

## Traffic Calming Program

### Traffic Calming Process Review

The current traffic calming process was introduced in May 2022. It starts with a signed petition from the residents and the households impacted by implementing traffic calming measures are consulted twice during the process. It involves the following five steps to evaluate and ensure sufficient support exists before implementing traffic calming measures on qualified streets.

- Resident Petition – requires signatures from a minimum of 60 per cent of households within the petition boundaries (typically 50 to 60 households)
- Public Consultation # 1 – a traffic calming survey is sent to the broader community to determine support for traffic calming (to qualify, a minimum 50 per cent of surveyed households need to respond and more than 50 per cent of the respondents need to support traffic calming)
- Analysis – speed studies are conducted to determine if a street meets the required thresholds to qualify for implementing traffic calming measures.
- Design and Public Consultation # 2 – traffic calming designs are completed and households in impacted area are consulted to determine support for implementing recommended traffic calming measures (to qualify, a minimum 50 per cent of surveyed households need to respond and more than 50 per cent of the respondents need to support traffic calming).
- Construction - construction notices are sent to immediately affected residents prior to the start of traffic calming construction.

Staff has been evaluating this traffic calming process since its inception in May 2022 and is reporting back on the program status, and revised the process based on the lessons learned in the last year.

## Findings

Staff reviewed the results of the traffic calming surveys conducted since 2022 and concludes that most of the surveys fail to meet the response-rate threshold and majority of respondents are supporting implementation of traffic calming measures. The traffic calming survey results are illustrated in Table 1 and Table 2. All of the streets in Table 1 failed to meet the response rate threshold.

| <b>Table 1 - Traffic Calming Surveys Based on the 2020 Process</b><br>(Town initiated Household Survey after Speed Studies) |   |                      |                   |                   |
|---|---|----------------------|-------------------|-------------------|
| <b>Street</b>   | <b>Limits</b>                                   | <b>Response Rate</b> | <b>Supported</b>  | <b>Opposed</b>    |
| <b>Bridge Road<sup>1</sup></b>  | <b>Bronte Road to Stanfield Drive</b>           | <b>30%</b>           | <b>71%</b>        | <b>29%</b>        |
| <b><i>Bridge Road<sup>2</sup></i></b>   | <b><i>Third Line to Fourth Line</i></b>         | <b><i>19%</i></b>    | <b><i>39%</i></b> | <b><i>61%</i></b> |
| Culham Street <sup>3</sup>  | Sixth Line to Oxford Avenue                     | 29%                  | 78%               | 22%               |
| <b>Devon Road<sup>1</sup></b>   | <b>Maple Grove Drive to Brookmill Road</b>      | <b>30%</b>           | <b>71%</b>        | <b>29%</b>        |
| <b>Devon Road<sup>1</sup></b>   | <b>Brookmill Road to Ford Drive</b>             | <b>32%</b>           | <b>63%</b>        | <b>37%</b>        |
| Devon Road <sup>3</sup>   | Ford Drive to Lakeshore Road                    | 28%                  | 61%               | 39%               |
| <b>Eden Valley Drive<sup>1</sup></b>  | <b>Entire Street</b>                            | <b>30%</b>           | <b>73%</b>        | <b>27%</b>        |
| Falgarwood Drive <sup>3</sup>   | Eighth Line to Grand Boulevard                  | 28%                  | 62%               | 38%               |
| Golden Briar Trail <sup>3</sup>   | Upper Middle Road to Glenashton Drive           | 16%                  | 56%               | 44%               |
| Grosvenor Street <sup>3</sup>   | Upper Middle Road to Glenashton Drive           | 19%                  | 59%               | 41%               |
| <b>Monks Passage<sup>1</sup></b>  | <b>Nottingham Gate to Monastery Drive</b>       | <b>42%</b>           | <b>76%</b>        | <b>24%</b>        |
| Morrison Road <sup>3</sup>  | Cornwall Road to Lakeshore Road                 | 29%                  | 74%               | 26%               |
| Mowat Avenue <sup>3</sup>   | River Glen Boulevard to River Oaks Boulevard    | 27%                  | 65%               | 35%               |
| <b>Oxford Avenue<sup>1</sup></b>  | <b>Upper Middle Road to McCraney Street W</b>   | <b>32%</b>           | <b>68%</b>        | <b>32%</b>        |
| <b><i>Warminster Drive<sup>2</sup></i></b>  | <b><i>Rebecca Street to Sandhurst Drive</i></b> | <b><i>52%</i></b>    | <b><i>27%</i></b> | <b><i>73%</i></b> |
| Wembley Road <sup>3</sup>   | Glenashton Drive to Oakmead Boulevard           | 25%                  | 86%               | 14%               |

