Downey Road Transportation Improvement Study

Public Workshop #2

June 23 and 28,, 2016

Study objectives

- To engage area residents and other community stakeholders in a review of safety and traffic concerns along Downey Road
- To plan and build safe, accessible, and efficient transportation improvements to Downey Road that can be enjoyed by all users (pedestrians, cyclists, drivers), while supporting Council-approved policies and master plans

Today's agenda

1. Welcome and introductions
2. Project scope, decision-making process and criteria
3. Summary of community feedback
4. Presentation from transportation consultants
    - Road classification and technical considerations
    - Design options
5. Your input on design options
6. Next steps

Working assumptions

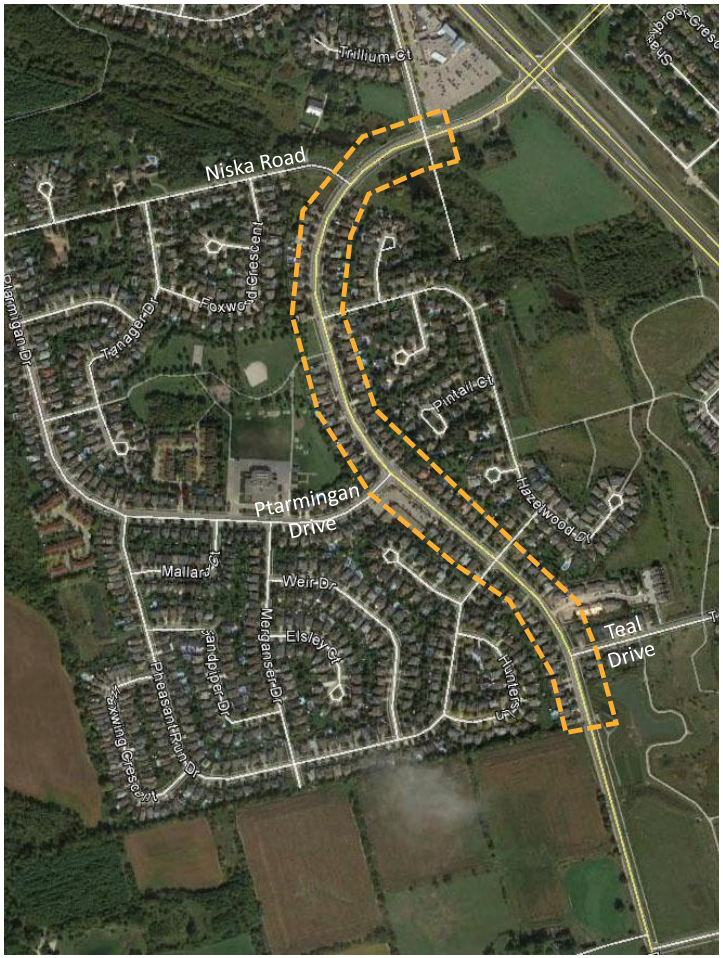
- It takes a neighbourhood to build a solution
- Everyone has wisdom…we need everyone's wisdom for the wisest results
- Keep an open mind…to new ideas and ways of thinking
- It's okay to disagree, but if you do so, propose a solution
- Give everyone a chance to speak: don't monopolize time
- The cell phone thing…put it on silent

Questions

- See "Questions and Answers" on pages 11-13 of workbook
- Opportunity for technical questions following Paradigm's presentation
- At any time, you can post your ideas and questions on the poster by the entrance

- We will compile and post answers to your questions following the workshop on the City's website

Project scope



- Downey Road
  - Teal Dr to Woodland Glen Dr
- Consideration given to traffic impacts from:
  - Hanlon Creek Business Park
  - Laird Rd interchange
  - Proposed Hanlon Expressway improvements
  - Niska Rd Bridge EA process

Project timeline

June 2013

- City engaged residents to select a design for the Council-approved inclusion of bike lanes on Downey Road. Residents asked staff to defer one year.

June 2014

- City hosted community ” walkabout” to hear concerns about road traffic.

July 2014

- Council directed staff to report back with a design for Downey Road that includes bicycle lanes and traffic calming elements, as well as a recommendation on the classification of Downey Road.

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Community concerns

- High traffic volumes make it difficult to access local properties, cross the street
- High traffic speeds create unsafe environment
- Trucks are seen using Downey Road rather than designated truck routes
- Centre Turn Lane used as a passing lane
- Poor pedestrian access to Mollison Park and the community mailboxes
- Some residents support on-street bicycle lanes. Others are concerned they are not safe given traffic concerns, or would be under-used
- On-street parking is highly valued by some local residents

2016

Apr
- City initiates Downey Road Transportation Improvement Study

Apr/ May
- Collected data on traffic volumes and speeds

May
- Public workshop #1 and online feedback on traffic calming measures. Over 120 individuals responded including community residents, local businesses, stakeholders and agencies.

