

123 Avenue Corridor Management Strategy (203 Street to Laity Street)



Welcome to our Open House

March 9, 2016

Purpose of Open House

- To present the improvement options accepted through consultation with Urban Systems Ltd. and the 123 Avenue Neighbourhood Traffic Advisory Committee (NTAC)
- To allow for public comment
- To obtain your support for the options presented

Project Objectives

- To manage traffic behaviour in response to resident concerns and observed conditions
- To improve liveability along the 123 Avenue corridor
- To maintain the transportation network connectivity and functionality

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Issue Identification

Residents living along 123 Avenue between 203 Street and Laity Street were engaged through a community survey, an Open House, and through the involvement of an NTAC. These engagements provided residents the opportunity to share concerns related to traffic along the corridor.

- Figure 1 below shows the most important concerns identified by residents in the survey.
- Figure 2 below shows the causal factors identified by residents in the survey.

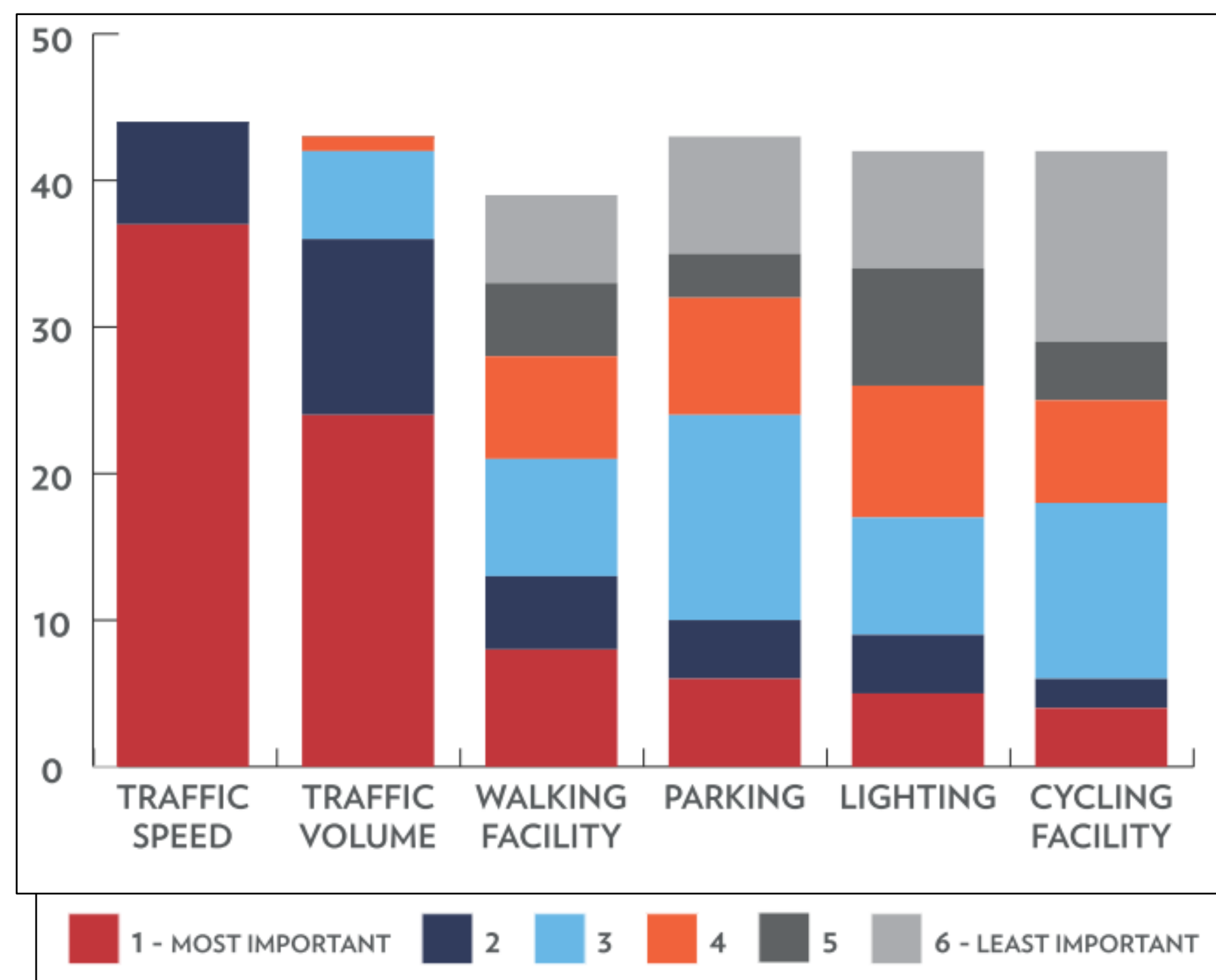


Fig. 1 Community Survey feedback – Top Concerns

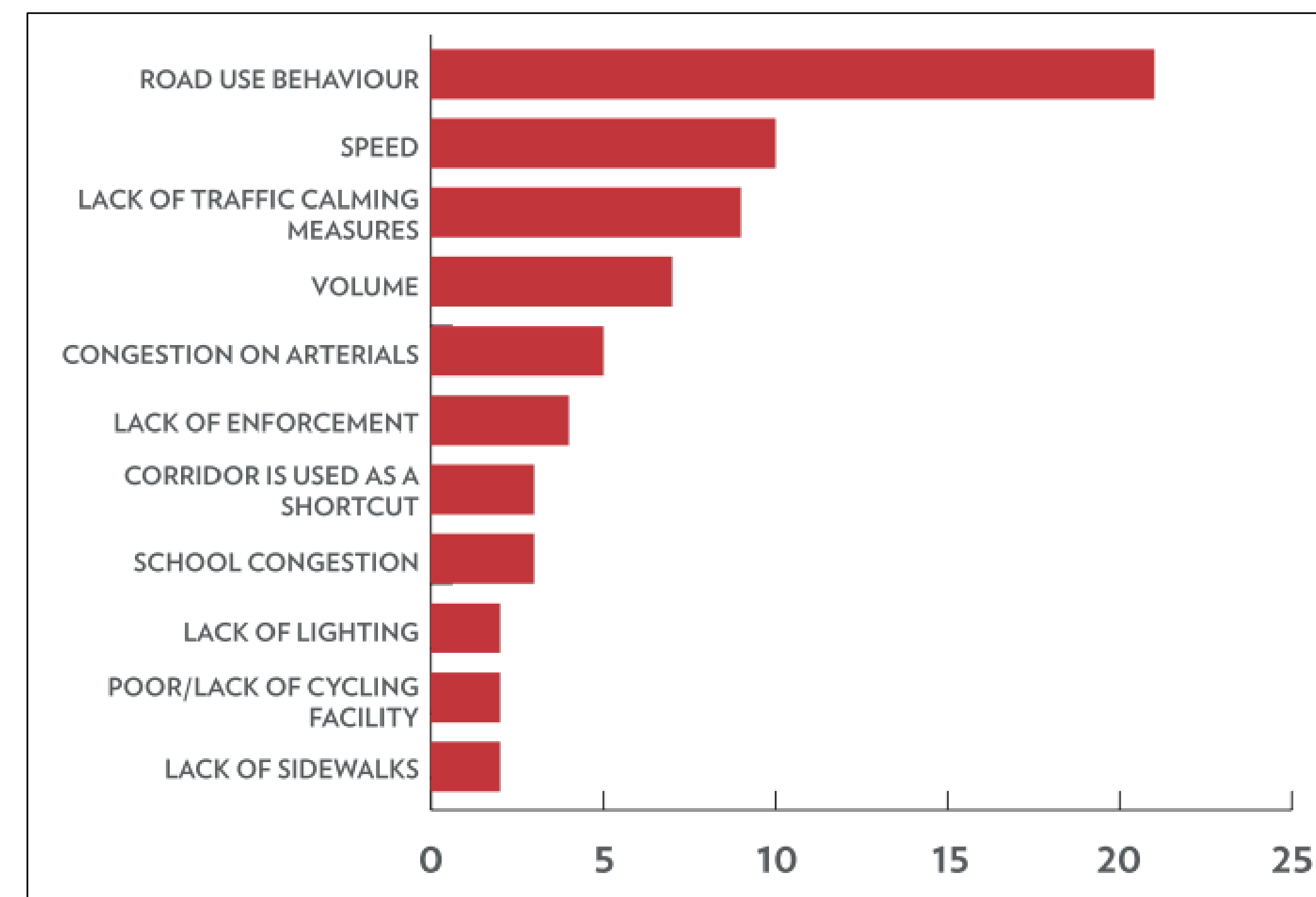


Fig. 2 Community Survey feedback – Causes

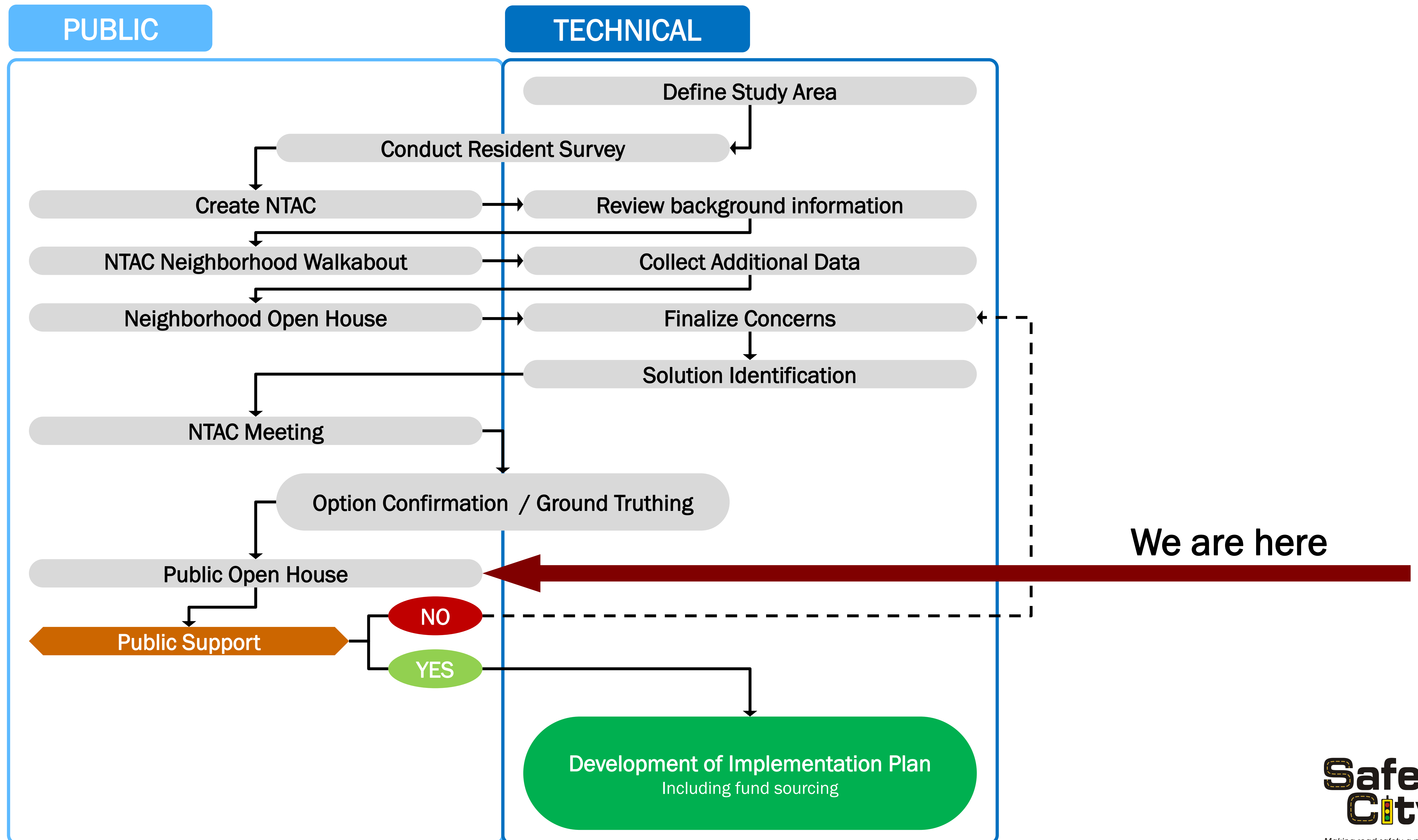
Constraints

The physical layout of the corridor presents some constraints. These consist of existing right-of-way and road width, parking, hydro poles, and frequency of driveways.

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Strategy Development Process



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Solution Identification

A number of Traffic Management Measures were proposed by the consultant that may be applied to affect driver behaviour in a positive manner.

These technically feasible measures were evaluated and endorsed by the NTAC.



Curb Bulge Example



Mid-Block Crossing Example



Centerline Signage Example

Considering the overall functionality of the corridor, it was recognized that protected bike lanes may be of interest to residents.

Residents are presented with two options:

OPTION 1: Implementation of only the Traffic Management Measures presented.

OPTION 2: Implementation of Protected Bike Lanes which will address traffic management measures.

