

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 7, 2013
FROM:	EDWARD SOLDI, P. ENG. DIRECTOR, ROADS & TRANSPORTATION
SUBJECT:	TRAFFIC CALMING PROGRAM – 10 YEAR ANNUAL PLAN

RECOMMENDATION

That on the recommendation of the Director, Roads and Transportation, the following actions be taken with respect to the Traffic Calming Program:

- (a) the Traffic Calming Program - 10 Year Annual Plan **BE APPROVED** as the basis for implementation of traffic calming measures; and
- (b) the priorities and schedule of the Traffic Calming Program **BE REVIEWED** on an annual basis to incorporate new locations, subject to annual funding approvals.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- March 18, 2013 – Civic Works Committee - Traffic Calming Policy

BACKGROUND

Purpose:

This report presents Committee and Council with an annual program to implement traffic calming measures in existing residential neighborhoods. The program spans 10 years based on the current backlog of requests. Implementing the traffic calming measures will follow the process identified in the Council approved Traffic Calming (TC) Policy.

Although the majority of locations identified in this plan will follow the complete process of the City’s TC Policy, there are a few locations where petitions and/or studies have been completed prior to the approval of the new TC Policy. As such, implementation of the traffic calming measure for these locations will partially follow the TC Policy process.

Context:

On March 18th 2013, the Civic Works Committee received a staff report to consider and approve a new Traffic Calming (TC) Policy. The new TC Policy process addressed two primary shortcomings that existed with the previous policy - a measure of the extent of community support of traffic calming measures and implementation of a refined speed criterion.

In order to measure community support, City staff survey neighbourhood area residents prior to beginning the traffic calming study process. Under the new approved TC policy, a survey showing a minimum of 25% support from those within the impact area must be produced for the traffic calming process to initiate. A second study is also conducted to ensure majority support for the proposed traffic calming design. The surveys are essential because broad community desire and acceptance of traffic calming is not consistent or predictable.

On March 27th 2013, Council resolved that the following actions be taken with respect to the proposed Traffic Calming policy:

the attached revised Traffic Calming Policy BE APPROVED; it being noted that Section 4.2.2 was modified to identify that the City is responsible for the initiation, distribution and collection of the Traffic Calming Petition to ensure consistency of the process by

managing the collection of public input in a manner that incorporates community engagement;

the request for traffic calming in Summerside BE ADVANCED as a pilot for the new Traffic Calming Policy.

DISCUSSION

The Transportation Planning and Design Division receives numerous traffic concerns and traffic calming measure requests on a regular basis. The new TC Policy is one of the tools for reviewing, processing, and implementing the traffic calming measures in order to address citizens’ concerns of traffic issues, in particular speeding, in existing residential neighbourhoods. With the available annual budget and limited resources, the wait time for surveys, studies, public meetings and construction of measures is growing.

Some requests are local to one street such as Marconi Blvd, and others have a broader neighbourhood focus such as Summerside and Old Masonville areas. A recommended traffic calming plan for Old Masonville area was prepared prior to the approval of the new TC Policy. As well, a petition in support of initiating the traffic calming process in Summerside was submitted during the approval of the TC Policy.

Staff have already proceeded with evaluating the residents’ support of the recommended traffic calming measures on these streets and neighborhoods and implementation of measures has been completed or in process. There are also a number of request locations for which broader neighbourhood support, as required by the policy, was not expressed.

Since the new TC Policy was approved in March of this year, the following has been accomplished by City staff:

- Over 1500 surveys have been distributed evaluating if more than 25% of residents are in support of considering traffic calming measures in their neighborhoods, and an additional 500 surveys are scheduled to be sent out this fall;
- Over 600 letters have been distributed informing area residents of future Public Meetings in their neighborhoods;
- Proposed traffic calming measures were presented at five public meetings;
- Over 200 surveys have been distributed evaluating if there was majority support from the community for implementing recommended physical traffic calming measures; and,
- Traffic calming measures in different areas were installed after receiving majority public support. By the end of this year, traffic calming measures will have been installed on Hillcrest Drive, Maitland Street, Louise Boulevard, Marconi Boulevard, Chelton Road and Meadowgate Boulevard. In addition two raised intersections and two curb extensions will be installed to address safety concerns and traffic calming in Old North and around a major park.

It should be noted that traffic calming measures are part of the design of new residential subdivisions and normally get implemented when new roads are constructed.

The TC 10 Year Annual Program

The current capital funding level for the traffic calming program is \$125,000 a year. The cost of constructing traffic calming measures is relatively high. For instance, the estimated cost of implementing a raised intersection on Victoria & Waterloo intersection is approximately \$40,000. The estimated total cost of potential traffic calming measures in all the areas for which Transportation staff has requests, is more than one million dollars (\$1,000,000).

In order to plan and be able to provide timelines to residents and Council, staff developed a prioritized annual plan for the streets/areas that may qualify for traffic calming measures if majority support is received from the residents.