Jun
- Public workshop #2 and online feedback on the conceptual designs

Sep
- Report to Council with recommendations on conceptual design for traffic calming, bike lanes and road classification

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Decision-making criteria

Public feedback from workshop 1

- Improve access to/from Woodland Glen Drive (signalization, a roundabout, adding turning lanes and/or providing a crossing for pedestrians)
- Improve traffic control on Niska Road, either as a roundabout or with signalization.
- Pedestrian crossing at Hazelwood Drive (crosswalks, pedestrian refuge islands, chokers and/or a raised intersection)
- Pedestrian crossing at Ptarmigan Drive and Quail Creek/Pheasant Run.

Other suggestions

- Speed reduction
  - between intersections throughout the study area
  - between Quail Creek/Pheasant Run to Teal Drive
  - south of Teal Drive
- Speed humps and dragon's teeth were the most popular proposed traffic calming features.
- Strong support for parking along Mollison Park on Downey Road.
- Support for bicycle lanes included buffering cyclists from traffic using the parking lane.

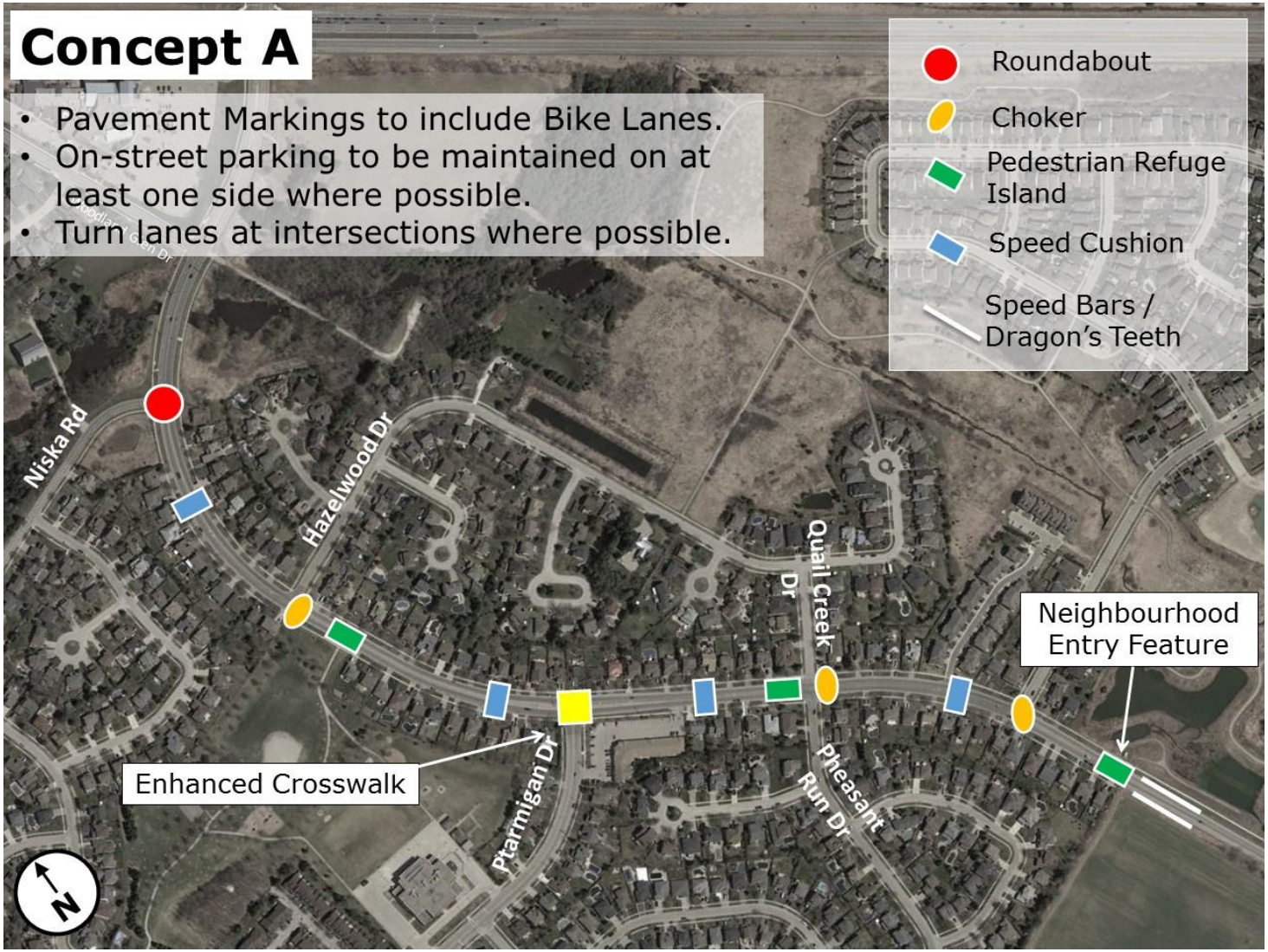
Progress Update

- Collected and summarized community feedback
- Suitable and unsuitable options decided
  - Unsuitable options include: road closures, road upgrades outside the study area, do nothing.
- Road Classification remains unchanged