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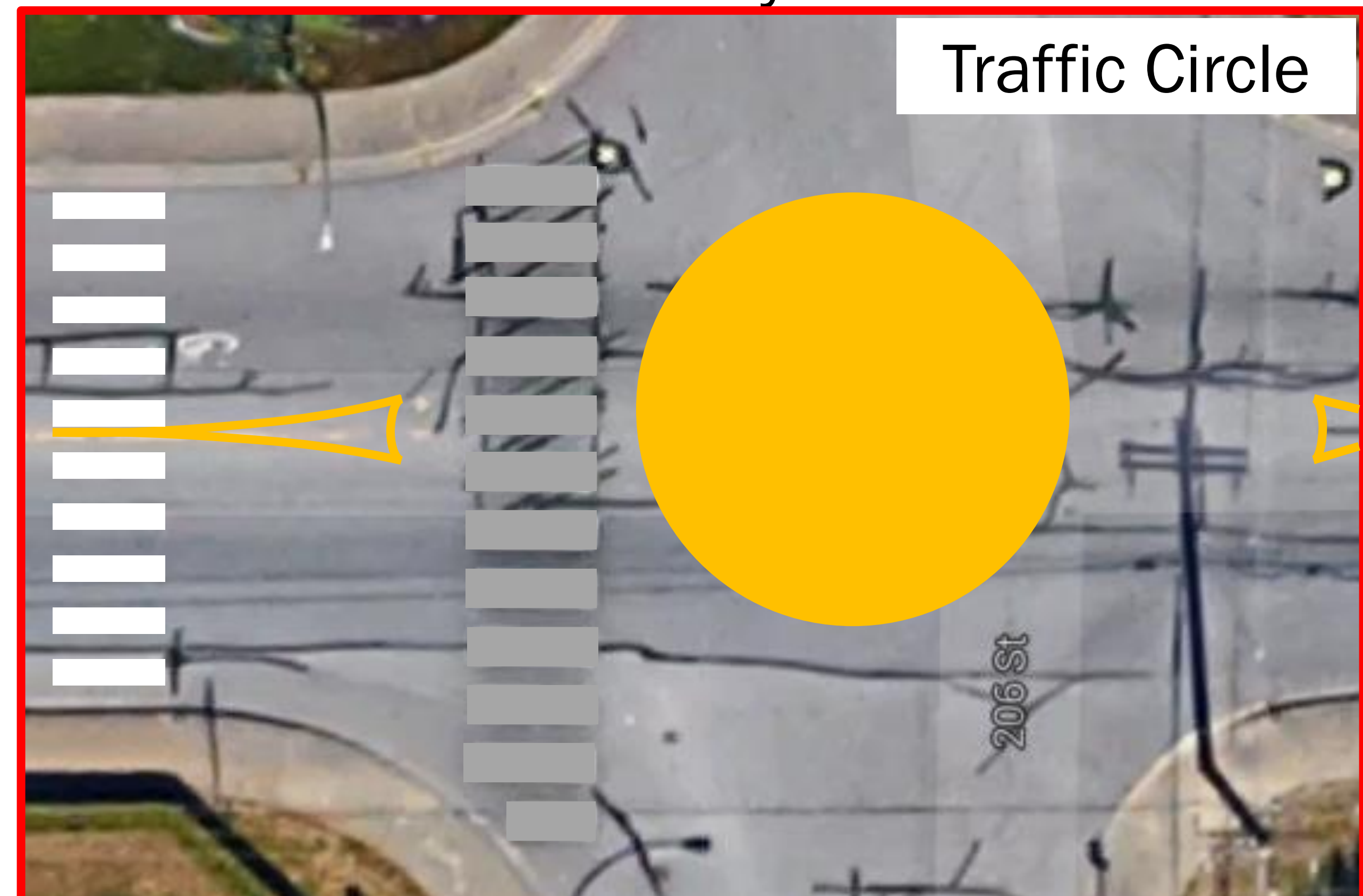
