

REPORT

REPORT TO: Chair and Members of the Planning, Public Works, and Transportation Committee

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: April 18, 2019

REPORT NO.: TPW-2019-0004

RE: Traffic Calming Implementation Protocol Update

RECOMMENDATION:

THAT Report No. TPW-2019-0004, dated April 18, 2019, regarding the Traffic Calming Implementation Protocol Update, be received;

AND FURTHER THAT the Traffic Calming Implementation Protocol Update be approved.

BACKGROUND:

In 2007, Report No. ENG-2007-0036 identified a new Traffic Calming Implementation Protocol that was approved by Council. The protocol specified the installation of traffic calming measures on both “Local” and “Collector” classification roads.

The existing Traffic Calming Implementation Protocol was established based on the Transportation Association of Canada (TAC), Canadian Guide to Neighbourhood Traffic Calming manual, and review of other municipalities.

Since the approval of the Traffic Calming Implementation Protocol, staff completed 11 projects that involved intrusive traffic calming measures, such as speed humps or curb extensions. In addition, staff has implemented numerous non-intrusive traffic calming measures. These include Vehicle Activated Traffic Calming Signs (VATCS), pavement markings, signage, permanent speed display signs, and the deployment of radar messaging boards. The existing community consultation process has been successful which includes meeting with the area residents and paper surveys to determine the support for traffic calming measures. However, it is not current with today’s social media and on-line engagement platform.

Based on our experience with the traffic calming projects, staff proposes to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing technology, and current industry practices.

COMMENTS:

Since the initial Protocol was approved, the number of public requests for traffic calming measures has increased steadily. Residents living on both local and collector roads desire to have lower the operating speeds with the use of traffic calming measures to reduce vehicle speed and improve neighbourhood safety.

Report No. TPW-2019-0002, 2019 Traffic Engineering Work Plan recently approved by Council, indicated that the majority of in-year requests are related to speeding, requests for traffic calming measures and police enforcement.

The increased demand for traffic calming measures from the public has changed over the last number of years and required staff to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices. An overall neighbourhood traffic calming approach will be considered to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measure.

The neighbourhood approach will also benefit our objective of educating the community and will enhance personal accountability related to speeding and aggressive driving.

Traffic calming measures improve quality of life within the neighbourhood by reducing vehicle operating speeds and volume of traffic. When traffic calming measures are implemented, safety of vulnerable road users such as cyclists and pedestrians improves due to the reduced severity of potential accidents. Neighbourhood traffic calming promotes active transportation, as cyclists feel more comfortable to ride along motorized vehicles and pedestrians feel safer to cross at intersections or protected crosswalks.

Traffic calming measures that support cycling include bike lanes that reduce the width of travel lanes, retractable bollards that separate vehicle and cyclists, and bike “Sharrow” symbols that remind motorists about the presence of cyclists on a roadway. Traffic calming measures that improve pedestrian safety include curb extensions that reduce crossing distance at intersections, reduced corner radiuses at intersections that slow down turning vehicles, speed humps that reduce vehicle speeds and increase the perception and reaction time for pedestrians crossing a roadway.

As part of the overall neighbourhood traffic calming approach, a six (6) step process is proposed:

- 1) Identify Speeding Issue(s)
- 2) Initialize Speeding Verification and Education
- 3) Complete Screening Process
- 4) Rank and Prioritize Neighbourhood Streets
- 5) Develop a Traffic Calming Plan (TCP)
- 6) Implement the TCP through the Capital Program

A flow chart depicting the process is shown in Attachment 1.

1. Identify Speeding Issue(s)

Consideration for a speed review process can be initiated in a number of ways. A proponent (resident or community association) may submit a concern or staff may identify issues regarding speeding, aggressive driving, cut-through traffic, increased vehicle collisions or pedestrian safety occurring within a neighbourhood. Some roads such as courts or crescents will not be considered for intrusive traffic calming measures, as there is no cut-through traffic.

2. Initialize Speeding Verification and Education

The proponent(s) will be informed about the initial process that involves public engagement and education of the community. To address initial speeding concerns, educational tools such as the Radar Message Board (RMB) program will be used and the public will be asked to participate in the Community Road Watch Program, a neighbourhood monitoring program that enables residents to identify speeding or aggressive driving. The Community Road Watch Program and traffic complaint website are neighbourhood safety tools provided by the Halton Regional Police Service (HRPS) for the public. They enable the HRPS to monitor, evaluate and enforce the traffic related issues within neighbourhoods based on the public concerns.

