

REPORT

Council

Meeting Date: September 18, 2023

FROM: Community Infrastructure Commission

DATE: September 5, 2023

SUBJECT: Neighbourhood Traffic Safety Program Update Staff Report

LOCATION:

WARD: Town-wide Page 1

RECOMMENDATION:

That the continued implementation of the Neighbourhood Traffic Safety Program be considered as part of the 2024 Budget and prioritized along with other known budget pressures.

KEY FACTS:

The following are key points for consideration with respect to this report:

- This report provides an update on work completed in 2023 and 2024 work plan as part of the Neighbourhood Traffic Safety Program.
- The Neighbourhood Traffic Safety Program is planned to consists of the following initiatives:
 - Traffic Calming Program
 - Automated Speed Enforcement (ASE) Program
 - Pedestrian Crossovers (PXO)
 - Road Safety Initiatives
 - Community Safety Zones
 - Traffic Signal Construction and Optimization
 - Traffic Safety Monitoring and Traffic Data Collection
 - Communication and Education Campaign
- Results of the Neighbourhood 40km/h pilot project showed an insignificant impact on operating speeds and did not achieve the objective of altering driver behavior. Therefore, staff does not recommend lowering of posted speed to 40 km/h on local and minor collector roads throughout the Town.

- Options for the implementation of 40km/h speed limits on local and minor collector streets are presented for Council consideration.
- Staff continues to work with the relevant stakeholders to execute the required agreements and system upgrades as per Administrative Penalty System (APS) legislation to launch the Automated Speed Enforcement (ASE) Program in Q2 2024.
- Evaluation of the current 5 step traffic calming process was completed and amended to consider human factors and safety improvement need, resulting in 18 locations proceeding into the next stage of the new 4 step traffic calming process.

BACKGROUND:

The Neighbourhood Traffic Safety Program was approved by Council at the Council meeting on October 18, 2021. The first annual update report on the Neighbourhood Traffic Safety Program was presented to Council in February, 2023. This report presents the second annual update on the Neighbourhood Traffic Safety Program.

Neighbourhood 40km/h Speed Limit Area Zones

Series of reports related to 40 km/h were presented to council since 2019:

- June 24, 2019 – resolution to undertake a pilot study in the West River area.
- October 22, 2019 – resolution to undertake a pilot study in the Heritage Way.
- January 25, 2021 – result of the pilots did not show any significant reduction in operating speeds, and in some cases a marginal increase in operating speeds was observed. Resolution directed staff to report back on an implementation plan for 40 km/h speed limit on all local and minor collector roads.
- October 18, 2021 – two implementation options were presented for the 40 km/h speed limit on minor collector and local roads. Council deferred the approval the implementation plan and directed staff to continue to monitor the two existing 40 km/h area pilots and the newly approved pilot in Lakeshore Woods neighbourhood and report back with the assessment results from four seasons of collected speed data.

This report presents the assessment results of the three pilot areas and the options for consideration by Council regarding the implementation of 40km/h speed limits on local and minor collector roads.

Automated Speed Enforcement

Automated Speed Enforcement (ASE) is a road safety initiative intended to enhance posted speed limit compliance using speed enforcement cameras. The ASE cameras record the visual evidence of a speeding vehicle by detecting and capturing its license plate image along with its travel speed. As ASE is a provincially regulated program, it requires the Town to enter into agreements with the Ministry of Transportation (MTO), Ministry of Attorney General (MAG), and Joint Processing Center (JPC) to be able to issue ASE tickets to registered vehicle owners, and conduct screening and adjudication of the disputed ASE tickets.

On October 18, 2021, Council approved the implementation of the ASE program comprising fourteen (14) ASE cameras operating under the Administrative Penalties System (APS). The start of ASE program implementation depended on introducing legislation by the Province to allow municipalities to operate their ASE programs under the Administrative Penalties System (APS). The Province introduced O. Reg. 355/22 'Administrative Penalties for Contraventions Detected using Camera Systems' on July 1, 2022, and since then, staff has been working with relevant stakeholders to execute the required agreements to start the ASE program.