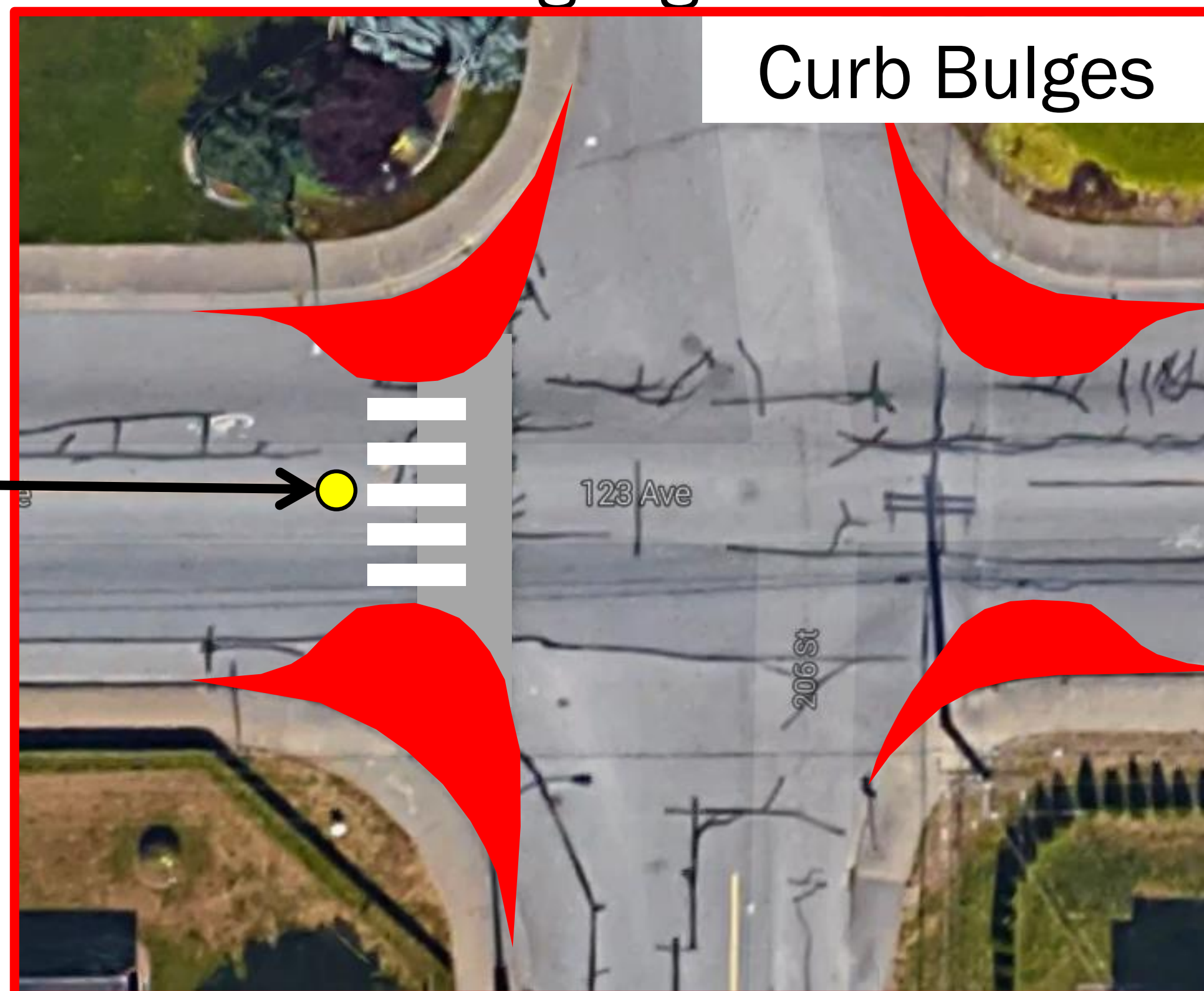
Option 1 - Segment One – 203 Street to 206 Street



