (for those who signed up).

Feedback from 352 households was compiled to understand resident preferences for the traffic safety and management options presented. Responses were concentrated close to Florian Park. Despite several potential road changes proposed in Foxhaven, response rate in that neighbourhood was low, with 38 responses (representing a nine per cent response rate).

Residents expressed significant concern about existing traffic in the project area, and a great deal of concern about the impacts of the new school on neighbourhood traffic during the first round of resident engagement. However, the results of this survey suggest the majority of residents do not support physical traffic calming, particularly raised features, to manage those traffic concerns.

In all cases except the intersection of Foxboro Drive with Regency Drive, overall resident preference was clearly with the lower cost, less aggressive traffic calming option (or no change,

where the option was given). Generally, the farther away the location was from the new school site, the less support there was for change.

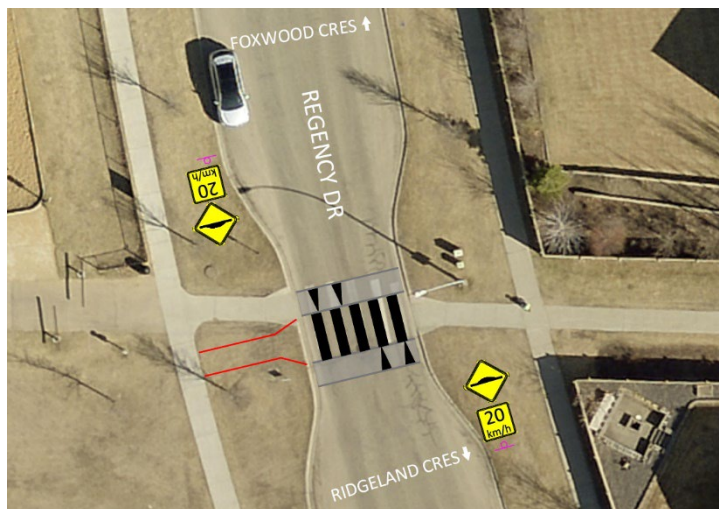
For the intersection of Foxboro Drive/Regency Drive, resident opinions were evenly split on the traffic management options; however, residents tended to be more strongly in support or opposition to the roundabout than the all-way stop. Regardless of which option the resident supported, icy conditions at this intersection were a noted concern across one quarter of all comments. Full results are available *Foxboro and Area Community Traffic Review: Open house and online survey results* on the project webpage at Strathcona.ca/Foxboro.

5.0 Traffic calming options

Based on engineering review and resident input, traffic calming and management options were developed. Due to the high level of concern voiced by residents during the first round of engagement, traffic calming options were provided at 13 locations (see Appendix 2), based on both engineering and/or community concerns. Estimated cost of each option is provided in brackets.

5.1 Location 1A: Trail crossing on Regency Drive, north of Ridgeland Crescent

Two options were offered for this crossing at the south end of Florian Park.

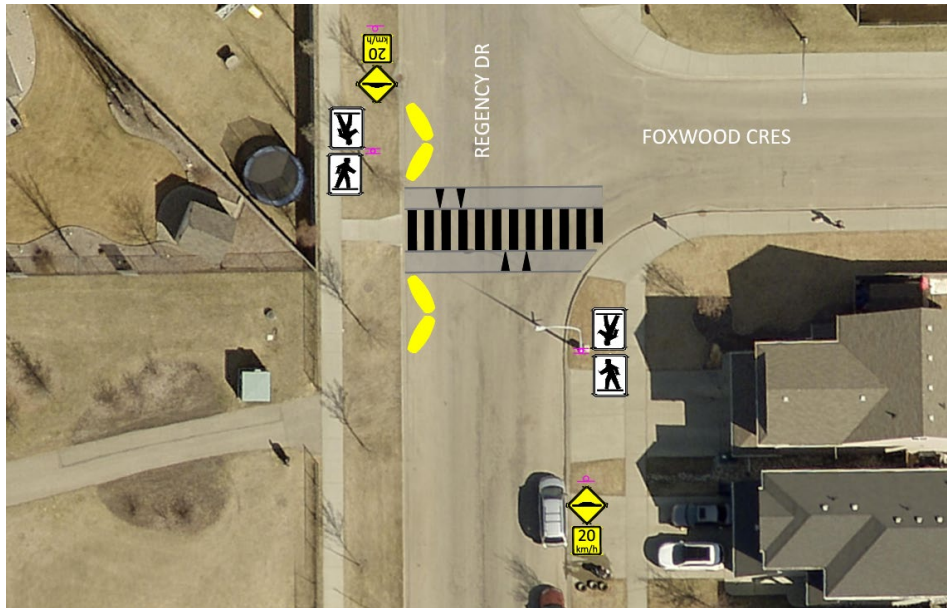


- Option 1: Realign crosswalk and adjust ramp (\$2,500)
- Option 2: Realign and add a raised crosswalk (\$10,000)

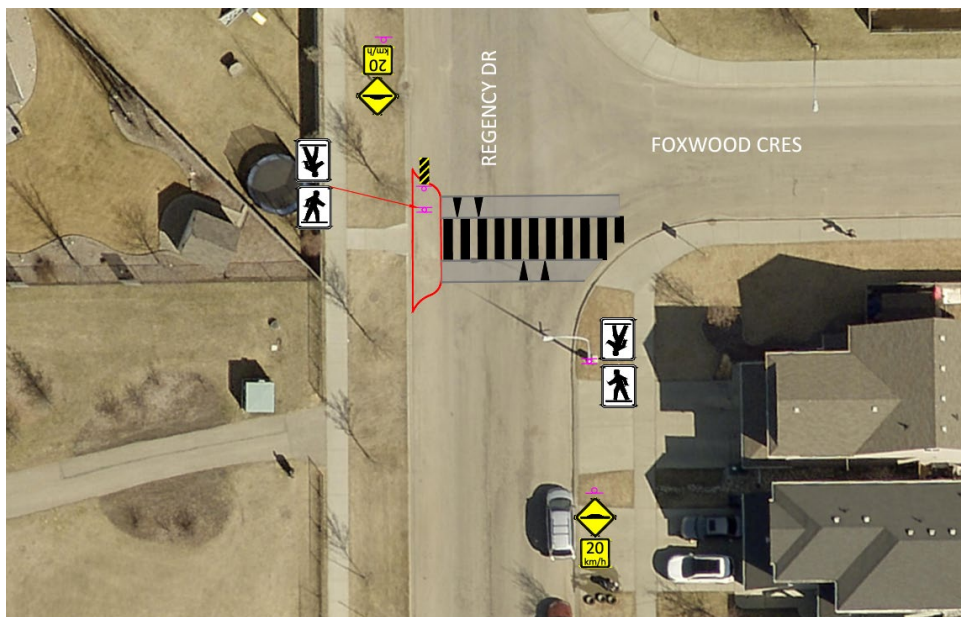
5.2 Location 1B: Regency Drive at Foxwood Crescent

Two options were offered for this crossing at the north end of Florian Park.

