

REPORT

Council

Meeting Date: October 18, 2021

FROM: Transportation and Engineering Department

DATE: October 5, 2021

SUBJECT: Neighbourhood Traffic Safety Program

LOCATION:

WARD: Town-wide

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RECOMMENDATIONS:

1. That the report entitled Neighbourhood Traffic Safety Program from the Transportation and Engineering Department, dated October 5, 2021 be received.
2. That the overall Neighbourhood Traffic Safety Program and implementation plan be approved, specifically:
 - a. Approval of the implementation plan contained in this report for the 40km/h speed limit including changing the town wide default speed limit from 50km/h to 40km/h.
 - b. Approval of the proposed definition of a Community Safety Zone.
 - c. That a Community Safety Zone be designated on Glenashton Road between Grand Boulevard and Eighth Line and that the speed limit on this section of Glenashton Road be reduced to 40 km/h.
 - d. Approval of the implementation plan contained in this report for the Automated Speed Enforcement program including 7 mobile cameras in conjunction with the Provincial Administrative Monetary Penalties System (AMPS).
3. That the funding requirements for the Neighbourhood Traffic Safety program set out within this report, be referred to the Budget Committee for consideration as part of the 2022 Budget process.
4. That a copy of this report be provide to Halton Region Police Service for information.

KEY FACTS:

The Town of Oakville over the years has implemented numerous initiatives related to traffic safety ranging from signage, speed bumps, cross walks, and enforcement strategies. The purpose of the report is to introduce the “Neighbourhood Traffic

Safety Program”, the goal of the program, and to provide status updates on the various initiatives within the program.

The Neighbourhood Traffic Safety Program is a program that utilizes different methods to enhance and improve safety for all modes of travel and all ages. The program has 6 components and the key updates are noted below per initiative:

- 40 km/h Speed Limit will be implemented on local and minor collector roads by changing the Town’s default speed limit from 50 km/h to 40 km/h, and can be completed in 8 months, at a lower cost (\$36,675) than retaining the 50 km/h default speed limit. The 40km/h speed limit will be effective by April 2022 complimented by a robust communication strategy.
- Community Safety Zones (CSZ) definition is revised and a qualitative assessment method will allow staff to respond to requests for additional Community Safety Zones (CSZs) in a more structured manner. 22 CSZ are recommended covering all wards in the Town of Oakville, and will be reviewed on an annual basis.
- Automated Speed Enforcement (ASE) program implementation should occur in conjunction with the implementation of a Provincial Administrative Monetary Penalties System (AMPS), given concerns with the existing Provincial Offences Act charge processing regime. It is proposed that the initial ASE program consist of 7 mobile cameras that will rotate amongst the Town’s 22 CSZs, with one camera assigned to each ward, at a (net) annual cost of \$224K. The anticipated start of ASE is Summer 2021 pending provincial approval of the system.
- Traffic Calming implementation scheduled for the remainder of 2021 and into 2022 will focus on qualified locations from the 2019/2020 data collection program. In 2022, the threshold for traffic calming will be re-evaluated with consideration of the 40km/h speed limit change and ASE implementation, with new traffic calming locations to be evaluated in 2023. Review of traffic calming candidates will be conducted annually thereafter using the revised threshold.
- Pedestrian Crossovers (PXO) installation for 2021 will be funded through the Investing in Canada Infrastructure Program (ICIP). 20 PXOs are planned for installation in 2021 with a plan for 10 PXOs installation annually in the following years.
- Vision Zero Study will initiate stakeholder consultation in Fall 2021, followed by a report to Council in 2022 with program recommendations.

The Neighbourhood Traffic Safety Program will incorporate a robust engagement / promotional / education component that not only utilizes existing channels (website, newsletters, social media), but also expands outreach opportunities through community groups / events / external channels.

To measure the program's success, regular data collection will be completed to assess the impact of the various initiatives. These measures, along with program updates will be reported to Council in an annual update report.

The Neighbourhood Traffic Safety Program provides residents and visitors improved safety while travelling in Oakville's neighbourhoods. Each of the initiatives compliment the overall program objective with continuous activities in the next 3 years:

- 2021 – Pedestrian Crossover implementation, traffic calming implementation
- 2022 – 40 km/h implementation, ASE implementation, CSZ assessment, traffic calming implementation continuation and threshold evaluation, Vision Zero study results
- 2023 – Traffic calming threshold recommendation, and evaluation of new traffic calming candidates for implementation, annual initiative implementation

The commitment of the various initiatives totals to approximately \$1,280,000 per year and will be continuously monitored and refined by staff through continuous improvement lens.