1 – Results in bold show a greater than 50% support rate for traffic calming from those who responded to the Traffic Calming Survey. These streets will proceed to design followed by public consultation in 2024.

2 – Results in bold italics show a greater than 50% opposition rate to traffic calming from those who responded to the Traffic Calming Survey.

3 - Results show a less than 30% response rate (less than the revised response rate threshold). These streets will be reviewed after two years.

| <b>Street</b>                     | <b>Limits</b>                                  | <b>Response Rate</b> | <b>Supported</b> | <b>Opposed</b> |
|-----------------------------------|--|----------------------|------------------|----------------|
| Bloomfield Drive <sup>1</sup>     | Upper Middle Road to West Oak Trails Boulevard | 27%                  | 84%              | 16%            |
| Cedarglen Court <sup>1</sup>      | Entire Street                                  | 47%                  | 63%              | 37%            |
| Douglas Avenue <sup>1</sup>       | Spruce Street to Randall Street                | 41%                  | 82%              | 18%            |
| <b>Dunn Street<sup>2</sup></b>    | <b>Trafalgar Road to Randall Street</b>        | <b>77%</b>           | <b>80%</b>       | <b>20%</b>     |
| Falling Green Drive <sup>1</sup>  | Entire Street                                  | 27%                  | 79%              | 21%            |
| Lionstone Drive <sup>1</sup>      | Grand Oak Trail to Ashmore Drive               | 31%                  | 85%              | 15%            |
| Marvin Avenue <sup>1</sup>        | Post Road to Bowbeer Road                      | 35%                  | 71%              | 29%            |
| Oakhaven Drive <sup>1</sup>       | Pinecliff Road to Westoak Trails Blvd.         | 21%                  | 63%              | 37%            |
| Oakhaven Drive <sup>1</sup>       | Pine Glen Road to Pinecliff Road               | 25%                  | 46%              | 54%            |
| <b>Spruce Street<sup>3</sup></b>  | <b>Allan Street to Trafalgar Road</b>          | <b>66%</b>           | <b>87%</b>       | <b>13%</b>     |
| Southview Road <sup>1</sup>       | Pinegrove Road to Rebecca Street.              | 21%                  | 87%              | 13%            |
| <b>Tennyson Drive<sup>4</sup></b> | <b>Bridge Road to Tansley Drive</b>            | <b>56%</b>           | <b>90%</b>       | <b>10%</b>     |
| Threshing Mill Blvd <sup>1</sup>  | Postridge Drive to Wheat Boom Drive            | 17%                  | 57%              | 43%            |
| Towne Boulevard <sup>1</sup>      | River Glen Boulevard to McDowell Avenue        | 35%                  | 63%              | 37%            |
| Watson Avenue <sup>1</sup>        | Cornwall Road to Macdonald Road                | 46%                  | 75%              | 25%            |
| <b>Watson Avenue<sup>2</sup></b>  | <b>Macdonald Road to Randall Street</b>        | <b>70%</b>           | <b>85%</b>       | <b>15%</b>     |

1 - Speed studies will be conducted. See below for additional information on these streets.

2 - Met required thresholds, proceeding to design and public consultation in 2024.

3 - These streets met the response rate threshold but did not meet the operating speed threshold (based on a 50km/h speed limit). See below for additional information on these streets.

4 - Met support threshold, speed studies will be conducted in fall 2023.