- Option 1: Add raised crosswalk (maintain existing yellow curbs) (\$7,500)



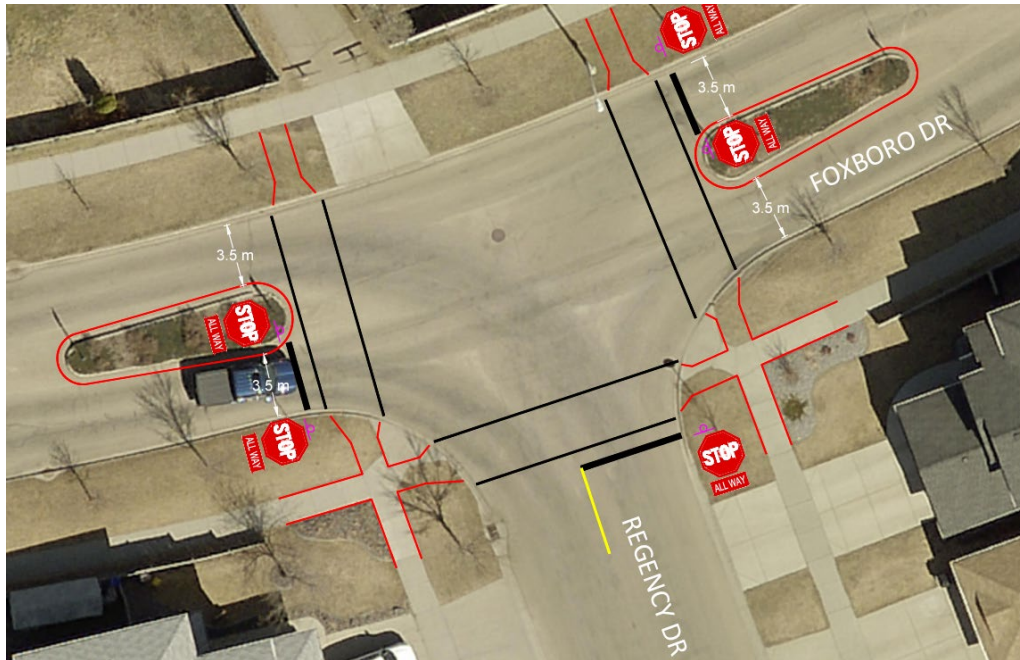
- Option 2: Add raised crosswalk with a constructed curb extension on west side (\$15,000)



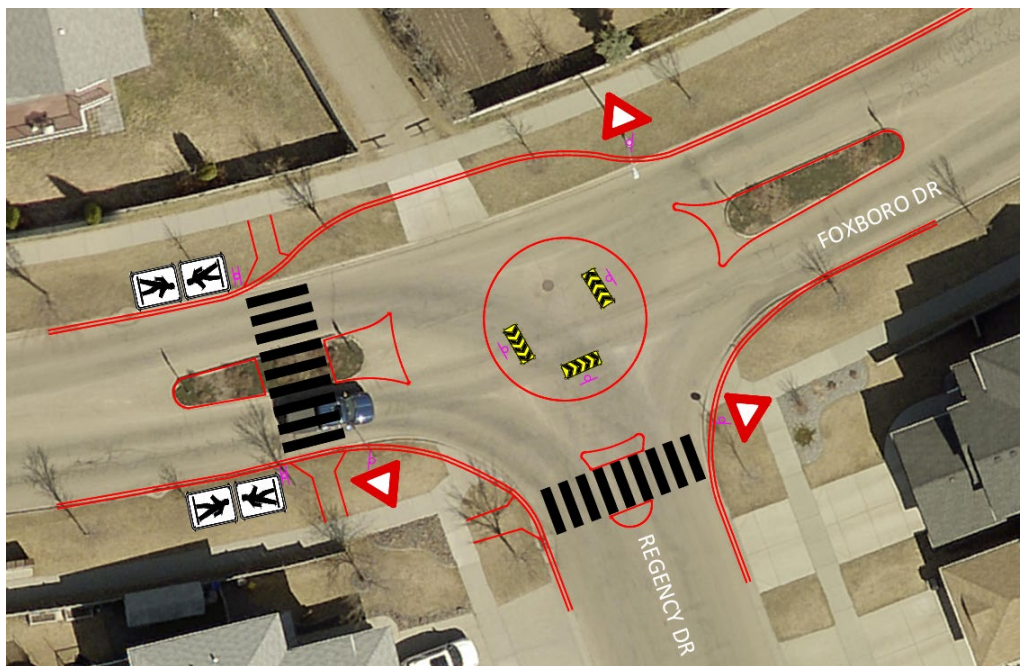
5.3 Location 1C: Regency Drive at Foxboro Drive

Two options were presented for traffic management at this intersection.

- Option 1: All-way stop with improved crosswalks (\$25,000)



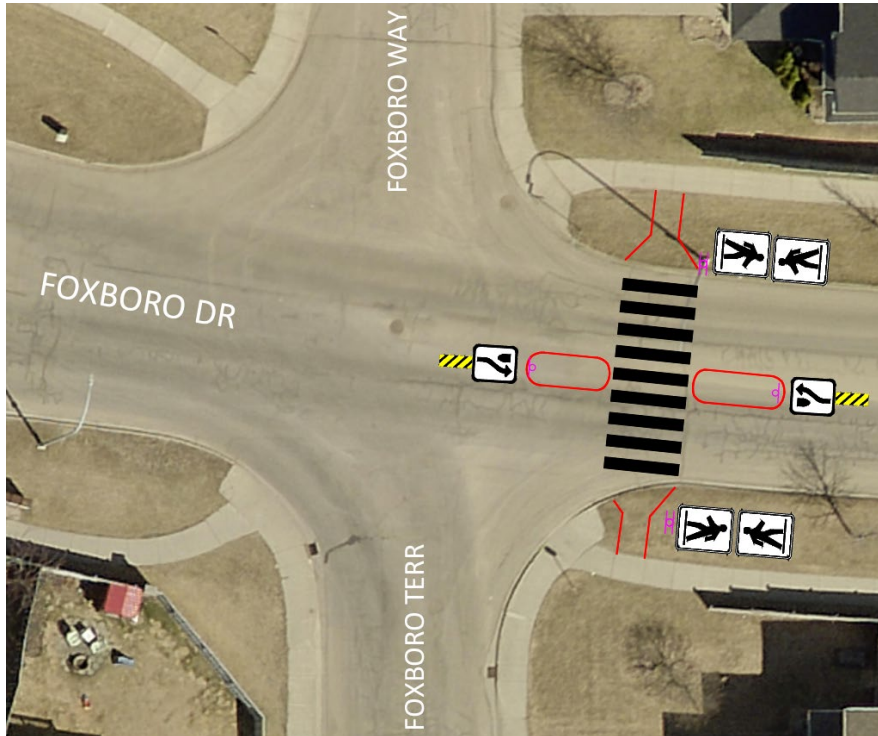
- Option 2: Roundabout with crosswalks on the west and south sides (\$150,000)



5.4 Location 1D: Foxboro Drive at Foxboro Terrace

Two options were presented to manage community concern at this intersection.

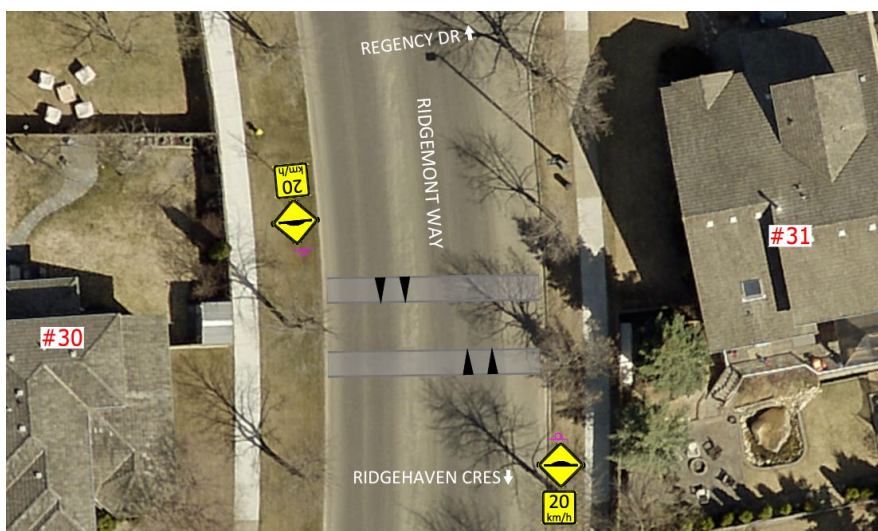
- Option 1: No change
- Option 2: New crosswalk with median island on east side of intersection (\$7,500)



5.5 Location 2A: Ridgemont Way between Ridgehaven Cres. and Regency Dr.

Two options were presented to address community concerns at this location.

