

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Welcome to our Open House

March 10, 2016

Purpose of Open House

- To present the improvement options discussed in 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

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Issue Identification

Residents living along 123 Avenue between Laity Street and 216 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.

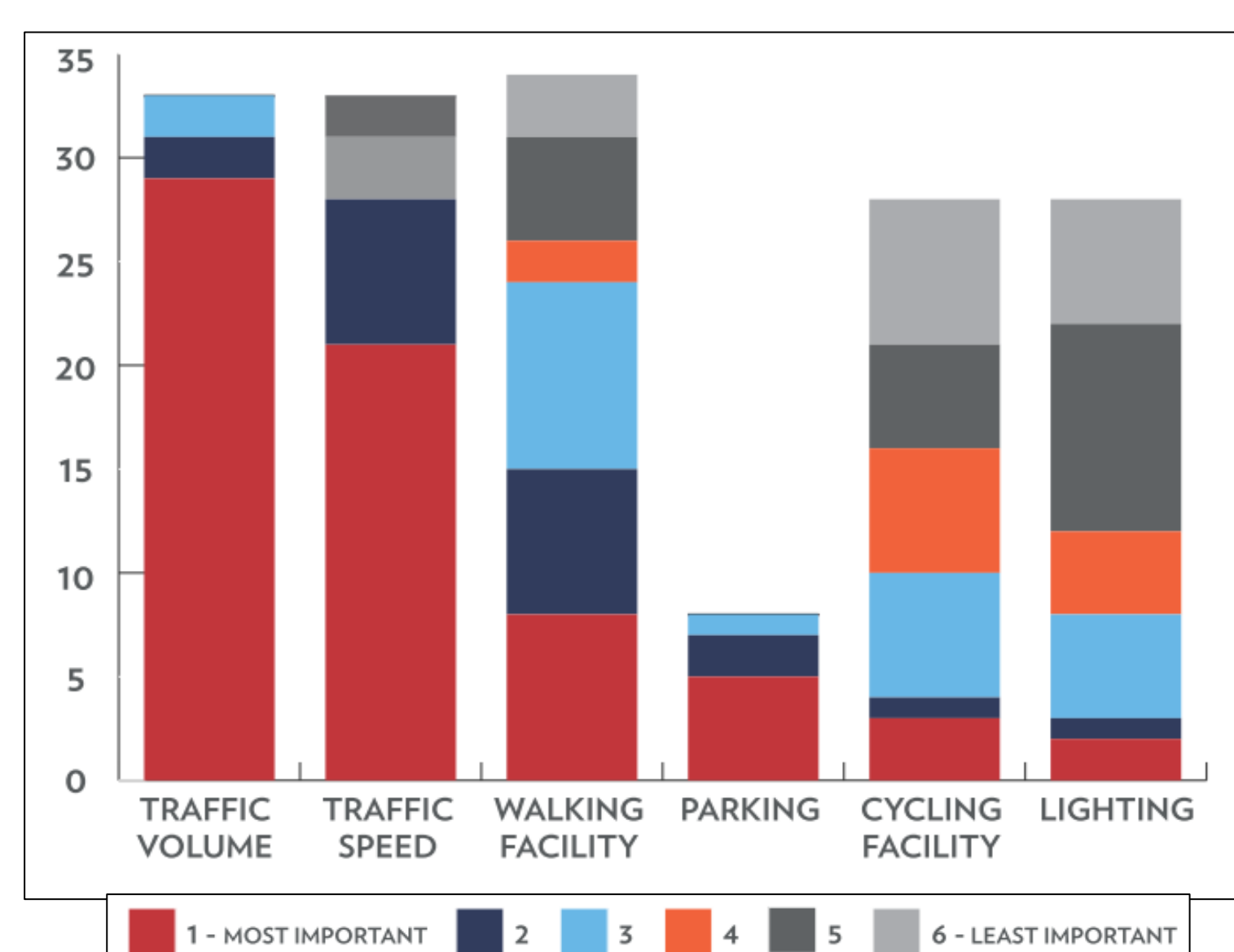


Fig. 1 Community Survey Feedback – Top Concerns

