

AREA D SUPPORTIVE TRAFFIC CALMING & FUTURE CONSIDERATIONS

SUPPORTIVE TRAFFIC CALMING

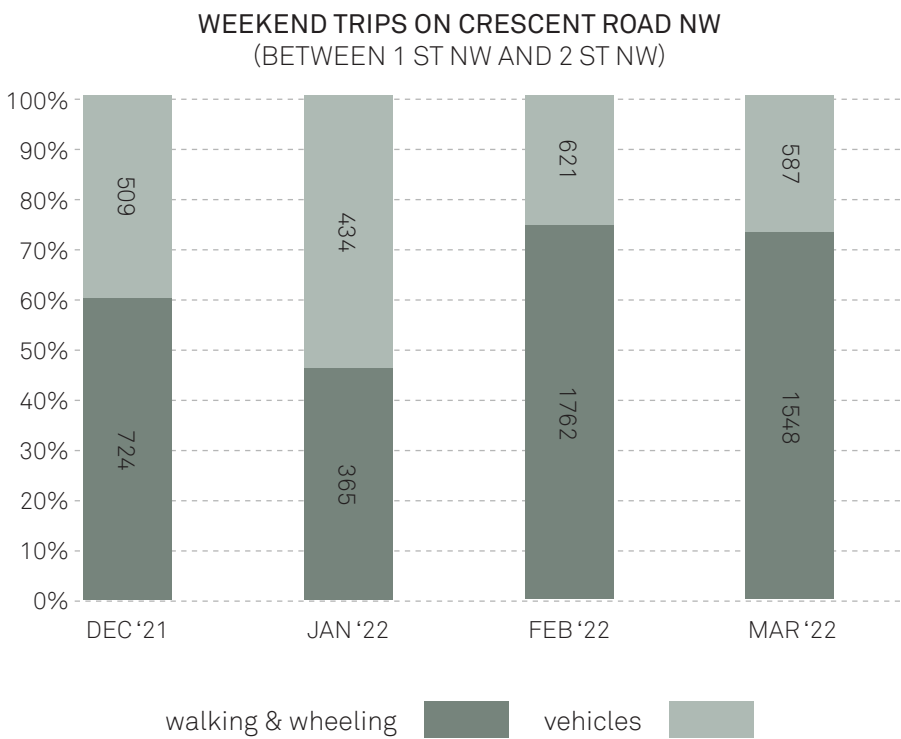
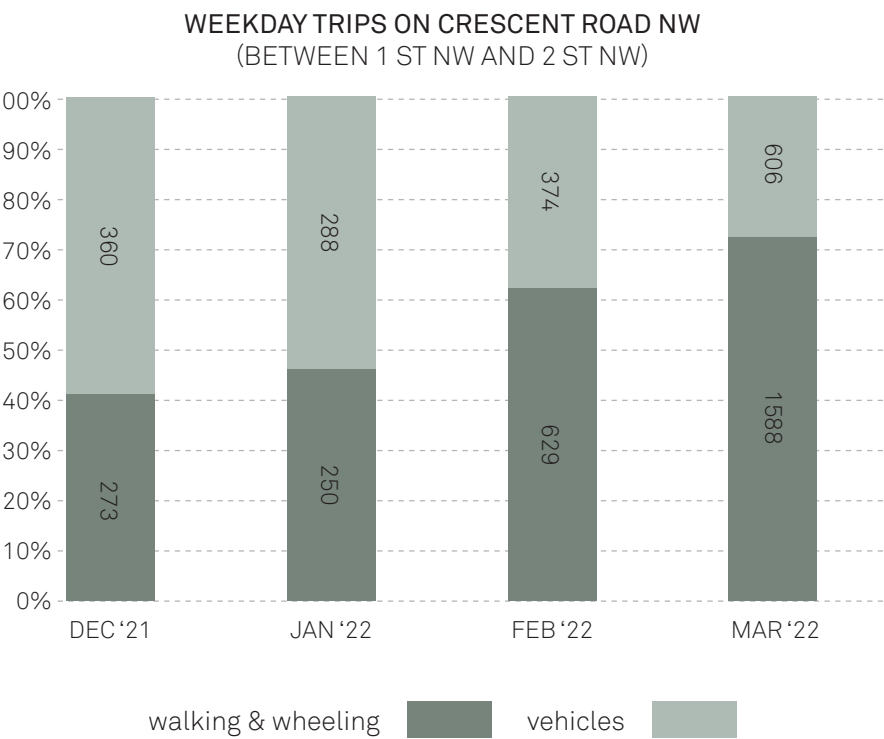
Across the city, staff collect data to better understand community traffic concerns and inform where and what type of traffic calming measures may be appropriate to alleviate concerns. Changes to traffic control devices, like the introduction of stop signs or marked crossings, are not traffic calming measures and follow national warrants and guidelines.

