

ADOPTED BY COUNCIL AT ITS MEETING HELD FEBRUARY 1, 2016 [CR68/2016]

/AC

Windsor, Ontario February 1, 2016

REPORT NO. 332 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held January 20, 2016

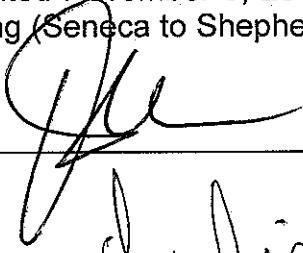
Present: Councillor Fred Francis
Councillor Chris Holt
Councillor Bill Marra (Chair)
Councillor Hilary Payne
Councillor Paul Borrelli

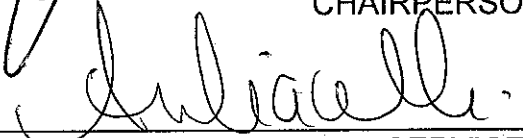
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED**:

Moved by Councillor Holt, seconded by Councillor Francis,
That the report CQ44-2015 – Kildare Road Traffic Calming (Seneca to
Shepherd) **BE RECEIVED** for information
Carried.

S 39/2015 ST2015

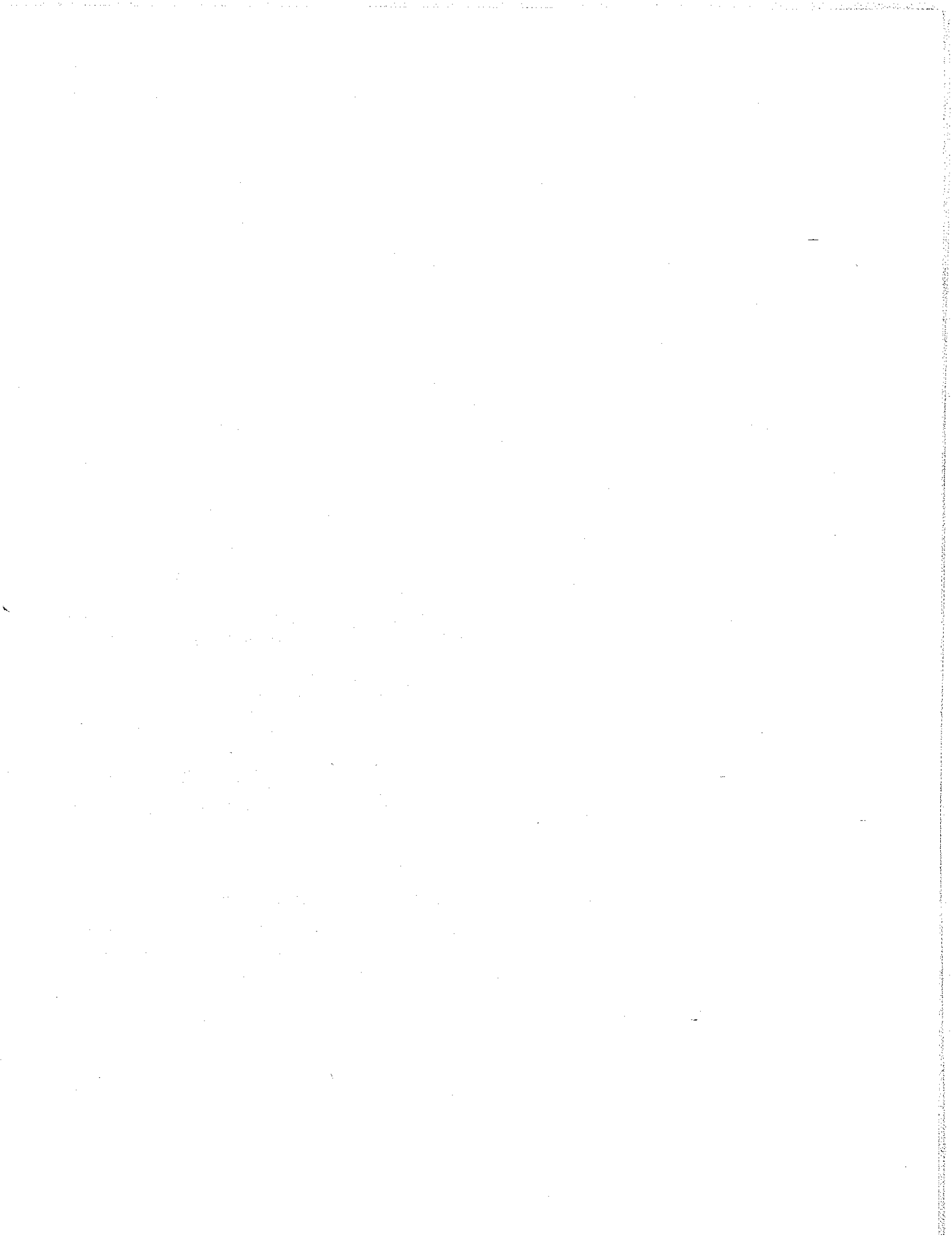
Clerk's Note: The report of the Policy Analyst dated November 3, 2015 entitled "CQ44-2015 – Kildare Road Traffic Calming (Seneca to Shepherd) is **attached** as background information.



