

REPORT

Council

Meeting Date: September 16, 2024

FROM: Community Infrastructure Commission

DATE: September 3, 2024

SUBJECT: 2024 Neighbourhood Traffic Safety Program Update

LOCATION:

WARD: Town-wide

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RECOMMENDATION:

1. That the continued implementation of the Neighbourhood Traffic Safety Program be considered as part of the 2025 Budget and prioritized along with other known budget pressures.
2. That the installation speed cushions on a major collector road, Valleyridge Drive, be approved on a one-time, exception basis.

KEY FACTS:

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

- This report provides an update on work completed/to be completed in 2024 and 2025 work plan as part of the Neighbourhood Traffic Safety Program.
- The Neighbourhood Traffic Safety Program consists of the following initiatives:
 - Automated Speed Enforcement (ASE) Program
 - Traffic Calming Program
 - Pedestrian Crossovers (PXO)
 - Road Safety Initiatives
 - Traffic Signal Construction and Optimization
 - Traffic Studies and Data Collection
 - Communication and Education Campaign
- In preparation for the activation of Automated Speed Enforcement (ASE) cameras in December 2024, “Coming Soon” signs were installed at the end of August 2024.

- Speed Cushions are not used as a traffic calming measure on major collector and arterial roads; staff recommends implementation of speed cushions on the section of Valleyridge Drive (major collector road) between Dundas Street West and Highvalley Road as an exception.
- Staff recommends implementing Level 1 Traffic Calming treatments on the borderline locations that are within 2 km/h of traffic calming thresholds.
- Staff recommends revising the current process for removal of the traffic calming measures from two year to five years to provide sufficient time to evaluate the effectiveness of the traffic calming measures.
- Staff reviewed the opportunities to implement traffic calming using Ontario Regulation 586/06; Local Improvement Charges – Priority Lien Status. Local Improvement Charges are not recommended for traffic calming projects in Oakville.
- Safety Assessment was conducted in West Harbour Neighbourhood including parking utilization surveys, operating speed assessment and all-way stop assessments. No mitigating measures are recommended as the study results do not show evidence of excessive speeding, excessive on-street parking, and no all-way controls are warranted.
- The Safety Review Study was conducted on Loyalist Trail and adjacent streets. The study concludes that there is no excessive speeding on these streets and recommends reducing the curb radii at the intersections of Burnhamthorpe Road and Loyalist Trail with Phoenix Way, Eternity Way and Post Road to restrict the heavy trucks from using Phoenix Way, Eternity Way and Post Road.
- Overall, \$5,940,000 is requested in 2025 capital budget for the program that supports Council's strategic direction to enhance efficient and safe mobility on the Town's road network.

BACKGROUND:

The Neighbourhood Traffic Safety Program was approved by Council in 2021 with two Council update reports in February 2023 (for 2022) and September 2023 respectively. This report presents the third annual update on the Neighbourhood Traffic Safety Program.

The Neighbourhood Traffic Safety Program enhance safety and mobility of all road users on the town's road network, and consists of the following initiatives:

- Automated Speed Enforcement (ASE) Program
- Traffic Calming Program
- Pedestrian Crossovers (PXO)
- Road Safety Initiatives

- Traffic Signal Construction and Optimization
- Traffic Studies and Data Collection
- Communication and Education Campaign

The annual update includes accomplishments of the 2024 Neighbourhood Traffic Safety Program and the 2025 work plan. This report also addresses three Requests for Report and one Council direction regarding traffic calming and speed limits.

Requests for Report and Council Directions

1. Traffic Calming using Local Improvements Act
At the Community Services Committee meeting on June 17, 2019, staff were directed to report back on the advisability of encouraging use of the Local Improvement tool for traffic calming where the warrants are not met but residents still desire traffic calming.
2. Level 1 Traffic Calming
In September 2023, Council directed staff to explore options to implement traffic calming measures on the streets that do not meet the traffic calming speed thresholds and report back with the implementation process and required budget.
3. Heritage Way 40 km/h Area Public Consultation
On July 9, 2024, Council directed staff to conduct public consultation in the Heritage Way neighbourhood for reinstating the 50 km/h posted speed limit from the current posted speed limit of 40 km/h on all streets in Heritage Way 40 km/h Area (excluding 40 km/h school zones on Heritage Way) and report back with the public consultation results.
4. Loyalist Trail Neighbourhood Safety Study
A Request for Report for staff to report back on traffic safety on Loyalist Trail was approved at the December 5, 2022, Planning and Development Committee meeting. A Safety Review Study was conducted in the Loyalist Trail Neighbourhood to assess the streets to mitigate concerns related to excessive speeding and trucks using local streets to access the employment development.