The current frequency of traffic calming requests suggests that the number of requested locations will grow at a rate faster than the program can address (wait times will get longer).

However, the policy provides a technical scoring and rating system and highly warranted projects that have received neighbourhood support can be prioritized where program capacity is realized.

It is also important to note the operating impact of reviewing and implementing traffic calming measures. Substantial staff resources are needed in order to manage traffic calming requests and assessments. Therefore, if a potential increase in capital funding were considered, it would need to be matched with a corresponding increase in operating resources or consideration of alternate delivery models with outsourced services.

There is sufficient budget to provide a larger traffic calming program for 2013 and 2014. This budget accumulation is the result of halting the construction of traffic calming measures for the past 2 years until the new TC Policy was approved. Transportation staff continues to receive traffic concerns by residents and through Ward Councillors. At the current rate of funding and resources, it is expected that there will be very long delays dealing with new traffic calming requests.

Attached in Appendix “A”, is an annual program identifying potential streets for which traffic calming has been requested and which may qualify for traffic calming measures based on the TC Policy. To date, implementation of the 2013 traffic calming measures that received majority support from the community is underway.

CONCLUSION

A new Traffic Calming Policy was approved by Council on March 27, 2013. Implementation of the policy on 2013 projects has been successful. The process outlined in the policy ensures neighbourhood support prior to implementation. Since implementation, numerous projects have received public support and are proceeding to implementation. Neighbourhood support of traffic calming was not displayed at all locations and the policy process has avoided implementation of measures not desired by the majority of local residents.

Transportation staff has a long list of requests for traffic calming measures and continue to receive more requests. The current capital funding for traffic calming is \$125,000 per year and requires significant operational effort. Transportation staff developed a prioritized annual program to schedule response studies and construction. There is currently a 10-year TC backlog based on the number of traffic calming requests, current capital funding and staff resources.

The 10 Year Plan for the Traffic Calming Program will be evaluated on an annual basis upon approval of the Capital Budget, new locations will be prioritized and presented to Council for information.

Acknowledgements:

This report was prepared within the Transportation Planning and Design Division by Maged Elmadhoon; Manager, Transportation Planning., and with the assistance of Mark Ridley, Senior Transportation Technologist.

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Appendix “A”

Traffic Calming 10 Year Annual Program

Traffic Calming - 10 Year Annual Program				
List of Potential Streets which may Qualify for Traffic Calming				
Location	Distance	Year	Cost	*Annual Cost
Victoria & Waterloo	Intersection	2013	\$40,000	
Maitland	700m	2013	\$35,000	
Hillcrest	500m	2013	\$22,000	
Louise	500m	2013	\$20,000	
Marconi	1200m	2013	\$60,000	
Summerside (Chelton & Meadowgate)	Near school	2013	\$28,000	
Plane Tree	Park	2013	\$15,000	
Quarrier	Park	2013	\$15,000	\$235,000
William & St James	Intersection	2014	\$40,000	
Picadilly & William	Intersection	2014	\$40,000	
High St	400m	2014	\$20,000	
Huron	400m	2014	\$20,000	
Ambleside	1200m	2014	\$60,000	\$180,000
Grosvenor & Wellington	Intersection	2015	\$40,000	
Hamlyn	800m	2015	\$40,000	
Sandford	800m	2015	\$40,000	
Gammage	800m	2015	\$40,000	\$160,000
Frontenac	650m	2016	\$35,000	
Longworth	600m	2016	\$30,000	
Mount Pleasant	400m	2016	\$20,000	
Wilson/Blackfriars	1200m	2016	\$60,000	\$145,000
Cheapside & Wellingtgn	Intersection	2017	\$40,000	
Terrence & Vauxhall	450m	2017	\$25,000	
Ferndale	400m	2017	\$20,000	
Homeview	650m	2017	\$35,000	
Elliott	5000m	2017	\$25,000	\$145,000
Admiral	500m	2018	\$20,000	
Beaverbrook & Proudfoot	1200	2018	\$125,000	\$145,000
Bruce St	700m	2019	\$40,000	
Uplands	600m	2019	\$30,000	
Sunnyside Dr	1200m	2019	\$60,000	\$130,000
Aspenridge	300m	2020	\$16,000	
Lawson	800m	2020	\$40,000	
Andover	1100	2020	\$64,000	\$120,000
Ambleside	1300m	2021	\$70,000	
Griffith	2000m	2021	\$100,000	\$170,000
Blackacres	600	2022	\$30,000	
Riverbend	2000m	2022	\$100,000	\$130,000
Tools	**Estimated Retrofit Cost			
Curb Extension	\$15,000			
Speed Cushions	\$6,000			
Raised Intersection	\$40,000			
Curb Face Sidewalk	\$305/ m			
Divertor Island	\$6,000			
Traffic Circle	\$12,000			
Ped Refuge Island	\$15,000			
Raised Crosswalk	\$15,000			
* Annual estimates are based on projects receiving community support and technical confirmation				
** Based on 2013 construction pricing and may change in the future				

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