BACKGROUND:

At its meeting on December 21, 2020, Council approved the following recommendations related to traffic calming and Automated Speed Enforcement:

1. That the report entitled "Traffic Calming Process" from the Engineering and Construction Department dated November 11, 2020 be received.
2. That the Traffic Calming Process for local roads and minor collector roads be modified to move public consultation activities from a point in the process following data collection activities, to a point in the process preceding data collection activities.
3. That the Traffic Calming Process for all road classifications be modified to reduce all Speed Warrant thresholds by 5 km/h.
4. That funding for the Traffic Calming capital account be increased from \$165,000 to \$422,000 as per the 2021 budget book.
5. That \$55,000 be added to the capital budget as part of the 2021 budget process to cover start-up costs associated with the implementation of an Automated Speed Enforcement (ASE) program.
6. That staff be directed to work with the Ministry of Transportation, the ASE Joint Processing Centre and the equipment vendor to prepare the required

agreements in 2021 that can be executed in 2022 in conjunction with the implementation of the Administrative Monetary Penalties System (AMPS).

At its meeting on January 25, 2021 Council approved the following recommendations related to the implementation of 40 km/h speed limits and Automated Speed Enforcement:

1. That the report entitled “*Neighborhood 40 km/h Speed Limit Pilot Studies*” from the Engineering and Construction Department dated January 12, 2021, be received
2. That the existing neighborhood 40 km/h zones in the West River and Heritage Way areas be retained and that complementary measures aimed at speed reduction be investigated in these areas.
3. That Council endorses a 40 km/h speed limit on all local and minor collector roads.
4. That staff develop an implementation plan to establish a 40 km/h speed limit on all local and minor collector roads across the town of Oakville, in conjunction with a comprehensive education program, working with the HRPS and any other complimentary measures deemed necessary.
5. That staff report back on a two to three-year implementation plan in September of 2021.
6. That the implementation of the residential street speed conversions and education plan be funded through reserves.
7. That, in anticipation of the Minister including ASE fines within the AMP legislative framework, staff be directed to design and install all necessary infrastructure required for the implementation of four semi-fixed ASE cameras, by the end of 2021 within existing Community Safety Zones.
8. That funding from the Capital Reserve in the amount of \$75,000 be approved to fund the above-noted design and infrastructure installation.
9. That staff be requested to report back in Fall 2021 on the status of these locations as well as the overall ASE program.

This report responds to the above-noted Council referrals and provides status updates and timelines for the various components of the Neighbourhood Traffic Safety Program:

- 40 km/h Speed Limit Implementation
- Community Safety Zones
- Automated Speed Enforcement
- Traffic Calming
- Pedestrian Crossovers
- Vision Zero

In addition, the report proposes ongoing monitoring and communications related to the Neighbourhood Traffic Safety Program.

COMMENT/OPTIONS:

The Town of Oakville over the years has implemented numerous initiatives related to traffic safety ranging from signage, speed bumps, cross walks, and enforcement strategies. The purpose of the report is to introduce the “Neighbourhood Traffic Safety Program”, the goal of the program, and to provide status updates on the various initiatives within the program.

The Neighbourhood Traffic Safety Program is a program that utilizes different methods to enhance and improve safety for all modes of travel and all ages. The program has 6 components:

- 40 km/h Speed Limit Implementation
- Community Safety Zones (CSZ)
- Automated Speed Enforcement (ASE)
- Traffic Calming
- Pedestrian Crossovers
- Vision Zero

1. 40 km/h Speed Limit Implementation

Implementation Strategy

As directed by Council, staff have developed a recommended method to implement the 40 km/h speed limit on local and minor collector roads. The vast majority of the Town’s road network is made up of local and minor collector roads (See map in Appendix A). According to the Town’s traffic by-law, the default speed limit on any roads that are not signed is 50 km/h. This default speed limit is reinforced through the “gateway” signs located at entry points to the Town at highway exit points and on arterial roads at the border with adjacent municipalities. Most locals and minor collectors are unsigned and therefore are governed by the default 50 km/h speed limit. There are some local and minor collector roads that have signs: where 50

km/sign have been installed, 40km/h school zones, and Neighbourhood 40 km/h Zones (Heritage Way, West River).

