

Our Connectivity

Transportation Master Plan Stakeholder Engagement Session
November 17, 2016

Topic 1 Active Living

Green

- Like to see trail master plan coming back for the town
- Trails & great & well utilized
- Great to see complete trail routes proposed around town boundary. "A MUST"
- Like idea of flashing lights for pedestrian crossings of major roads
- Highlight and improve
 - Ring road
 - 4 seasons park as destinations
- Walking is easy awesome in Beaumont opportunities to improve furniture
- Bike parking/storage on 50 Street to/for patrons
 - Attraction
 - Underutilized uses/greenspaces
- Pedestrian (actuated) crossings preferred
- Le Blanc Canal, 4 seasons park
- Trail system should be continued (incl. cycling)
- School areas – safe walk to school. Improve safety for students
- High traffic, downtown areas need separated cycling facilities and commercial areas
- New active transportation connection lead to new 'community center' to the west
- Sidewalk even on the ring road is a nice feature – great job
- Proposed school zone ideas are great – we like the improved visibility of the pedestrian first
- Existing paths are paved and multi-use and great
- Could you put a multi-use path behind St. Vital that connects from parking lot to the school all the way to the pathway at 52nd Ave?
- We need the paths for short cut walking because all the roads curve so the sidewalk takes forever
- Multi-use trails in new areas are good
- I like the wide sidewalk in Centreville. Lots of space for pedestrian comfort

Red

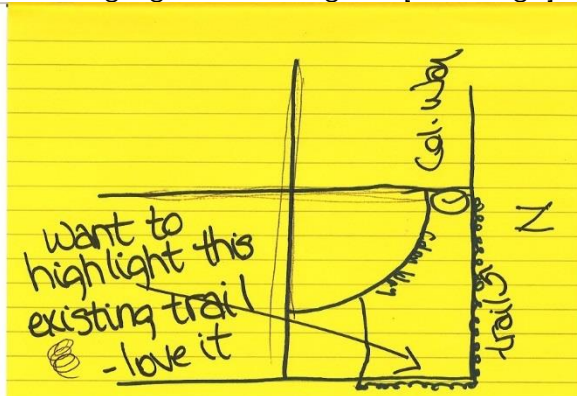
- Want to see a public crossing across the golf course
- Against separated bike lanes – do not feel they will be highly used, efficient for snow clearing, safe...WAY prefer multi-use trails
- Do not want bicycles on sidewalks in already congested areas – need a safe space
- Slope of existing trails in some places does not promote accessibility for all uses and those with reduced mobility
 - Ex' behind 55th and 50th trail and 50th sidewalk
 - Wheelchairs, strollers avoid this area
- Switchbacks, alternatives, re-routing
- Speed limit implications on business owners in the south
 - South of 30th Ave and west of 50th St

- When speed limits and pedestrian crossing are introduced on 50th it is faster to go around the town than through it
 - Business suffer as a result of decreased traffic
- Accessibility in town is challenging due to hills, sight lines for crossings, and snow clearing
- In areas with multi-sidewalks (patios, planters, pedestrians, cyclists, and others) it's not safe. Love the aesthetic but want to ensure everyone is safe first
- Not sure I agree with separated cycling routes on existing streets
- Cost, space, feel fairly safe as is (except 50 St)
- Would prefer a parallel route to 50 St. for cycling
- 2nd and 3rd Southern most pedestrian first crossings are too close to each other. One should be removed.
- More park furniture/lighting!
 - Garbage, bench, lights and clear of snow
- No to bike loop inner ring road
- Driveways front road
- Parking for res'
- Curved (blind spots)
- Speed limit varies
- 50 St (N. of 50 Ave)
- No to proposed bike facility
 - Narrows to one lane
 - ROW restrictions
 - No parking
- School crossings are different
- Need to be the same
- Painted crossing wear out concrete
- Diff materials
- #2 pedestrian 1st crossing safety issue is the pedestrian crossing at bottom of hill
 - Icy in winter
- Worried about cost of infrastructure
- Bike facilities not needed on most roads – can use street
- No crossing from four seasons park to Chaloreuse
- Need more connectivity within neighborhoods themselves
- Should be better crosswalks planned in the new shopping areas like by the Shoppers and Boston Pizza
- 55th Street bike lane – there is no room and there is no parking
- Difficult to accommodate elementary school pick-up parking
- Cycling, skateboards, kids are all over the road. It is an old neighborhood and so has narrow sidewalks so there is no room for them on.