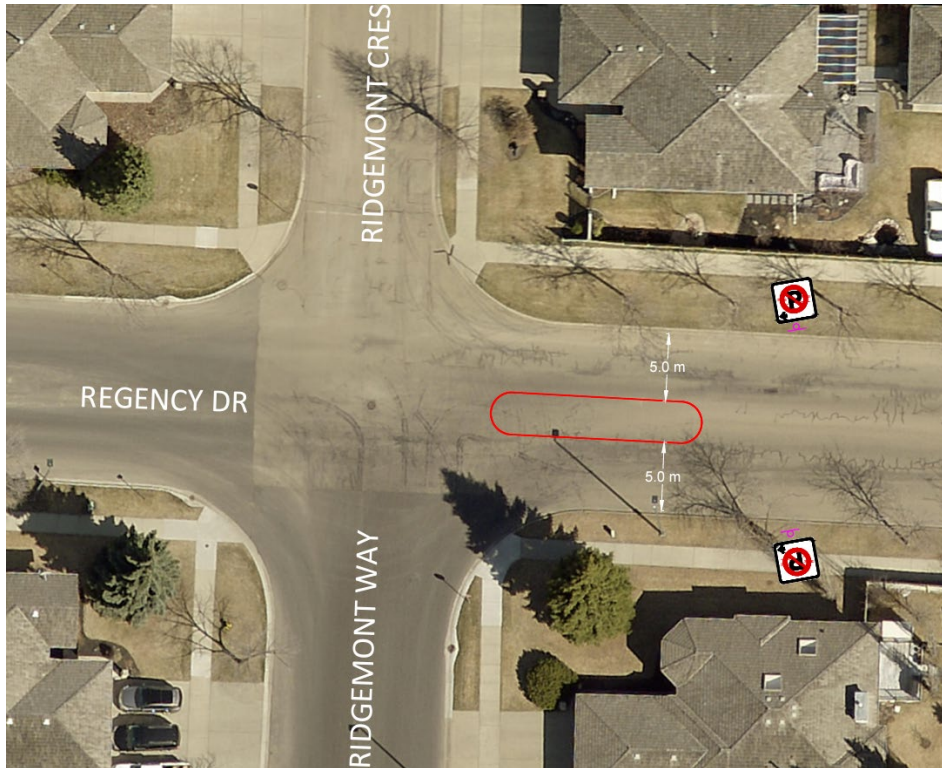
- Option 1: No change
- Option 2: Add a speed table (\$7,500)



5.6 Location 2B: Regency Drive at Ridgemont Way

Two options were presented to address engineering and community concerns at this location.

- Option 1: Add a median island on the east side of the intersection (\$5,000)



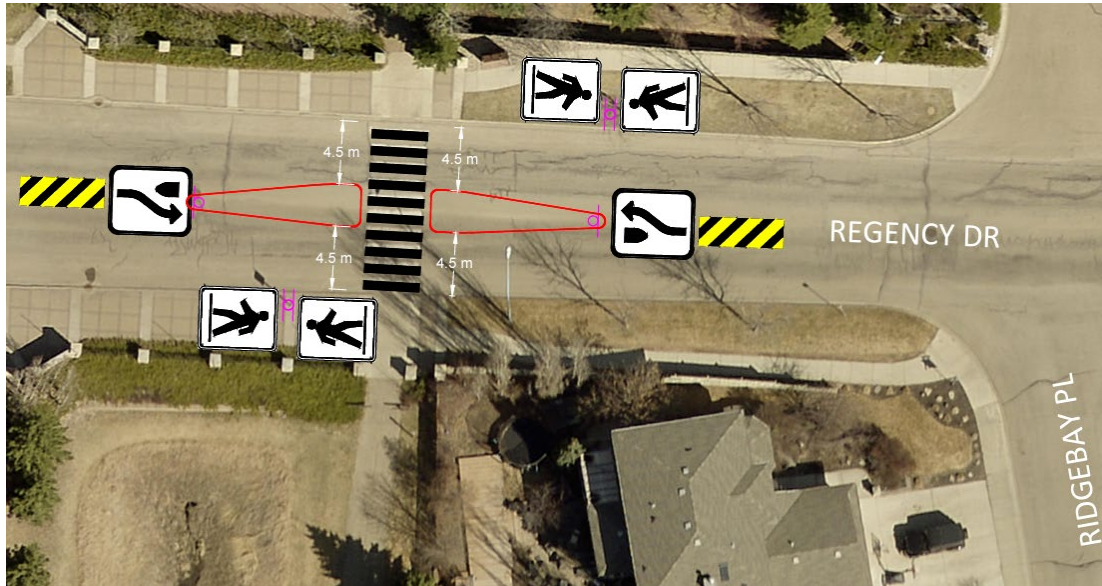
- Option 2: Add a speed table on the east side of the intersection (\$7,500)



5.7 Location 2C: Trail crossing on Regency Drive west of Ridgebay Place

Two options were presented to address engineering and community concerns at this location.

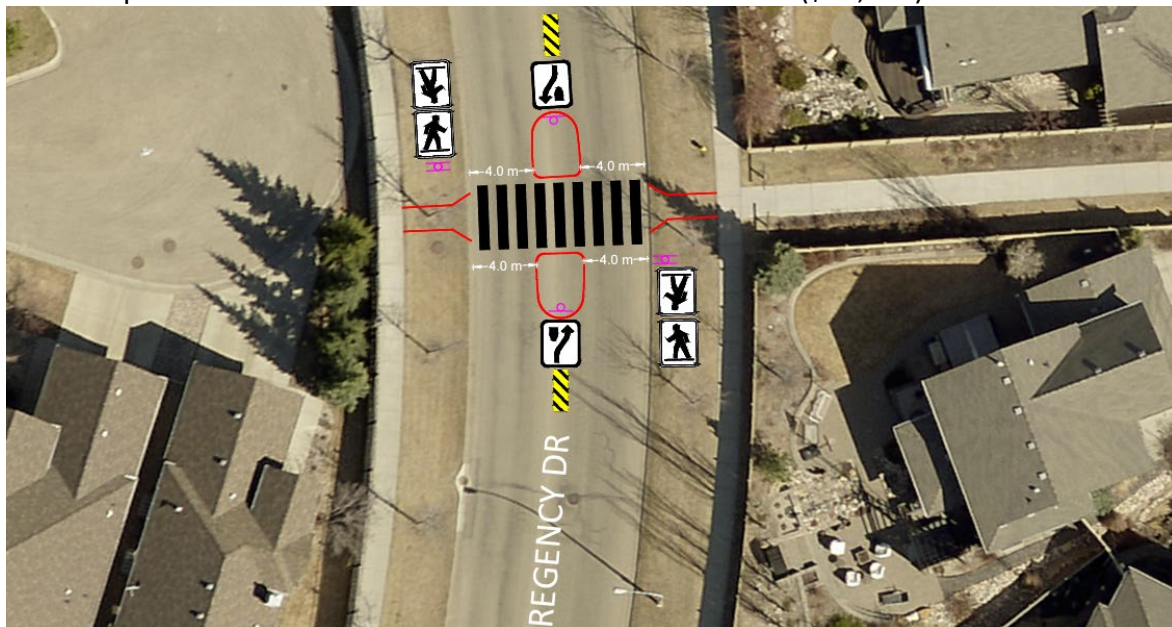
- Option 1: Add median islands to the existing crosswalk (\$7,500)
- Option 2: Add median islands with a raised crosswalk (\$15,000)



5.8 Location 2D: Trail on Regency Dr. between Ridgebrook Rd. and Ridgeland Cres.

Two options were presented to address engineering and community concerns at this location.