COMMENT/OPTIONS:

This report provides an overview of the progress made in implementing the Neighbourhood Traffic Safety Program in 2024, planned work to be completed in 2025, and the recommendations as outlined under each initiative.

1. Automated Speed Enforcement Program (ASE)

Automated Speed Enforcement (ASE)

Activation of ASE cameras is expected in first week of December 2024.

As per Council approval in October 2021, the town's ASE program comprises fourteen (14) ASE cameras and is being implemented as per O. Reg 355/22 – Administrative Penalty System (APS). The scheduled implementation of the ASE program in May 2024 did not proceed due to the delay in receiving the final agreements from the Ministry of Transportation (MTO) and Ministry of Attorney General (MAG). These agreements are required to operate the ASE program.

The work in progress (progress made to date) and the work in upcoming months to launch the ASE program is summarized as follows:

- The Municipal Speed Camera “Coming Soon” signs were installed in fourteen (14) Community Safety Zones at the end of August to comply with the provincial advance notification requirements for ASE cameras. The ASE camera installation is planned in the first week of December 2024. Appendix A contains the list of the locations for the first deployment of ASE cameras and the ASE camera locations for future rotations.
- The Joint Processing Centre (JPC) is updating their ticket processing system to support ticket issuance under Administrative Penalties.
- The Town's ticket management system is being updated.
- ASE By-law will be presented to Council in October 2024.
- Activation of ASE cameras is expected in first week of December 2024.
- The ASE website has been updated to reflect the December 2024 start date and additional details about communications are provided in the Communication and Education section below.

ASE Budget

Oakville's annual quota of ASE charges has been increased to 40,000 tickets per year from the 5,000 charges per year that were anticipated when ASE was first approved. The 2024 ASE budget was estimated based on 26,400 ASE charges (40,000 charges prorated for eight months) with the program start from May 1, 2024. Most of the 2024 ASE budget will not be spent as the program launch date was shifted from May 2024 to December 2024. The 2025 ASE budget is estimated based on 40,000 charges with the first full year of operational ASE program and includes additional staffing resources to operate the ASE program.

Table 5 – ASE Program Budget

Year	No. of ASE Charges	ASE Budgeted Expense	ASE Budgeted Penalty Amounts
2024	26,700	\$1,883,166	\$1,828,116
2025	40,000	\$2,896,900 ¹	\$2,738,750

1. Inclusive of \$575,900 in operating requests for resources still to be considered as part of the budget process.

As the ASE ticket amount (value) varies depending on 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.

2. Traffic Calming Program

Traffic Calming on Local and Minor Collector Roads

In September 2023, through an effectiveness and continuous improvement review, the traffic calming process was revised from a five-step process to a four-step process; starting with a resident petition, followed by analysis, design and public consultation, and construction. This four-step process has been working very well in qualifying streets for implementing traffic calming measures. Based on the change from five to four step process, six (6) streets proceeded to the design and public consultation stage, all of which achieved the resident support for implementation, and the construction is expected to be completed in fall 2024.

Since September 2023, twenty-six (26) streets have been analyzed and eleven (11) of these streets met the required speed and volume thresholds to proceed to design and public consultation. Design and public consultation will be completed at these warranted eleven (11) streets in 2025. The lists of the warranted traffic calming locations are shown in Appendix B.

Traffic Calming on Arterial and Major Collectors

Traffic calming on major collector and arterial roads limits to lane narrowing and horizontal deflection using bicycle lanes, raised barrier medians and lateral shifts. The use of speed cushions has been limited to local and minor collector roads.

In 2011, staff presented a [report](#) to Community Services Committee regarding the Eighth Line and Postmaster Drive Speed Cushion Pilot. At that time, Council passed the following [motion](#):

“That the speed cushion traffic calming treatments as a pilot project for Eighth Line and Postmaster Drive not to be re-installed and that speed cushions not

be considered as a physical traffic calming treatment for arterial and major collector roads.”