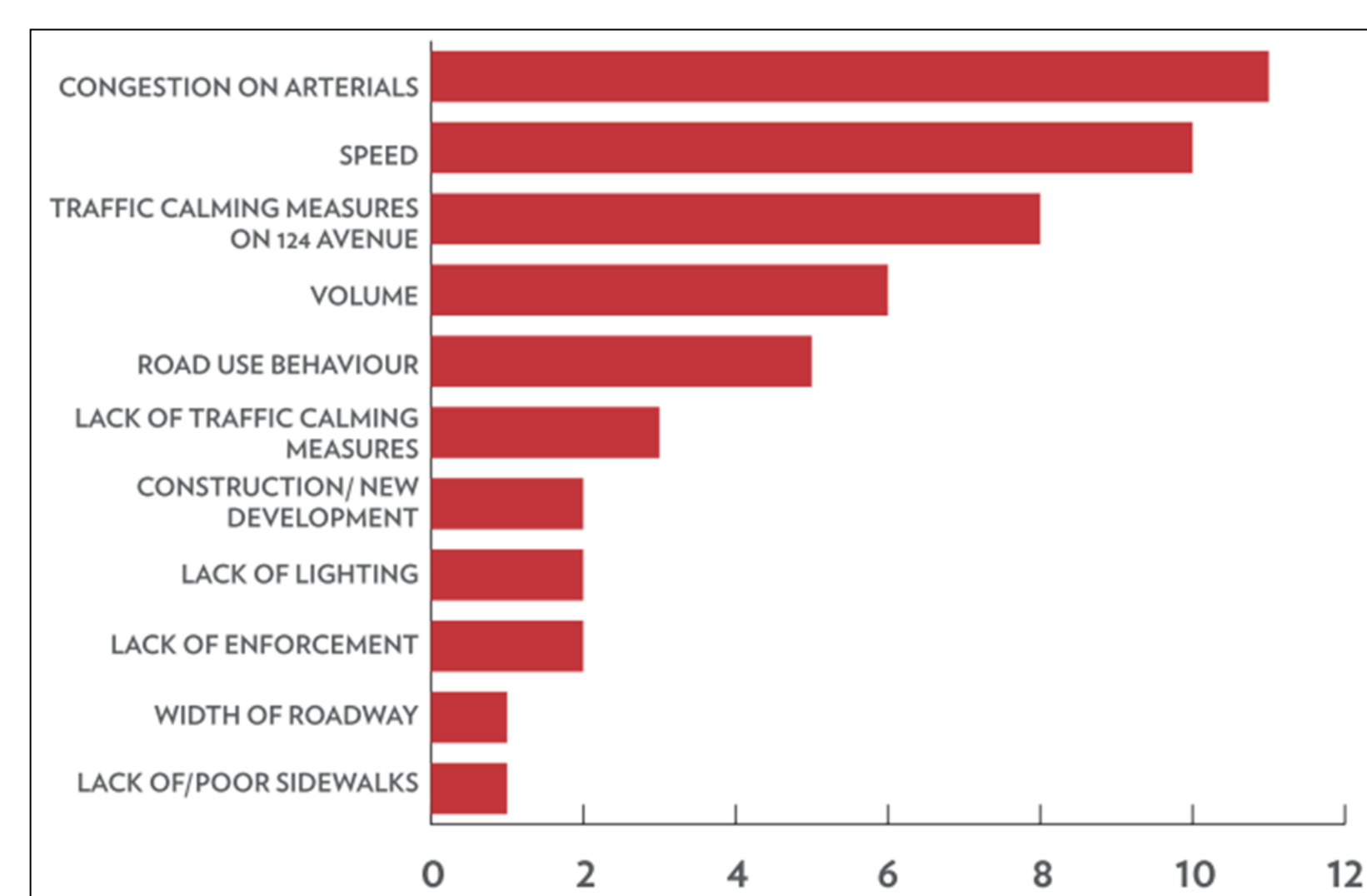


Fig. 2 Community Survey Feedback – Causes

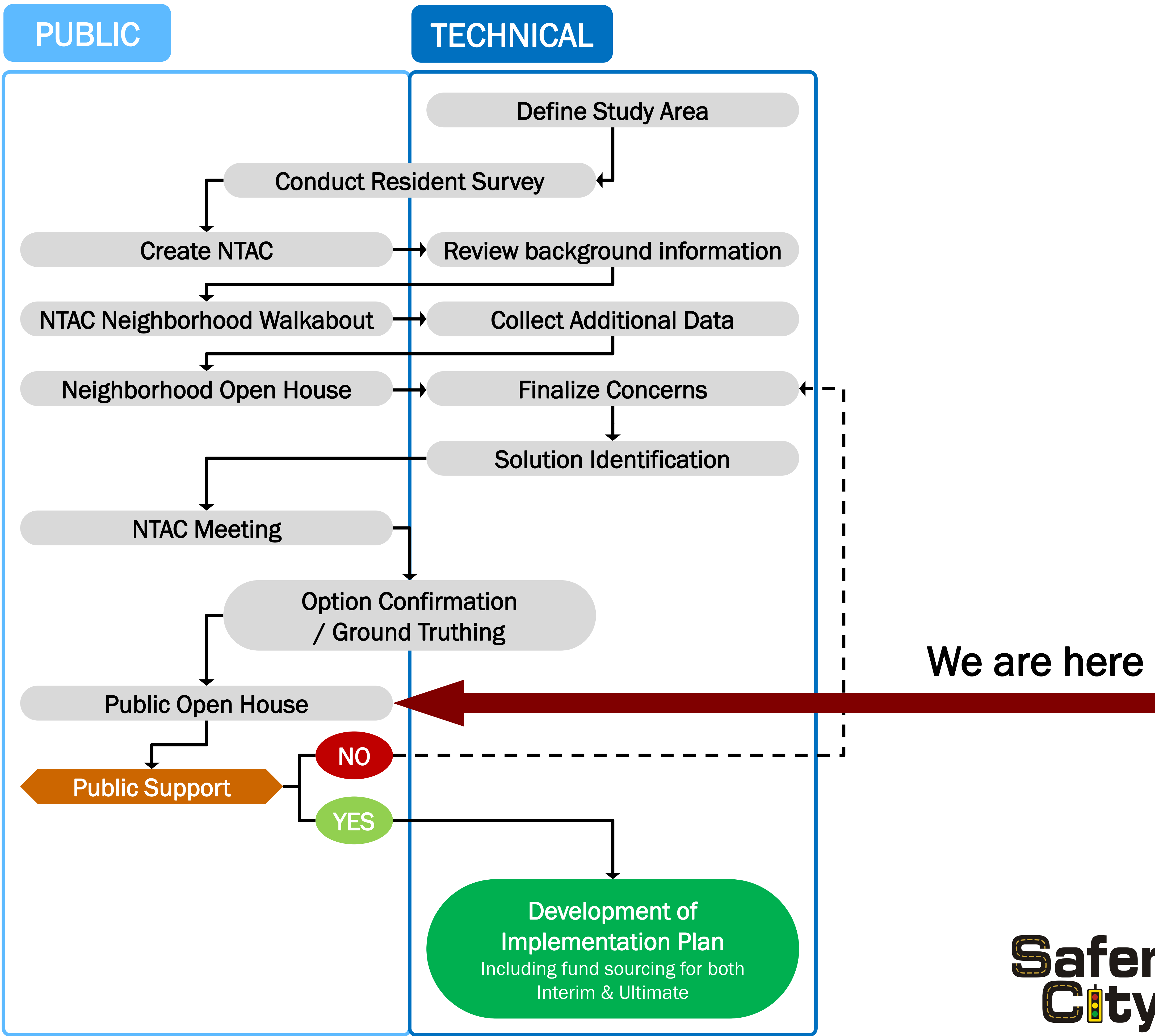
Constraints

The physical layout of the corridor presents some constraints. These consist of existing road widths, proximity of homes to City ROW, hydro poles, quantity and spacing of driveways, and limited drainage infrastructure.

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Strategy Development Process



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



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.

Considering the extensive physical challenges, including the limited drainage infrastructure and tension between the network functionality of the corridor and the existing road cross-section, two plans are proposed:

1. **Interim Plan:** Interim measures to mitigate traffic impacts while respecting community needs.
2. **Ultimate Plan:** A complete reconstruction of the roadway along with drainage improvements.