### **Changes to the Traffic Calming Process**

As a result of the review of the 2022 traffic calming process, staff will be implementing some process changes. These changes are designed to ensure that safety issues advance to the analysis stages (speed study, design), while still maintaining public consultation and input opportunities at multiple points in the process.

In assessing these process changes, staff took into consideration human behaviour, the cumulative average of the percentage of respondents to the traffic calming surveys, and the percentage of respondents supporting/opposing traffic calming measures. The

## Appendix C

cumulative average percentages of all survey responses since the start of the process are as follows;

- Cumulative percentage of responses – 34%
- Cumulative parentage of respondents supporting traffic calming – 69%
- Cumulative parentage of respondents opposing traffic calming – 31%

These statistics show that 66% of the residents are not participating in the traffic calming surveys which terminates the traffic calming process and results in the safety concern not reaching the analysis stage for assessment. Based on the above statistics, changes are being made to the traffic calming process, which will have lower response-rate thresholds but still ensures community support and involvement in implementing traffic calming measures.

The new process is outlined in Table 3 and described below.

| <b>Table 3 - Traffic Calming Process Comparison</b> |   |   |   |  |
|---|---|---|---|--|
| Description   | <b>2022 Traffic Calming Process</b>                       |   | <b>Revised Process</b>                                    |  |
|   | <b>Criteria</b>   | <b>Qualifying Requirement</b>                                     | <b>Criteria</b>   | <b>Required Support</b>                    |
| Resident Petition                                   | 50 - 100 households                                       | 60%   | 10 - 20 households  | 60%  |
| Traffic calming Survey #1                           | Impacted and feeder streets                               | >50% of households<br>>50% of respondents support traffic calming | Not Required  | Not Required                               |
| 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 |  |

The changes to the petition step include reducing the required petition response rate to ten to twenty households (depending on the size of the required petition area), which will reduce the burden on the resident from knocking door to door in a larger area to

collect signatures. In addition to the petition form, staff will also provide the requestor with both hard copies and an electronic copy of a postcard that the requestor can provide to his neighbours to return to the town staff if they are concerned with speeding on their street. If the required number of households respond (10 to 20 households), a speed study will be conducted. Similarly, if staff receives 10 to 20 independent traffic calming requests from residents of the same street (i.e. without reference to the postcard or petition), staff will initiate the speed studies.

The statistics show that the majority of the locations fail to proceed to the analysis stage because of a lack of responses to the traffic calming survey conducted before the analysis stage. Therefore, the traffic calming survey following the petition is being eliminated from the process to ensure that if there is a safety concern; the request moves to the analysis stage and speed studies are conducted. If the speed study results meet the established thresholds, the location will proceed to the design step.

After completing the traffic calming design, a traffic calming survey will be conducted to ensure that sufficient support exists to implement traffic calming measures. The survey area would include the households on the street where excessive speeding exists and the households on the adjacent streets which may be impacted by implementing traffic calming measures. As the statistics for the last one year show that lack of participation in the traffic calming surveys results in disqualification of locations for implementing traffic calming treatments, the requirement of responses to the traffic calming survey is being reduced from 50% to 30% for the survey to be considered valid. If more than 50% of the respondents are supporting the implementation of recommended traffic calming designs, the location will proceed to the construction step.

The revised traffic calming process will be published on the town's [Traffic Calming Website](#).

### **Next Steps**

Traffic calming surveys were conducted on the following locations based on the 2020 Process. These locations met the speed thresholds but failed the traffic calming surveys. As a result of lowering the response threshold to 30%, the following six (6) streets will proceed to the traffic calming Design and Public Consultation stage. In 2024, design followed by public consultation will be carried out for these six (6) streets and traffic calming measures will be implemented if required support exists to implement traffic calming measures.

- Bridge Road from Bronte Road to Stanfield Drive
- Devon Road from Maple Grove Drive to Brookmill Road.
- Devon Road from Brookmill Road to Ford Drive.
- Eden Valley Drive Entire Street.
- Monks Passage from Nottinghill Gate to Monastery Drive.
- Oxford Avenue from Upper Middle Road to McCraney Street West.