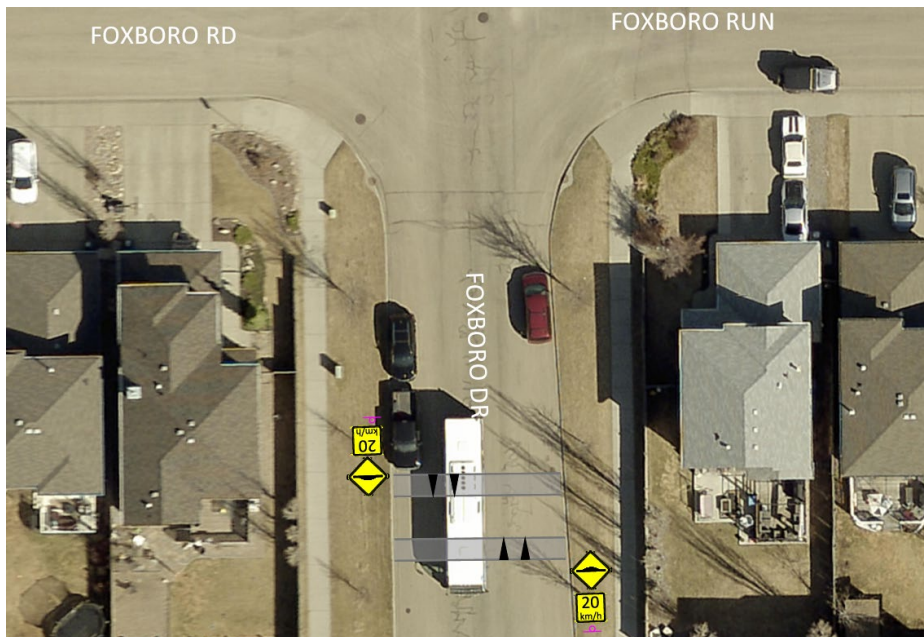
- Option 1: Add a crosswalk with median islands (\$7,500)
- Option 2: Add a raised crosswalk with median islands (\$15,000)



5.9 Location 3A: Foxboro Drive, south of Foxboro Run

Two options were presented to address community concerns at this location.

- Option 1: No change
- Option 2: Add a speed table (\$7,500)



5.10 Location 3B: Foxboro Drive at Foxboro Lane

Two options were presented to address community concerns at this location.

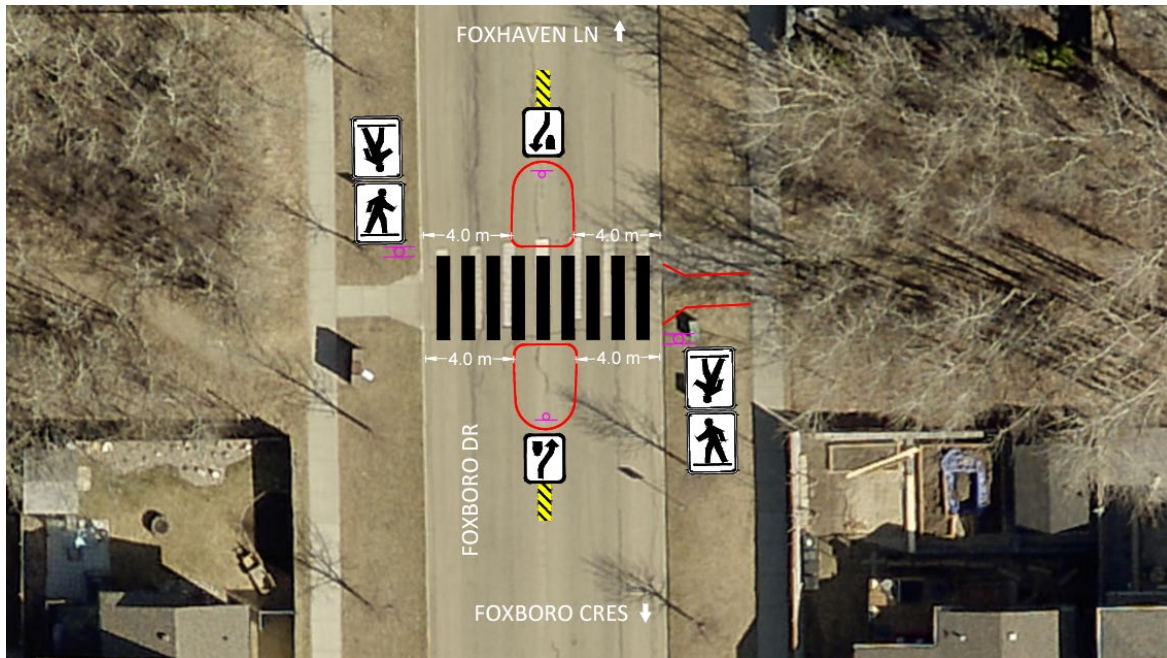
- Option 1: No change
- Option 2: Add a raised crosswalk (\$7,500)



5.11 Location 3C: Trail crossing on Foxboro Dr., south of Foxhaven Lane

Two options were presented to address engineering and community concerns at this location.

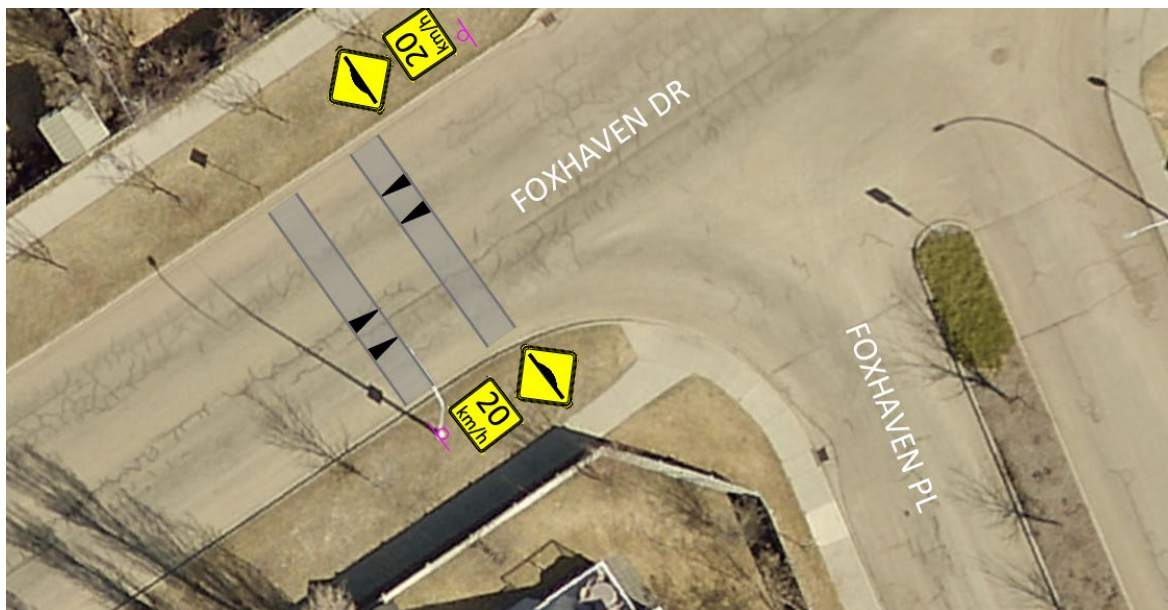
- Option 1: Add median islands to the existing crosswalk (\$7,500)
- Option 2: Add median islands with a raised crosswalk (\$15,000)



5.12 Location 3D: Foxhaven Drive, west of Foxhaven Place

Two options were presented to address community concerns at this location.