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)

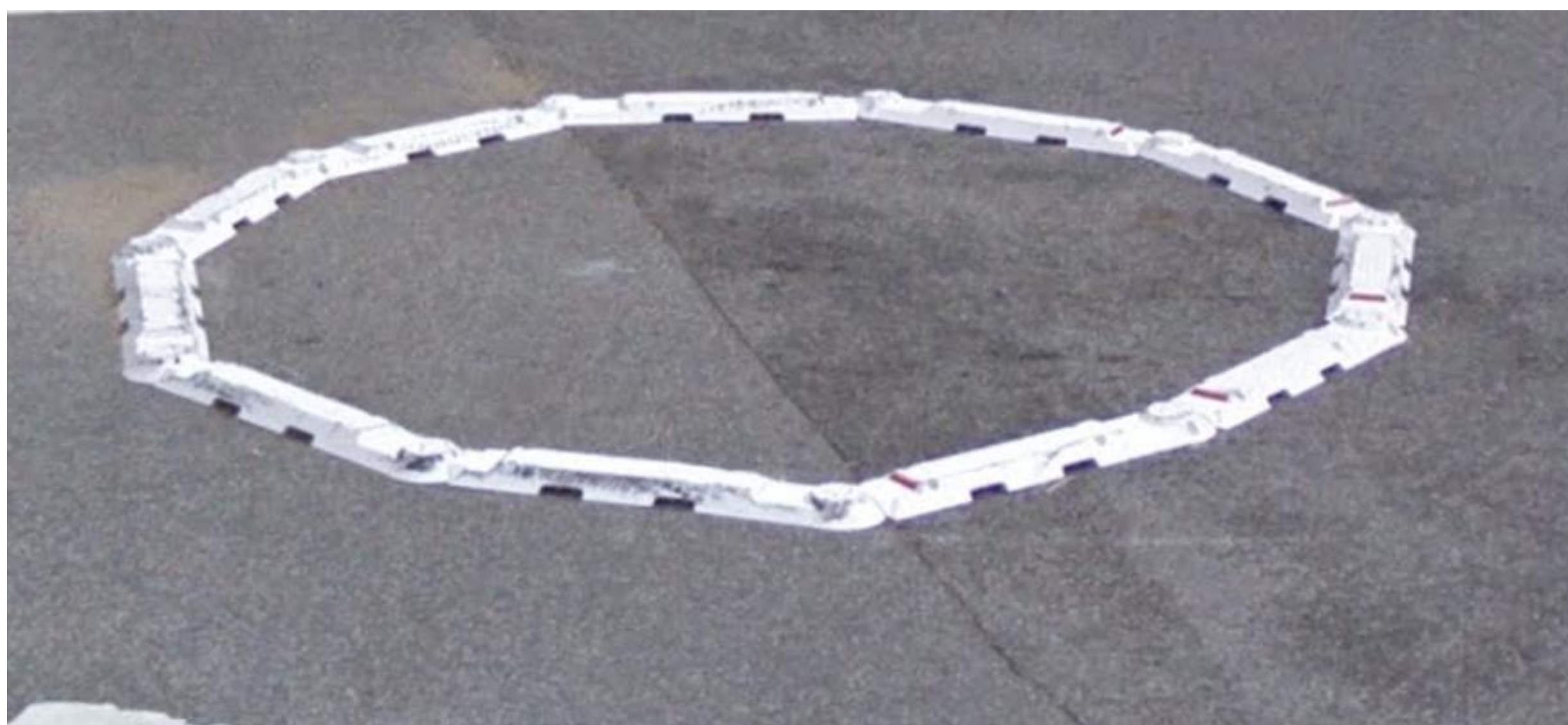


Interim Plan

Traffic Buttons

Traffic buttons at Carlton Street and Creston Street.
(similar to those shown below)

- Reduces speed through intersections.
- Provides visual break in the street scape which reduces vehicle speeds.
- Implementation will require some road realignment on the south side of Carlton Street and on the north side of Creston Street.
- Provides safer access from side streets.



Temporary Installation with FG 300 Delineator bases



Permanent Installation

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Interim Plan

Speed Lines

- Affects driver perception of speed.
- Low cost option with short implementation time.
- Does not affect response time of emergency vehicles.



Example implementation in North Vancouver, BC



*Actual implementation may look like this with 2 small gaps for wheel path consideration

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Interim Plan View – Conceptual Layout

Carlton Street Traffic Button

Creston Street Traffic Button



Speed Lines



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Ultimate Plan

Chicanes

Two-way Chicanes between Creston Street and 216 Street.

- Reduces vehicle speed.
- Reduces straight line of sight and enhances visual breaks in the streetscape.
- Minimal impact to emergency vehicle access.