- Transportation data can include:
- Volumes of vehicles and people walking and cycling
 - Travel speeds of vehicles
 - Parking demand
 - Collision information

Transportation data has been collected on Crescent Road N.W. (between 1 St N.W. and 2 St N.W.) and on adjacent streets over the last few years, for both when Crescent Road has been open and closed to vehicles in the block adjacent to the park. The project team has identified additional data that will be collected this spring to inform the recommendations in the master plan.

Depending on the proposed option that is chosen and refined, staff will review all the data as well as existing and upcoming traffic calming measures to determine if any additional measures are needed on the adjacent streets.

The City has been collecting 12 hour weekday and weekend volume data along Crescent Road N.W. every month since the road re-opened in November 2021. The graphs below show the proportion of walking and wheeling and vehicle trips:



This data has also informed the westbound one-way design options. A higher proportion (60%) of vehicle trips travel westbound along this section of Crescent Road N.W.

Maintaining westbound travel will provide continued access into Rosedale which has existing traffic diversion measures. We anticipate that eastbound vehicle trips, which average 20 vehicles an hour, will re-route along the grid network depending on their origin and destination.

STAIRS AND MCHUGH BLUFF

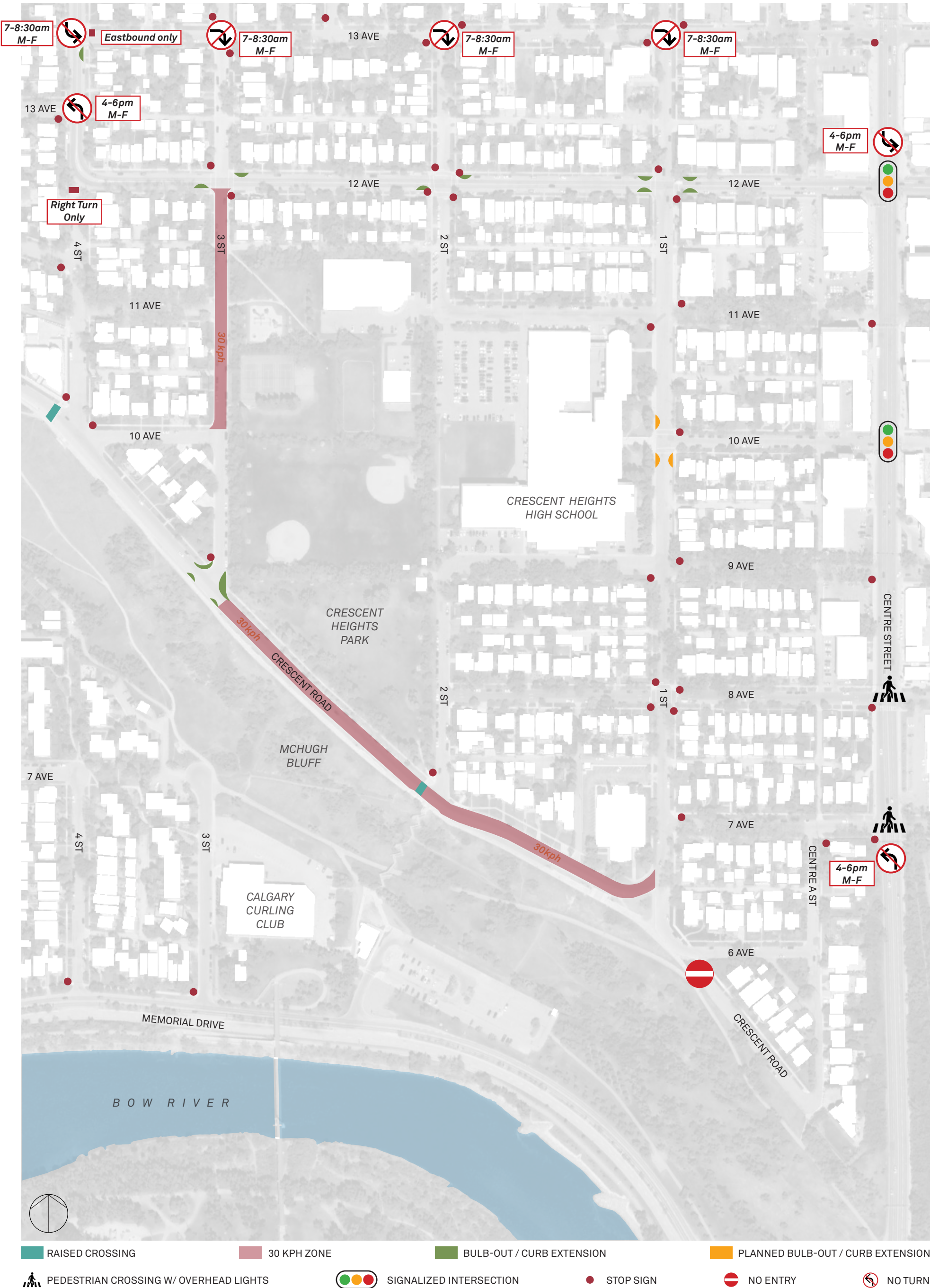
The project team has started internally reviewing technical and operational considerations for the existing stairs. No decisions have been made about replacing the existing stairs or adding a second set of stair and additional planning and investigation is required.