How The Concepts Were Developed

- Feedback received from last workshop
  - "Hotspot" Locations
  - Popular Devices
- Locations with highest potential impact (device spacing between 130 – 150 metres)
- Consideration for all road users
- Financial and geometric restrictions were taken into account
- Work within existing 14.5 metre road where possible

Concept A



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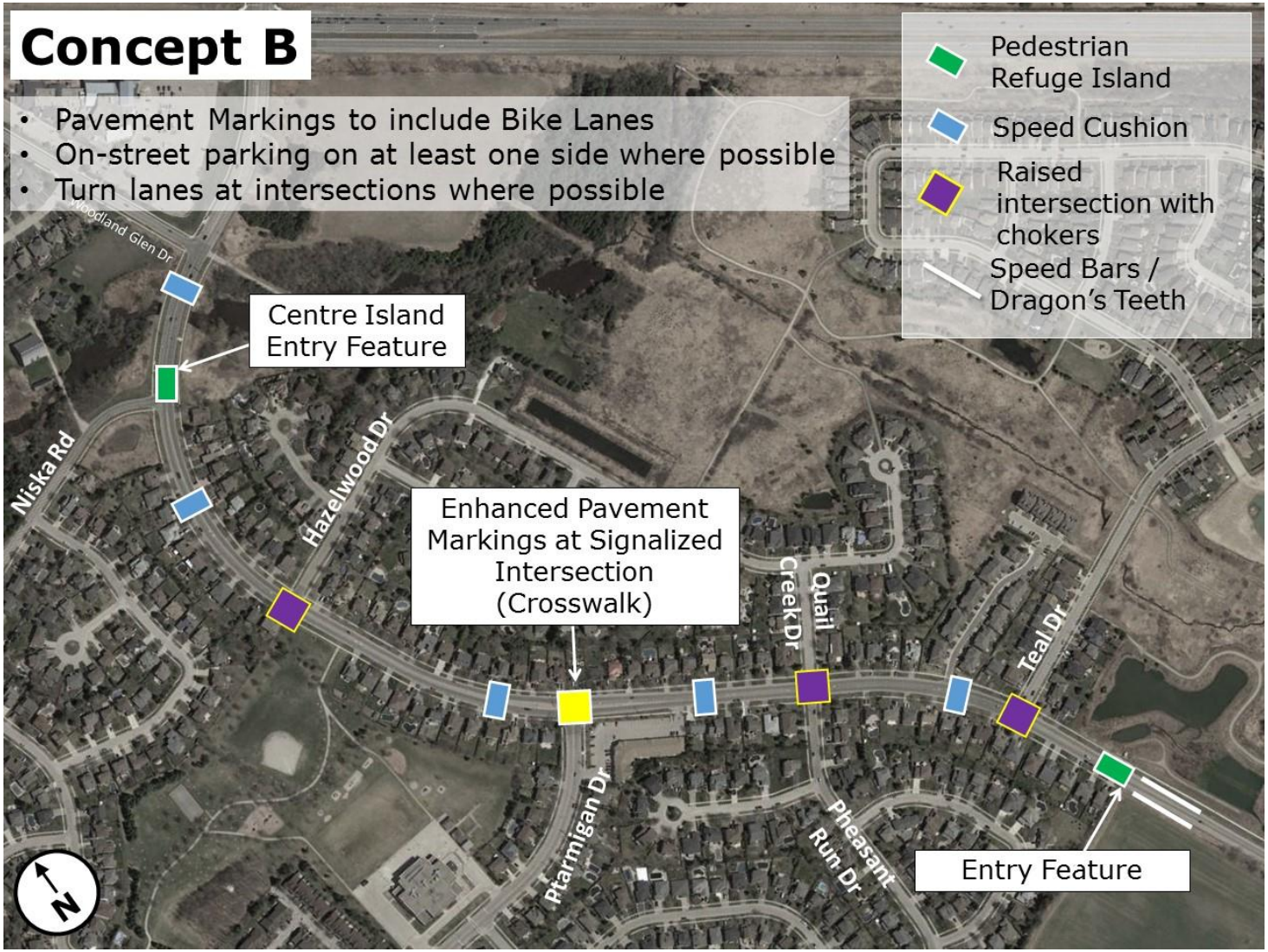
Concept B