COMMENT/OPTIONS:

This report provides an overview of the progress made in implementing the above-noted components of the Neighbourhood Traffic Safety Program in 2023, planned work to be completed in 2024, and options for consideration with respect to 40km/h speed limits on local and minor collector roads.

1. 40 km/h Posted Speed Implementation

Staff completed the evaluation of three 40 km/h pilots after collecting speed data for four seasons. The following section shows the evaluation results and options for the implementation of 40 km/h posted speed limit on local and minor collector roads.

40 km/h Area Pilot Evaluation

Total of forty-four (44) speed location data was collected over four seasons (spring 2022 to spring 2023) in the three (3) pilot neighbourhoods (Lakeshore Woods, Heritage Way, and West River). The speed studies results and comparisons are presented in detail in Appendix A. Table 1 summarizes the results:

Table 1 - Speed Studies Result Summary

Pilot		Before Studies		After Studies		Comparison	
		Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound	NB/EB Change	WB/SB Change
Lakeshore Woods	Directional Average 85th Percentile Speed (km/h)	50.8	51.8	51.4	52.7	+0.6	+0.9
	Combined Average 85th Percentile Speed (km/h)	51.3 km/h		52.1 km/h		+0.7 km/h	
West River	Directional Average 85th Percentile Speed (km/h)	49.1	51.2	49.6	49.7	+0.5	-1.5
	Combined Average 85th Percentile Speed (km/h)	50.1 km/h		49.7 km/h		-0.5 km/h	
Heritage Way	Directional Average 85th Percentile Speed (km/h)	49.6	48.3	49.9	50.0	+0.4	+1.7
	Combined Average 85th Percentile Speed (km/h)	48.9 km/h		49.9 km/h		1.0 km/h	

The 40 km/h Area pilots had an insignificant impact on operating speeds and did not achieve the objective of altering driver behavior. Therefore, staff does not recommend lowering of posted speed to 40 km/h on local and minor collector roads throughout the Town.

Options to Implement 40 km/h for Local and Minor Collector Roads

Although the pilots did not show 40 km/h signage effectively reduce speed in the neighbourhood, should Council wish to implement 40 km/h on all local and minor collector roads, there are two implementation options.

In Ontario, municipalities do not have the authority to unilaterally change the default speed limit. The default or statutory speed limits in Ontario are established by the provincial government and applied unless otherwise posted. The default speed limit on all urban roads in Ontario is 50 km/h, unless posted otherwise. The Province of Ontario passed Bill 65 - *the Safer School Zone Act* on May 30, 2017, which amended section 128 (2.1) of the Highway Traffic Act (HTA). Section 128 (2.1) of the HTA now allows municipalities to pass a by-law to set a speed limit of less than 50 km/h for all roads within a designated area.

Option 1 – Posting 40 km/h Speed Limits at start of neighbourhoods

A 40 km/h speed limit on local and minor collector roads can be implemented by converting all residential neighbourhoods to 40 km/h areas similar to the Lakeshore Woods, Heritage Way, and West River Neighbourhoods. The boundary of the neighbourhood is defined by major collector / arterial roads. ‘40 km/h Area Begins/Ends’ signs would be installed at all entry/exit points of the neighbourhoods. No speed limit signs will be installed for the local and minor collector streets within the neighborhood. The map illustrating the neighbourhood 40 km/h zones is attached as Appendix B.

Option 2 – Posting 40 km/h Speed Limits on Every Minor Collector and Local Roads

The majority of minor collector and local roads in Oakville do not have speed limit signs, as signs are not required to display the default speed limit (50km/h). Option 2 is to install 40km/h signs on each local and minor collector road.

Regardless of the option chosen, the speed limits on major collectors and arterial roads will stay unchanged at the default 50 km/h, and that Traffic By-law updates are required.

The estimated cost for the sign installation and the implementation timeline are summarized in Table 2.