CHAIRPERSON


SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION





Public Works - Operations

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 39/2015	Report Date: 11/3/2015
Author's Contact: Jeff Hagan Policy Analyst 519-255-6247 ext. 6003 jhagan@citywindsor.ca	Date to Council: 12/23/2015
	Clerk's File #: ST2015

To: Mayor and Members of City Council

Subject: CQ44-2015 - Kildare Road Traffic Calming (Seneca to Shepherd) - Ward 4

RECOMMENDATION:

That the report CQ44-2015 – *Kildare Road Traffic Calming (Seneca to Shepherd)* **BE RECEIVED** for information.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

At the August 20, 2015 meeting of Council, Councillor Holt asked the following Council Question:

CQ44-2015

"Asks administration to report back to Council with traffic calming options (reopen Munsee to through traffic, reduce number of vehicular lanes to two, etc.) on Kildare Road between Seneca Street and Shepherd Street East. With the reuse of General Motors Plant now impossible and the announced future closure of Met Hospital, the large capacity of Kildare is no longer required and should be reverted back to the local residential road it is."

This report provides the requested information.

An area map is provided as Figure 1. Key characteristics of Kildare Road are summarized in Table 1.

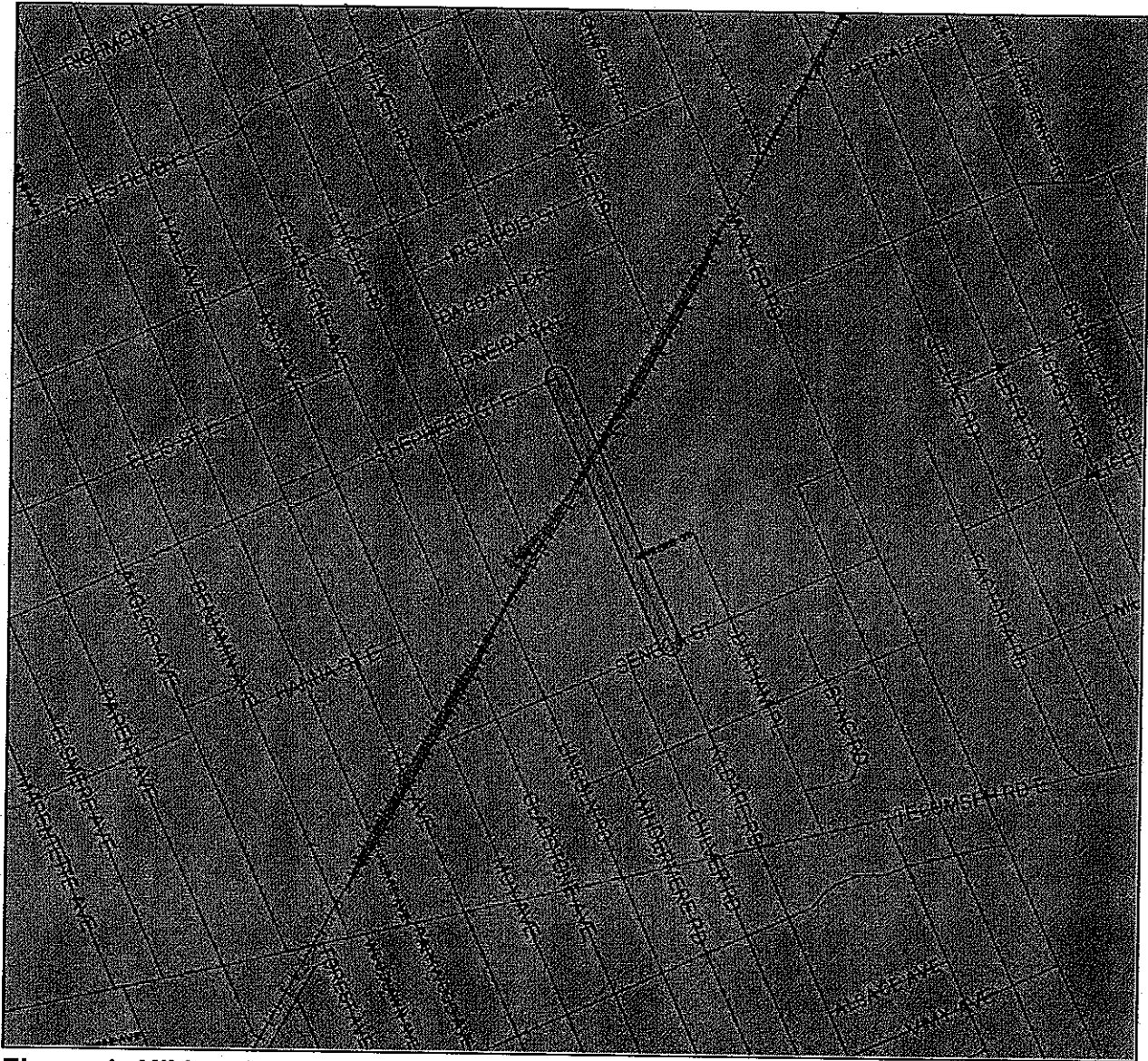


Figure 1: Kildare Road and Surrounding Area (highlighted: Kildare Road, Seneca to Shepherd)

Table 1: Kildare Road Key Characteristics

Item	Kildare Road (Seneca to Shepherd)
Road Classification	Local
Speed Limit	50 km/h
Lanes	4 lanes <i>Note: north of Shepherd and South of Seneca: 2 lanes</i>
Truck Route?	No
Transit Route?	No
On-Street Parking	West side: no stopping East side: <ul style="list-style-type: none">• Shepherd to Munsee: no stopping• Munsee to Seneca: 2-hour time limited parking (9 AM to 6 PM, Monday to Saturday)

DISCUSSION:

Changes in Land Use

The former GM plant closed in 2010. These lands continue to be zoned for industrial uses (Manufacturing District MD2.1 under Zoning By-Law 8600). The plans of the current owners of these properties are unknown; the current zoning allows for land uses that generate similar traffic volumes to the former GM plant.