Staff assessed 2 options for 40 km/h implementation on local and minor collector roads:

- Option 1: Change the default speed limit to 40 km/h and sign all unsigned major collector and minor arterial roads as 50 km/h. The 40km/h local and minor collectors will be unsigned.
- Option 2: Retain the 50 km/h default speed limit and sign all local and minor collector roads as 40 km/h.

The following table summarizes the action required, estimated costs and estimated time lines for each option.

EXISTING CONDITION	NUMBER OF SIGNS		Option 1 40 KM/H DEFAULT	Option 2 50 KM/H DEFAULT
Locals/Minor Collectors unsigned	N/A		No action required	Install 40 km/h signs (2,800 signs = \$345,750)
Locals/Minor Collectors signed as 50 km/h	221		Remove signs (\$11,050)	Install 40 km/h signs (\$11,050)
Major Collectors/Minor Arterials unsigned	N/A		Install 50 km/h signs (165 signs = \$20,625)	No action required
Major Collectors/Minor Arterials signed as 50 km/h	287		No action required	No action required
School Zones signed as 40 km/h	137		No action required	No action required
Neighborhood 40 km/h Zones	30		No action required	No action required
Gateway Signs	12		Install overlay to indicate default 40km/h (\$5,000)	No action required
	COST		\$36,675	\$363,450
Implementation Timeframe			1 year April – November 2022	3 years April – November 2022, 2023, 2024

The 40 km/h default speed limit option requires less sign changes as the local and minor collectors will remain unsigned as 40km/h roads. The 50 km/h default speed limit option requires new 40km/h signage placed on the local/minor collectors. . As a result, staff recommend implementation of Option 1 - 40 km/h default speed limit based on the relative low cost and ease of implementation.

The proposed timelines for implementation, are as follows:

- Early 2022: Traffic by-laws to enable 40 km/h default speed limit to be approved
- April 2022: New default speed limit effective
- April – November 2022: Transition period as sign changes take place:
 - Removal of 50km/h signs on local/minor collectors
 - Install 40km/h gateway signs
 - Install 50km/h signs for major collector/minor arterials

During the transition period, there will be some inconsistencies between the effective by-law date (April 2022) and the small number of on-street signs. From an enforcement perspective, staff will work with HRPS to inform motorists of the speed limit change prior to full enforcement of the reduced speed limit.

Impacts of 40 km/h Implementation

The impact of the approved speed limit reduction was reviewed with various departments and agencies as follows:

- Roads and Works Operations – the speed limit reduction will not have negative impact on winter maintenance activities.
- Halton Regional Police Service – HRPS indicated their continued commitment to working with the Town to enforce the Highway Traffic Act, including speed limits as set by the Town.
- Oakville Transit – Route 11 round trip will experience an additional six minutes, with frequency reduced to every 65-70 minutes instead of every 60 minutes in the interim. Route 11 connects Clarkson GO station to Oakville GO station and is the only bus route south of Cornwall Road in southeast Oakville. Transit Services is continuing to refine its “On-Demand” service model, which may provide alternatives for additional services in Southeast Oakville.

Communications Plan

The plan to inform motorists who drive in Oakville of the default speed limit reduction is as follows:

1. **September 2021** – the launch of the awareness campaign will begin following the Council meeting, to let residents know the change will be coming in the new year. The campaign will include news release to local media; an update to the Speeding and Traffic Calming page on oakville.ca; article in the town’s eNewsletter and Councillor newsletters; posts on social media; and communications with internal staff, ServiceOakville, and HRPS.

2. **January 2022** - In the new year, as we get closer to the launch date, communications efforts will increase, including a new devoted web page with mapping tool; feature story in eNews; social media; digital screens at town facilities; information post cards available at town facilities (community centres, libraries, ServiceOakville counter), distributed to area driving schools, BIAs, and HRPS to hand out during stops and/or safety blitzes; information and FAQs prepared for Councillor newsletters.
3. **April 2022** - A broader communications program will begin 2 to 3 weeks prior to the speed limit change, and will include a news release issued to extended circulation (GTA); Hero on oakville.ca; web update; newspaper advertisements in Oakville Beaver; transit shelter advertising at approximately 10 locations throughout town for 2 to 3 months (outdoor advertising is the key to reaching out of town commuters, visitors); mobile street signs at strategic locations across town; “New” sunbursts at gateway signage; revised postcards to say “now in effect” at town facilities and distribution to driving schools, BIA, and HRPS; digital screens at town facilities; social media; eNews; info for Councillor newsletters.

