

Valley Line West LRT – Shortcutting Mitigation

Recommendation

That Executive Committee recommend to City Council:

That the January 22, 2019, City Operations report CR_5847, be received for information.

Previous Council/Committee Action

At the January 22/23, 2019, City Council meeting, the following motion was passed:

That the January 22, 2019, City Operations report CR_5847, be referred to the February 11, 2019, Executive Committee meeting as first item of business.

At the March 21, 2018, City Council meeting, the following motion was passed during the LRT Non-Statutory Public Hearing:

d. That Administration report to Council on mitigation plans to prevent shortcutting through communities along the line (e.g. Westmount along 127 Street) caused by west LRT's changes to the road network.

Executive Summary

This report outlines Administration's approach for Community Traffic Management to address potential shortcutting impacts in neighbourhoods adjacent to the future Valley Line West extension.

The focus of the Community Traffic Management Program is to enhance traffic safety for all road users, particularly pedestrians and cyclists, in alignment with Vision Zero. Strategies to enhance safety and livability for Edmontonians include reducing vehicle volumes and traffic speeds in neighbourhoods.

Administration is committed to engaging stakeholders in the potentially impacted neighbourhoods to understand local conditions, develop possible solutions and work through related tradeoffs to garner support for shortcutting mitigation plans. This approach would result in a suite of interim, flexible measures for each neighbourhood that can lead to permanent strategies as appropriate.

The proposed approach will ensure that public engagement informs strategies that include adaptive traffic calming measures prior to the opening of the Valley Line West.

Report

Public engagement for the Valley Line West project over the last 18 months has demonstrated there are concerns about increased traffic volumes on residential roadways. Community members would like proactive measures in response to the possibility of commuters adjusting their routes as a result of the LRT and associated street changes.

Administration has completed traffic modelling to predict the impact of roadway modifications for Valley Line West, as well as a scan to identify surrounding neighbourhoods where shortcutting may be attractive due to area roadway availability and capacity (Attachment 1). However, fully predicting the extent and locations of shortcutting is a challenge.

Administration has also undertaken a high-level review of traffic calming measures that may be appropriate mitigation strategies, though measures that effectively address shortcutting behaviours often restrict access for the residents who live in that neighbourhood as well.

To date, public input about the Valley Line West demonstrates that many of the potentially impacted communities are highly engaged. Residents would like to work with Administration to develop traffic calming solutions for each neighbourhood's unique needs. Administration is committed to engaging stakeholders to understand local conditions, develop possible solutions and work through related tradeoffs to garner support for shortcutting mitigation plans. This approach will result in a suite of interim, flexible measures for each neighbourhood that can lead to permanent strategies as appropriate.

Administration's practice to date has been to delay permanent installations for shortcutting until real traffic patterns due to operational LRT are known. It is not practical to implement traffic calming during LRT construction, because neighbourhood and roadway access is already impacted. Permanent installation also creates the financial risk of possible reconstruction if actual traffic patterns show a need in locations different than anticipated.

Permanent measures may unduly impact residents and other neighbourhood stakeholders, as well as City services including emergency response, public transit, roadway maintenance and waste management. In order to address this risk, adaptive infrastructure may be utilized (e.g. curb stops and bollards, similar to the installation of

the Downtown Bike Grid). Temporary measures will allow Administration to make alterations as necessary in response to shifting traffic patterns.

Given the anticipated timelines for securing funding and procuring construction of the Valley Line West, public engagement to explore shortcutting concerns and potential solutions with neighbourhood stakeholders will need to commence in 2023 so that mitigation options are in place when the LRT is operational.

Budget/Financial

Should Council wish to proceed with proactive traffic calming engagement and actions for the neighbourhoods identified in Attachment 1, Administration will prepare an unfunded operating service package and unfunded capital profile for future Supplemental Capital Budget Adjustment and Supplemental Operating Budget Adjustment discussions, or as part of the proposed 2023-2026 operating and capital budget.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a safe city			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Efficient and effective service delivery: The Community Traffic Management Program contributes to the City's Vision Zero Strategy, enhancing neighbourhood traffic safety for all road users, particularly pedestrians and cyclists.	Number of neighbourhoods incorporating traffic calming through Neighbourhood Renewal Program and Community Traffic Management Program collaboration:	TBD based on communities impacted by Valley Line West	TBD based on communities impacted by Valley Line West
Ensuring public has input into the identification of traffic issues that impact safety in their neighbourhoods and the solutions to address these issues.	Public Engagement Measures: <ul style="list-style-type: none"> • Participation (number of events and participants) • Satisfaction (participants felt respected, opinions heard/captured and satisfied with the process) 	TBD based on communities impacted by Valley Line West	TBD based on communities impacted by Valley Line West
Corporate Outcome(s): Edmontonians use public transit and active modes of transportation			
The Community Traffic Management Program contributes to an environment that encourages community members to use public transit and engage in active modes of transportation	Journey to work mode (% of survey respondents who select auto passenger, transit, walk, cycle, or other)	26.1% (2016)	25.9% (2018)

Attachment

1. Valley Line West - Neighbourhood Shortcutting Focus Areas

Others Reviewing this Report

- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services