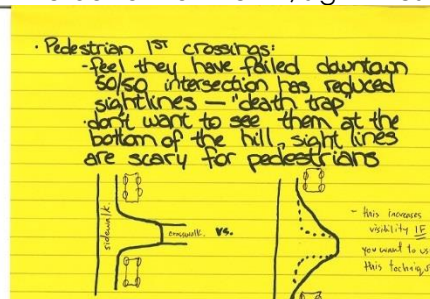
Yellow

- 55th crosswalks are blind crossings need additional attention, would like these blind crossings identified on the maps
 - Would prefer loss of parking stalls and increased safety
- What do you like and why?
- What do you dislike and why?
 - Evening use//lighting/solar?
 - Trail clearing
 - Maintenance/weeds
 - Cement vs asphalt
 - Lack of maps
 - Cross walks around schools (temporary pull outs)

- o Lack of golf course crossings
- o Aren't bikes = cars?
- Want to highlight this existing trail [see image]



- Would like to see 50th St function as a through road
 - o Pull non-vehicular traffic off of this roadway
- Would like to see solar lights in key areas on the trails areas
- Would like snow removal, enhanced maintenance, alt. trail construction
- Would like appropriate materials chosen to reduce long term costs
- Would like to see signage showing existing trail network rather than duplicating efforts, people don't always know what exists or where the trail routes are
- Pedestrian 1st crossings:
 - o Feel they have failed downtown 50/50 intersection has reduced sightlines - death trap"
 - o Don't want to see them at the bottom of the hill, sight lines are scary for



pedestrians [see image]

- "Tertiary" small connections can be hard to find, can we have signage?
- Need to extend them to other trail routes. Sometimes dead-ends.
- Primary routes just stop in some locations. Can they connect back to other primary routes?
- Would be nice to see these cycling routes integrated into developer neighborhood plans
- SW of town has less of a network of primary trails. Is it enough?
- Primary trail design in center of town, streets are too narrow to add bike lanes, and sidewalks should be for pedestrians
- PTD
 - o In Germany, sidewalks have lines to separate cyclists and pedestrians. Idea for here? More comfortable
- Concern that sidewalk riding means need to stop at every street crossing to ensure safety
- Driveways are also unsafe for sidewalk riding. Cars backing up or parked across the sidewalk
- PED
 - o Southern most crossing of 50 St. is too wide to cross safely for a lot of walkers
- Would like to see flashing lights for pedestrian crossings at all school zones

- Bike stations OT integrated with active modes improvements
- Like bike lanes
 - But for recreation not commuter
- Inner ring road
 - Reduce parking one side
 - But garbage/snow removal
- Bike facilities
 - Bring active modes E-W, but not use 50 St.
- What is function of 50 St?? Pedestrian shopping (Whyte Ave), or major traffic through route?
- Inner ring road 50 Street too busy, "shortcut" within inner ring road and drive too fast
- Behavior of 3 existing ex (Centreville) crossings are different. Should be same/similar.
- Pedestrian first. Crosswalks:
 - 3 and 4 too close?
 - Too many
 - And why in those locations?
- Must consider financial implications
- Pedestrian crossing spacing should be considered (not too frequent)
- Benches along trails
- Why is this not been planned with annex area as well?
- Crosswalk locations. How are these selected?
- More information on Centreville developments needed to understand how walkable connections will be made.
- Colonial Estates there is segregated and restricted there is no quick short cut for walking and biking that would be more user friendly
- Road width is a big concern because in the older areas we have room for parking and space to pass. Narrower lanes are a concern because density is increasing, kids are staying home longer, and clearing snow
- What is status on future roadways in annexations lands?
 - We haven't seen information in papers and on the website and Facebook
- We need to consider the connections to future developments
- How will the be combined and integrated?