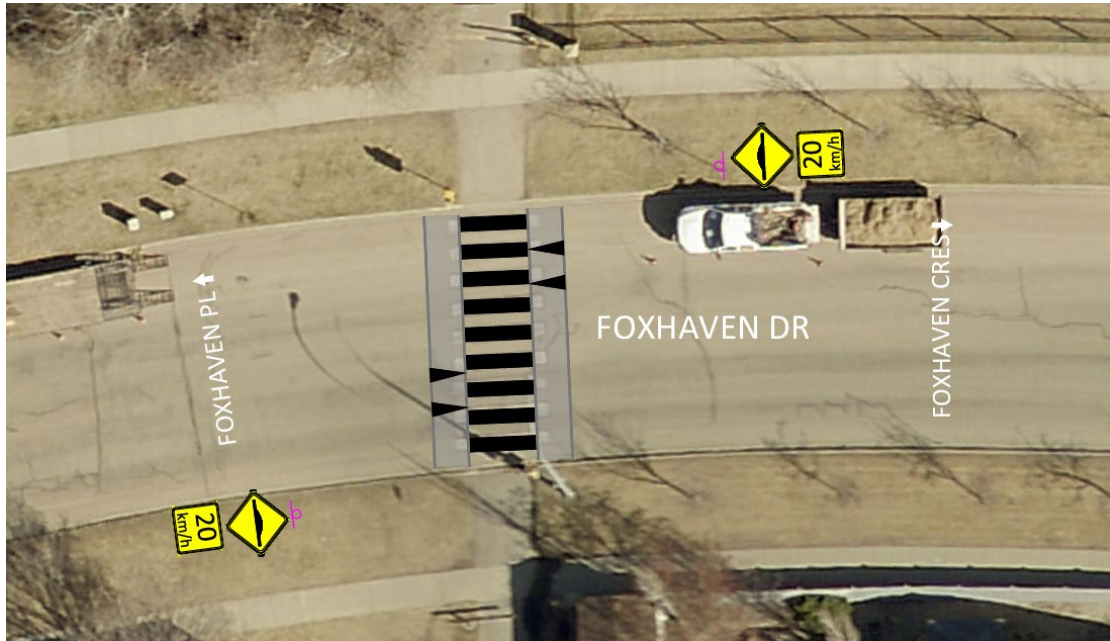
- Option 1: No change
- Option 2: Add a speed table (\$7,500)



5.13 Location 3E: Trail crossing on Foxhaven Dr., west of Foxhaven Cres.

Two options were presented to address community concerns at this location. In both scenarios, the existing flashing beacons will remain.

- Option 1: No change (keep existing crosswalk)
- Option 2: Add a raised crosswalk (\$7,500)



6.0 Traffic Safety and Management Decisions

6.1 Decisions at option locations

Table 2 summarizes the decisions made at each of the option locations presented to residents.

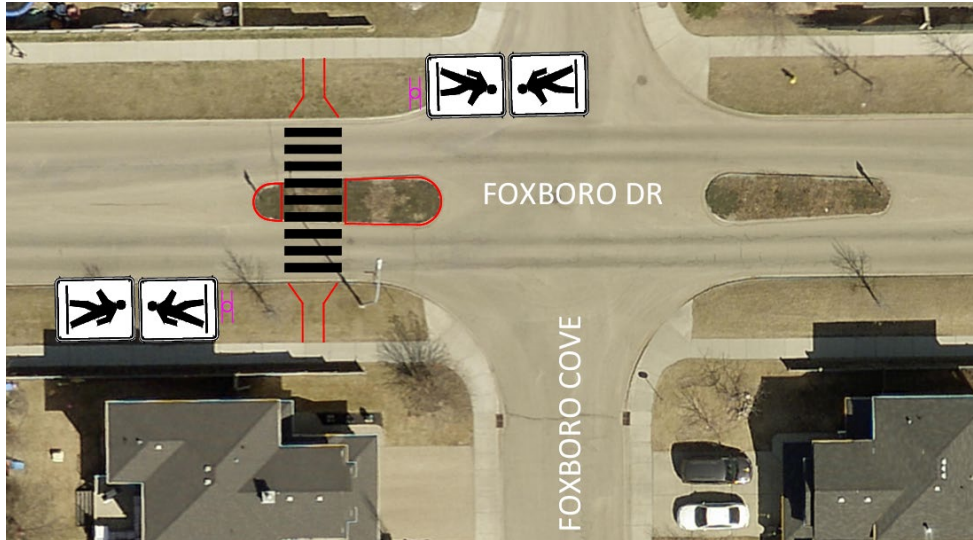
Table 2: Decisions for option locations

Location	Engineering Concern	Resident Concern	Justification for Choice	Final Location Plan
1A: Trail crossing on Regency Dr., north of Ridgeland Cres.	Poor crosswalk alignment	Speed, driver behaviour	Resident supported option	Option 1: Realign crosswalk only
1B: Regency Drive at Foxwood Crescent	Parking near crosswalk	Speed, driver behaviour, parking	Residents do not support a raised feature	Alt. Option: Constructed curb extension with existing crosswalk only
1C: Regency Drive at Foxboro Drive	Traffic operations, speed	Speed, delay, ice	No clear resident preference, best practice, self-enforcing, best for ice control	Option 2: Roundabout
1D: Foxboro Drive at Foxboro Terrace	None	Speed, delay, pedestrian safety	Resident supported option	Option 1: No change
2A: Ridgemont Way between Ridgehaven Cres. and Regency Dr.	None	Speed	Resident supported option	Option 1: No change
2B: Regency Drive at Ridgemont Way	Speed, WB to SB turn corner cutting	Speed, WB to SB turn corner cutting	Resident supported option	Option 1: Median Island
2C: Trail crossing on Regency Drive west of Ridgebay Place	Speed, mid-block crossing without improvements	Speed, pedestrian safety	Resident supported option	Option 1: Add median islands
2D: Trail on Regency Dr. between Ridgebrook Rd. and Ridgeland Cres	Pedestrian safety	Speed, pedestrian safety	Resident supported option	Option 1: Add crosswalk with median islands
3A: Foxboro Drive, south of Foxboro Run	None	Speed	Resident supported option	Option 1: No change
3B: Foxboro Drive at Foxboro Lane	None	Speed, pedestrian safety	Resident supported option	Option 1: No change
3C: Trail crossing on Foxboro Dr., south of Foxhaven Lane	Mid-block crossing without improvements	Speed, pedestrian safety	Resident supported option	Option 1: Median islands
3D: Foxhaven Drive, west of Foxhaven Place	None	Speed	Resident supported option	Option 1: No change
3E: Trail crossing on Foxhaven Dr., west of Foxhaven Cres.	None	Speed, pedestrian safety	Resident supported option	Option 1: No change

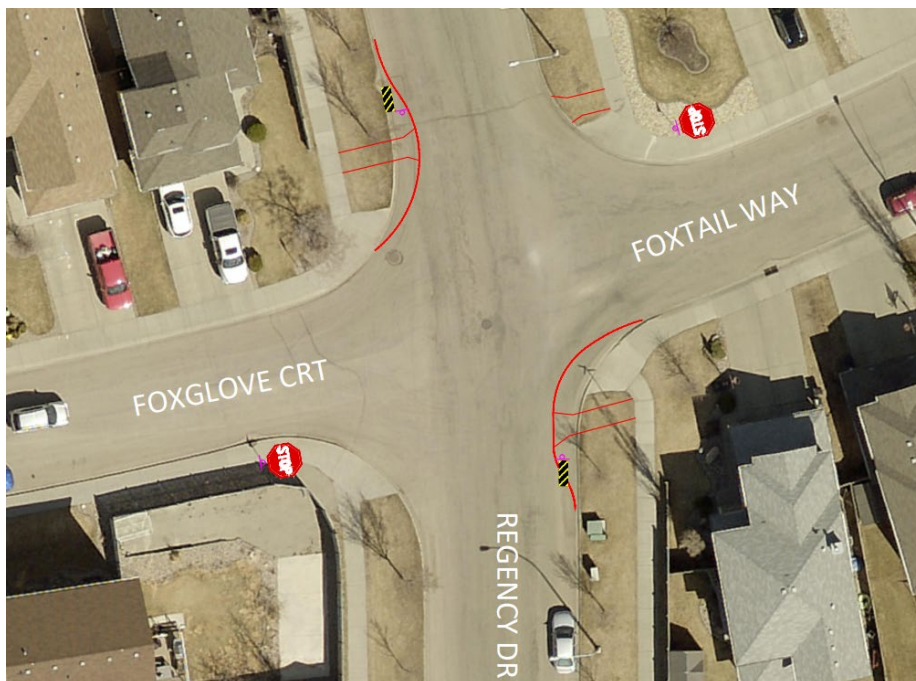
6.2 Other pedestrian safety improvements

These changes will be made with rehabilitation to improve pedestrian safety. These engineering solutions are consistent with new design standards and/or are the only practical solutions to manage concerns at these specific locations.

