

Notice of Information Session and Traffic Study Survey

Mayland Heights Community Traffic Study

The Mayland Heights Community Traffic Advisory Committee (CTAC) and The City of Calgary invite you to an information session to view the proposed traffic plan for the community.

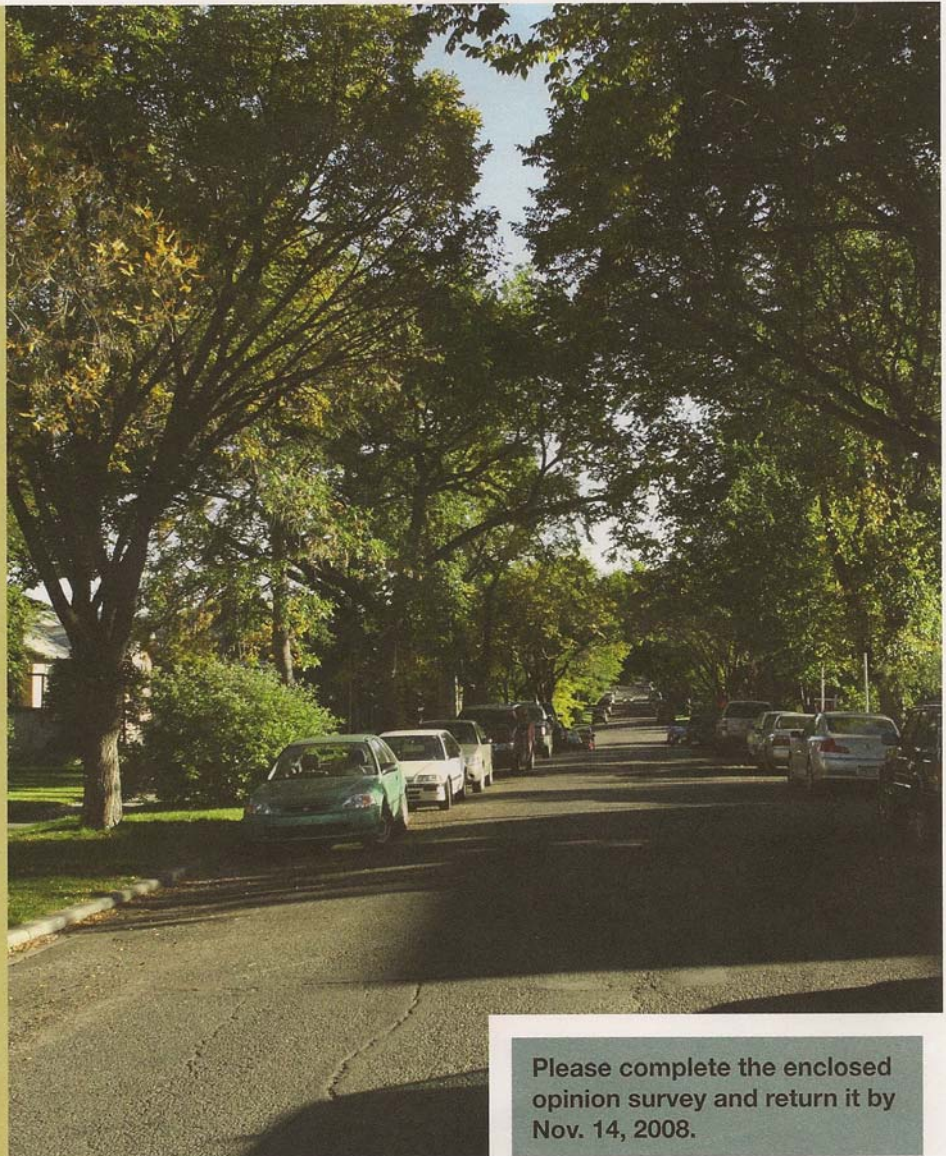
Date: Nov. 6, 2008

Time: 5 - 8 p.m.

Location:

Crossroads Community Centre
1803 14th Ave. N.E.

Please attend this informal drop-in with questions about the process that led to the community traffic plan or with questions about the plan itself.



Please complete the enclosed
opinion survey and return it by
Nov. 14, 2008.

Mayland Heights Community Traffic Study

The plan

Some limitations

Opportunities to reduce the number of cars on Eighth Avenue and 19th Street were severely limited due to emergency service response routes and transit service. The likelihood of increasing non-local traffic in both the Belfast area and southwest area of Mayland Heights was also a major concern should traffic be restricted or delayed on either Eighth Avenue or 19th Street. Nonetheless, the plan attempts to reduce some of the negative impacts of the high volume of traffic.

What is the plan?

The proposed plan is designed to address issues raised by residents within the context of a community traffic plan as part of the Traffic Calming Policy. Priorities and solutions were developed by CTAC and City staff working as a team.

The recommendations of the overall plan are shown on the map. The following pages provide detailed information about the plan.

