

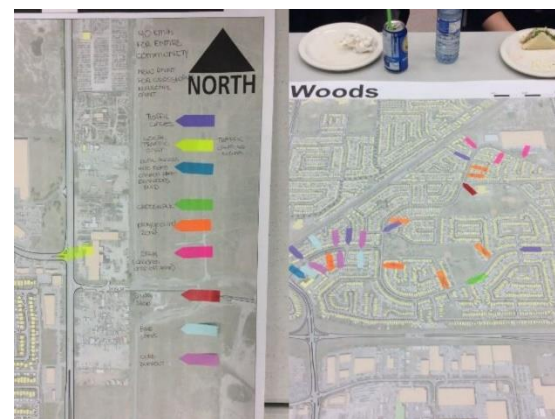
Why a traffic calming pilot?

In 2015, a community traffic issue was identified by the Erin Woods Community Association. They raised concerns about pedestrian safety and speeding throughout the community. Erin Woods was selected for a traffic calming project and The City studied the community and collected data on vehicle speeds and pedestrian safety.

In 2016 a pedestrian yield study was conducted on Erin Woods Boulevard at Erin Meadows Crescent S.E., before any traffic calming devices were installed. It found that only 43% of drivers were yielding to pedestrians attempted to cross at this intersection. It was also determined that in various locations throughout the community people driving were driving over the posted speed limit.

City staff worked with the Erin Woods Community Association and a small group of residents to develop a traffic calming plan. The purpose of the traffic calming plan was to address concerns regarding the safety of people walking and cycling throughout the community, and to reduce the speeds of people driving. The plan also helped identify the locations that most needed traffic calming.

The [Traffic Calming Policy](#) helped us determine what traffic calming devices to use to increase pedestrian safety and decrease the speeds of vehicles travelling through an area. Curb extensions and a bike lane were selected as the traffic calming devices to implement within Erin Woods. This pilot presented the opportunity to use new traffic calming curbs, that were developed by The City, to see how effective they were as a temporary and low-cost traffic calming device.



Feedback from community traffic calming meeting in 2015

Why curb extensions?

A curb extension is typically a sidewalk or green feature constructed to extend into the roadway to create a narrower road width at an intersection or mid-block. They reduce pedestrian crossing distances while improving visibility for both pedestrians and motorists. They also increase the corner radius so that vehicles must slow down to make a right turn. They are also used to prevent vehicles from using a parking lane for passing, and to alert drivers to changing road conditions. In some cases, they can result in the loss of one parking space. They improve neighbourhood, pedestrian and cyclist safety by slowing traffic.

Why a bike lane on Erin Woods Boulevard?

Erin Woods Boulevard is a two-lane road. As the travel lanes are quite wide, some drivers would speed down this road or treat it as a four-lane road.

Bike lanes were selected as a traffic calming device in this area because:

- it narrows the travel lanes, which discourages people driving from speeding
- it gives people a designed space to ride their bikes between Erin Woods Circle and the Erin Woods Park, while clearly indicating the travel and parking lanes
- it does not impact the number of travel lanes or on-street parking spaces



Erin Calming Woods Traffic

What We Did and What We're Doing

April 9, 2019

Phase 1 Engagement Overview – 2016

In June 2016 the traffic calming plan for Erin Woods was shared with the community, at an open house and through an online survey and mapping tool.

Participants were asked to provide their feedback on:

- Whether the locations identified as traffic problem areas were the most important;
- If there were traffic problem areas that were missed;
- What people thought about the appearance of the traffic calming curbs that were going to be used;
- How safe they felt as a person walking or driving through the community; and
- What awareness messages would be a good fit for the community.

What we heard

When asked whether participants agreed with the locations that were identified as needing traffic calming, all ten locations that were identified received support from participants. Some additional locations were identified by participants as needing traffic calming.

There were concerns raised about whether people walking, cycling and driving are currently complying with existing speed limits, road signs and traffic laws. Participants indicated that they would like to have increased traffic enforcement and education activities within their community.

Participants indicated that they felt either very unsafe or unsafe when walking in the community of Erin Woods. Participants were almost evenly split on whether they feel safe or unsafe when driving in the community of Erin Woods.

When asked about messaging for an education and awareness campaign in the community participants indicated that there is support for all three of the proposed messages to be used.

When asked, most participants indicated that the appearance of the traffic calming curbs is not important to them. The themes that we heard regarding the traffic calming curbs were: overall appearance, colour, safety, some confusion about their purpose and how they will work, their effectiveness and the impact to traffic flow.