To ensure adequate time is allocated to utilize the education tools to validate the speeding concerns, this step in the process will be undertaken for a minimum period of six months. The residents of the affected neighbourhood will be asked to observe the driver's behaviour based on the operating speeds displayed by the RMB. This step in the process will ensure that the residents will have a chance to initially assess the problem based on their own observations of the RMB. Staff may install an individual sign or pavement marking to help educate the public.

To ensure a fair and timely response, the speeding issue(s) review will be added to the overall work plan and prioritization list that includes other locations for traffic calming requests identified by the public.

Should the initial traffic calming measures confirm that a speeding issue does not exist; staff will contact the proponent to advise them of the results and confirm that no further action will be taken. This will be reported back to Council to conclude the process.

3. Complete Screening Process

Should the review indicate that a speeding issue does exist; the road will be evaluated based on the Screening Process criterion to determine whether traffic calming measures are appropriate and the HRPS will be requested to undertake speed enforcement.

As part of the Screening Process, staff will review the historical data for the area including the number and frequency of previous traffic complaints and any improvements completed in the study area over the past five years. Staff may initiate

the collection of new traffic data to be used for the Screening Process criterion, as part of the review process.

For a Local or Collector classified street to be considered for implementation of non-intrusive (pavement markings and signage) and intrusive traffic calming measures, both Conditions 1 and 2 of the Screening Process are required to be fully satisfied.

The Screening Process criterion is indicated in Table A.

Table A: Screening Process			
Road Classification	Condition 1	Condition 2 (Speed & Volume)	
	Through Traffic	Posted Speed Limit vs. Operating Speed (85th percentile in km/h)	Minimum Volume (AADT)
		40 50 60	
Local Street	Infiltrating Traffic exceeds 30%	> 54 >65 >79	1500
		Schools, Retirement Centres and Major Parks	1500
		50 60 70	
Collector Street	Infiltrating Traffic exceeds 30%	> 54 >65 >79	3000
		Schools, Retirement Centres and Major Parks	
		50 60 70	

If the request does not satisfy the Screening Process criterion, staff will advise the proponent that no traffic calming measures will be considered at this location and report to Council to conclude the process. Should the request satisfy the Screening Process criterion, the neighbourhood will be evaluated based on a ranking system.

4. Rank and Prioritize Neighbourhood Streets

The neighbourhood is prioritized through the ranking system and compared to other requests for traffic calming analysis. This method allows staff to determine the highest ranked location for traffic calming measures in the community and the type of improvements required.

5. Develop a Traffic Calming Plan

To develop a Traffic Calming Plan (TCP), staff will utilize a neighbourhood traffic calming approach to engage the Study Area residents. The neighbourhood traffic calming approach will review multiple roads to determine which traffic calming measures are appropriate within the Study Area. In some cases, only one road will be evaluated due to the location and impact of the proposed traffic calming. However, most cases will include a review of the neighbourhood in a holistic way with special considerations for parks, schools, senior centres, or other community facilities.

Staff will prepare the TCP to ensure that our overall traffic calming objectives are accomplished. Every road will be evaluated on its own merits, based on the Town's traffic information. Depending on the severity of the speeding and/or cut through traffic, staff may consider installation of non-intrusive or intrusive traffic calming measures.

If the speeding issue is within the 3-5 km/h above the Condition 2 limit, staff will consider the non-intrusive traffic calming measures, such as pavement markings and signage. In the past few years, staff implemented non-intrusive traffic calming measures such as white edge lines with a yellow centre line, "SLOW" message pavement markings, "Watch for Children" warning signs, and on-street parking zones. Should operating speeds exceed 5 km/h, the use of intrusive traffic calming measure may be required. The intrusive traffic calming measures may include speed humps, raised crosswalks/intersections, curb extensions, chicanes, traffic circles, roundabouts, centre islands, media barriers, and full and half street road closures.

The preparation of the TCP will ensure that all relevant traffic information is evaluated, and a variety of options are reviewed and considered. Adequate road illumination and pedestrian facilities will be evaluated and upgraded if required.

Emergency Services will be consulted to review the proposed traffic calming measures. This step is important to minimize the delay time that may affect emergency response times. The study area residents will be informed about the next steps through hand-delivered notices and electronic signs. The notices will include information about the Public Information Centre (PIC). Residents will be able to evaluate the proposed TCP, engage with staff, and provide their comments. The PIC will allow residents to present their perspectives and have meaningful discussions about their needs within the neighbourhood. In addition, staff will utilize the "Let's Talk Halton Hills" on-line platform to engage residents, receive feedback, and provide updates to the public on the implementation plan.

Staff will finalize the proposed TCP based on feedback from the public. A report to Council will be prepared that will outline the TCP and request for Council endorsement.