Since that time, the use of speed cushions has been limited to local and minor collector roads. The intended function of major collector roads is to gather traffic from local roads and feed it to arterial roads which are designed to move large volumes of traffic efficiently over longer distances. When speed cushions are installed on major collector and arterial roads, there is a potential for traffic to divert to the surrounding local roads to avoid the traffic calming which impacts livability on the local residential streets.

Traffic Calming at 20 Schools on Arterial and Major Collectors

All future school traffic calming work will be scheduled during the summer break.

Based on lessons learned from the 2023 school traffic calming construction, recognizing that construction activities can have significant impact when the schools are in session, all future school traffic calming work will be scheduled during the summer break. Therefore, the four (4) school traffic calming locations planned for 2024 will be constructed along with four (4) 2025 school locations. In addition, to meet the summer break construction timeline, the design for 2026 locations will be advanced and initiated in 2025.

In 2024, the traffic calming designs and public consultation for eight (8) school zones will be completed. In 2025, the construction of eight locations and the design of four (4) school zones for 2026 construction will be completed. The list of the school zone traffic calming locations is presented in Appendix B.

On an exceptional case, staff recommends implementation of speed cushions on the section of Valleyridge Drive (major collector) between Dundas Street West and Highvalley Road in front of Palermo Public School.

To date, the completed three and the planned eight school zone traffic calming locations on major collector and arterial roads did not warrant vertical speed cushions. However, staff in reviewing the Palermo Public School on Valleyridge Drive, it is recommended that this school zone would benefit from speed cushions, despite its road classification.

Valleyridge Drive, between Dundas Street West and Highvalley Road, in front of Palermo Public School, is a major collector road. It differs from other school zones on major collectors in that its surrounding road network does not provide any alternate route for drivers to bypass the planned traffic calming and hence will not result in any traffic infiltration on the surrounding streets. Speed cushions on

Valleyridge Drive can be placed such that they do not impact existing infrastructure elements such as bus stops, crossing guard locations, and driveways – this is not the case on the majority of major collectors. In addition, Valleyridge Drive is not suitable for horizontal deflection traffic calming treatments like chicanes or lateral shifts due to closely spaced driveways on the west side and on-street bicycle lanes. The proposed traffic calming design for Valleyridge Drive is shown in Appendix C.

Traffic Calming Removal Process

Revised traffic calming removal process allows evaluation of the effectiveness of the traffic calming measures to determine if removal is warranted.

The current traffic calming removal process is based on the criteria that was reported to Council in June 2019 where requests for removal are considered after two years of implementation without any resident petition or consultation process. Two years is a short time frame to accurately assess the impact of the traffic calming measures as the road users may take time to fully adapt to the traffic calming treatments and initial reactions from the residents might differ from long-term behavior, leading to an incomplete understanding of the effectiveness and benefits of traffic calming measures.

Staff recommends a revised traffic calming removal process, which will have similar steps to the initiation process, as follows:

Staff will entertain the resident requests to remove implemented traffic calming measures only after five (5) or more years of implementation.

- Step 1: Resident Petition - Requesting resident to submit a petition to initiate the traffic calming removal process. A minimum of 60 per cent of households within the petition boundaries must be in favour of traffic calming removal in order to proceed to the next step.
- Step 2: Speed Study Analysis - conduct speed studies to determine effectiveness of the implemented traffic calming measures. If the speed study results show that operating speed is less than the traffic calming speed thresholds, the traffic calming measures will not be removed. For example, on a 50 km/h road, warrant for traffic calming is 56 km/h, if the speed result is less than 56 km/h, then the traffic calming measure is effective.
- Step 3: Resident Survey – If speed study shows that the speed is still higher than the traffic calming speed thresholds and that the traffic calming measures are not effective, then Staff will conduct traffic calming removal survey from the same households which were surveyed at the time of traffic calming implementation.

- If less than 30 per cent of surveyed households respond, no further action is taken, and the request for traffic calming removal does not proceed further.
- If more than 30 per cent of surveyed households respond, and more than 50 per cent of the respondents are in favour of removing traffic calming measures, the request will be prioritized based on budget process.

Once a traffic calming measure is removed, there will be a 5-year moratorium on this road where no future requests for traffic calming will be processed.

The priority of traffic calming is to slow down traffic, therefore budget is allocated to install traffic calming measures at warranted locations. Traffic calming removal projects will be implemented and prioritized behind new traffic calming implementation projects.

Traffic Calming using Local Improvements Act

At the Community Services Committee meeting on June 17, 2019, staff were [directed](#) to report back on the advisability of encouraging use of the Local Improvement tool for traffic calming where the warrants are not met but residents still desire traffic calming.