Table 2 – 40 km/h Implementation Cost Comparison

Existing Conditions	Option 1 - 40 km/h Areas (72 Neighbourhood Area Speed Limit Zones)	Option 2 – All Minor Collector & Local Roads Signed at 40 km/h
Locals/Minor Collectors unsigned	Install 40 km/h Area signs with ‘Begins & ‘Ends’ Tabs	Install 40 km/h signs
	1,410 signs = \$ 239,950	3,266 signs = \$378,276
Locals/Minor Collectors signed as 50 km/h	Remove signs	Install 40 km/h signs
	211 signs = \$ 11,050	211 signs = \$ 11,050
School Zones signed as 40 km/h (137 signs)	No action required	No action required
Existing Neighborhood 40 km/h Areas	No action required	Install 40 km/h signs
		138 signs = \$15,984
Gateway Signs (12)	No action required	No action required
Cost	\$251,000	\$405,310
Implementation Timeframe	2 Years Spring 2024 to December 2025	3 years Spring 2024 to December 2026

If Council direct staff, as endorsed on January 25, 2021 (and deferred on October 18, 2021), with the implementation of a 40 km/h speed limit on all local and minor collector roads, the following resolution can be adopted (utilizing Option 1):

That 40 km/h speed limit be implemented on all local and minor collector roads by posting speed limit signs at all entry/exit points of the neighbourhoods, and the required capital budget of \$251,000 will need to be considered as part of the 2024 Budget.

School zones in Oakville are already signed 40 km/h and typically have one or more other safety measures in place to encourage and require better compliance with the speed limit, including ASE (pending), traffic calming, radar speed display signs, crossing guard locations, etc. Staff do not support reduced posted speeds in school zones to 30 km/h if 40 km/h is implemented on town local and minor collector roads, as lowering the speed limit does not guarantee that drivers will reduce their speed further in a school zone. Staff recommends maintaining 40km/h speed limit in school zones.

2. Traffic Calming Program

The current traffic calming process was introduced in May 2022 with a five-step process. Since the inception of the process, staff provided 147 responses to residents who may be interest in starting a petition, processed 16 petitions proceeding into public consultation #1, 4 streets proceeded to the analysis stage and one street met required thresholds to proceed to the design stage.

In reviewing the effectiveness of the current process, below are the key observations, and recommended the changes:

Observations	Recommendations
Large petition area is a hindrance for single resident to pursue	Limit the petition area to immediate complaint segment
Average response rate to Public Consultation #1 is low (Average 34%), however, those who responded are largely (69%) in favour	Remove Public Consultation #1 and proceed directly to Speed Study Lower response rate threshold to 30% Keep support threshold at 50%

Table 3 shows the changes to the current 5-step traffic calming process to a 4-step process.

Table 3 - Traffic Calming Process Comparison

Description	2022 Traffic Calming Process		Revised Process	
	Criteria	Qualifying Requirement	Criteria	Required Support
Resident Petition	50 - 100 households	60%	10 - 20 households	60%
Traffic calming Survey #1	Impacted and feeder streets	>50% of households	Not Required	Not Required
		>50% of respondents support traffic calming		
Speed Studies	40 km/h posted speed	5 km/h over posted speed	40 km/h posted speed	5 km/h over posted speed
	50 km/h posted speed	6 km/h over posted speed	50 km/h posted speed	6 km/h over posted speed
	60 km/h posted speed	7 km/h over posted speed	60 km/h posted speed	7 km/h over posted speed
Design & Public Consultation #2	Impacted and feeder streets	>50% of households	Impacted and feeder streets	> 30 % of households
		>50% of respondents support implementation		>50% of respondents support implementation
Construction	Construction notices are delivered to impacted households		Construction notices are delivered to impacted households	

Based on the revised process, staff reviewed the cumulative requests to date:

- Fourteen (14) locations will proceed to speed studies this fall.
- Six (6) locations will proceed to the Design, follow by Public Consultation.

Appendix C includes the description of the current traffic calming process, location specific survey result to date, and the detailed rationale for the revised traffic calming process. The revised traffic calming process will be published on the town’s Traffic Calming Website and will be implemented beginning this fall.

If Council approves a reduced speed limit based for minor collector or local road to 40 km/h, staff will evaluate the traffic calming speed thresholds, and report back to council at the next Program update.

Traffic Calming at 20 Schools on Arterial and Major Collectors.

In 2023, implementation of traffic calming measures will be completed at three (3) school zones listed in Appendix C. Traffic calming on Sixteen Mile Drive at Oodenawi Public School was deferred and will be included in the 2024 program, along with three (3) other schools.