- 203 Street – Intersection improvements incorporated with the 203 Street corridor upgrades.
- 206 Street – Curb Bulges and a Traffic Circle were both considered. Curb Bulges are recommended as they reduce pedestrian exposure, maintain desired pedestrian line and provide road narrowing at the intersection. Centerline Signage is also recommended to increase visibility of the crosswalk.



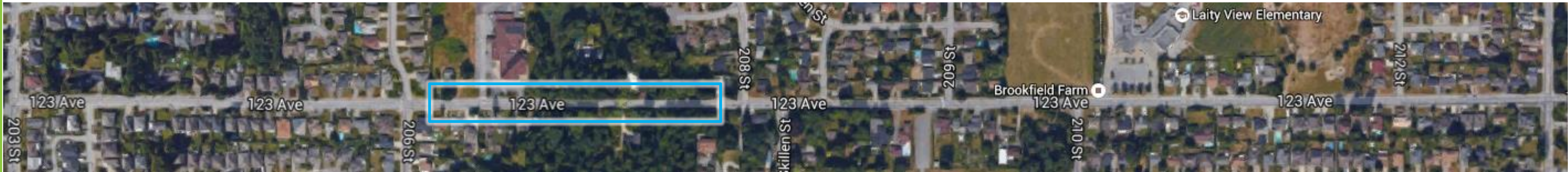
* Crosswalk centerline signage similar to this.



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Option 1 - Segment Two – 206 Street to 208 Street

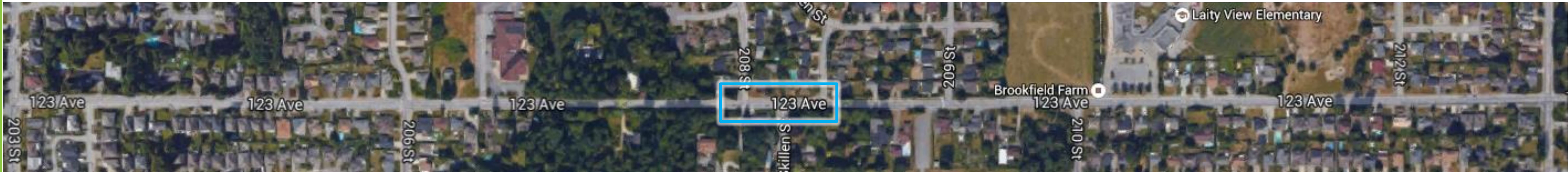


- New multi-use pathway on Northside to accommodate both pedestrians and cyclists through the dip. (already underway by developer)
- South sidewalk widening to create a multi-use pathway and accommodate both pedestrians and cyclists. (already underway by developer)