Location 1E: Foxboro Drive at Foxboro Cove: add crosswalk through the existing median island.

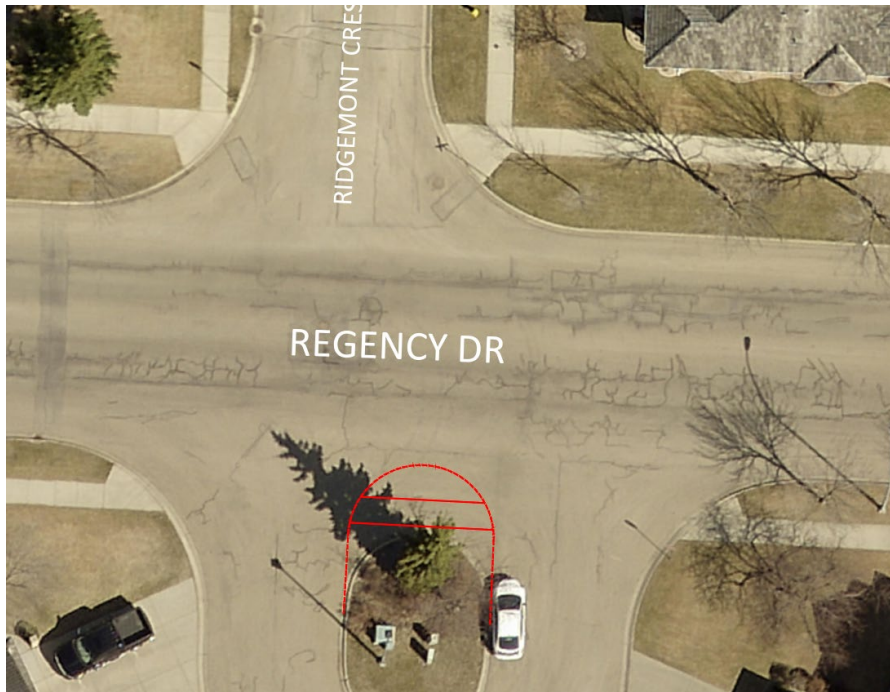


Location 1F: Regency Drive at Foxtail Way/Foxglove Court: Realign curbs to reduce skew of intersection and improve pedestrian safety

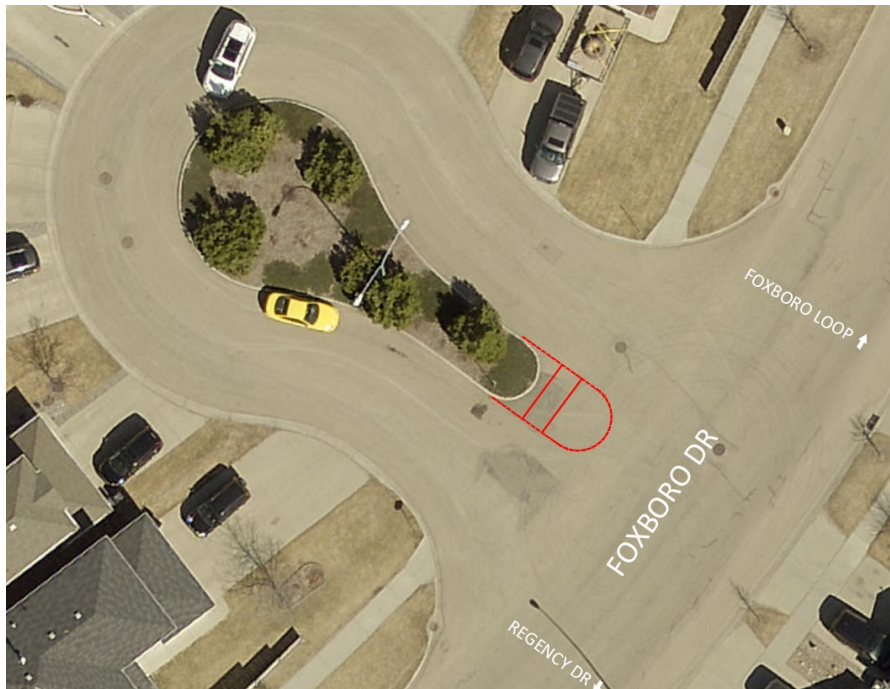


Plans for this location have been amended to better reflect resident support for changes. Note the yield signs on Foxtail Way and Foxglove Court will be upgraded to stop signs.

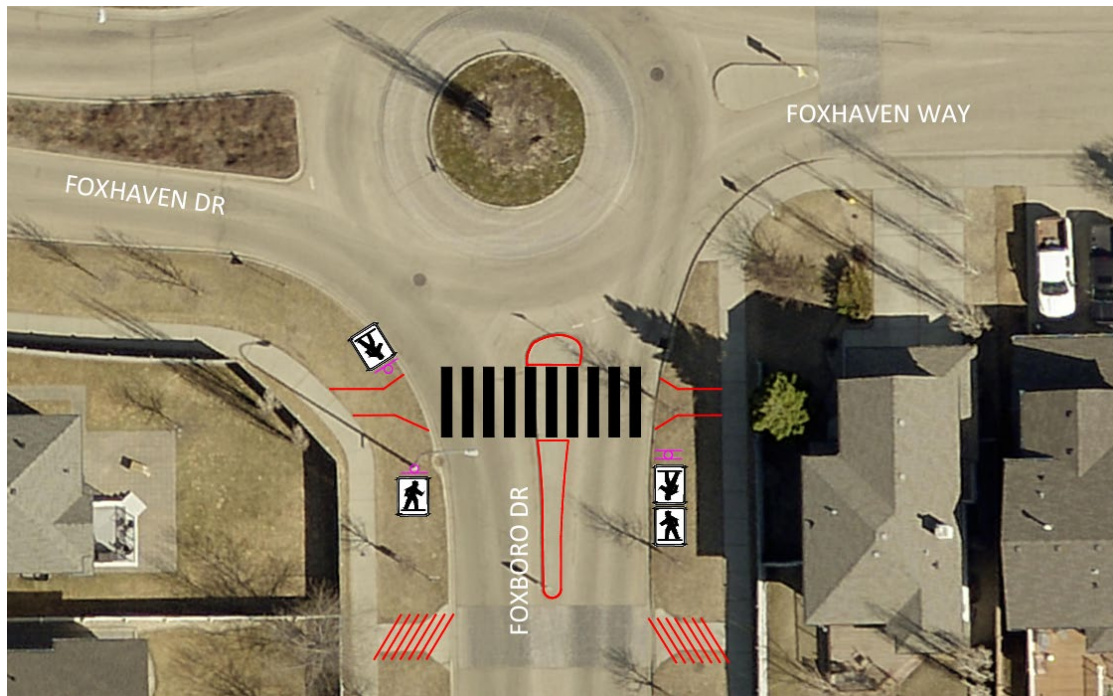
Location 2E: Cul-de-sac on Regency Dr., east of Ridgemont Way: extend island and install sidewalk.