The remaining thirteen (13) school traffic calming locations will be completed based on four (4) locations per year, from 2025 onward.

Level 1 Traffic Calming

In addition to the standing traffic calming program, staff is introducing the use of seasonal low-cost traffic calming treatments - In-street Flexible Signs and Planters. This is a new addition to the traffic calming tool box, which will be implemented as a pilot in 2024.

One pilot site for the use of planters with appropriate traffic markers will be chosen for 2024, while In-street Flexible Signs will be placed at locations that have met the criteria for physical traffic calming (i.e. meet speed threshold) but are not scheduled to proceed to design and construction in 2024. This tool fills in the time gap between the speed survey completion and design / construction.

The overall 2024 Traffic Calming budget need is \$1,810,000.

3. Automated Speed Enforcement (ASE) Program.

Staff continues to work with the Ontario Traffic Council and the Province to finalize and execute the agreements with the Joint Processing Centre (JPC), Ministry of Transportation (MTO) and the Ministry of Attorney General (MAG) that are necessary to launch the town’s Automated Speed Enforcement (ASE) program. The projected start date for the ASE program is late Q2 2024.

The factors affecting the ASE deployment timelines are summarized in Table 4, with more detailed information provided in Appendix D.

Table 4 – Automated Speed Enforcement Program Launch Status

Milestone	Expected Timeline
Ministry of Transportation (MTO) Agreement Required to access/retrieve vehicle owner information from the MTO database to issuing the ASE tickets. Requires completion of the Privacy Impact Assessment	End of 2023
Privacy Impact Assessment Required by the Province to meet data management and security protocols.	End of 2023

Table 4 – Automated Speed Enforcement Program Launch Status

Milestone	Expected Timeline
Ministry of Attorney General (MAG) Agreement Required for the collection of unpaid charges and for collection of the Victim Funds Surcharge.	End of 2023
Revised JPC Agreement Required to issue tickets under APS based on the requirements of new MTO and MAG agreements.	End of Q1 2024
ASE By-law A municipal by-law for contraventions under APS	End of 2023
JPC System Upgrades Required to allow for ticket processing and issuance under APS	End of Q1 2024
Oakville Ticket Management System Upgrades Upgrade to the existing Ticket Management System used for Parking APS to facilitated ASE ticket management and adjudication.	April 2024
Coming Soon Signage Required at each ASE location 90 days before activating the ASE camera.	Start of Q2 2024
Activation of ASE Cameras Program is launched	End of Q2 2024

ASE Budget

The 2023 ASE budget was estimated based on 15,000 ASE charges. As the JPC has increased its capacity to process higher number of charges, Oakville's annual quota of ASE charges is now increased to 40,000 tickets per year. The proposed increase in 2024 ASE operating budget (based on the prorated Q2 start of 26,700 tickets) and estimated overall cost of the program is illustrated in Table 5. Table 5 also includes the forecasted impacts for 2025, which would be the first year at 40,000 tickets.

Table 5 – ASE Program Budget

Year	No. of ASE Charges	ASE Budgeted Expense	ASE Budgeted Penalty Amounts
2023	15,000	\$1,067,150	\$1,173,750
2024	26,700	\$2,054,816 ¹	\$1,828,116
2025	40,000	\$2,590,259 ²	\$2,738,750

1. Inclusive of \$150,000 in operating requests for staffing resources still to be considered as part of the budget process
2. Inclusive of \$171,650 in operating requests for staffing resources still to be considered as part of the budget process

As the ASE ticket amount varies depending the operating speed of the vehicles ticketed, the budgeted penalty amounts are based on estimates. Once the program is operational for at least one year, the budgeted revenue will be reassessed.

4. Pedestrian Crossovers (PXO)

Work Completed in 2023

Twenty (20) PXOs were installed by June in 2023, bringing the total number of PXOs to sixty-nine (69) PXOs. A contract for installing and additional twenty (20) PXOs will be awarded by the end of summer and construction will be completed in fall 2023. Council provided an additional \$500K during the 2023 budget process to further support the implementation of PXOs; 4 locations out of the 20 are funded from this additional budget. By the end of 2023, a total of eighty-nine (89) PXO will be installed.