The Windsor Regional Hospital Metropolitan campus (1995 Lens Avenue) is currently in operation as a hospital. The property is currently zoned for institutional uses (Institutional District ID1.2 under Zoning By-Law 8600). Recent media reports (provided in Appendix 1) have indicated that the hospital is intended to be closed in approximately ten years and may be redeveloped with commercial and residential uses. No formal application has been received for redevelopment or a change in use.

Kildare Road Traffic Calming Review

Kildare Road between Seneca Street and Shepherd Street East was reviewed in accordance with the *Traffic Calming Policy* to determine eligibility for traffic calming. A summary of this process is provided in Appendix 2. Speeds and volumes are based on data collected by automatic traffic recorder ("tube counter") in November 2012 south of Seneca Street:

Table 2: Traffic Calming Review Summary

Step	Description	Result
Initial Street Eligibility Check	<p>In order for a street to be eligible for traffic calming it must meet all of the following criteria:</p> <ul style="list-style-type: none"> • Residential local or collector road • 50 km/h speed limit or lower • Street length longer than 150 m • Street has not been evaluated for traffic calming in the last 5 years 	<p>All criteria met</p> <p>PASS</p>
Speed and Volume Study	<p>Either of the following criteria must be met for the process to continue to the next step:</p> <ul style="list-style-type: none"> • A minimum volume of 1,000 vehicles per day (local roads) • A minimum 85th percentile speed of 10 km/h over the speed limit 	<p>Volume: 3,781 vehicles per day 85th percentile speed: 6.4 km/h over the speed limit (50 km/h)</p> <p>PASS</p>
Resident Petition	<p>Both of the following criteria must be met for the process to continue to the next step:</p> <ul style="list-style-type: none"> • A minimum of 60% of properties in the petition area (i.e. the block with the location of concern, up to 300 m in the case of longer blocks) must respond in favour of Traffic Calming within eight months of the issuance of the petition. • Property owners must indicate a willingness to have a traffic calming measure installed in front of their property. 	<p>Petition has not been issued.</p> <p>CURRENT STEP (PETITIONER TO BE IDENTIFIED)</p>