Some elements of this plan, such as eNews stories, would continue throughout the Summer of 2022 and during the “Back to School” period. The extensive communications plan will result in motorists driving in Oakville being aware of the default 40 km/h speed limit, and should minimize the number of requests for 40 km/h signage on local and minor collector roads.

2. Community Safety Zones

Existing Conditions

The Highway Traffic Act (HTA) currently allows municipalities to designate road segments as Community Safety Zones (CSZs) where “public safety is of special concern” and certain HTA fines (including speeding) are doubled within CSZs. In June 2019, Council approved a report which recommended that CSZs be implemented at every all-day 40 km/h zone fronting an elementary school on a major road.

Schools that are on local roads or on minor collector roads are eligible for vertical physical traffic calming measures (speed cushions, raised crosswalks) as well as horizontal physical traffic calming measures such as medians, chicanes or lateral shifts. With more options for encouraging speed limit compliance, as well as lower traffic volumes, Community Safety Zones have not been implemented on these streets.

This resulted in the implementation of 21 CSZs in Oakville, with at least one CSZ per ward, with the exception of Ward 6. The schools in Ward 6 are located on local

roads and minor collector roads and therefore did not meet the criteria of being located on a major road. Appendix B includes map and table of the current CSZ locations.

Proposed Definition and Assessment Method

As discussed later in this report, Automated Speed Enforcement cameras are only eligible to be installed in CSZs in Oakville. As a result, it is anticipated that the demand to designate additional CSZs in Oakville will increase. In order to provide more structure to the evaluation of proposed CSZ locations, staff have developed an enhanced CSZ definition for Oakville as well as a quantitative assessment process. The proposed definition, which will be included in the Town’s Traffic By-law, for a CSZ is as follows:

“A Community Safety Zone (CSZ) is a section of a roadway designated through a by-law passed by Council to identify it as a road segment where public safety is of paramount concern. Community Safety Zones may include roadways near schools, day care centres, active parks, hospitals, senior citizen residences, and may also be used for collision prone areas within a community.”

The proposed quantitative assessment method accounts for the presence of schools, active parks, level of pedestrian activity, operating speed, traffic volume, collision experience on the road segment under evaluation. It should be noted that this assessment method would apply to all road classifications. The proposed point system is summarized in the table below.

Criteria	Points
Schools	30 per school
Active Parks/Recreation Centre	15 per facility
Heavy Pedestrian Activity	5 if the peak hour pedestrian volume is greater than 100
85 th Percentile Speed	3.25 for every 1 km/h over the posted speed limit
24 Hour Traffic Volume	3 for every 1,000 vehicles per day
Collisions	3 collisions per year per kilometer over a 3-year period

In order to qualify as a CSZ, a road segment must achieve a minimum score of 50 points. If the CSZ threshold is met at a location where another Neighbourhood Traffic Safety component/measure (e.g. physical traffic calming) is already in place or is planned, staff would not recommend duplicate measures.

Proposed CSZ Process

Staff will receive requests for CSZs throughout the year and these will be placed on a review list. Each year, during the third quarter, staff will perform the assessment of the list. If qualified, staff will consult with the ward councilors to determine which safety measures are the most appropriate at a given location. Implementation of the qualified CSZ will be the following year.

CSZ - Ward 6 Evaluation

Using the above-noted assessment method, a number of locations that have a history of speeding concerns were evaluated. Two locations met the 50 point threshold; namely, Glenashton Road between Grand Boulevard and Eighth Line as well as Pinery Crescent between Arrowhead Road and Rockingham Drive.

- Pinery Crescent – following a public consultation process earlier in 2021, a commitment was made to install traffic calming on this section of Pinery Crescent. Consultation with the residents regarding the traffic calming design is underway and implementation is anticipated Fall, 2021. Staff recommend that the traffic calming installation proceed and the impact on operating speeds be evaluated first, prior to designating this section as a CSZ and considering this as a location for an ASE camera.
- Glenashton Road – it is recommended that this location be designated as a CSZ and be considered for an ASE camera. This section is currently governed by a “Flashing 40 km/h speed limit”. Since ASE cameras are unable to manage time-of-day speed limits, it is recommended that, in conjunction with the CSZ implementation, the speed limit on this section of Glenashton Road be reduced to 40 km/h at all times. The designation of the CSZ is to be completed by Q1, 2022.