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Option 1 - Segment Three – 208 Street to Skillen Street

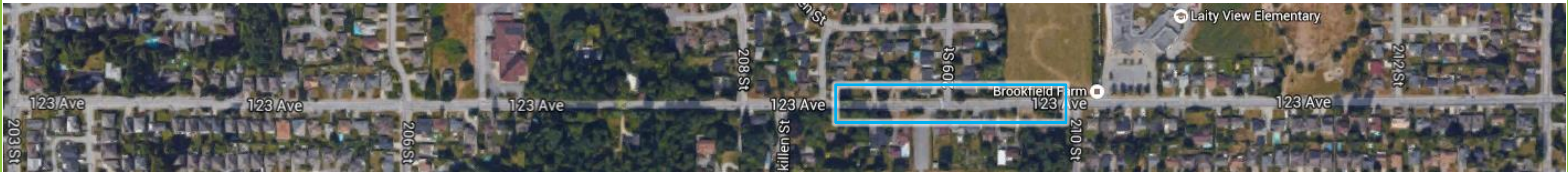


- Curb Bulges north side of road at 208 Street and at Skillen Street north.
 - Road narrowing reduces driver comfort affecting speed.
- Extend multi-use pathway (MUP) to Skillen Street south.
 - Maintains road narrowing.
- Crosswalk relocation to Skillen Street south.
 - Improved visibility of crossing.
 - Curb Bulge on north side. Road narrowing reduces pedestrian exposure.
 - Curb Bulge on south side only as part of MUP extension.

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Option 1 - Segment Four – Skillen Street to 210 Street



Curb bulges at 209 Street

- Potential to be on one side only depending on available road width.
- Single file biking through area.
- Centerline Signage for crosswalk (●)



* Crosswalk centerline signage similar to this.

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Option 1 - Segment Five – 210 Street to 212 Street



- Narrow north side of roadway at school.
- Narrow north side of roadway at 210 Street.
- Work with Laity View Elementary to change school access.
- Centerline Signage for crosswalk (●)
- Relocate existing school/park speed zone signs to consolidate zones.