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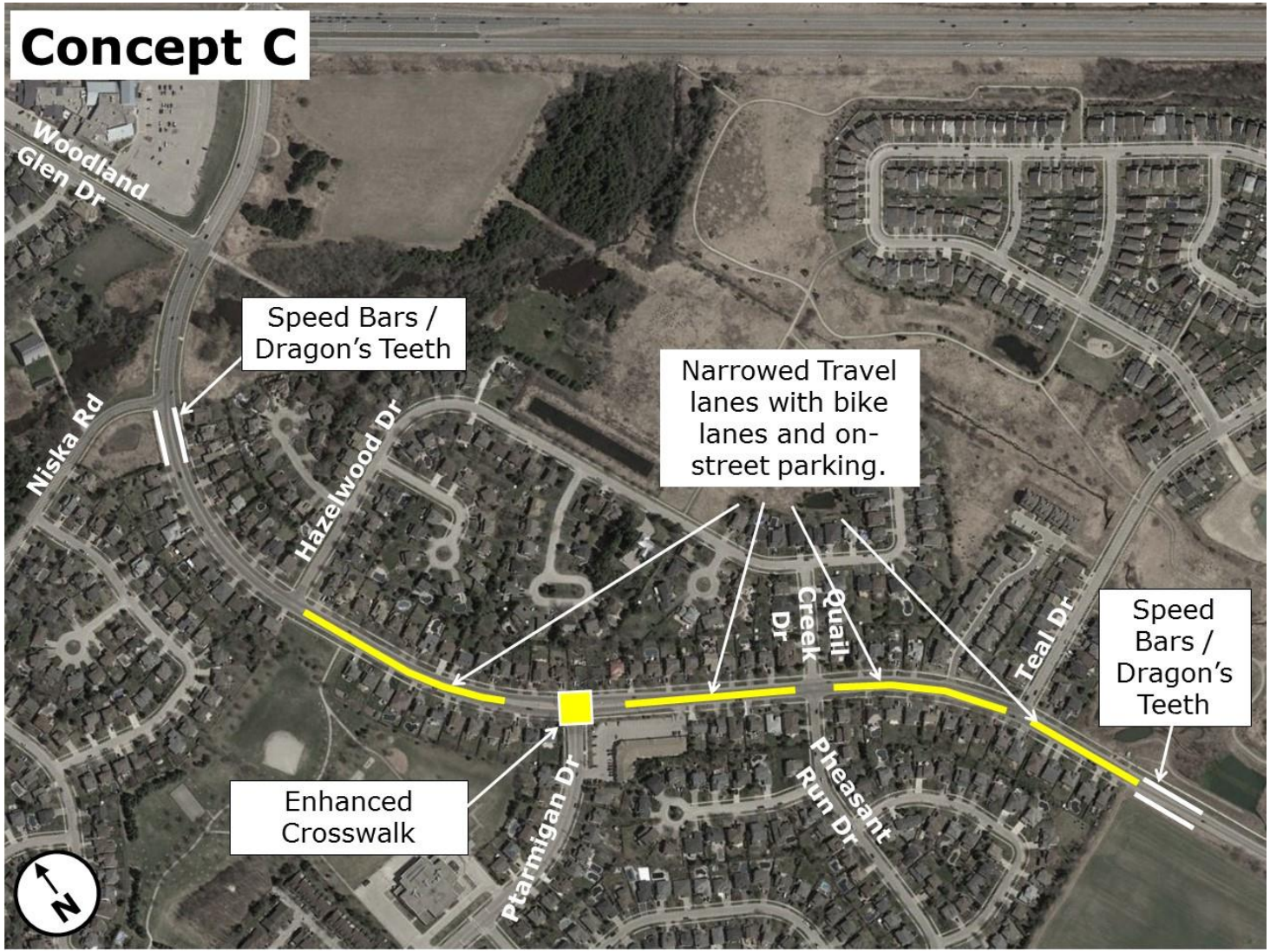
Concept C