3. Automated Speed Enforcement (ASE)

Background / Current Status

Automated Speed Enforcement (ASE) systems use a camera and a speed measurement device to enforce speed limits by capturing and recording images of vehicles travelling in excess of the posted speed limit. The opportunity to use ASE in Ontario came into effect on December 2, 2019 when the enabling regulations were passed to allow municipalities to operate ASE programs in Community Safety Zones and School Zones. There are a number of Ontario municipalities with ASE programs currently in operation including the City of Ottawa, City of Toronto, Region of Peel, Region of Durham, Region of York, City of Brampton, City of Hamilton and City of Mississauga.

It should be noted that the plan is to implement ASE in Community Safety Zones only, as the School Zone designation has a maximum length restriction and have not be used by Oakville as a designation. The CSZ provides flexibility without the maximum length restriction and has allowed for parks adjacent to these schools to be included. The CSZ designation allows for doubling of HTA fines as well as for ASE implementation.

In terms of operation, when an ASE system records a vehicle exceeding the posted speed limit, a ticket is issued to the registered plate holder regardless of who was driving the vehicle at the time of the offence. This results in a monetary fine, but no demerit points are applied. The City of Toronto manages the Joint Processing Centre (JPC) which handles all ASE charges on behalf of the Ontario municipalities with active ASE programs. The JPC is staffed by Provincial Offences Officers designated by the Province to issue charges captured by the ASE system. Partnering municipalities enter into an agreement with the City of Toronto JPC to process ASE offences. Associated costs are determined based on a proportional amount of all JPC costs relative to number of offences charges issued within a given jurisdiction.

In response to the Council direction from December 2020, staff have been working on putting in place the necessary agreements to operate an ASE system in Oakville. The status of the three agreements is as follows:

- City of Toronto/Joint Processing Centre: signed May 2021
- Redflex/Equipment vendor: signed July 2021
- Ministry of Transportation (access to license plate data): to be signed Q4 2021

Charge Processing Regime

At its December 21, 2020 meeting, Council endorsed the implementation of ASE in conjunction with the Administrative Monetary Penalties System (AMPS). Currently, for municipalities with ASE programs underway, all charges are processed under the Provincial Offences Act (POA). Within Halton Region, however, there are concerns with the ability of Halton Court Services (HCS) to manage ASE charges under the current POA regime. HCS is a provincial offences court providing court administration and prosecution of provincial offences (such as speeding violations) to the Region and all local municipalities within the region.

The concerns related to HCS and ASE can be summarized as follows:

- **Capacity constraints:** HCS only allocate 5,000 offences annually to Oakville, and approximately 3 hours per month of regular court time per calendar year. The allocation is being fully utilized annually. Without considerable investment, which requires both staffing and judicial resources, the influx of ASE speeding offences into HCS at this time would significantly

impact the court scheduling capacity, which has already been severely negatively affected by Court closures relating to the pandemic.

- **Jeopardizing prosecution of other offenses:** This court time is devoted to the prosecution of matters typically involving Town by-laws (i.e. Noise, Zoning), Ontario Building Code, Ontario Fire Code, and Dog Owner's Liability Act proceedings. The processing of ASE disputes by HCS is likely to result in compromising more serious offences that are before the Court by significantly increasing time to trial, and thus increasing the probability that those charges are dismissed for delay.

The Ministry of Transportation has advised that all forms of automated enforcement, including ASE, will be eligible to be processed under the Provincial AMPS regime starting in the summer of 2022. It should be noted that the Town currently uses Municipal AMPS process in Municipal Enforcement to process charges for most violations, including parking. The AMPS proposed for ASE will be a Provincial AMPS, not a Municipal AMPS.

Given the above-noted concerns, it is recommend that ASE implementation in Oakville occur in conjunction with the implementation of Provincial AMPS as per the original Council resolution of December 2020, with anticipated initiation in mid-2022.

ASE Proposed Operation

As mentioned earlier, ASE cameras will operate in Community Safety Zones and Oakville has 22 CSZs (including the recommendation in this report to add Glenashton in Ward 6). As an initial deployment, staff are recommending the implementation of 7 mobile cameras. This will allow one camera to operate in each ward at all times, with the camera being rotated amongst the CSZs in a particular ward. The equipment vendor does provide a "fixed" camera option, however municipalities with programs underway have indicated that mobile cameras are a good way to begin the program and "fixed" cameras can be purchased at a later date once locations with the greatest need have been identified. "Fixed" cameras come at a much higher initial capital cost.