The project team wanted to share design options for the core project areas in a timely manner so this phase of engagement will focus on the street and park spaces.



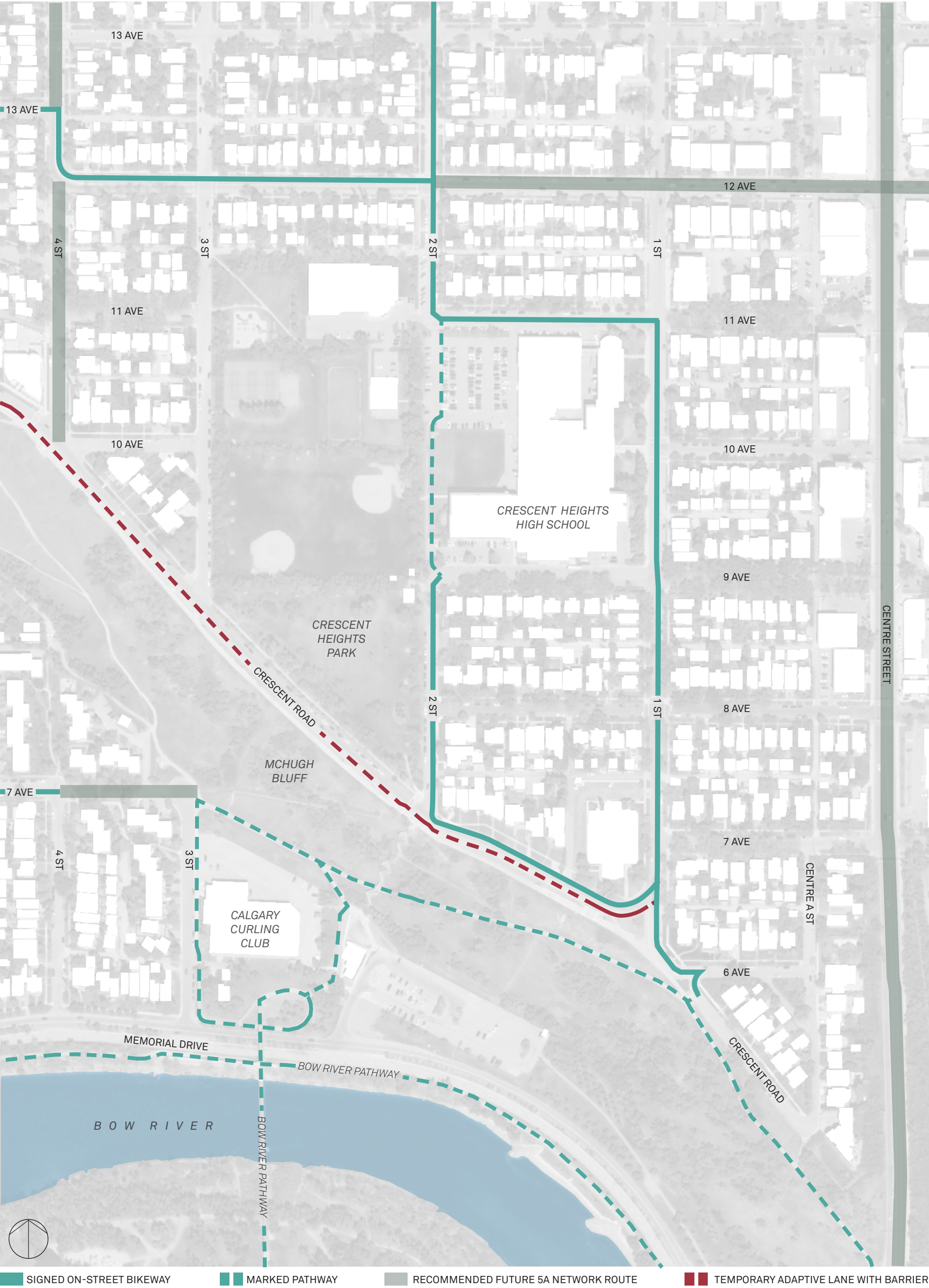
supplementary information

EXISTING TRAFFIC CALMING MEASURES



supplementary information

EXISTING BIKE ROUTES



supplementary information

EXISTING PARKING RESTRICTIONS