Nineteenth Street at 14th Avenue/ McKinnon Road to Third Avenue

Starting from the north, a roundabout is proposed for the intersection of 19th Street and 14th Avenue/McKinnon Drive. Without a doubt, a roundabout is the best solution for the traffic and safety issues that exist at this intersection. Some parking will be lost to accommodate the roundabout design.

While not widely used in Calgary, a roundabout is a superior alternative to a traffic signal or stop signs to control this intersection and has several advantages when compared to signals and stop signs, including: fewer injury crashes (75 per cent), increased pedestrian safety (24 vehicle-to-pedestrian conflict points reduced to eight points) and less vehicle pollution. A roundabout is a more attractive entrance feature to the community.

To learn more about roundabouts, visit The City's website and type roundabout in the search box in the upper right hand corner of the page.

Further to the south, curb extensions are proposed for the corner of 19th Street and Mayland Drive. Curb extensions will shorten the distance for pedestrians crossing 19th Street at this location. The curb extension on the west side of 19th Street will nearly span the width of Mayland Drive. On the east side of the road, one curb extension will be placed on the south corner and one on the north corner. Some parking on both sides of 19th Street would be lost with the construction of the curb extensions.

Curb extensions are proposed for the intersection of 19th Street and 10th Avenue. As a bus stop is located at this intersection, three curb extensions are proposed. A shorter extension will be used to facilitate transit. Some parking on both sides of 19th Street will be lost because of the curb extensions.

Curb extensions are also proposed for 19th Street and Munro Drive. Curb extensions will reduce conflict for pedestrians crossing 19th Street at the south end of the community. The curb extension on the west side of 19th Street will span approximately the width of Munro Drive. On the east side of the road, a curb extension will be placed on the south and on the north corners. Some parking on both sides of 19th Street will be lost as a result of the curb extensions.

Belfast and St. Clement Elementary Schools – 17A Street and Mayland Drive

Two speed humps are proposed for the community. One hump will be located on 17A Avenue near Belfast Elementary School east of the Crossroads Community Association green space. The second speed hump would be placed near St. Clement Elementary School on Mayland Drive.



Cycling

On-street bicycle route improvements

Eighth Avenue North between First Street West and 19th Street East will have bicycle pavement marking and signs installed by the end of 2008.

We are planning the extension of Eighth Avenue North from 19th Street East, across Barlow Trail, through the industrial area to 52nd Street East. The proposed plan will be available at the open house for feedback.

Unique to Calgary

Eighth Avenue near 16A Street and 19th Street near Third Avenue

Vehicle Activated Traffic Calming Signs (VATCS) are proposed in an effort to reduce speeds of vehicles entering Mayland Heights on Eighth Avenue from the west and 19th Street from the south. VATCS are an innovative and effective means to reduce speeds without interfering with the operation of emergency vehicles. The sign is black (blank) unless a vehicle is speeding. The speed triggers the sign's display, speed limit and a message for the driver to slow down. At the same time, amber lights will flash.

The opinion survey and your input

Your input is very important!

This survey is being conducted to determine the community's support for the plan described later in this booklet. The probability of this plan being implemented or not will be based largely on opinions like yours. Your response will help The City determine if we have correctly understood the issues and responded with an acceptable approach for a broad range of residents.

How do I make sure my opinion is heard?

After reading the information here and looking at the plan, please fill out the enclosed survey. Use the stamped, self-addressed envelope or leave your survey at the Nov. 6 information session where we will have a drop-off box. Alternatively, you may fax your completed survey to 403-268-1874.

Is my opinion going to remain confidential?

Yes, survey responses will be counted individually, but information will only be released collectively. Personal information is being collected under Section 33 (c) of the Freedom of Information and Privacy Act (FOIP). No other use of your personal information will occur.

What's next?

If this plan is acceptable to the majority of Mayland Heights residents and businesses and supported by The City, the traffic calming measures will be designed, scheduled and installed.

History

The Mayland Heights Community Association submitted a request to The City of Calgary to initiate a traffic study, which began in 2006.

The Mayland Heights residents were asked for their input in late 2006 by mailing in their comments or attending an open house. About 350 households provided feedback. At the same time, approximately 50 people volunteered to be part of the community traffic advisory committee (CTAC).

CTAC helped City staff to understand traffic issues identified by the community.

From the list of issues a data collection plan was created and site visits were organized. Data on speed and the number of cars was collected and analyzed along with issues from inspections of local concerns.

As part of the overall process, representatives from a variety of City departments met to discuss traffic issues in Mayland Heights. Most important to any traffic plan was input from Fire and Emergency Medical Services (EMS) who expressed concern with measures that would increase their response times and impact their clients. In recognition of their requirements, many standard traffic calming measures could not be used on 19th Street, Eighth Avenue or sections of 14th Avenue and McKinnon Drive N.E.