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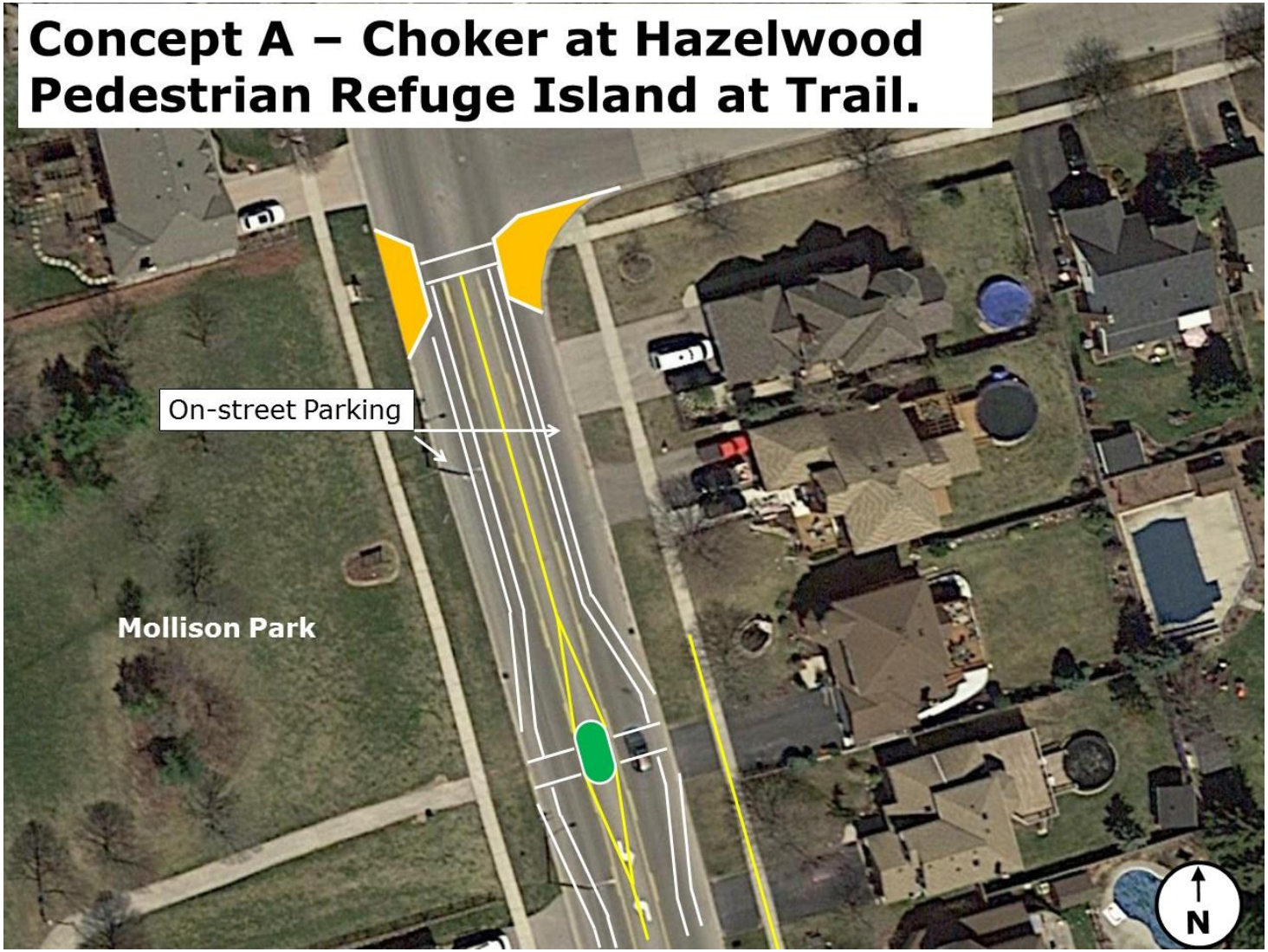
Concept Example Details



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Concept Example Details

Concept B – Raised Intersection / Chokers at Hazelwood

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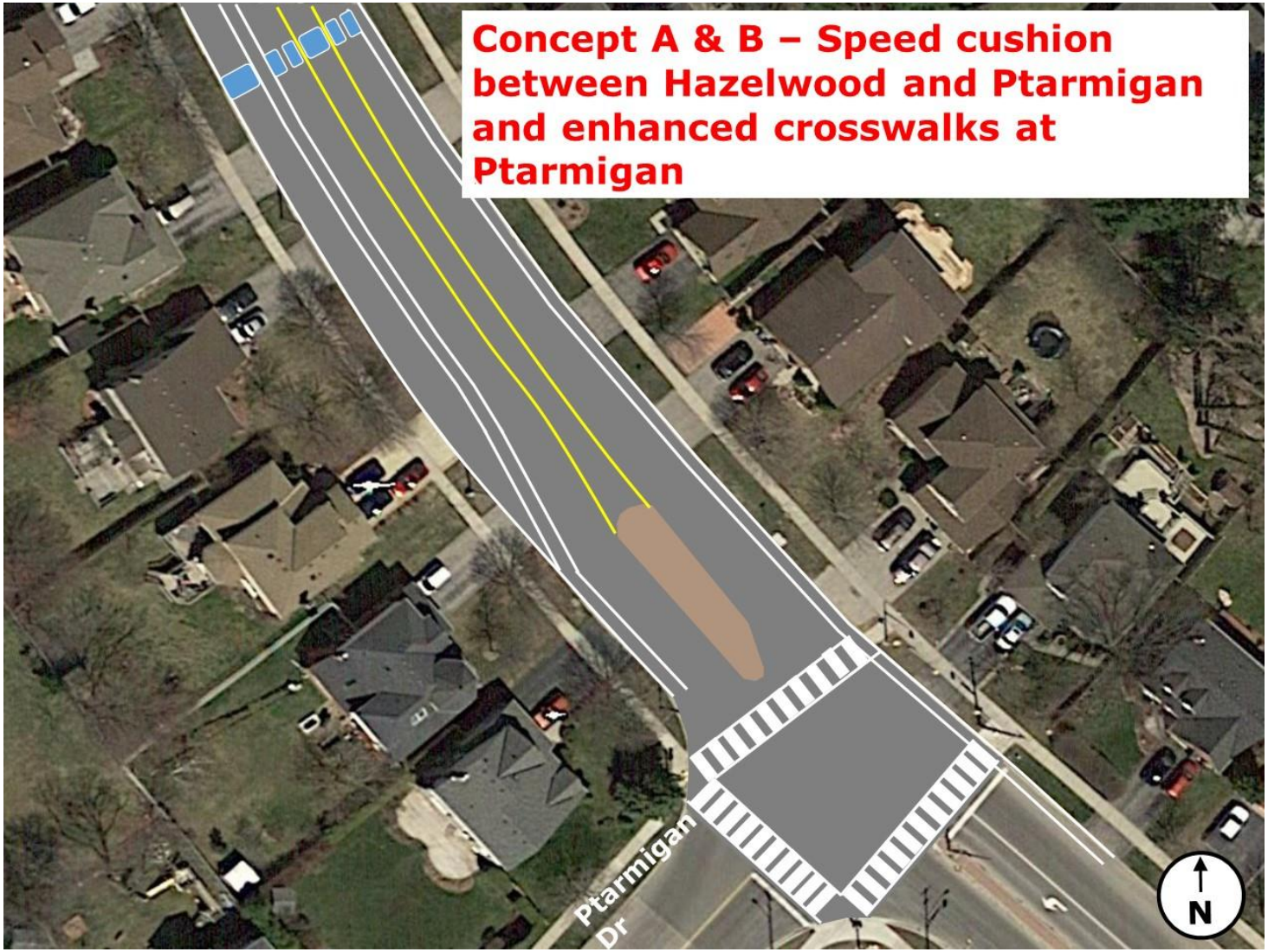
Concept Example Details



