

/bt
4:30 p.m., Wednesday, March 24, 2021

Environment, Transportation & Public Safety Standing Committee

ADDITIONAL INFORMATION

- Item 8.3. Traffic Calming Policy Update 2021 CQ 14/2019 CQ 15/2019 - City Wide
- a) Administration providing the ***attached*** memo dated March 16, 2021 as additional information.

DELEGATIONS:

- Express east/west bus routes are planned to be implemented as soon as September 2021, refer to the Transit Master Plan.
- Comments about traffic signal timing forwarded to Traffic Operations for consideration.
- Traffic speed, volume or cut-through concerns identified at specific locations have been added to the list for review in accordance with the Traffic Calming Policy. Administration will follow-up with requestors once the review is complete.
- Requests for stop signs and traffic signals forwarded to Traffic Operations for review.
- Concerns that were not directly related to the Traffic Calming Policy have been forwarded to the appropriate department for consideration and follow-up as necessary.
- “Idaho stops” are not recommended in the Active Transportation Master Plan.

In response to the feedback regarding the effectiveness of the lawn signs, Administration performed a preliminary review of speed data at a handful of locations where lawn signs were distributed. Lawn sign distribution began in September 2020. Speed data collected with the Streetlight software was compiled for the months of August 2020 and October 2020. In general, most locations saw a decrease in the 85th percentile speed. However, Streetlight Analysis recommends using 3 months of data for reliable results. The results of the preliminary review are summarized in Table 1 below. Administration plans to perform a similar review for 2021.

Table 1 – Summary of 85th Percentile Speed Changes after Lawn Sign Distribution

Street	NB/EB Speed Change	SB/WB Speed Change
Randolph – Autumn to Winter	Significant Decrease	Decrease
Matchette – Prince to Chappell	Decrease	Decrease
Bruce – Hanna to Shepherd	Increase	N/A
Giles – Marentette to Elsmere	Significant Decrease	Significant Decrease
Alexis – Moy to Grand Marais	Significant Decrease	Significant Decrease
Little River – Copeland to Peabody	Decrease	Decrease
Morand – Kathleen to Holburn	Significant Increase	Increase
<p>“Increase/Decrease” refers to a difference of 2 km/h or less. “Significant Increase/Decrease” refers to a difference of more than 2 km/h.</p>		

Risk Analysis

No risks are associated with the recommendations of this informational memo.

Financial Matters

There are no financial expenditures associated with the recommendations of this memo.

Consultations

Traffic Operations
Windsor Police Service
Transit Windsor

Conclusions

A summary of the comments and responses from public consultation is provided to accompany report number S 24/2021
– Traffic Calming Policy Update 2021.

Approvals

Name	Title
Jeff Hagan	Transportation Planning Senior Engineer
John Revell	Chief Building Official
Josie Gualtieri	Financial Planning Administrator
Mark Winterton	City Engineer
Shelby Askin-Hager	City Solicitor
Joe Mancina	City Treasurer
Onorio Colucci	Chief Administrative Officer

(Approvals received electronically by Clerks)



Onorio Colucci
Chief Administrative Officer