Topic 2 Traffic Calming

Green

- 50 Ave and 241 and 50 Ave and 243 is a good spot for a roundabout because they are a true 4-way stops and volume isn't too high
- Like the raised crosswalk (no barriers) think it will put them in sensible stops. Good for visual enforcement of traffic calming measures
- 40 km/h is a good speed because we don't have linear streets. Also need more speed limit and curve street signage
- School zones should all be 30 km dawn to dusk
 - Confusing?
- Traffic circles
 - Aesthetic (check mark)
 - OP's for public art
- Curb extensions
 - Aesthetic
 - But one direction left-turns are impossible if busy and traffic backs up
- Traffic calming is aesthetic. If done well
- Close to parks/schools
- 40 km in downtown
- Road improvements need to provide parking (lots) in appropriate areas/times
- Agree with diverting through traffic around Centreville + increase speed limits on perimeter roads
- Like continuous movement the roundabout affords
- Fine with existing posted limits
- Crossing lights near colonial – good visibility
- Like curb extension in school zones. Also raised crossings
- Would like a variety of calming solutions used, specific to the location
 - Enhance safety for pedestrians and motorists
 - Budget sensitive
- Want to see more access and slower traffic along south boundary road for existing businesses
 - Improve safety in this area
- Like the roundabouts, think they work great
- Like the 40km/h areas downtown, don't think people go faster than that anyway and feel it will enhance safety
- Agree with 40 km/h in town center. Hard to go faster than that anyway. More perception of delay than reality
- Curb extensions are good for residential areas. Speed tables could also work on low volume streets
- School zone approach should be kept in place

Red

- Roundabouts on 625 is a bad idea because of the heavy truck traffic
- Keep trees out of roundabout landscaping so that they don't obstruct view
- Don't put them so close to each other on 510 and 240 (there is a residence and stables. Need some kind of calming but not double roundabout) and 625 and 243 (too close would be annoying for truck drivers).

- There is no parking for parents dropping off school kids along 50 Ave in front of Bellevue School
- The speed limit increase to 70 km doesn't make sense with this many proposed roundabouts
- 510 and 243 has high traffic volume and we need traffic lights or controls
- Don't use big wide speed bumps because Edmonton has learned they don't work
- Speed bumps were removed from in front of the high school – why, what did we learn?
- High volume intersections 50 St (see map) are too high in N-S direction
- Raised intersections don't work on higher speed roads
- Traffic circles don't make sense don't promote continuous movement
- Roundabouts
 - Increased volumes will lead to chaos
 - People don't know how to use them
- Speed enforcement – if not enforced, then should be designed to prevent speeding
- Roundabouts break down with high volumes and education needed
- Would like to see consistency along the arterial roadways
 - Should be along the entire length of the town not just one section
- Hate traffic calming measures speed humps
- Would like to see consistent speed limits with other CRB municipalities and throughout the town
- Do not like transition to different speeds on the same roadway
- Concern with traffic calming on 625 – it's a heavy haul road
- Traffic calming on 50 St is discouraging traffic from going through town

Yellow

- We must teach people how to use roundabouts
- Nisku traffic uses 243 and 510 to cut around Beaumont
- Can we have blinking traffic lights on 50 St after 10 pm. All lights should be synchronized
- How does snow removal and street cleaning work with raised intersections? Will the equipment/cobblestone/curbs be damaged
- How does the slope of raised intersections impact winter walking safety. WE have 30-40 seniors and kids in front of our house everyday
- Parking on inside of curve reduces visibility and makes people crowd the left lane. Opportunity to limit parking on inside of curves.
- Should be painted markings and signage on 50 St northbound approaching 50 Ave because you don't know you have to merge until at top of hill
- Truck route should be the ring road and have increase enforcement
- Traffic volume studies should be incorporated into speeds, timing and traffic management
- High volume roads don't work for
 - 241
 - 50
 - 243
- Like traffic circles but not if controlled (stop signs, lights)
- Curb extensions need to be clear of landscaping
- Sightlines for pedestrians
- New development businesses need parking. Improvements should not remove parking.
- Traffic calming could improve visibility of business (signs)
- Strategic parking solutions in DT area
- Like 1 lane roundabouts.
- Tentative about 2 lane
- Ensure good visibility.
- Raised intersection only where lights or 4-way stop planned