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Concept Example Details

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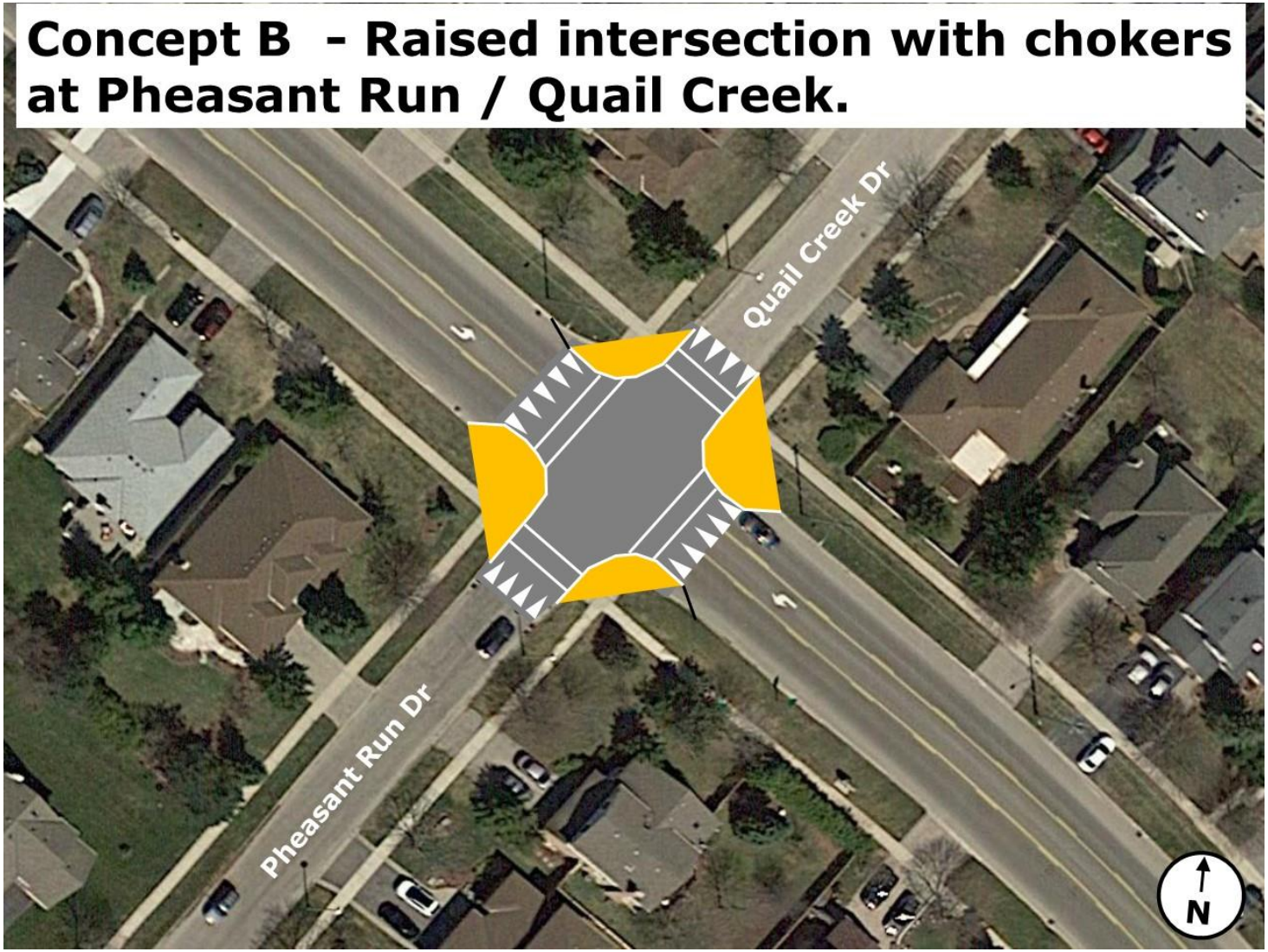