2024 Work Plan

In 2024, 28 PXOs could be added to the network (budget amount of \$1,820,000):

- fifteen (15) PXOs through the Neighbourhood Traffic Safety Program, and
- twelve (12) PXOs as part of the Crosstown Trail (Khalsa Gate to Sixteen Mile Creek) construction
- one (1) on Allan Street at Wallace Park, in coordination with the Wallace Park improvements.

In addition, lighting analysis and design will be completed at 40 existing PXOs to improve illumination at these PXOs.

The 2023/2024 PXO locations are shown in Appendix E and existing PXO locations are mapped on Oakville.ca.

5. Road Safety Initiatives

The Vision Zero Study, completed in 2022, identifies that the Town has many ongoing programs and initiatives that contribute to the improved safety for all road users. The following Road Safety Initiatives and assessments are accomplished in 2023 or planned for the year 2024 (budget need amounts to \$660,000).

Marine Drive Safety Assessment

In 2024, safety assessment will be completed for the section of Marine Drive between East Street and its westerly limits to resolve pedestrian and vehicle safety concerns arising from the driveway sightlines.

All-way Stop Control Implementation

To date, in 2023, eight (8) intersections have been assessed for all-way stop control implementation and fourteen (14) intersections will be reviewed in the fall once traffic counts are completed.

An all-way stop implementation at Belyea Street and Jones Street will be completed in 2023. This intersection requires extensive civil work for installing accessible curb ramps. Construction will start after the required relocation of a communication pedestal which is currently in progress.

Implementation of all-way stop control at the following two intersections will be completed in fall 2023 and the curb accessible ramps will be installed in spring 2024.

- Central Park Boulevard and Georgian Drive
- North Park Drive and Sunflower Drive

Advance Left-turn Phase Assessments

Implementation of the southbound left-turn advance phase was completed at the intersection of Third Line and Greenridge Circle in Q1 2023.

Based on 2023 traffic counts and assessments, one new southbound advance left-turn is warranted at the intersection of Dorval Drive and Rebecca Street. The southbound left-turn advance phase will be implemented in 2024.

Crossing Guard Assessments

As outlined in the 2023 Annual School Crossing Guard Memo (Appendix F), the town has ninety-eight (98) crossing guard locations plus four (4) new locations that became warranted. Guards will be assigned to the new locations for the 2023-24 school year.

Leading Pedestrian Interval (LPI) Implementation

An LPI is a pedestrian-activated signal phase that provides an advanced walk signal so that pedestrians begin to cross the street before vehicular traffic is permitted to proceed. A successful pilot program reviewing the use of Leading Pedestrian Intervals (LPI) was completed in 2022, and LPIs have been added to safety treatment toolbox at signalized intersections. In 2023, LPI was implemented at two intersections:

- Lakeshore Road and Bronte Road
- Lakeshore Road and Nelson Street

LPI will also be implemented at the intersections on Sixth Line with Sixteen Mile Drive and Threshing Mill Boulevard in the Fall 2023. Staff will continue with the assessment of new locations for LPI implementation in 2024.

Pedestrian Detection Software Installation

In 2022, pedestrian detection software was installed at four (4) Downtown intersections. Staff has been monitoring it for over a year, and based on the review, implementation of pedestrian detection software is effective in increasing level of service for pedestrians at signalized intersections. In 2024, pedestrian detection software will be installed at additional signalized intersection having high pedestrian activity and equipped with video detection cameras.

6. Community Safety Zones (CSZ)

Community Safety Zone (CSZ) assessments are conducted following the quantitative assessment criteria approved by the Council on October 18, 2021. CSZ criteria and new locations added in 2023 are included in Appendix G.

Work completed in 2023

Five (5) road segments met the CSZ assessment criteria in 2022 and were implemented 2023. The 2023 requests will be reviewed by the end of 2023 using traffic volume and speed data collected in fall 2023.

2024 Work Plan

Locations that meet the CSZ assessment criteria based on the 2023 evaluations will be implemented in 2024. Staff will report back to Council through the 2024 Neighbourhood Traffic Safety Program Update with the results of the evaluation of each of the 2023 requests. No 2024 budget request is required for implementation of additional CSZ as there are previously allocated budgets approved.