Staff do not recommend the use of Local Improvement Charges to fund warranted or unwarranted traffic calming projects as residents of that street as well as by those travelling to neighbouring streets and beyond benefit from the improvements.

The *Local Improvement Act* provides municipalities with the legal framework to undertake and fund local infrastructure projects through [Ontario Regulation 586/06: Local Improvement Charges – Priority Lien Status](#). It allows municipalities to undertake certain capital projects as Local Improvements and to recover all or part of the cost of the project from the properties that benefit from the work. Property owners can petition the municipality to use the *Local Improvement Act* to advance a capital project like noise attenuation barriers, sewers and watermains, shore protection and construction or improvement of a highway.

Local Improvement charges are well suited to projects where there is a clear group of benefitting properties. A sewer or watermain extension to service existing properties that are currently on septic or well systems and where there is no redevelopment occurring, for example, benefits only those properties and allocating those costs to the benefitting property owners is relatively straightforward. However, it is not as straightforward to identify the benefitting properties of a road

reconstruction and traffic calming project since the benefits of a safer transportation network extend beyond the individual road segment to the broader community.

In addition, the town has an established traffic calming process that includes technical evaluation and warrants that is supported by a capital program for implementation. Implementing traffic calming measures at unwarranted roads may lead to drivers seeking alternate routes, resulting in traffic infiltration and increased traffic volumes on surrounding residential streets. Allowing residents to pay for traffic calming where it is not warranted undermines the traffic calming process by allocating infrastructure and resources based on ability to pay as opposed to where it is technically required. To maintain the integrity of the traffic calming process, traffic calming should continue to be implemented based on the approved warrants and procedures and funded through the capital budget.

Level 1 Traffic Calming

In September 2023, staff introduced the use of In-street Flexible Signs and Planters as Level I traffic calming treatment to use on seasonal basis at the streets warranted for permanent traffic calming and waiting for design and construction. Upon further review, using planters for traffic calming is not recommended because placing them in the middle of the road could create a potential hazard for drivers, especially at night or in poor weather conditions, as they might not be easily visible.

Location that are within 2 km/h of traffic calming threshold is eligible for level 1 traffic calming treatment.

In September 2023, Council [directed](#) staff to report back on the options to implement traffic calming measures on the streets that do not meet the traffic calming speed thresholds and report back with the implementation process and required budget. In response, below is the recommendation of criteria and treatment for borderline traffic calming locations:

- The street that failed to meet the traffic calming thresholds by up to 2.0 km/h will be eligible for Level 1 Traffic Calming treatment using the In-street flexible signs, and
- added to the annual rotation list for installing Radar Speed Display Board (RSDS).

Based on this recommendation, staff reviewed the streets assessed for traffic calming during last year, speed studies were conducted at twenty-six (26) streets and the following streets failed to meet the traffic calming speed thresholds by up to 2.0 km/h.

- Bloomfield Drive between Upper Middle Road and Westoak Trails Boulevard.
- Douglas Avenue between Spruce Street and Randall Street.
- Falling Green Drive - entire length.

The three locations improvements will be completed in Spring 2025.

Summary

The overall 2025 Traffic Calming initiatives capital budget need is \$2,505,000 and includes the regular (local/minor collector) projects, construction of traffic calming measures at eight school zones, the design of traffic calming measures at four more school zones, and the use of Level 1 traffic calming measures.

3. Pedestrian Crossovers (PXO)

Work Completed in 2024

Construction of twenty (20) PXO's was completed in April 2024, bringing the total number of PXO's in Oakville to eighty-eight (88). The contract for installing an additional fifteen (15) PXOs will be awarded by the end of 2024 summer and construction will be completed in Q1 2025. By Q1, 2025, there will be a total of one hundred and three (103) PXOs in Oakville.

2025 Work Plan

In 2025, following twenty-eight (28) PXOs will be added to the town's road network.

- 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.

The 2024/2025 PXO locations are shown in Appendix D and existing PXO locations are mapped on [Oakville.ca](https://www.oakville.ca).

Lighting Improvements at Existing PXOs

Starting from 2024 construction, all new PXOs have photometric analysis included in the PXO design and improved lighting will be installed as part of construction. For the PXO installations prior to 2024, photometric analysis and lighting design is being carried out for all existing PXOs. In 2024, photometric analysis for forty-one (41) existing PXOs will be completed and detail design for these forty-one (41) PXOs will be completed by end of 2025. Starting from 2024, lighting installation will be carried out at five (5) PXOs every year until 2032.