Example chicanes similar to what is being proposed



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



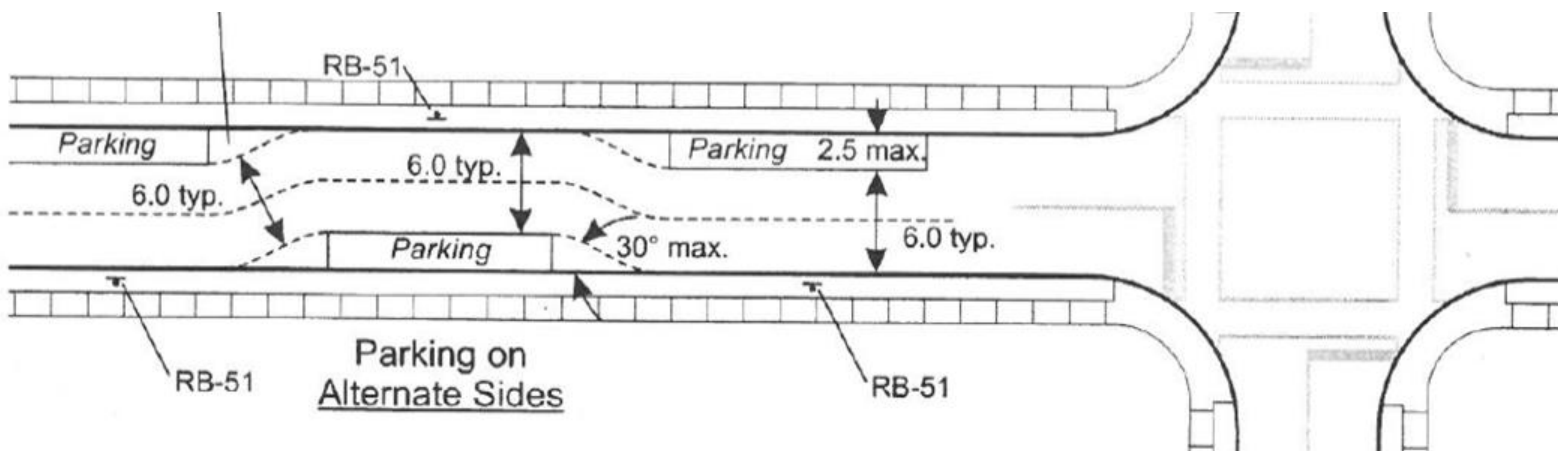
Ultimate Plan

Chicanes

- Access to properties will be defined by driveway letdowns.
- Parking will be impacted due to alignment of roadway / chicanes.

Example Layout of a two-way Chicane

- Actual design will change from below as the design is refined.