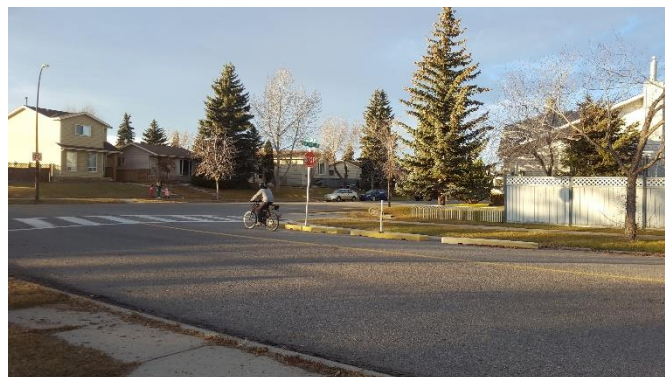
To see what information was presented during the Phase One open house, please view the [display boards](#). A summary of the feedback and verbatim comments received during Phase One can be found in the [What We Heard Report](#).

What we did

Using public feedback, some minor adjustments were made to the traffic calming plan prior to the installation of traffic calming curbs in September 2016. Three median extensions and 25 temporary curb extensions were created throughout the community using traffic calming curbs. The temporary curb extensions increased the visibility of pedestrians crossing the street and narrowed the road so that drivers were encouraged to slow down.



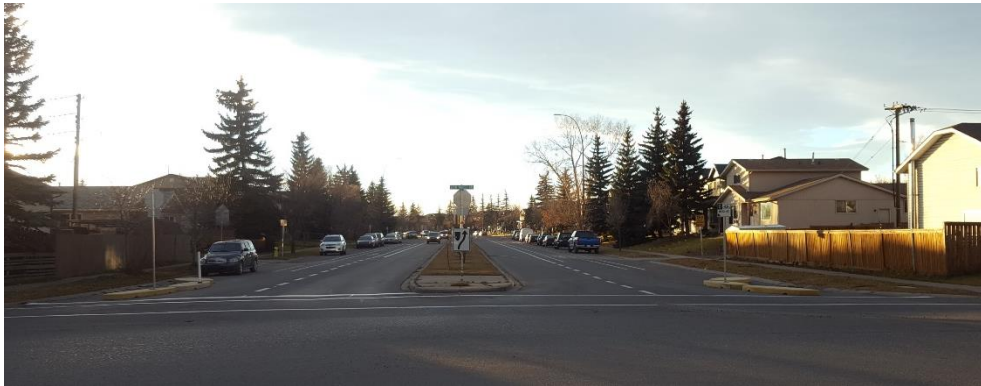
Erin Woods Drive and Erin Park Drive S.E. before traffic calming



Erin Woods Drive and Erin Park Drive S.E. after traffic calming



Erin Woods Boulevard and Erin Woods Drive S.E. before traffic calming



Erin Woods Boulevard and Erin Woods Drive S.E. after traffic calming

New bike lanes and buffers were painted on Erin Woods Boulevard, to narrow the road and create a designated space for people cycling.

The playground zone on Erin Woods Drive S.E., between Erin Croft Crescent and Erin Park Drive, was shortened. Shortening the playground zone increases the number of people driving at the posted speed limit.

Phase 2 Engagement Overview - 2017

In May 2017 a community event was held in Erin Woods, to gather feedback on the pilot so far and to paint the bike lane buffer on the north side of Erin Woods Boulevard. An online survey was also available for the month of May.

Participants who attended the open house and accessed the online survey and mapping tool were asked to:

- Select the top three locations where they felt the traffic calming measures are working
- If they felt safer walking, cycling or driving in the area
- Any other comments they had about the project and engagement process

What we heard

Participants indicated that they felt areas 1, 2 and 6 (see map below) were the locations where traffic calming measures were working the best. They also indicated that they felt safer walking, cycling and driving after the traffic calming measures were installed.