Pedestrian Safety Study Update

The 2017 Pedestrian Safety Study identified one hundred and seventy (170) locations for potential implementation of controlled pedestrian crossings. The study identified pedestrian crossing treatments and provided priority locations for installation of Pedestrian Crossovers (PXO). Staff expect to complete PXO installations at these initially identified locations in 2027. Therefore, staff will initiate an update to the Pedestrian Safety Study in 2025, to identify additional pedestrian desire lines, provide recommendations on updated assessment criteria for new PXO and Pedestrian Signal locations.

Summary

The overall 2025 Pedestrian Crossover initiatives capital budget need is \$1,950,000 which includes fifteen (15) PXOs, five (5) light installations and a pedestrian safety study to identify future PXO locations.

4. Road Safety Initiatives

Road safety initiatives include both reactive and proactive assessments. Proactive assessments include network screening exercise that ranks intersections and mid-block road segments with the highest potential for safety improvement.

Reactive assessments include, all-way stop control, advance left-turn phase and Community Safety Zone assessments. The following Road Safety Initiatives are accomplished in 2024 or planned for implementation in 2025 (2025 capital budget need amounts to \$310,000).

Marine Drive Safety Assessment

Safety assessment study on Marine Drive between East Street and Third Line is in progress with expected completion by end of the year. Design and construction of the study recommendations is planned to be completed in 2025.

Intersection Improvements

Design for intersection improvements to install Accessibility of Ontarians with Disability Act (AODA) compliant curb ramps at six (6) intersections (listed in Appendix E) have been completed and construction will take place in fall 2024.

No intersections are warranted for all-way stop control implementation so far in 2024. Any intersection warranted for all-way stop implementation by the end of 2024 will be added to the construction list for 2025.

Advance Left-turn Phase Implementations

Advance left-turn phase implementation at the 2023 warranted locations is in progress; implementation at the intersection of Rebecca Street and Mississauga Street has been completed and at the intersection of Dorval Drive and Rebecca Street will be completed by the end of 2024. No advance left-turn phase is warranted so far in 2024. Any advance left-turn phase warranted by the end of 2024 will be implemented in 2025.

Crossing Guard Assessments

The 2024 Annual School Crossing Guard Memo was included in the June 2024 [Council Information Package](#). As outlined in the memo, Currently, the Town has 99 crossing guard locations, and one (1) new crossing guard location was warranted in 2024 and two (2) new crossing guard locations will be added for new school, Crossing Guards will be appointed at these three (3) locations for the 2024-25 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. Staff reviews traffic counts conducted at signalized intersections after each count season and selects intersections with high pedestrian volume crossing the major roadway for LPI implementation. Intersections are also selected for LPI implementation based on resident concerns about poor yielding behaviour by the right/left turning motorists to the pedestrians using the crosswalks at signalized intersections. LPI was implemented at the following four (4) intersections since last year in September 2023:

- Sixth Line and McCraney Street.
- Sixth Line and Sixteen Mile Drive/ Wheat Boom Drive.
- Sixth Line and Threshing Mill Boulevard/North Park Drive.
- Cross Avenue and Speers Road

Staff will continue with the assessment of new locations for LPI implementation in 2025.

In-service Road Safety Reviews

The highest potential for safety improvements (PSI) locations are assessed using In-service Road Safety Reviews. Every year, starting 2024, staff proactively review one intersection, and one midblock segment based on the PSI rankings and opportunities to align with other works.

In-service Road Safety Review for following intersection and mid-block road segment is in progress and will be complete by end of October 2024:

- Third Line and North Service Road West.
- Bronte Road between Speers Road and Lakeshore Road West.

The design for recommended safety treatments will be carried out in 2025 with the implementation in the following year. In 2025, In-service Road Safety review will also be conducted for one intersection and one mid-block segment.

The design for northbound exclusive left-turn lane at Progress Court and North Service Road West has been initiated and construction will be completed in 2025.

The 2025 Traffic Management – Intersection capital budget requirement for 2025 is \$340,000.