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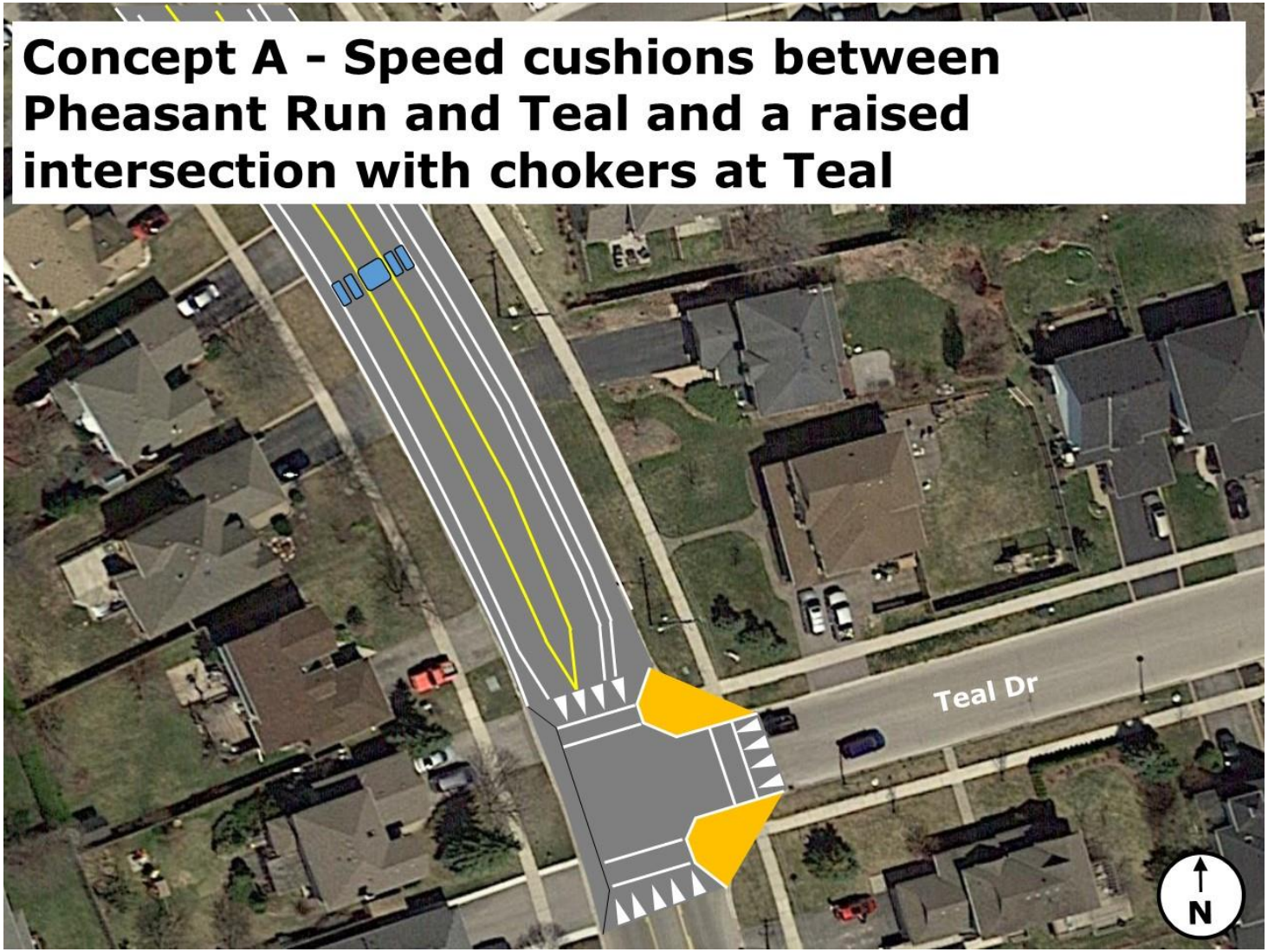