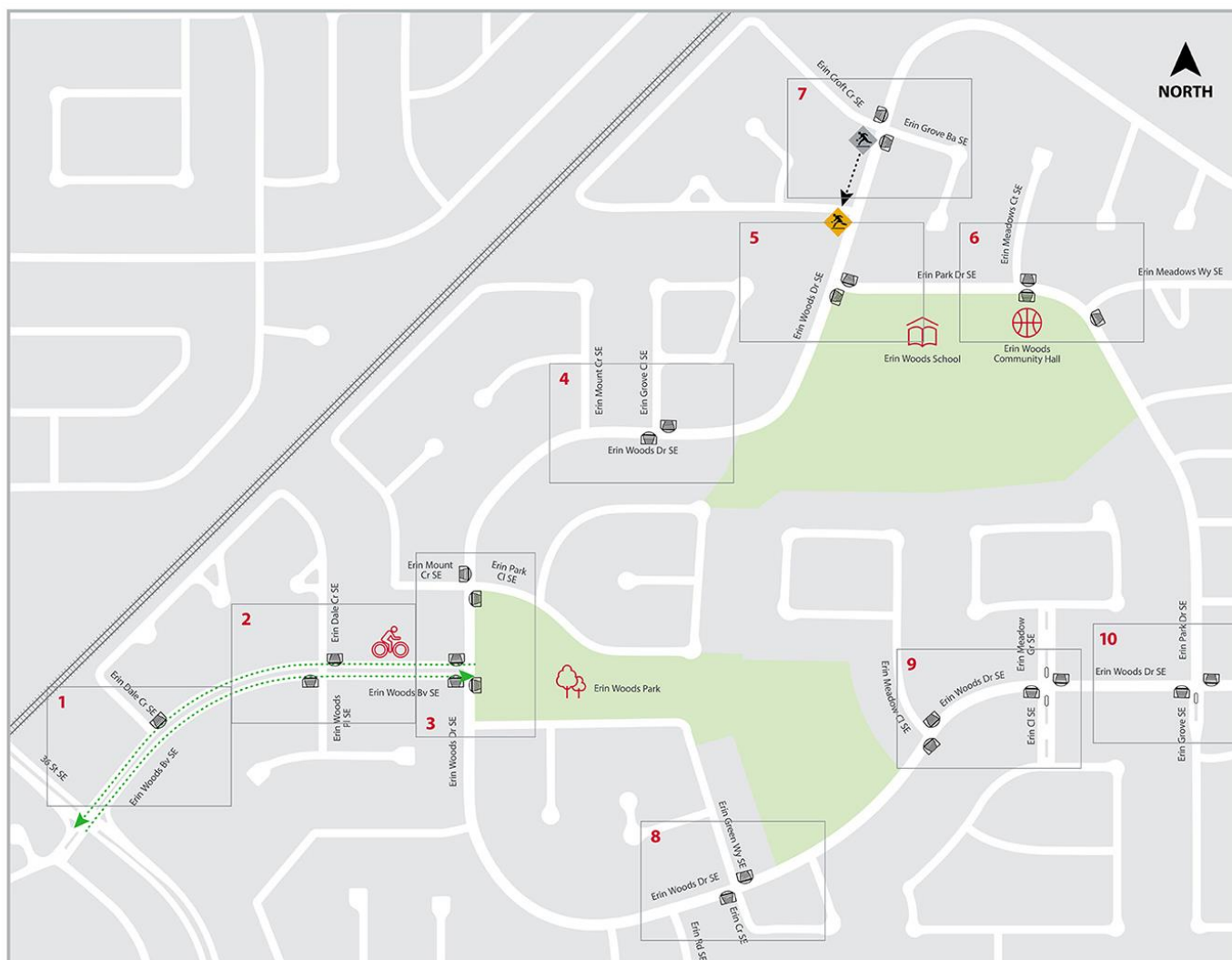
Erin Woods community even May 2017



Erin Woods community even May 2017

Theme	Explanation
Cycling/Cycling Habits	Comments that focused on a mode of transportation are common. Cycling refers to a general comment about cycling. Cycling habits refers to the actions of some cyclists, as observed by the participant who provided the input.
Design/Location	Design/Location refers to the design of traffic calming measures or devices, or the location of particular traffic calming measures.
Driving/Driving habits	Comments that focused on a mode of transportation are common. Driving refers to a general comment about driving. Driving habits refer to the actions of some drivers, as observed by the participant who provided the input.
Maintenance	Maintenance refers to observations and concerns about the maintenance of some traffic calming measures.
Safety	Safety refers to a sense of safety, an observation about the level of safety, or the impact, if any, that traffic calming has had on safety.
Walking/Walking habits	Comments that focused on a mode of transportation are common. Walking refers to a general comment about walking. Walking habits refer to the actions of some pedestrians, as observed by the participant who provided the input.