Community Safety Zone (CSZ) Assessments

Community Safety Zone assessments were conducted for Rebecca Street between Third Line and Warminster Drive and for Wynten Way. Wynten Way met the criteria to be designated as a Community Safety Zone and implementation will be completed in fall 2024. Assessments for Marine Drive between East Street and Third Line and Bronte Road between Rebecca Street and Lakeshore Road will be conducted in fall 2024.

Staff will conduct assessments for additional received requests in 2024 and 2025 and report back to Council through the 2025 Neighbourhood Traffic Safety Program Update with the evaluation results for each location. No 2025 budget request is required for implementation of additional CSZ as there are previously allocated approved budget for this initiative.

5. Traffic Signal Construction and Optimization

The following sections provide updates on the signal related work to be completed in 2024 and the planned work for 2025.

Pedestrian Signal Installation

Construction of pedestrian signals at the following two (2) locations was completed in spring 2024.

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

Design and construction of the following four (4) pedestrian signals will be completed in 2025:

- Sixteen Mile Drive and Larry Crescent/Isaac Avenue,
- Cornwall Road west of Maple Grove Drive,
- Burloak Drive and Wavecrest Street/ Spruce Avenue.
- Third Line as part of the Crosstown Trail construction.

As Burloak Drive is a boundary road between Oakville and Burlington, design and construction of pedestrian signals at Burloak Drive and Wavecrest Street/Spruce Avenue will be led by City of Burlington and the town will contribute the half cost for the pedestrian signal.

Traffic Signal Installation

Construction of traffic signals at the following two intersections was completed in 2024.

- Rebecca Street and Brock Street.
- Third Line and Sobey's Plaza Entrance.

Design for the traffic signal at Glenashton Drive and Caldwell Drive/Winterfield Drive has been completed and staff are in the process of completing the crossing agreement with TC Energy. The construction of the traffic signal will be completed in Q1 2025.

A traffic signal at the intersection of Dundas Street and Taunton Road is required to facilitate Uptown Core Transit Terminal and reduce delays to the westbound transit routes. Design and construction of the traffic signals is led by Halton Region and is anticipated to be completed in 2025. The town will contribute the 50 percent construction cost of the traffic signals.

The 2025 capital budget need for pedestrian and traffic signal installations is \$610,000.

Rebecca Street Service Performance Measures (SPM) Implementation

Implementation of Signal Performance Measures (SPM) at 19 signalized intersections along Rebecca Street is in progress with expected completion by the end of 2024.

The 2025 workplan includes implementation of traffic signal optimization on Eighth Line and Cornwall Road. The 2025 capital budget need for signal optimization is \$100,000.

6. Traffic Studies and Data Collection

In the 2025 capital 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 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, 2024, and counts planned for the rest of the year, are summarized as follows:

- Turning Movement Counts: Completed – 39, and Scheduled – 117.
- Speed Studies and Mid-block Counts: Completed – 98, and Scheduled – 50.
- Crossing Guard Counts: Completed – 15, and Scheduled – 8.
- Bicycle Counts: Completed – 20, and Scheduled – 20.

Traffic Studies

The following traffic studies have been completed in 2024.

a) Noise Impact Study

Noise impact study was completed on the section of Eighth Line between Falgarwood Drive and Upper Middle Road. The study results do not warrant any mitigation measures as the existing sound levels do not exceed required thresholds for Outdoor Living Areas (OLA).

b) Lakeshore Road Traffic Signal Optimization Study and Tannery Park/West Harbour Parking Review Study

Traffic signal optimization study was conducted for the signalized intersections on Lakeshore Road West/East between Dorval Drive and Allan Street. Intersection operations were assessed, and new signal timing plans were developed to improve traffic operations along the corridor. The new signal timing plans will be implemented by end of September 2024.

Traffic safety and parking utilization was reviewed in the West Harbour area south of Lakeshore Road West and east of Kerr Street. The study includes safety, operating speed, all-way stop control assessment on – Chisholm Street, Burnet Street, Anderson Street, Wilson Street, Walker Street and Forsythe Street. The study will be shared with the local councillors, area residents and resident associations in fall 2024.

c) Loyalist Trail Neighbourhood

A Request for Report for staff to report back on traffic safety on Loyalist Trail was approved at the December 5, 2022, Planning and Development Committee meeting. A Safety Review Study was completed in July 2024 in the Loyalist Trail Neighbourhood. The scope included assessing complaints of excessive speeding on Loyalist Trail, Phoenix Way, Post Road, and Eternity Way and developing mitigation treatments to stop heavy trucks from using three local streets (Phoenix Way, Post Road and Eternity Way) while accessing/leaving the employment developments on Loyalist Trail.