7. Traffic Signal Construction and Optimization

The following sections provide updates on the signal related work to be completed in 2023 and the planned work for 2024.

Pedestrian Signal Installation

As part of the 2023 capital budget, the following two intersections pedestrian signal installation is to begin in the Fall 2023, with planned completion by end of 2023:

- Oak Park Boulevard and Sawgrass Drive
- Bronte Road and Ontario Street

A third pedestrian signal will be constructed (planned start and completion in 2024) at Third Line as part of the Crosstown Trail construction.

No new pedestrian signal budget is requested under the 2024 capital budget.

Traffic Signal Installation

Construction of the following two traffic signals will be undertaken in fall 2023:

- Third Line and Sobeys Plaza Entrance
- Brock Street at Rebecca Street (Conversion of a PXO to a traffic signal)

The 2024 Traffic Signal Construction budget need is \$1,120,000 that includes:

- A new traffic signal at the intersection of Glenashton Drive and Caldwell Drive/Winterfield Drive.
- A new traffic signal to provide transit access at the intersection of Dundas Street and Taunton Road.

Rebecca Street Service Performance Measures (SPM) Implementation

The 2024 Signal Optimization budget need is \$302,100, where nineteen (19) signalized intersections along Rebecca Street will be upgraded through the addition of a Signal Performance Measures (SPM) module. SPM collects and analyzes real-time traffic data to create adaptive signal timing plans. Implementing SPM will allow staff to respond quickly to changing traffic conditions and optimize traffic flow along the Rebecca Street corridor.

Halton Region has recently implemented Advanced Traffic Management System (ATMS) on regional roads. SPM implementation on town roads does not directly impact Region's ATMS implementation as SPM implementation is specifically for town's corridor. However, coordinated and efficient traffic movement on town roads will have overall improvement in traffic operations on Regional corridors. After implementing SPM on Rebecca Street, staff will continue with the SPM implementation on the remaining major corridors in the following years.

Intersection Improvements and Safety Reviews

The network screening exercise conducted jointly with Halton Region helps to identify areas of concern and the intersections and mid-block sections are ranked based on the potential for safety improvement (PSI). To further enhance safe mobility across town, a new component is added from 2024 onward, each year, in-service Road Safety Reviews will be completed for one intersection and one mid-block segment, starting with those with the highest PSI scores on town roads. If intersection and mid-block segment improvements are required, they will proceed to design and construction the following year. In addition, construction of northbound

exclusive left-turn lane at Progress Court and North Service Road will be completed in 2024. The 2024 Traffic Management – Intersection budget need \$340,000.

8. Traffic Safety Monitoring and Traffic Data Collection

Traffic Safety Analysis Software Pilot

The October 18, 2021 Neighbourhood Traffic Safety Program report included a project to acquire traffic safety analysis software, on a pilot basis, to use historical, collision and connected vehicle data to analyze and identify sites for potential safety improvements. A Request for Proposals (RFP) was issued for this software and then subsequently cancelled as the submissions received were well over budget.

However, since that time, the software that staff currently use to manage traffic data - Traffic Engineering Software (TES) – has undergone significant upgrades and now has similar capabilities to the analysis software that was intended to be acquired through the RFP. Traffic data migration to the TES Cloud is planned to be complete by the end of October 2023. Staff will explore the capabilities of the new upgraded software and integrate the data into safety assessments.

Traffic Data Collection

The spring traffic count program was completed by the end of June and the fall count program will commence in September and continue until the start of winter. Traffic counts completed as of June 30, 2023, and counts planned for the rest of the year, are summarized as follows:

- Turning Movement Counts: Completed – 27 and Scheduled – 188
- Speed Studies: Completed – 124 and Scheduled – 50
- Crossing Guard Counts: Completed – 9 and Scheduled – 12
- Bicycle Counts: Completed – 6 and Scheduled – 6

Traffic Safety Studies

In the 2024 budget, \$125,000 is being considered to conduct various traffic studies and reactive safety assessments resulting from resident inquiries. These studies include noise impact assessments, safety reviews and traffic data collection. The safety assessment of Loyalist Trail neighbourhood to alleviate the residents concerns about truck-traffic will also be funded from this budget.