It should be noted that given the above-noted cap of 5,000 charges, the cameras will only operate at certain times during day and hours of operation will be adjusted over time to match the capacity. This is consistent with the approach of other Ontario municipalities that have ASE programs. However, studies done by these municipalities have indicated that the mere presence of an ASE camera, even during hours when it is not operational, results in reduced operating speeds. The City of Brampton has shared representative "before and after" speed survey data from previous reports to their Council, collected at their ASE camera locations, and

the data demonstrates this reduction in operating speeds. A sampling of this data is included in Appendix C.

ASE Financial Impacts

The annual expenses and revenues related to the proposed operation of 7 mobile ASE units are summarized in the table below. Ministry of Transportation has not yet established the Provincial AMPS program and costs associated to the program is not available at this time. To ensure that appropriate budget is allocated for the potential implementation of the ASE program in 2022, staff have utilized the POA (Halton Court Services) costs to estimate the budget requirements.

		Expenses	Revenue	Total
Redflex	Mobile camera purchase: \$253/camera x 7 cameras	\$1,771		
	Daily operating rate: \$95/camera/day x 7 cameras	\$242,725		
	Redeployment rate: \$75 x 7 cameras x 4 rotations	\$2,100		
JPC Processing	Based on 5,000 charges	\$92,857		
MTO		\$29,300		
Charge Revenue			\$360,000	
Halton Court Services		\$216,000		
Total		\$584,753	\$360,000	\$224,753

Staff will be including a request to fund the ASE program as described above, as part of the 2022 Operating Budget process.

ASE Next Steps

Staff will continue to work with Redflex, the JPC and MTO to prepare for a Summer 2022 start to the Town's ASE program, assuming the appropriate AMPS legislation has been approved by the Province. A copy of the work program between October 2021 and Summer 2022 is included in Appendix D. Key elements of the work program include:

- Site confirmation and work order preparation for ASE Sites
- Conducting "Before" speed surveys in Community Safety Zones
- Webpage set up and launch
- "Coming soon" signage installation – required to be in place for 90 days prior to camera installation.
- Camera order and delivery – 90 days for delivery
- Confirmation of agreements and processing set up with MTO and JPC

- Website updates to show active locations
- Activation of cameras

ASE Communications plan

The proposed communications plan related to the ASE program will also roll out in phases and will align with, and support, the Ontario Traffic Council’s communications program:

1. **September 2021** - Launch of the awareness campaign will begin following the Council meeting, to let residents know the change will be coming in the new year. Staff will issue a news release to local media in tandem with the default speed limit reduction announcement and other safety initiatives approved by Council. Communications at this time will include a web page update with link to the [Ontario Traffic Council’s ASE page](#); mention in eNews; and social media.
2. **Early 2022** - To support the 90-day ‘coming soon’ regulation, staff will issue a media advisory as first ‘coming soon’ signs installed; update web page including mapping tool; story in eNews; and social media.
3. **Summer 2022** - As cameras are installed, signage and ASE Ontario’s communications program will be the prime method of communication in the areas where ASE is operational. Staff will issue a news release at start of implementation and will support the program with web updates.

4. Traffic Calming

Background

In December 2020, Council approved modifications to the Traffic Calming process as well as the speed thresholds used in evaluating locations for traffic calming. The process changes have moved the public consultation activities from a point in the process following data collection activities, to a point in the process preceding data collection activities. The table below summarizes the modifications to the speed thresholds:

Posted Speed Limit (km/h)	Previous Speed Threshold (km/h)	Revised Speed Threshold (km/h)
40	50	45
50	61	56
60	72	67

Subsequently, in January 2021, Council approved the implementation of a 40 km/h speed limit on all local and minor collector roads. Since the traffic calming speed threshold is directly related to the speed limit, the speed threshold on most local and minor collector roads will move from 56 km/h to 45 km/h. This reduction in the threshold will significantly increase the number of locations that will qualify for traffic calming.

During the pandemic, public consultation activities related to the traffic calming program was suspended. However, based on our 2019 and 2020 data collection program, there were 18 locations (See Appendix B for a map of existing traffic calming locations and a list of qualified locations) that qualified for traffic calming. In April 2021, staff met with the ward Councillors to discuss this list of 18 “backlog” locations.