CTAC and City staff reviewed traffic issues in detail as well as the data that had been collected. CTAC prioritized the issues identified by the community and the Calgary Police Service's community liaison officer.

Using the priorities established by CTAC and recognizing operational constraints, the Traffic Calming Policy was used as a guide to create several iterations of the community traffic plan. The final plan is presented here.

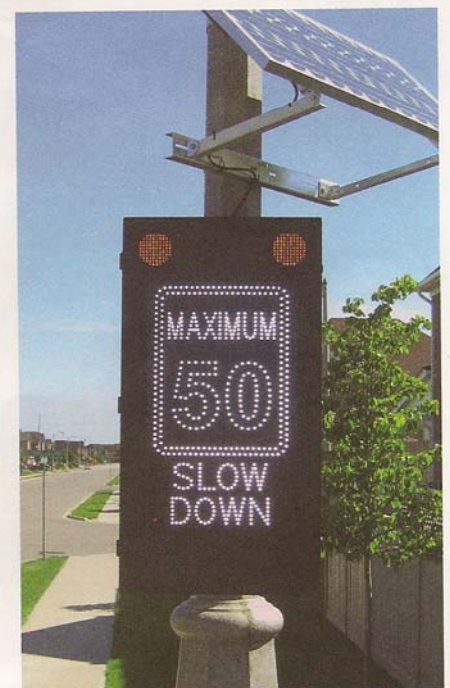
For the plan to be implemented, community support is critical. Please read the following to learn more about the process, next steps and the plan itself.

The issues

Overwhelmingly, the impact of traffic using 19th Street and Eighth Avenue in Mayland Heights was seen as the major concern for residents. The majority of drivers on these two roads neither begin nor end their trip in Mayland Heights. Nineteenth Street is seen as a higher priority than Eighth Avenue. Nineteenth Street has more residences facing the street and more elementary student use.

Lower in priority are speeds in "speed zones" on McKinnon Drive, 17A Street and Mayland Drive. Pedestrian crossings at 14th Avenue and 17A Street and speed on McKinnon Drive at the curve at the north end were also identified.

Many other concerns were raised and investigated. Local streets identified as having high speeds and volumes were evaluated using data collected and were found to be within City standards.



Frequently asked questions

If non-local traffic is the problem, why not just close the road?

City roads are public rights-of-way. Everyone has the legal right to use public streets.

If speeding is the issue, why not get the police to enforce the speed limits?

Traffic calming measures should lower the speeds without relying on a continued police presence to slow down drivers.

I would like more information about speed humps.

Speed humps are used to reduce speed by lifting vehicles and rocking them as they cross over a hump in the road. The faster the speed, the greater the effect of the rocking. They are only suggested for roads where speeds have been determined to be greater than the legal or posted limit. Speed cushions allow buses and large vehicles to travel over the raised part of the road without rocking the bus or large vehicle.

Speed humps:

- Slow vehicles.
- Reduce collisions.
- May slightly delay emergency vehicles.

I would like more information about curb extensions.

Curb extensions are an extended edge of a sidewalk, resulting in a narrower road width.

Curb extensions:

- Reduce crossing distances for pedestrians.
- Improve pedestrian visibility.
- Slow vehicles.
- A reduction of one to one-and-a-half parking spaces may occur with extensions. (Parking is not allowed within five metres of an intersection.)

I would like more information on Vehicle Activated Traffic Calming Signs (VATCS).

They are permanent, vehicle-activated signs that direct speeding drivers to slow down. Signs are blank when no speeding occurs. Radar is used to detect speeds and inform drivers that they are speeding. Vehicle speed is not shown.

Unlike many other vehicle activated speed signs, these are permanent and do not display the driver speed. Research shows they work over the long term and are effective at reducing speeds.

One of the major assets of this type of speed control is that they do not interfere with the operations of City service vehicles such as fire, emergency medical services and transit. Traditional methods such as speed humps, speed tables or speed cushions could not be used on roads such as Eighth Avenue and 19th Street because of emergency response vehicle requirements.

Installation of the VATCS, as they are the first in Calgary, would be set up as a test. Should they test successfully, they will remain as a permanent anti-speeding measure.



Curb extension

On-street bicycle route improvements update:

Eighth Avenue North, between First Street West and 19th Street East, will have bicycle pavement marking and signs installed by the end of 2008.

We are planning the extension of Eighth Avenue North from 19th Street East, across Barlow Trail, through the industrial area, to 52nd Street East. Our proposed plan will be available at the open house for community feedback.

Need to contact someone?

The City of Calgary
calgary.ca or
call 3-1-1



Mayland Heights Community Traffic Study Proposed Plan

- Legend**
- Study Area Boundary
 - Pedestrian Corridor
 - Traffic Signal
 - Curb Extension
 - Roundabout
 - Speed Hump (approximate location)
 - Vehicle Activated Traffic Calming Sign (VATCS)
 - Separate City Initiative Bicycle Route Improvement Program
 - Proposed Bicycle Route