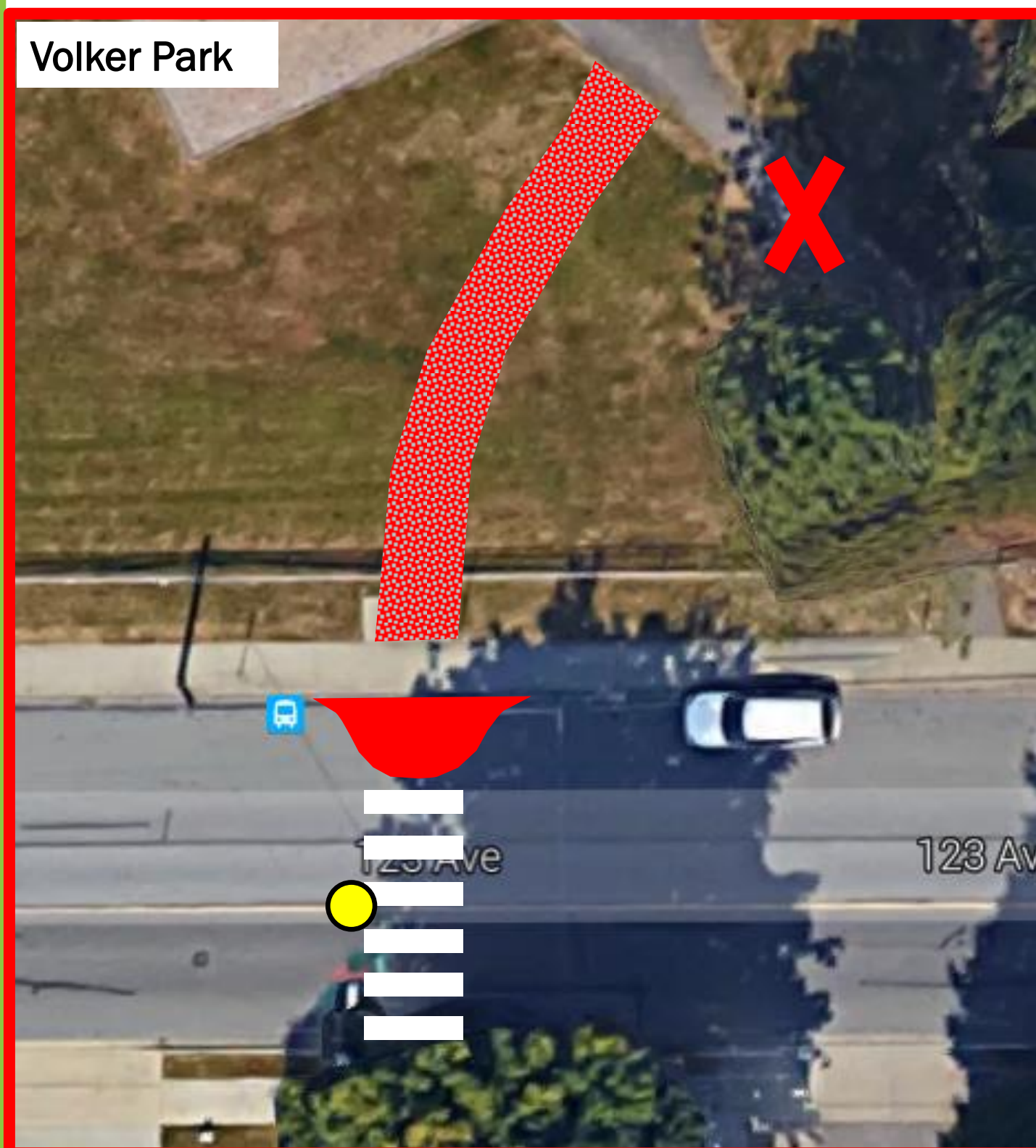


* Crosswalk centerline signage similar to this.

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Option 1 - Segment Six – 212 Street to Laity Street



- Install mid-block crossing at Volker Park with Centerline Signage (●)
- Curb Bulges at 212 Street.
- Relocate bus stop further west to reduce conflict but not so far as to encourage j-walking.

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Option 2 - Protected Bike Lanes



What could this look like:

- One-way lanes on each side of road OR
- Two-way bike lane on one side of road.

What does this mean:

- On-street parking will largely be eliminated.
- Driving lanes will be narrow.

Advantages of Protected Bike Lanes:

- Accommodates all levels of riders.
- Connectivity with the 203 Street protected bike lanes currently planned for construction.
- Narrowed roadway will impact driver behaviour and encourage lower operation speed.

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Next Steps:

Summarize public feedback to indicate level of support for the proposed Traffic Management options.

- If the majority of comments received are in support of Option 1 (the presented Measures), the City will seek funding to facilitate the works.

What does this look like:

- With the endorsement of Council, the potential timeline for design and construction could be 2016/2017 depending on availability of funds.

What if the bike facility option is preferred?

- If the majority of comments received are in support of Option 2 (Protected Bike Lanes), recognizing the loss of parking, the City will **NOT** proceed with Option 1 but rather embark on an exploration of what Protected Bike Lanes on 123 Avenue would look like.