

## **Lord Roberts Community Traffic Study Meeting 5 Notes**

**Location:** Remote teleconference and Zoom Meeting      **Date:** Wednesday, July 8, 2020  
**Attendees:** 9      **Time:** 1 p.m. – 2:30 p.m.  
**Presentation provide in advance**

### **Meeting Purpose:**

- Update on study progress
- Present solutions options for Pedestrian and Cycling Infrastructure and Safety Improvements
- Collect feedback on options and discuss other potential options
- Discuss next steps

### **Meeting Notes**

#### **Study purpose, timeline status, public engagement objectives, techniques, and overview of phase 2 feedback**

Study's timeline has been revised to allow PAC to provide early input on solutions so we can revise them and tweak them before going to the public.

Public feedback to happen in fall of 2020; overall study timeline extended into 2022.

#### **Post-Meeting 4 PAC Feedback: Business Representation on PAC**

- Missing business representation
- Could be email issues or because business owners do not live in the neighbourhood
- Maybe it doesn't matter if they live in Riverview or Lord Roberts
- Need context from business owners because the solutions may impact them
- A pedestrian crosswalk has been opposed by businesses in the past; so it is important to have their viewpoint incorporated early on
- Action item: reach out to BIZ to ask if they know of anyone who may be interested; ensure a strategy for reaching out to businesses is part of the next phase of engagement

### **Priority Areas:**

#### **Pedestrian and Cycling Infrastructure**

##### **Neighbourhood Greenways**

- Proposed greenway: Cockburn Street, Walker Avenue/Oakwood Avenue

Can see why you chose Walker Greenway because it is a straight line to the river, but concern is that it will increase traffic past the school.

- School area safety was a priority area and are looking at this as well
- For a greenway, want to see 1,000 vehicles or less. For all local streets around the area, we are below those thresholds. Volumes in the neighbourhood support greenways.
- Residents may get offended with the numbers. If a street starts having more traffic, people don't care about the number, they just don't want that additional traffic.

Concern with impact of greenway on Rathgar and Beresford; could these also be greenways?

- Putting in safety measures around the school; if we put in significant traffic calming, could add additional traffic to other streets. Putting in other measures could be taken to mitigate that concern.
- In other words, not thinking about greenways on Rathgar or Beresford?
- At this stage, Walker and Cockburn are suggested as the focus. Not typical to have multiple streets adjacent to each other with that type of designation
- In terms of neighbouring streets being greenways, wouldn't pursue that. Try to focus cyclists on a particular street. At this time, looking at one through the neighbourhood. That is the experience of other cities, if traffic calming on greenway goes in, traffic would choose to go on another street. In the future, looking at managing the greenways and their operations and the streets around them.
- Want to improve greenways and ensure they are operating correctly and monitor
- Want to ensure there is no further aggravation to neighbouring streets

Don't wait; take measures at the same time to prevent extra traffic past the school. Can we do that?

- Difficult to predict what the broad impacts will be when we implement measures. As I mentioned, there are safety improvements and additional improvements we are considering making around the school.
- Will keep pushing for six months review; want things to be progressively better for locals.
- Trial may allow for monitoring of solutions.
- Want to balance needs and priorities across the neighbourhood; improving pedestrian and cycling safety

Neighbourhood greenway: Will it make cyclists feel safer?

Don't feel safe driving in the painted lines. Pembina is better with the neon poly posts/cones. What is it going to look like?

- Greenway is a rethinking of the street; works on low volume, local roads like Walker Avenue.
- Want to rethink the road and it becomes a bike priority street where cars are welcome.

- Places that do it well have low speeds and low volumes. Want to get volumes and interactions way down.
- Could be quite a rethink of what that street looks like. Could change how people who live on that street experience the street. Support for a six month review. Sounds like it could be quite dramatic.
- If it slows vehicle traffic down, this could be the more robust version of slowing traffic, compared to what is done with the school zone.

Would it make sense to create a network of greenways branching off from Walker? Something to think about.

There appears to be a network near Churchill Drive? Can you explain that?

- Those were put in to connect when Hay was put in.

Think it would be valuable to change the whole neighbourhood to a 30km/hr zone. This would avoid driving to cut through the neighbourhood. I know it's under consideration and want to put in my two cents.

Is it worth considering McKittrick Park for the greenway? There's the school, a crosswalk on Beresford, etc.

- Looked at destinations in the neighbourhood. Will take that input as we go back and look at this again.

### **Improving Pedestrian and Cycling Connections**

- Jubilee construction: builders were supposed to put funding forward for a signal at Lilac and Jubilee; the signal would only be installed if it meets technical warrant, which it currently does not.
- Question around the construction on Jubilee Avenue: is there any way to get involved? Is there any way to find that information?
- The information is not on the website yet; it's in the City's four year budget right now and in the early planning stages
- Engagement would not typically be involved when there is a reconstruction that is being done and the road is being put back.
- Half signal would be preferred for cyclists because in crosswalks, cyclists have to act as pedestrians (dismount)

### **Closing gaps in sidewalk network**

- Rathgar to Beresford would be a priority
- Will leave the group with this information to comment later

## **Back lanes**

- Regularly use back lanes; they're not that bad but could add signage as a reminder to those accessing that it is a cycling route.
- Pedestrian pathways painted; cycling lines; textured lines between the two. More than a sign as a reminder. Could look for this as well.
- On Argue; huge danger where trucks and construction and cut-through traffic use the bike pathway; would need physical barriers there. Signage won't be enough.
- A loop on Station Place; park and ride issues here as well

## **Improving Existing Cycling Facilities**

- Trucks speed through these cycling routes

## **Other Safety Improvements**

### **Development Construction Access Update**

- Traffic access: it sounds complicated, but residents don't care about that. None of this will work except for signage. It is a full time job contacting developers to remind them because there are no penalties/consequences. Nothing works; the only thing that works is signage.
- City is pitting residents against each other. What would work is by letting developers take Pembina Highway.
- Requested they use Pembina Highway access; encouraged to use Pembina. If they do come from Osborne, they are required to use the shortest connection which is a local road. In order to change that, would need an exception to the By-law which is why we are exploring that.
- If PCL had an exception to the By-law, might be a precedent worth looking into.
- Not sure if PCL did in that case.
- If there's a will, this can be done.

## **Next Steps**

- Follow-up survey and notes
- Fall engagement and following PAC meeting