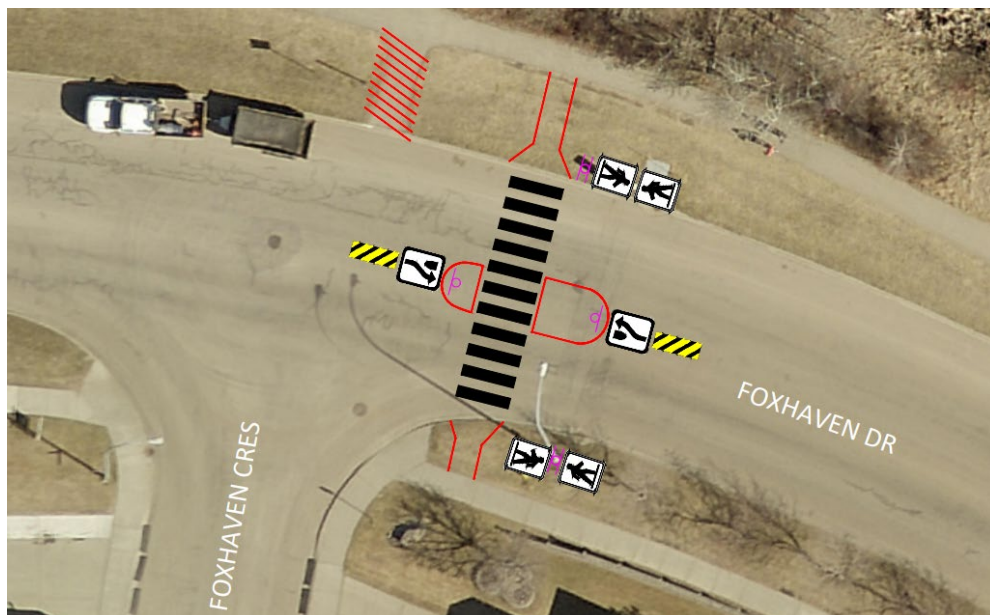
Location 3F: Cul-de-sac on Foxboro Drive between Regency Drive and Foxboro Loop: extend island and install sidewalk.



Location 3G: Foxboro Drive south of Foxhaven Way roundabout: relocate crosswalk closer to the roundabout through a new median island



Location 3H: Foxhaven Drive and Foxhaven Crescent: add a crosswalk with a median island



Note, as a result of public engagement, this plan was amended from the original plan to add a raised crosswalk. Similarly, the speed table proposed on Foxhaven Drive between Foxhaven Bay and Foxhaven Close (Location 3I) has been removed from the plan and will not be constructed.

7.0 Final Traffic Safety and Management Plan

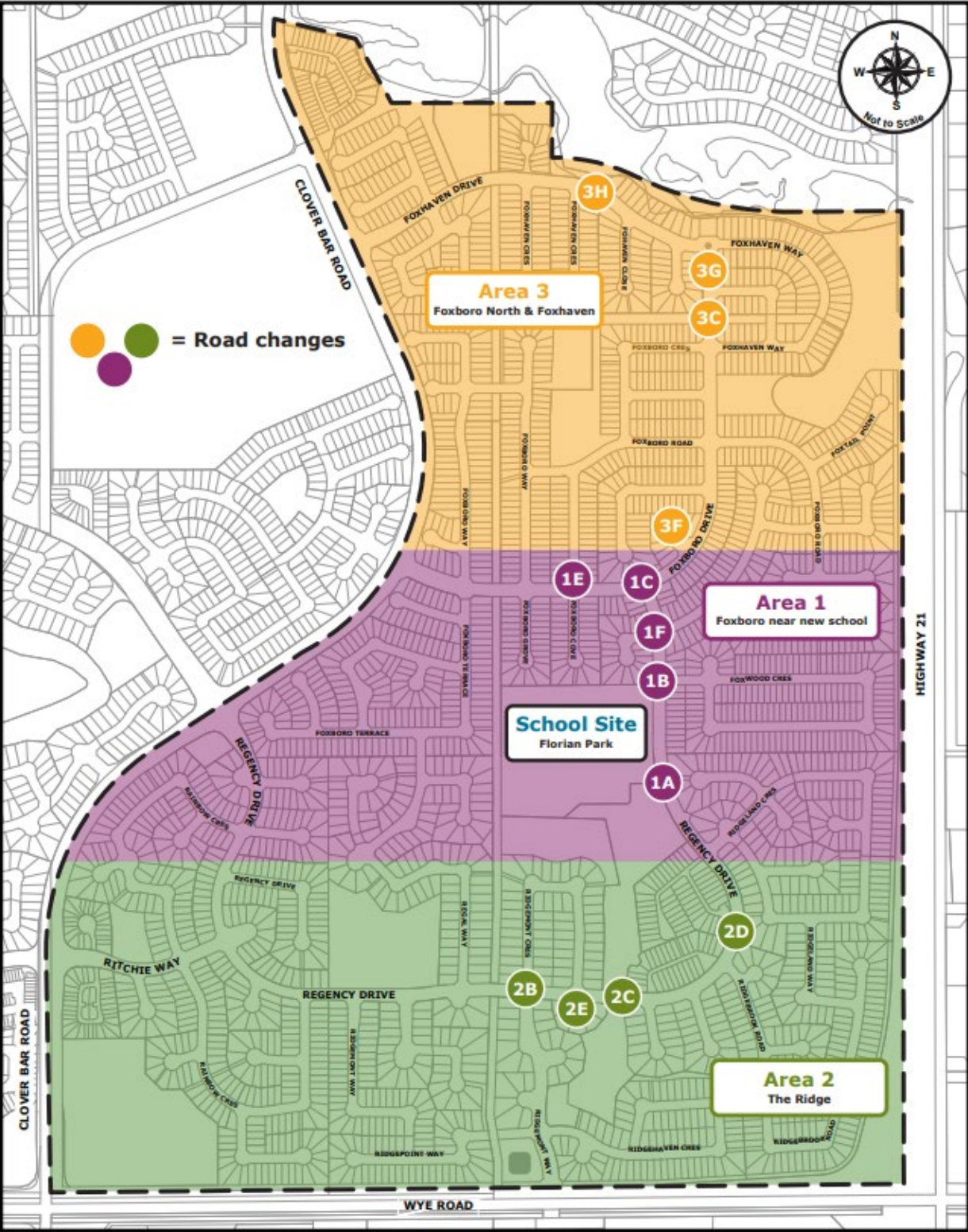
Table 3 and Figure 2 summarize the locations where physical changes will be made to the roadway as part of the final traffic safety and management plan for Foxboro and area. Improvements will be constructed with upcoming, planned rehabilitation in 2024/25 prior to the opening of the new École Claudette-et-Denis-Tardif in Florian Park.

Table 3: Physical changes planned for the project area*

	Location	Plan	Estimated Cost
1A	Trail crossing on Regency Dr., north of Ridgeland Crescent	Realign crosswalk only	\$2,500
1B	Regency Drive at Foxwood Crescent	Replace existing yellow temporary curbs with a constructed curb extension with existing crosswalk	\$10,000
1C	Regency Drive at Foxboro Drive	Add Roundabout	\$150,000
1E	Foxboro Drive at Foxboro Cove	Add crosswalk through the existing median island.	\$10,000
1F	Regency Drive at Foxtail Way/Foxglove Court	Re-align curbs to reduce skew and shorten crossing distance	\$10,000
2B	Regency Drive at Ridgemont Way	Add median island west of intersection	\$5,000
2C	Trail crossing on Regency Drive west of Ridgebay Place	Add median islands to existing crosswalk	\$7,500
2D	Trail on Regency Dr. between Ridgebrook Rd. and Ridgeland Cres	Add new crosswalk with median islands	\$7,500
2E	Cul-de-sac on Regency Drive, east of Ridgemont Way	Extend island and install sidewalk.	\$5,000
3C	Trail crossing on Foxboro Dr., south of Foxhaven Lane	Add median islands to existing crosswalk	\$7,500
3F	Cul-de-sac on Foxboro Drive between Regency Drive and Foxboro Loop	Extend island and install sidewalk.	\$5,000
3G	Foxboro Drive south of Foxhaven Way roundabout	Relocate crosswalk closer to the roundabout through a new median island	\$5,000
3H	Foxhaven Drive and Foxhaven Crescent	Add a crosswalk with a median island	\$10,000

*Note plans are subject to change during detailed design

Figure 2: Location of physical changes planned for the project area



In addition to physical road changes, Transportation Engineering and Operations will continue to work with administrators at École Claudette-et-Denis-Tardif school (through the Strathcona County School Traffic Safety Partnership) to ensure a traffic management plan is developed for the school and distributed to parents prior to the school opening. The area near the school will be transitioned from a playground zone to a school zone to align with the new land use and to ensure the reduced speed limit is in effect during school peak times.