The following twelve (12) locations will proceed to speed studies due to the elimination of public consultation #1:

- Bloomfield Drive between Upper Middle Road and West Oak Trails Boulevard
- Cedarglen Court Entire Street.
- Douglas Avenue between Spruce Street and Randall Street.
- Falling Green Drive Entire Street
- Lionstone Drive between Grand Oak Trail and Ashmore Drive
- Marvin Avenue between Post Road and Bowbeer Road.
- Oakhaven Drive between Pinecliff Road to Westoak Trails Blvd.
- Oakhaven Drive between Pine Glen Road and Pinecliff Road.
- Southview Road between Pinegrove Road to Rebecca Street.
- Towne Boulevard between River Glen Boulevard and McDowell Avenue.
- Threshing Mill Boulevard between Postridge Drive and Wheat Boom Drive.
- Watson Avenue between Cornwall Road and McDonald Street.

Speed studies will also be conducted for the following two (2) streets where resident petitions have already been received:

- Tennyson Drive between Bridge Road and Tansley Drive.
- Ironside Drive between Carding Mill Trail to George Savage Avenue.

Since the start of the traffic calming process in May 2022, the following two streets had more than 50% responses in the first traffic calming survey and were qualified for speed studies:

- Watson Avenue between Macdonald Road and Randall Street
- Spruce Street between Allan Street to Trafalgar Road.

Speed studies were conducted on Watson Avenue and Spruce Street in the fall of 2022. The speed study results on both streets were lower than the traffic calming speed thresholds for the 50 km/h posted speed. Therefore, these streets did not proceed to the design stage.

### **Traffic Calming at 20 Schools on Arterial and Major Collectors**

In 2023, the implementation of traffic calming measures was planned at four (4) school zones. The 2023 scope of work was reduced to 3 school zones due to the available traffic calming budget for this year. Traffic calming on Sixteen Mile Drive at Oodenawi Public School was deferred until and will be included in the 2024 program.

Traffic calming will be implemented in the following three school zones, beginning this fall:

- St. Gregory the Great Catholic Elementary School – Sixteen Mile Drive between Preserve Drive and Colton Way.
- St. Bernadette Catholic Elementary School – Heritage Way between Blacksmith Lane and Goldsmith Gate.

- Heritage Glen Public School - Heritage Way between Postmaster Drive and Merchant's Gate.

In 2024, design and construction of traffic calming at the following four (4) school zones will be completed:

- Oodenawi Public School – Sixteen Mile Drive between Harbell Gate and Trailside Drive.
- St. Matthew Catholic Elementary School – Nottinghill Gate between Pilgrims Way to Runnymead Crescent.
- West Oak Public School – Fourth Line between Glen Valley Road and Westview Terrace/ Brillinger Street
- Palermo Public School – Valleyridge Drive between Dundas Street W and Highvalley Road

After the planned construction of the above four (4) locations in 2024, the remaining thirteen (13) school traffic calming locations will be completed based on four (4) locations per year in the following years.

### **Level 1 Traffic Calming**

As part of road safety initiatives to achieve posted speed compliance on residential roads, staff recommends using seasonal low-cost traffic calming treatments. These low-cost traffic calming include In-street Flexible Signs and Planters. The In-street Flexible Signs are installed on the centerline of a two-lane road and these are designed to collapse and rebound back upon impact from a vehicle without causing damage to the vehicle. These signs come with different messages including posted speed, watch for pedestrians, slow down etc.

The candidate locations for In-street Flexible Signs as part of the pilot project will be ones that have met the criteria for physical traffic calming but are not scheduled to proceed to design and construction in 2024.

In addition, one pilot site for the use of planters as Level 1 traffic calming to be chosen for 2024. The criteria for the pilot is as follows:

- Meets the traffic calming speed threshold
- Planters are only deployed for spring, summer and fall
- Assessment to demonstrate that planters can be installed without blocking bike lanes, signed bike routes, PXOs, crosswalks, etc.
- Cannot be combined with patios to replace barriers required under the patio permit
- No private installations of planters in the roadway. Just the town's pilot.