6. Implement TCP Through Capital Program

Following Council's approval, staff will identify the location for the implementation of the traffic calming measures in the Capital Budget and notify local residents.

After the installation of traffic calming measures, staff will carry out an operational review to assess the effectiveness of the measures and traffic impacts on adjacent neighbourhoods.

It is anticipated that the overall process from the initial screening process to the final construction of the neighbourhood traffic calming project may take up to 3 years to complete depending on the budget pressures.

Next Steps:

This year, staff have prioritized and ranked John Street (Georgetown) between Victoria Street and Mountainview Road North as priority for the neighbourhood traffic calming project.

Based on the neighbourhood approach, staff will engage John Street (Mountainview Road North to Victoria Street), River Drive (Mountainview Road North to Rosetta Street), Rosset Valley Court, Daniela Court, Rosetta Street, Caroline Street, St. Michaels Street, and Victoria Street (John Street to Metrolinx North Parking Lot) residents. Due to the potential impacts on the Metrolinx's north parking lot traffic and bus operations, Metrolinx will be notified about the project. The roads included in the Study Area are shown in Attachment 2.

Staff will prepare a preliminary TCP. It is anticipated that the PIC will be scheduled for the fall. Based on the public comments, staff will finalize the TCP and report to Council on the results and anticipated implementation.

As this will be the first location that the Neighbourhood approach is applied there may adjustments to the process based on lessons learned.

The ranking system has prioritized Churchill Road South between Rachlin Drive and Tanners Drive as the next proposed project for intrusive traffic calming measures. This will continue to be reviewed with any future projects that are added to the list throughout the year and considered as part of the annual Traffic Engineering Work Plan and future capital budgets.

Although the Traffic Calming Implementation Protocol historically has been a reactive program, staff has initiated the installation of intrusive traffic calming measures as part of the construction of proposed roads for new subdivisions. As part of the proposed road designs and subdivision applications, staff will continue to require intrusive and non-intrusive traffic calming measures where appropriate to be built and support traffic-calming neighbourhoods.

In addition, to expedite the installation and reduce the cost of intrusive traffic calming measures, staff may include future traffic calming projects in the Pavement Management Program. The projects will be evaluated based on the screening process and follow the Council approved Traffic Calming Implementation Protocol.

RELATIONSHIP TO STRATEGIC PLAN:

- A.3** To provide a broad range of educational, recreational and cultural services that meet the needs of our residents.
- A.5** To ensure the use of appropriate design strategies to create safe communities.

FINANCIAL IMPACT:

Implementation of traffic calming measures is included in the 2019 approved Capital and forecasted budget.

CONSULTATION:

This report was discussed internally within the department and Fire Department.

PUBLIC ENGAGEMENT:

Residents affected by the implementation of traffic calming measures will be notified and engaged through hand-delivered notices, Public Information Centre, and the “Let’s Talk Halton Hills” website in accordance with the Traffic Calming Implementation Protocol. The process follows Mayor Bonnette’s Public Engagement Charter which is built on three pillars; Transparency, Notification, and Participation.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy’s implementation.

This report supports the Social Well-being pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is good.

COMMUNICATIONS:

Notification to the community will be undertaken via Council agenda, Town’s website, social networks, local newspapers, hand delivered letters, and radar message boards.

CONCLUSION:

The increased demand for traffic calming measures from the public has changed over the last number of years and required staff to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices. An overall neighbourhood traffic calming approach will be considered to ensure that all roads

within the area are reviewed and evaluated to determine the appropriate traffic calming measure.

The proposed Traffic Calming Implementation Protocol streamlines the traffic calming requests and allows staff to react and educate the public on perceived speeding concerns. This will also ensure that an appropriate priority ranking system list is developed and updated as necessary based on the neighbourhood approach.

The preparation of a Traffic Calming Plan will ensure that all key stakeholders and the public are engaged in the implementation process and have the opportunity to provide their feedback on the approach. This will also assist staff to determine the necessary funds required as part of the annual and forecasted capital budget for Traffic Calming Measures.

It is anticipated that the overall process from the initial screening process to construction of the neighborhood traffic calming project may take up to 3 years to complete.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "Maureen Van Ravens". The signature is fluid and cursive, with the first name being the most prominent.

Maureen Van Ravens, Manager of Transportation

A handwritten signature in black ink, appearing to read "Chris Mills". The signature is stylized with a large, sweeping initial "C" and a horizontal line extending from the end.

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is cursive and somewhat slanted, with the last name being the most prominent.

Brent Marshall, Chief Administrative Officer