The study results did not identify excessive speeding to warrant implementing traffic calming measures on any street. The study recommends incorporating design modifications to the intersections of Phoenix Way, Post Road and Eternity Way with Loyalist Trail and Burnhamthorpe Road including reduced curb radii so that heavy trucks are not able to enter these streets for deliveries/pickups from the employment developments. These radii reductions at the intersections will be carried out as part of reconstruction of Burnhamthorpe Road East In 2026. There is no impact on 2025 budget for these improvements. The study results will be communicated to the area residents and ward Councillors in fall 2024.

d) Heritage Way 40 km/h Area Public Consultation

As directed by Council, staff will conduct public consultation in the Heritage Way neighbourhood for reinstating the 50 km/h posted speed limit from the current posted speed limit of 40 km/h on all streets in Heritage Way 40 km/h Area (excluding 40 km/h school zones on Heritage Way) in first week of October and will report back to the Council in December 2024.

7. Communication and Education Campaign

Staff carried out public consultation for the traffic calming projects in the first half of the year to qualify streets for implementing traffic calming measures. A public information session will be carried out with the West Harbour residents to share the results of the West Harbour Safety Study. Staff will also conduct public consultation with the residents on the Marine Drive Safety Study.

Staff continued with the Pedestrian and Traffic Safety Campaign by displaying ads in Transit Shelters at strategic locations. This year, staff started a new campaign with messaging educating the driver and pedestrian about their responsibilities at PXOs. These new ads are expected to increase compliance at the PXO. This campaign will continue through 2025.

Automated Speed Enforcement (ASE) Communication

The town will continue to keep the community updated about the upcoming launch of the ASE cameras in December 2024. This includes communications on multiple platforms about the Municipal Speed Camera “Coming Soon” notification sign installation at the end of August 2024, and a more focused outreach before and after the cameras are installed. Staff are also developing an interactive map of upcoming and future ASE locations, to be made available on the website later this year.

8. 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 will be completed in 2024:

- Installation of ASE camera coming soon signs and activation of ASE cameras.
- Installation of speed cushions on six streets will be completed by fall 2024.
- Installation of fifteen (15) PXOs in fall 2024, and installation of additional twelve (12) PXOs as part of Crosstown Trail construction will be completed by the year-end.
- Implement one (1) new Community Safety Zone.
- Complete In-Service Road Safety Reviews and Marine Drive Safety Study.
- Construction of traffic signal at Glenashton Drive and Caldwell Drive/Winterfield Drive will be completed by the year-end.

All components of the Neighbourhood Traffic Safety Program have planned work for the year 2025 with a total capital budget need of \$5,940,000. The 2025 budget request for each component of the program is summarized in Table 1 and the major milestones and their timelines are summarized as follows:

- Continue with the quarterly rotation of ASE cameras to the next Community Safety Zones.
- Continue with assessment of new Community Safety Zones.
- Design, public consultation and construction of traffic calming at eleven (11) local and minor collector roads.
- Construction of traffic calming measures at eight (8) school frontages on Major collector and arterial roads.
- Proceed with the assessment of new requests for traffic calming.
- Complete design and construction of fifteen (15) PXOs.
- Design and construction of four (4) pedestrian signals.
- Design and construction of traffic signals at Dundas Street and Taunton Road.
- Continue with Communication and Traffic Safety Education campaign.

Table 1 - 2025 Neighbourhood Traffic Safety Capital Budget Consideration

Account	2025 Budget Request
53412401 Traffic Management - Intersections	\$ 340,000
53412402 Pedestrian Crossover Construction Program	\$1,950,000
53412403 Traffic Signal Optimization Program	\$100,000
53412404 Road Safety Program	\$310,000
53412405 Traffic Studies and Monitoring	\$125,000
53412406 Traffic Signal Construction Program	\$610,000
53412407 Traffic Calming Program	\$2,505,000
Total	\$5,940,000

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 2025 work program described in this report will be requested through the 2025 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, Corporate Strategy and Government Relations, and Communications and Customer Experience.

(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 – ASE Locations List

Appendix B – Traffic Calming Projects List

Appendix C – Valleyridge Drive Traffic Calming Design

Appendix D – Pedestrian Crossover (PXO) List

Appendix E – Intersection Improvements List

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