9. Communication and Education Campaign

Public consultation/communication is embedded in all the components of the Neighbourhood Traffic Safety Program. In addition to the components under the

formal Neighbourhood Traffic Safety Program umbrella, staff has been meeting with members of the community to communicate various traffic-related assessments and initiatives.

Automated Speed Enforcement (ASE) Communication

In 2024, a communication campaign will be started to raise awareness about the ASE program in Oakville. This campaign will include updates to the Town's ASE website, communication with school boards, the resident associations, and media releases.

10. Conclusions

The primary goals of the Neighbourhood Traffic Safety Program are to enhance the safety of all road users on the town's road network by promoting safe driving behaviors, and to plan, design, and implement engineering measures to achieve these objectives. As part of this program, the following initiatives were completed in 2023:

- Completed evaluation of three 40 km/h Area pilots.
- Installation of twenty (20) PXOs in July 2023, and installation of additional twenty (20) PXOs will be completed by the year-end.
- Implemented five (5) Community Safety Zones.
- Completed traffic calming surveys on ten (10) streets.
- Design and construction of two (2) pedestrian signals and two (2) traffic signals will be completed by the year-end.

All components of the Neighbourhood Traffic Safety Program have planned work for the year 2024 with a total capital budget need of \$6,177,100. The 2024 budget request for each component of the program is summarized in Table 6 and the major milestones and their timelines are summarized as follows:

- Complete assessments for the new requests for Community Safety Zones and implement Community Safety Zones on warranted road segments.
- Install 'Municipal Speed Enforcement Camera Coming Soon' signs in 14 Community Safety Zones with the anticipated implementation of ASE cameras in Q2 2024.
- Implement traffic calming measures at four (4) school frontages and six locations warranted as a result of changes to the traffic calming process.
- Proceed with speed studies for 14 traffic calming locations based on refined 2023 process.
- Complete design and construction of twenty-eight (28) PXOs.
- Install traffic signals at the intersection of Glenashton Drive and Caldwell Drive/ Winterfield Drive.
- Continue Communication and Traffic Safety Education campaign.

Table 6 - 2024 Neighbourhood Traffic Safety Capital Budget Consideration

Account	2024 Budget Request
53412401 Traffic Management - Intersections	\$340,000
53412402 Pedestrian Crossover Construction Program	\$1,820,000
53412403 Traffic Signal Optimization Program	\$302,100
53412404 Road Safety Program	\$660,000
53412405 Traffic Studies and Monitoring	\$125,000
53412406 Traffic Signal Construction Program	\$1,120,000
53412407 Traffic Calming Program	\$1,810,000
Total	\$6,177,100

Staff will continue working on the implementation of the above-noted planned work for the Neighbourhood Traffic Safety Program components and report back through the next Neighbourhood Traffic Safety Updates report in Q3, 2024.

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 Automated Speed Enforcement.

(B) FINANCIAL

The capital and operating funds required to support the 2024 work program described in this report will be requested through the 2024 Budget process.

The costs of implementing 40km/h speed limits have not been included in the 2024 draft Budget. If Council endorses Option 1 or Option 2 the estimated cost will be \$251,000 or \$405,310 respectively to implement 40km/h speed limits. The recommendation of this report is that direction be provided to staff, with respect to the implementation of 40km/h speed limits, and that any corresponding required capital budget be considered as part of the 2024 Budget. Funding options for this work would be reviewed during the budget process.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Transportation and Engineering works with other municipal departments to deliver the Neighbourhood Traffic Safety Program, including Municipal Enforcement Services, Roads and Works Operations, and Strategy, Policy and Communications.

(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).
- 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 using Automated Speed Enforcement and Traffic Calming will support vulnerable road users.

Supporting vulnerable road users supports active modes of travel which contributes to reduced greenhouse gas emissions from motorized vehicles.

APPENDICES:

Appendix A - 40 km/h Area Assessment Results

Appendix B - Neighbourhood 40 km/h Zones Map

Appendix C - Traffic Calming Process Review

Appendix D - ASE Program Execution Timeline

Appendix E - Pedestrian Crossover (PXO) List

Appendix F - Memo to Council - 2023 Annual School Crossing Guard Program 2023

Appendix G - Community Safety Zone List

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