More information about the engagement and feedback that was received can be found in the [What We Heard Report](#) for Phase Two of the project.



What we did

During Phase Two of the project some of the roads within Erin Woods were micro-surfaced. A special coating was applied to the asphalt to prevent surface corrosion and moisture from getting into cracks. Where micro-surfacing took place the traffic calming curbs were removed and replaced once work was complete. Accidentally, the traffic calming curbs that were previously in place adjacent to the Erin Woods Community Association Hall were not replaced.

In some locations, traffic calming curbs were adjusted based on feedback from Erin Woods residents. Engagement participants shared ongoing concerns about safety in the playground zone around Erin Woods School. We shared that information with the Calgary Police Services and they conducted enforcement in the playground zone.



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Phase 3 Engagement overview – 2018

In November 2018, evaluation workshops were held. As the traffic calming plan was in place for two years, participants evaluated each of the locations where temporary traffic calming curbs and medians were installed, to help us determine whether they should be made permanent, left in place, redesigned, or removed. The workshops included a presentation followed by the opportunity to share feedback. An online survey was also available in November and December 2018. The workshop materials were posted online, so that online survey participants had a similar process to receive information and share feedback on the pilot.

Participants who attended the workshops and accessed the online survey were asked to:

- Use the traffic calming plan to share information about whether the traffic calming measures at each location were working or not.
- Tell us whether the existing painted bike lane or a new protected bike lane design on Erin Woods Boulevard S.E. would be more effective.
- Provide feedback on whether a new bike lane on Erin Woods Drive S.E., between Erin Woods Park and 52 Street, would be effective in reducing the speeds of drivers.
- Tell us how effective the removal of the "No u-turn" sign on Erin Woods Boulevard S.E., west of 36 Street, would be in discouraging westbound drivers from driving into oncoming traffic to access the Petro Canada gas station.

What we heard and what we're doing

The feedback that was collected, along with data collection and technical requirements, was used to help create a traffic calming plan to end the pilot. Below is a summary of the feedback and a summary of what The City will or will not be doing as part of the end of pilot traffic calming plan.

What we heard:

People are double parking in the bike lane on Erin Woods Boulevard S.E.

What we're doing:

The bike lane will remain as-is. If you see someone parking in the bike lane, please contact the Calgary Parking Authority at 403-537-7100.

What we heard:

At Erin Woods Boulevard and Erin Dale Crescent S.E. the crosswalk isn't working properly and would like to have pedestrian crossing signals installed.



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What we're doing:

A pedestrian corridor (overhead flashing amber lights) warrant study of both sides of this intersection was done, and the scores were 40 and 20. As the score is less than 63 a pedestrian corridor is not warranted at this time.

The intersection is going through the warrant process for rectangular rapid flashing beacons (RRFBs). If this location does not meet the warrant required for installation, an RRFB will not be installed.

What we heard:

At Erin Woods Boulevard and Erin Dale Crescent S.E. people driving westbound are driving into oncoming traffic to access the Petro Canada gas station.

What we're doing:

The "No U-turn" sign on Erin Woods Boulevard S.E., west of 36 Street, will be removed. This will provide people driving with the ability to perform a legal U-turn to access the Petro Canada gas station.

The median along Erin Woods Boulevard S.E. will not be modified. It was extended in 2005 due to collisions between drivers entering and exiting the eastern entrance, on Erin Woods Boulevard S.E., of the Petro Canada gas station.

What we heard:

People driving are now treating Erin Woods Boulevard S.E. as a single lane road in each direction. Only the occasional driver uses the bike lane to pass other drivers on the right-hand side.

What we're doing:

The painted bike lane as a traffic calming measure is having the desired effect and will remain as-is.

What we heard:

The intersection of Erin Woods Boulevard and Erin Woods Drive S.E. should be reduced to one lane in all directions.

What we're doing:

As part of the pilot the intersection was reduced to one lane in all directions.

A permanent curb extension will be built on the east side of the intersection, to provide better connections between the pathways in Erin Woods Park, the painted bike lane and sidewalks in the area. The traffic calming curbs on Erin Woods Boulevard will remain.



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What we heard:

At Erin Woods Drive and Erin Woods Boulevard S.E. there is a barricade that is a barrier for truckers. It would be best to remove the barricade and move the stop signs to the side street.

What we're doing:

With the new permanent curb extension on the east side, the concrete barriers in the median will be removed and the stop signs posted on both the northbound and southbound approaches.