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Concept Example Details

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Your task

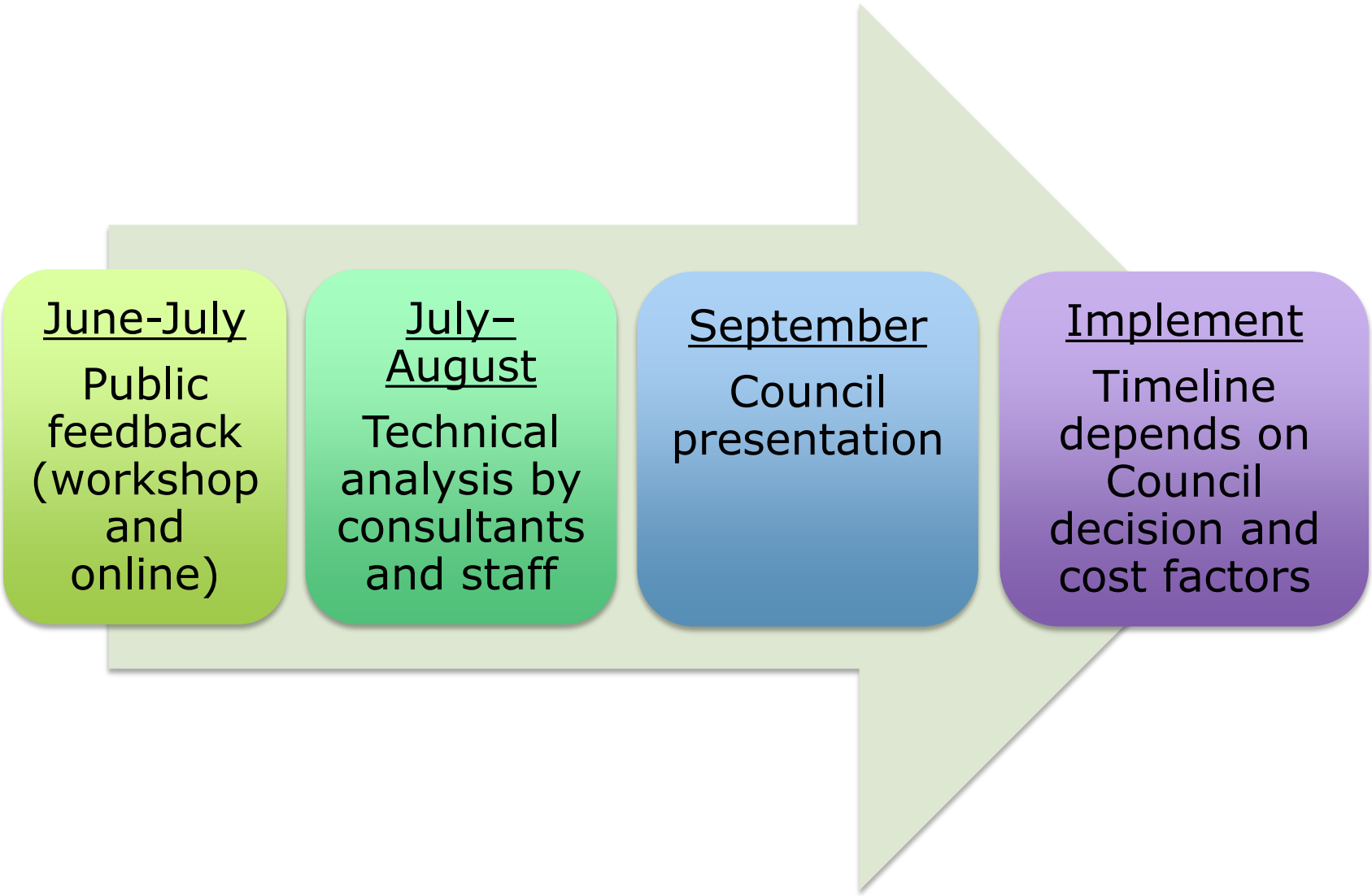
"Wandering tables"

1. Select a design concept table (multiple tables of each)

   Yellow Pink Blue

2. Introduce yourself
3. Review/discuss the design option together
4. Individually answer the questions on the worksheet
5. Raise your hand if you have any questions
6. When complete (or bell goes), move to different design concept table
7. Repeat until you have visited all 3 design options
8. **Please hand in your worksheets before you go**

Next steps


June-July
Public feedback (workshop and online)
July–August
Technical analysis by consultants and staff
September
Council presentation
Implement
Timeline depends on Council decision and cost factors

Before you go

- On a post-it note:

  Describe one specific way
  to make these design concepts
  even better.

- **And don't forget to hand-in your worksheets!**

Thank You

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