



# Edmontonians

## Deserve Better

### Neighbourhood Traffic Management

- Edmonton is the only major city in Canada that has never had a policy to protect residential Communities from shortcutting traffic (Office of the City Auditor, June 11, 2015)
- Edmonton is the most vehicle dependent city in Canada (Edmonton Journal, January 22, 2008)
- 80% of Edmontonians commute with vehicles (Statistics Canada Census, 2006)
- **traffic shortcutting through residential Neighbourhoods is increasing**
- definitions (The Way We Move: Transportation Master Plan, September, 2009):
  - **shortcutting** – “*through traffic* having no origin or destination within a neighbourhood, usually where drivers perceive a shortcut route as shorter in time or distance than the alternative arterial route” (p. 106)
  - **arterial** roads – “intended to carry large volumes of traffic (*through traffic*) between areas with fewer access opportunities to adjacent developments” (p. 98) (i.e., residential homes)
  - **local** roads – “provide direct access to adjacent lands” (i.e., residential homes) “and serve neighbourhood travel” (p. 103)
  - **collector** roads – “provide neighbourhood travel between local and arterial roads and direct access to adjacent lands” (e.g., residential homes). “Buses generally operate on collector roads within neighbourhoods.” (p. 99)
  - **Community Traffic Management Plan (CTMP)** – “processes and techniques to preserve neighbourhood livability by mitigating undesirable effects of vehicle travel including excessive volumes and speeds, aggressive driver behaviours, and the creation of unfavourable conditions for walking, cycling, and other active transportation” (p. 99)
  - **Crime Prevention Through Environmental Design (CPTED)** – “a pro-active crime prevention strategy that focuses on an analysis of how features of the environment and policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in incidence and fear of crime and improve the quality of life.” (p. 100) A CPTED recommendation is to stop Community shortcutting traffic as a way to prevent property crime in Communities.
- Is traffic flow being mismanaged in your Community, or **is your Neighbourhood next?**

## **What Can You Do?**

- Sign this Petition requesting your Councilor approve a 2017 CTMP to stop traffic shortcutting, and support the distinctly different intended use of “Public” public roads (arterial or main roads for use by through-traffic) and “Community” public roads (local and collector residential roads for use by Residents of the Community & Visitors).
- Attend 2017 Election Forums & support Candidates committed to retaining safety & quality of life in Mature & Established Neighbourhoods.
- And, ensure Your Voice is heard by Voting on October 16, 2017!

Ad-Hoc City-Wide Group/Transportation