Traffic Calming Proposed Strategy

For the remainder of 2021, staff are focusing on consultation and implementation related to the “backlog” traffic calming locations. Staff are responding to incoming requests for traffic calming by stating that we are currently focussing on public consultation and implementation associated with outstanding locations from our 2019/2020 data collection program and we will add the requested location to a list of future locations to be reviewed for traffic calming. Any implementation in the remainder of 2021 or early 2022 will be related to the “backlog” locations.

The vast majority of requests for traffic calming are aimed at reducing operating speeds on our roads. As discussed earlier in this report, the Town is introducing two other initiatives in 2022 aimed at speed reduction, namely ASE and the 40 km/h implementation on local and minor collector roads. Staff will be undertaking speed surveys at select locations throughout Town following the implementation of these initiatives in order to quantify the impacts on operating speeds. Staff recommend that while this data collection and evaluation takes place in 2022, that studies related to traffic calming are suspended. A report to Council would subsequently be tabled in 2023 that documented the 2022 data collection and recommend the appropriate changes to the traffic calming process and speed thresholds. Based on Council’s direction, the list of proposed traffic calming locations would be evaluated and implementation would resume.

Residential Speed Survey Tool

At its meeting of December 16, 2019, Council requested that “staff report back on a procedure for requesting street speed surveys and that this procedure include a way to make public the results online and set a routine for how and when the speed surveys are accomplished”.

Staff have developed a Residential Speed Survey (RSS) Tool to make the town's speed survey and traffic volume data available to both internal and external stakeholders. The RSS tool will provide residents with easy access to historic speed/volume data on a subject street in connection to the traffic calming process. It will also will make the most recent traffic data available to staff across the corporation for various internal processes and analyses. Future traffic calming web updates will directly guide the external stakeholders to the RSS tool for an initial evaluation of their speeding concerns in terms of traffic calming eligibility and warrant criteria.

The RSS tool will contain operating speed/traffic volume information conducted on any street within the last 3 years and will be posted on the Town's Safety and Traffic web page.

Traffic Calming Communications

Communications regarding traffic calming will be integrated with other elements of the Neighbourhood Traffic Safety Program, as appropriate. Communications related to specific traffic calming locations will include:

- Initial public notice delivered to residents on the streets under review
- Web updates on the Speeding and Traffic Calming page of Oakville.ca, with links to the surveys
- All surveys will be posted on the town's Public Engagement Hub
- Web updates to include links to the RSS tool.

5. Pedestrian Crossovers

In recent years, Transportation and Engineering has managed the annual installation of pedestrian crossovers (PXOs), based on the priority ranking established as part of the 2017 Pedestrian Safety Program. To date, a total of 29 PXOs have been installed across Town. As a result of the pandemic, no installations were completed in 2020. In order to make up for that gap, 20 PXOs are planned for installation in 2021 (See 2021 locations in Appendix B). The 2021 installations will be funded (\$900K) through the Investing in Canada Infrastructure Program (ICIP). In 2022 and beyond, the work plan includes installation of 10 PXOs annually.

6. Vision Zero

Background

One of the key planning goals from the Town's transportation master plan, Switching Gears, is to provide a safe and efficient transportation system for all road users. The Town currently has various initiatives to improve traffic safety under the

Neighbourhood Traffic Safety Program noted in this report, including education and outreach, network screening, and crossing guard programs. The Town also recognizes the emerging Vision Zero philosophy that is gaining momentum worldwide for eliminating traffic fatalities and severe injuries among all road users by providing safe, healthy, and equitable mobility for all. Vision Zero embraces the philosophy that all traffic deaths are preventable, and it is a shared responsibility amongst policymakers and designers to ensure a safety system for all road users.

A study to examine the town's standing with respect to road safety performance and programs in light of the Vision Zero philosophy is underway. The findings and recommendations from this assignment will set the stage for guiding the development of a more detailed Vision Zero (or similar) program and action plan for Oakville.

Next Steps

Consultation with stakeholders regarding the study findings will take place Fall 2021, followed by a report to Council.