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Ultimate Plan

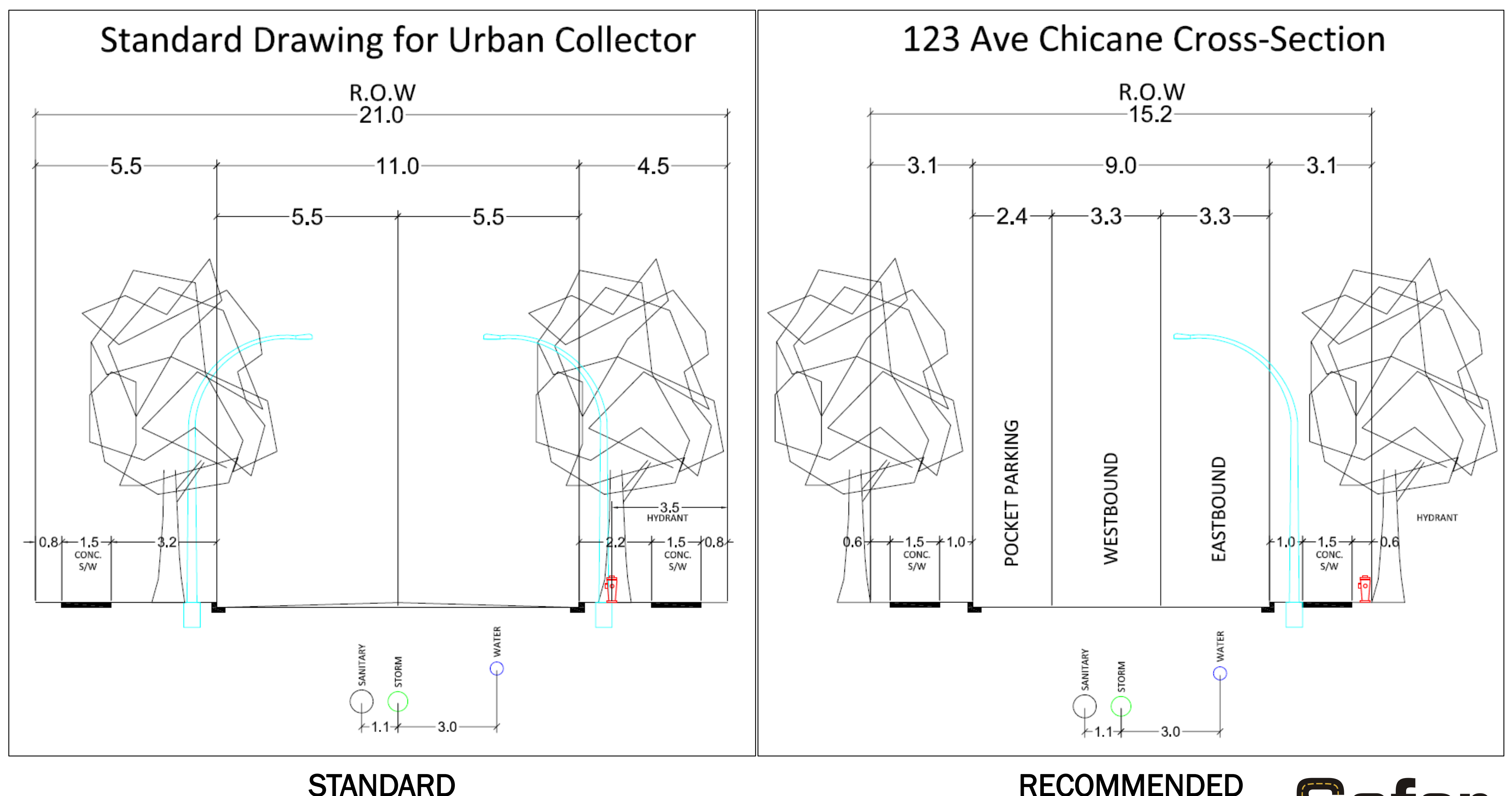
Chicanes

STANDARD

The standard cross section of an Urban Collector without Chicane.

RECOMMENDED

A recommended potential 123 Avenue cross section between Creston Street and 216 Street with Chicane.



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Ultimate Plan View – Conceptual Layout

Sidewalk

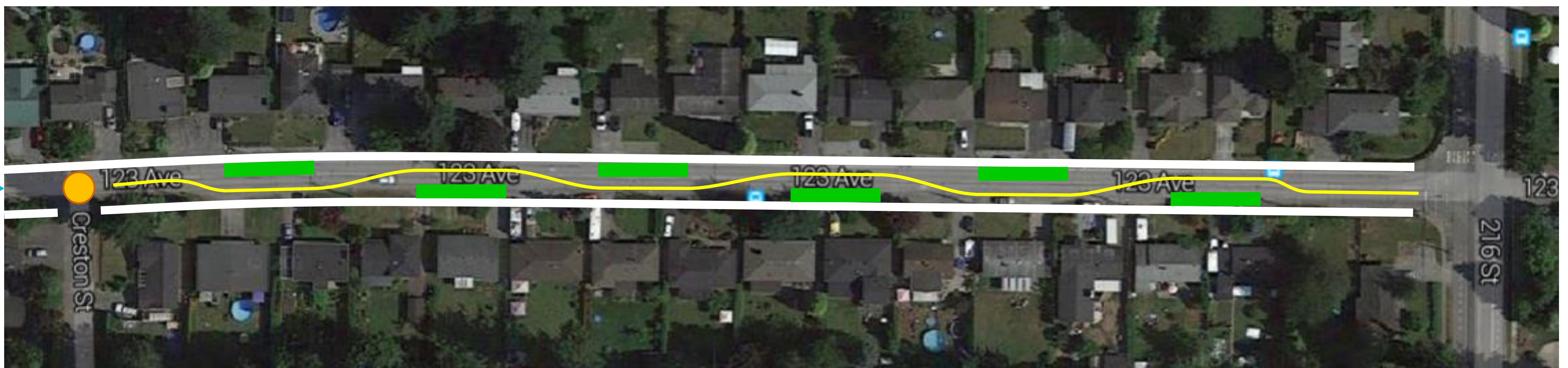
Carlton Street Traffic Button

Creston Street Traffic Button



* Interim installation of traffic buttons will be monitored to determine if they should be maintained in Ultimate Plan.