- Ensure any infrastructure being constructed can accommodate future growth
- Ensure any roundabouts have a public education element before implementation and effective signage
- Painted fake speed humps may trick people into slowing down (ex: outside Rona)
- Potential for use of rumble strips in front of crosswalks; and good for winter effectiveness
- Would prefer to see speed enforcement rather than traffic calming measures (volunteer or police)
 - May be cheaper? Could make money?
 - May also not be a long term solution
 - Policies elsewhere
- Would like to see southeast portion of the looping road through town to facilitate traffic flows
- Would like to see 40 km/h for everything inside the interior looping road
- Concerns with roundabouts along major roadways because it slows down the traffic (trucking routes) and holding up through traffic
- Would like to see roundabout or other intersections options impact on price
- Feel some of the proposed intersections are very close
 - Don't want to see multiple roundabouts in a row, see it as a nuisance and that is not needed
- Bouchard and 50th Ave near school may need traffic calming as people are using it for shortcutting
- Traffic calming will have more effect than lower speed limits
- Speed limits on 625
 - Can we even control those limits?
- School zones are marked at 30 km/h but not designed for those speeds. Traffic too fast
- Do we know what actual average speeds on streets in town are? Maybe some streets aren't a problem
- Prefer traffic calming on local streets but prefer freer flow on arterials and collectors
- Roundabouts in Sherwood Park don't slow people down as much as you would think
- Curb extensions (1) need to be designed well. Need good sightlines. 50th St at Chartier is a problem (2) pedestrians need to be visible and cues to drivers
- Signage too far back from road edge

Topic 3 Traffic Growth

Green

- Support development of truck route system
- Small trucks only for local delivery
- Like narrowed roads for pedestrian areas
- Want/understand that as town grows west, people will be driving on the west and likely avoiding the other areas
- Once southeast is fully paved (50th to 625) it will be popular and volume increase
- As long as the roadways are designed to accommodate trucks, don't have an issue with them on arterials
- Put an overpass at 60 St and 625
- If you pave 242 then people will use it more. If they expand it then it will be a good by-pass route
- Should expand 34th (Street from Edmonton to Beaumont) for another access route to and from Beaumont
- Opportunity for 66th Street from Edmonton into Beaumont
- Please find more ways for Nisku traffic to get around Beaumont
- The new spine road is fabulous for alleviating traffic along QE2 at west end of 510
- Must develop East and West ends of town for city access

Red

- Hate the 'Beg buttons' currently just cross with green light
- Should cycle automatically
- No truck traffic on 50 St (local only)
- Move from 4-lane to 2-lane was a mistake
- Synchronize traffic lights on 50 St. Some lights could be red/amber flashing at night
- 510 to spine Rd. too much traffic
- Don't want to see existing businesses pushed out and forced to relocate (via lack of truck access etc.)
- Montalet boulevards are horrible because they cut off access to that corner for vehicles. Pedestrian access is horrible there too.
- Pedestrian crossing on 34 Ave and 50 St does not give you long enough to cross
- Crosswalk lights are so far off the roadway that they are not visible
- Liked 50 St better before "improvements" because it slowed travelling down so much. You also have to slow down for everyone whose is parked and opening their car doors. Not enough parking for all the restaurants.
- 510 needs to be developed better into an East-West corridor. When oilfield work picks up in Nisku, there is going to be massive congestion
- 242 is brutal because it is gravel and bumpy so we never use it