7. Traffic Safety Monitoring Plan and Key Performance Indicators

In order to track the impact of the Neighbourhood Traffic Safety Program described in this report, it is proposed that an annual program report with updates and Key Performance Indicators (KPI) would be prepared and submitted to Council. The proposed KPIs include:

- Number of collisions on Town roads (injuries, vulnerable users)
- Volumes (vehicle, pedestrian, cyclist)
- Operating speeds, including before and after speed surveys to assess the changes related to a 40km/h speed limit and to ASE
- Number of PXO installations
- AT facility growth (length of AT network)
- ASE data (number of cameras, number of charges, operating speed impact)
- Number of website "hits" (categorized by page)
- Number of outreach contacts (number of meetings, total attendance)
- Number of safety-related installations (geometric, traffic signal timing modifications)

8. Neighbourhood Traffic Safety Education Program

Staff in Transportation and Engineering are working with Communications staff on developing an education program that will promote and education general public on traffic safety. The elements of an education program that are currently under development include:

- Make use of standard communication channels such as web updates including the Hero on Oakville.ca , KB updates, news releases, social media, digital screens at Town facilities
- Make use of existing annual programs that have a traffic safety connection such as Bike Month, Crossing Guard communication, quarterly Pedestrian Safety Campaign
- Partner with other department / agencies in their outreach opportunities (e.g. Recreation, Fire, HRPS)
- Create promotional / education materials specific to each Neighbourhood Traffic Safety Program initiative (hand-outs etc.)
- Attend resident association Annual General Meetings, Mayor’s Community Leaders Roundtable, Accessibility Committee, Seniors Working Advisory Group (SWAG), and other community group meetings with an interest in traffic safety.

9. Conclusions

The Neighbourhood Traffic Safety Program consists of multiple components to enhance the safety of our community. The various initiatives cover perspectives including promotion/education, infrastructure improvements, and enforcement. Each of the initiatives compliment the overall program objective with continuous activities in the next 3 years:

- 2021 – Pedestrian Crossover implementation, traffic calming implementation
- 2022 – 40 km/h implementation, ASE implementation, CSZ assessment, traffic calming implementation continuation and threshold evaluation, Vision Zero study results
- 2023 – Traffic calming threshold recommendation, and evaluation of new traffic calming candidates for implementation, annual initiative implementation

Each element of the Neighbourhood Traffic Safety Program will become part of an annual cycle involving data collection, evaluation, recommendations and implementation (CSZs, Traffic Calming, Monitoring). This annual cycle will be further complimented by enforcement, engagement and communication efforts throughout the year. The estimated annual expenditure related to the Neighbourhood Traffic Safety Program is \$1,280,000 which is made up of the following components:

- | | |
|---------------------------------|-----------------|
| • Community Safety Zones - | \$5,000 |
| • Automated Speed Enforcement - | \$225,000 (net) |
| • Traffic Calming - | \$400,000 |
| • Pedestrian Crossovers - | \$500,000 |
| • Data Collection/Monitoring - | \$100,000 |
| • Communications/Education - | \$50,000 |

The Oakville Neighbourhood Traffic Safety Program includes multi-faceted initiatives to enhance and improve safety for all modes of travel and all ages. Using evidence based decision making coupled with robust education/engagement strategies, continuous cycle of improvements will be implemented on an annual basis. Moving into the future, staff will bring back the result of the study to examine the Town's opportunity to move towards Vision Zero philosophy, which embraces the elimination traffic fatalities and severe injuries among all road users by providing safe, healthy, and equitable mobility for all.

CONSIDERATIONS:

(A) PUBLIC

The initiatives described in this report are all aimed at improving community safety. Staff will provide ongoing communications and education programs to advise the community of the implementation of initiatives such as the 40 km/h speed limit reduction and Automated Speed Enforcement.

(B) FINANCIAL

The estimated annual cost of the traffic safety initiatives documented in this report is \$1,280,000. Funds required to support the individual programs will be requested through the Operating and Capital Budget processes.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The 40 km/h speed limit reduction has an impact on all Town departments with staff who drive on local and minor collector roads to conduct Town business. These departments will be advised in advance of the speed limit change. This will also impact Halton Region Police Service who enforce Town speed limits. In addition, the service frequency on Oakville Transit Route 11 will be reduced to account for the reduced speed limit.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to:

- Foster a community environment that engages residents of all ages, abilities and backgrounds (Engaged Community) through the use of various methods and media for the education and outreach initiatives related to neighbourhood traffic safety, in order to reach all members of the community
- Improve town's multi-modal transportation network to support effective movement of people and goods, by promoting safe travel on town roads.

(E) CLIMATE CHANGE/ACTION

All efforts to reduce operating speeds on Town roads will contribute to reduced greenhouse gas emissions from motorized vehicles.

APPENDICES:

- Appendix A Local and Minor Collector Road Network
- Appendix B CSZ, Traffic Calming, PXO Map and Tables
- Appendix C Sample ASE Speed Data – City of Brampton
- Appendix D ASE Work Program

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