Assessment of traffic signal timing in the County is ongoing; signalized intersections into the project area off Clover Bar Road and Wye Road will be closely monitored to ensure they are operating as efficiently as possible when the school opens.

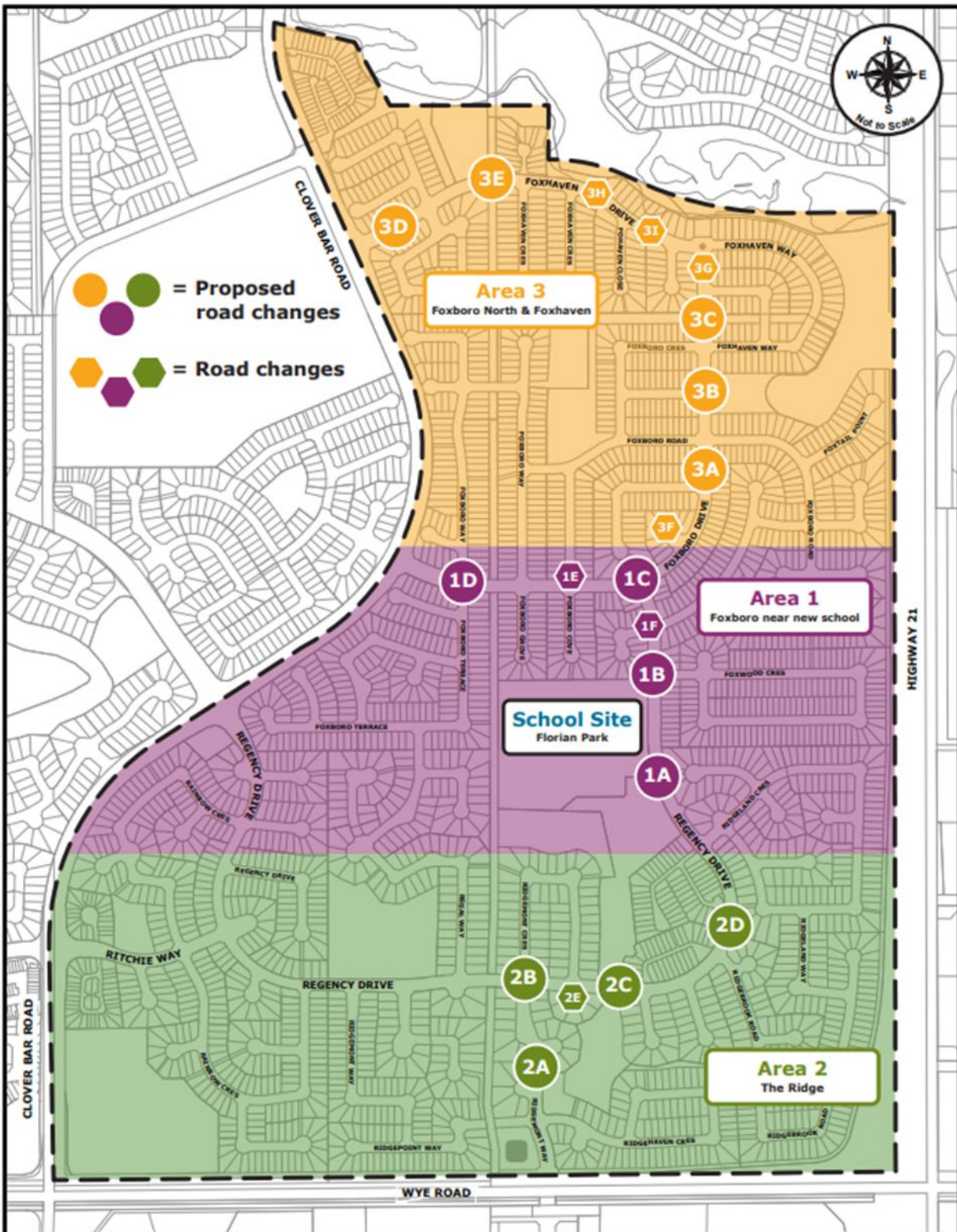
8.0 Conclusion

This project consisted of a full engineering review of future and anticipated traffic conditions, as well as a comprehensive public engagement process. The project was undertaken to develop a plan for improvements to address engineering and community traffic concerns, which can be incorporated during upcoming neighbourhood rehabilitation.

The result is a moderate plan that focuses on improving pedestrian facilities and managing anticipated traffic changes in a way that balances community desires for both safety and accessibility. Physical changes to the roadways will be completed with scheduled neighbourhood rehabilitation in 2024/25 and will be funded through existing planned budgets.

This plan is based on current and anticipated traffic in the neighbourhoods. Once the new school is open, ongoing reassessment will be undertaken to ensure that the roads are operating as expected, and safety is maintained.

Appendix 1: Project areas and proposed road changes



Appendix 2: Current Conditions Map



Appendix 3: Ten Year Collision History in Project Area (2012-2021)

NUMBER	DATE	TYPE	LIGHT	WEATHER	SURFACE
1	03-11-2012	REAR END	Darkness	Snow	Slush/Snow/Ice
2	09-12-2012	BACKING	Daylight	Unknown	Unknown
3	26-06-2013	BICYCLE	Daylight	Clear	Dry
4	14-12-2013	RIGHT ANGLE	Daylight	Clear	Slush/Snow/Ice
5	05-03-2014	RIGHT ANGLE	Daylight	Clear	Slush/Snow/Ice
6	19-09-2014	RIGHT ANGLE	Darkness	Clear	Dry
7	12-11-2014	OTHER	Darkness	Clear	Slush/Snow/Ice
8	24-03-2015	REAR END	Daylight	Clear	Wet
9	16-07-2015	BICYCLE	Daylight	Clear	Dry
10	10-11-2015	STRUCK OBJECT	Darkness	Clear	Dry
11	08-01-2016	REAR END	Darkness	Snow	Slush/Snow/Ice
12	18-01-2016	LEFT TURN - ACROSS PATH	Darkness	Clear	Slush/Snow/Ice
13	11-07-2016	PEDESTRIAN	Daylight	Clear	Dry
14	20-12-2016	REAR END	Darkness	Snow	Slush/Snow/Ice
15	04-03-2017	RIGHT ANGLE	Daylight	Clear	Slush/Snow/Ice
16	24-07-2017	REAR END	Daylight	Fog/Smog/Smoke/Dust	Wet
17	17-01-2018	RIGHT ANGLE	Daylight	Clear	Slush/Snow/Ice
18	13-02-2018	REAR END	Daylight	Raining	Slush/Snow/Ice
19	07-04-2018	REAR END	Daylight	Clear	Dry
20	11-12-2018	RIGHT ANGLE	Daylight	Clear	Slush/Snow/Ice
21	12-10-2019	SIDESWIPE - SAME DIRECTION	Darkness	Clear	Dry
22	30-10-2019	SIDESWIPE - SAME DIRECTION	Daylight	Clear	Dry
23	23-01-2020	PEDESTRIAN	Daylight	Clear	Slush/Snow/Ice
24	04-08-2020	PEDESTRIAN	Sun glare	Clear	Dry
25	31-12-2021	STRUCK OBJECT	Daylight	Clear	Slush/Snow/Ice