Chicanes and Pocket Parking



* Actual number and location of chicanes and pocket parking will be vetted and discussed through the design process.

123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Designate Bike Route

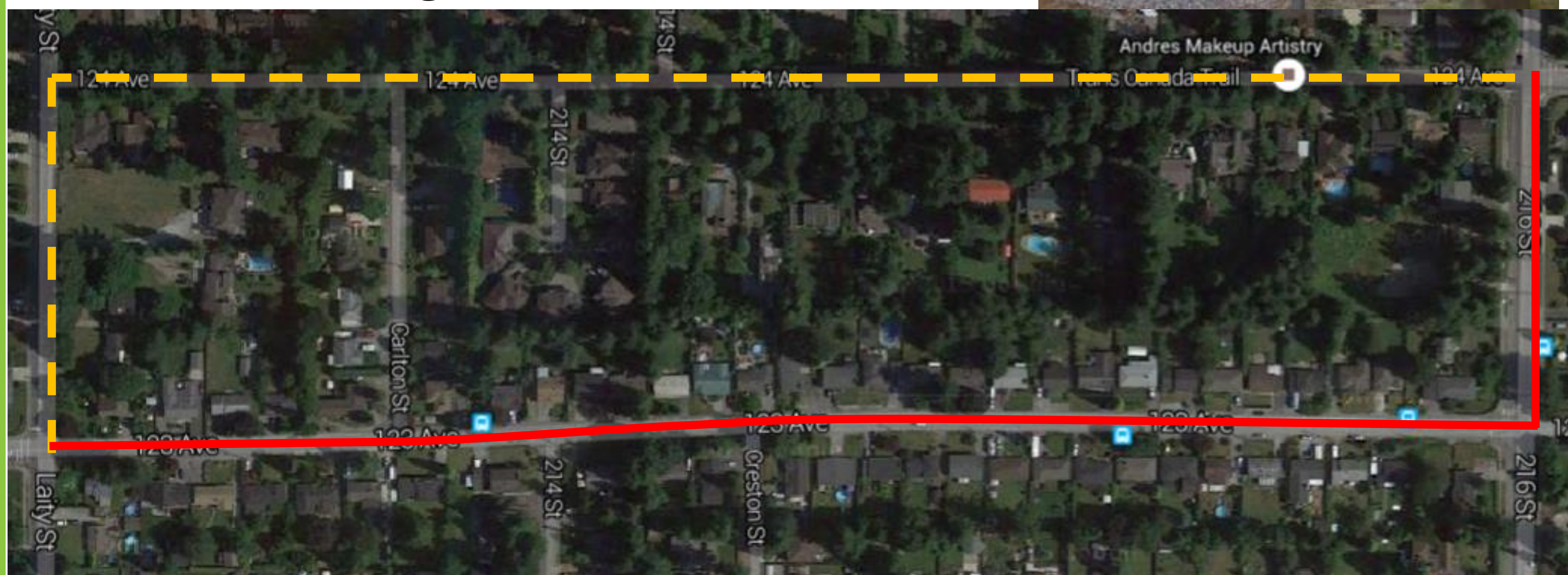
It is proposed to remove the designated bike route from this segment of 123 Avenue and relocate it to the 124 Avenue segment between Laity Street and 216 Street.

Why?

Allows use of road width on 123 Avenue for other purposes.

Existing Designated Bike Route

Proposed New Designated Bike Route



123 Avenue Corridor Management Strategy (Laity Street to 216 Street)



Next Steps

Summarize public feedback to indicate level of support for the Interim Plan and Ultimate Plan.

- If the majority of comments received are in general agreement of the proposed plans, the City will begin the implementation process for the Interim Plan and initiate the process for the Ultimate Plan design which will include further consultation with residents.

What does this look like:

Interim Plan – Implementation in summer of 2016 may be possible. Contingent on securing the funding to proceed.

Ultimate Plan – With the endorsement of Council, contingent on capital priority, the potential timeline for design may be in 2017 with construction possible in 2018.

Alternatively

- If the majority of comments received are **NOT** in general agreement of the proposed plans, the City will need to re-evaluate with the help of the NTAC in the development of other potential plans.