What we heard:

It is dangerous for cyclists at the end of the bike lane on Erin Woods Boulevard at Erin Woods Drive S.E.

What we're doing:

A new permanent curb extension will be installed on Erin Woods Drive S.E., along with new pathway connections and ramps. This will improve the connection for cyclists travelling between Erin Woods Park and the bike lane on Erin Woods Boulevard S.E.

What we heard:

Better signage for the playground zone on Erin Woods Drive S.E., between Erin Woods Boulevard and Erin Park Close, would help.

What we're doing:

Playground zone signage has been posted on both the north and south sides of Erin Woods Drive S.E.

What we heard:

Do not put a permanent protected bike corner on Erin Woods Drive and Erin Woods Boulevard S.E. because it will back up traffic even worse.

What we're doing:

Curb extensions reduce pedestrian crossing distances while improving visibility for both pedestrians and motorists. They also increase the corner radius so that vehicles must slow down to make a right turn. They are also used to prevent vehicles from using a parking lane for passing, and to alert drivers to changing road conditions. The temporary curb extensions will remain on the west side of the intersection. We will continue to monitor this intersection before a decision is made to remove them or make them permanent.

What we heard:

At Erin Woods Drive and Erin Grove Close S.E., it seems like the placement of the temporary curb extension is off.



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What we're doing:

This curb extension will be made permanent.

What we heard:

Put in a pedestrian crossing light at Erin Woods Drive and Erin Park Drive S.E.

What we're doing:

A pedestrian corridor (overhead flashing amber lights) warrant study was done for this location and it scored 46. As the score is less than 63 a pedestrian corridor is not warranted at this time.

With the new Transportation Association of Canada (TAC) warrant for Rectangular Rapid Flashing Beacons (RRFB), the level of traffic and current two-lane configuration allows for side mounted signs only.

What we heard:

Add a crosswalk at Erin Park Drive and Erin Meadows Crescent S.E.

What we're doing:

This request has gone through the crosswalk warrant process and is not warranted for a marked and signed crosswalk at this time.

What we heard:

The traffic calming curbs were removed and never replaced from the south side of Erin Park Drive S.E. at Erin Meadows Crescent S.E.

What we're doing:

A permanent curb extension will replace the missing temporary curb extension at this location.

What we heard:

The playground zone on Erin Woods Drive near Erin Croft Crescent S.E. is too short now.

What we're doing:

The playground zone will not be lengthened. A shorter playground zone increases driver compliance with the posted speed limit.

What we heard:

Traffic lanes seem too narrow for people driving.

What we're doing:

The temporary curb extensions meet the minimum lane widths specified in The City of Calgary Complete Streets Policy and can accommodate vehicles as large as Transit buses.



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Curb extensions reduce pedestrian crossing distances while improving visibility for both pedestrians and motorists. They also increase the corner radius so that vehicles must slow down to make a right turn. They are also used to prevent vehicles from using a parking lane for passing, and to alert drivers to changing road conditions.

What we heard:

Concerns about snow clearing in the bike lane and around the temporary curb extensions.

What we're doing:

During the pilot project a special snow clearing contract was in place for the temporary curb extensions. We will make similar arrangements to clear snow from the temporary curb extensions that remain. Where a temporary curb extension has been made permanent, City bylaw requires property owners to clear the sidewalk within 24 hours of snowfall ending. This includes clearing snow from any permanent curb extensions adjacent to your property.

What we heard:

The traffic calming curbs are dangerous, when vehicles hit them they move.

What we're doing:

To help prevent traffic calming curbs from moving, those that will remain will be pinned to the ground. Permanent curb extensions cannot be moved when hit because they are a concrete extension of the existing sidewalk.

What we heard:

The temporary curb extensions have created parking issues, increased danger for pedestrians because they must walk further into traffic to be seen, and parked vehicles hide anyone standing in them.

What we're doing:

A curb extension is typically a sidewalk or green feature constructed to extend into the roadway to create a narrower road width at an intersection or mid-block. They reduce pedestrian crossing distances while improving visibility for both pedestrians and motorists. They also increase the corner radius so that vehicles must slow down to make a right turn. They are also used to prevent vehicles from using a parking lane for passing, and to alert drivers to changing road conditions. In some cases, they can result in the loss of one parking space. A curb extension does not have an impact on community access and minimal impact on snow clearing. They improve neighbourhood, pedestrian and cyclist safety by slowing traffic.