Yellow

- LOS: look at 510 – 243 intersection
- Fewer accesses onto 50 St to improve flow
- Some businesses on south side failed due to lack of traffic (car and pedestrian) need people nearby (M&M)
- Pave 34 Street
- Signage should be improved for lane ends/merges (50 Street)

- N. Boundary rd of proposed annexation – is it arterial? What does it look like?
- How does 66 St connect to Edmonton?
- Truck routes:
 - 50 St/Ave
 - Local deliver or 'off peak hour' route
 - Signage needed!
- 50 St
 - Light timing review
 - Hours of operation flash on evening (yellow) or 4-way stop (red)
- Emergency service d/town
- Limited access/service
- 3-lane flex lanes in N-S travel
 - 2-N in morn
 - 2-S in evening
- Want to continue keeping in mind that most people are commuter
- What if downtown was walking only during the evenings?
- Don't see arterials as a dividing connection through the town necessarily (along the ast boundary)
- May like to see limited delivery times I the downtown
- Northwest int is missing
 - Congestion and visibility
 - Tree farm, stop line
 - Connection to Nisku
 - May warrant a traffic signal
 - Feel 1-2 min wait at 4-6 pm
- Delivery trucks are being limited by traffic calming and/or streetscape improvements
- Impact on businesses
 - Ex: bottle depot
- How do we move from today's conditions and shift into the future?
- Are the proposed wait times in-line with the T.M.P. vision?
- Has bus traffic been considered in the projections?
 - Concern it will increase congestion at peak times
- Need to have better access for commercial and industrial traffic to improve tax base
- Why didn't they assess 243 and 625? It is very busy. This is not a safe intersection it is high traffic and speed is 70 km/h. it is a difficult left hand turn. It is high congestion.
- How are people going to cross 625 to access the businesses on the south side of 625
- Why are we going only for a 'D' for the region – why not more freely moving?
- 50 and 50 is a B – but should be a C
- 50 and 52 Ave is a A – but should be a B
- The C's at 50 Street and 510 are not that bad because we are still 4 lanes
- Would like to know about annexation land because we don't want to give Edmonton more of our tax dollars

Transit Parking Lot

- Has thought been given to how light rail infrastructure would have impact on the transportation and land use?
 - Connecting to Leduc and airport or even the Millwoods extension
 - How are we looking at branching out/expanding Century Park LRT access?
- Transit park and ride
 - Location Ken Nicholl
 - Peak hours
 - Skate lessons
 - Hockey practice
 - After school care
 - Starting during peak hours
- There will be a time when a well planned / developed / used transit system will be a MUST in Beaumont. When there is a strong reason for people to “come” into Beaumont daily (as in increase in Commercial/Industrial presence), this will reduce the number of “dead-head” trips and increase dollars from taxes. Now is not the right time
- On ridership and economics of the transit system. I believe that residents would accept some running deficit on the service if ridership increased and usage was good
- On current funding for the system – IT IS ALL PUBLIC MONEY... WHETHER OR NOT IT COMES FROM PROVINCIAL or MUNICIPAL or which Town of Beaumont budget line item it is....IT IS ALL PUBLIC MONEY
- Excited about possible opportunities:
 - Charters (school trips)
 - Football/oilers/concert park n' rides
- Transit linkages to Nisku Leduc. Airport New shopping areas (Costco / outlet mall) (Leduc Shopping Mall) Also for connectivity for work
- Adding busses and stops to 50 St / 50 Ave will NOT be traffic calming!!!
- The bus service will not help me get to work! I work 12 hr shift (7-7) and at 7 pm the bus will not be running!
- Town officials pushing through a bus transit system that the residents (by majority) have said they don't want. Only to increase our already very high property taxes and taxing businesses' so heavily that no business' want to come here or can afford to lease or rent space
- Town needs more commercial businesses Industrial to make the burden on residents less via taxes
 - i.e. Hotels accommodate sports teams families etc.
 - then the burden on a transit system does not fall on tax payers