Step	Description	Result
Warrant/ Prioritization Review	<p>The length of Kildare Road from higher-order road to higher-order road (i.e. Ottawa to Tecumseh) is assigned a score based on the following factors:</p> <ul style="list-style-type: none"> • Vehicle speeds • Vehicle volumes • Presence of schools • Presence of other pedestrian generators • Collisions • Presence or absence of sidewalks <p>A minimum score of 30 points is required to warrant traffic calming. Traffic calming requests that meet this warrant threshold move forward to the Project Development phase in priority sequence based on score.</p>	<p>Additional traffic data is needed to carry out the warrant/prioritization review. Normally, to ensure efficient use of City resources, this additional data is collected <u>after</u> a successful petition has been received.</p> <p>NEXT STEP PENDING PETITION RESULTS</p>

Kildare Road meets the speed and volume threshold to proceed to the petition stage. In the section between Seneca and Shepherd, no property owner has been identified to circulate the petition. However, a separate traffic calming service request has been received for the block of Kildare Road immediately south (Tecumseh to Seneca); this requestor will be contacted to determine willingness to circulate a petition in that area. If this requestor is unwilling to circulate a petition – or does not return a completed petition – other requestors would be able to re-initiate the traffic calming review process at the petition stage.

A key factor in the success of traffic calming is neighbourhood acceptance; for this reason, Administration does not recommend moving forward in the traffic calming review process without receiving a successful petition (as per the Traffic Calming Policy) in support of traffic calming.

Changes to Kildare Road

The Council Question specifically asked about reducing the number of vehicular lanes on Kildare Road to two (from four) between Seneca and Shepherd.

As noted previously under *Kildare Road Traffic Warrant*, Kildare Road currently experiences traffic volumes that are higher than desirable for a local road (desirable maximum: 1,000 vehicles per day; 2012 count volume: 3,781 vehicles per day).

It is possible that a traffic calming review could recommend measures to reduce the capacity of Kildare Road; however:

- The Traffic Calming Policy calls for neighbourhood input on specific traffic calming measures being proposed through an interactive design session;
- Any such recommendation to reduce capacity on Kildare Road would only be brought forward once the impact of shifts in traffic patterns onto alternate routes (e.g. Lincoln Road or Hall Avenue) has been reviewed.

At this time, Administration recommends that the development of a plan with specific changes to Kildare Road be deferred until the following events occur (as per the Traffic Calming Policy):

- A successful neighbourhood petition in support of traffic calming has been received;
- The warrant/prioritization review confirms that traffic calming is warranted on Kildare Road;
- Residents have provided feedback on potential traffic calming measures through an interactive design session.

Munsee Street

The Council Question specifically asked about reopening Munsee Street to through traffic.

Munsee Street is a discontinuous local road with two unconnected sections, as shown in Figure 2:

- Kildare Road to Durham Place
- Turner Road to Walker Road

The area between the two sections of Munsee Street is private property. A combined sewer (constructed in 1929) and a storm sewer (constructed in 1965) runs between the two sections; the sewer is within an easement to allow access for construction and maintenance. No structures are built within this easement, but a portion of the existing building is in line with the extension of the rights-of-way for the two sections of Munsee Street.



Figure 2: Munsee Street (highlighted)

Administration has no plans to connect the two sections of Munsee Street or to acquire the property to allow this connection. From a transportation perspective, such a connection is not recommended, since it is preferable to consolidate and promote traffic accessing the arterial road (Walker Road) at signalized intersections such as Seneca Street as much as possible.

There are no pending development applications for the property between the two sections of Munsee Street. Administration is not aware of any plan by the property owner to connect these two road sections. If such a connection is proposed by the property owner in the future, it will be reviewed by Administration as part of the development application process.

RISK ANALYSIS:

The following risks are expected to the Corporation as a result of the recommendation:

- **Resource Risk:** The only action recommended at this time is to respond to the resident service request for traffic calming on Kildare Road that has been received, mentioned previously, in accordance with the Traffic Calming Policy. Investigating and responding to these requests are routine activities.
- **Financial Risk:** No expenditures are associated with the report recommendations.

FINANCIAL MATTERS:

At this time, no physical changes are proposed to Kildare Road or Munsee Street. No financial cost is associated with this proposal.

Responding to traffic calming requests is a routine activity that is already reflected in the approved operating budget. No additional funds are required for this activity.

If a traffic calming request for Kildare Road results in a traffic calming plan being submitted to Council for approval, any required funding will be addressed at that time.

CONSULTATIONS:

Wes Hicks, Engineering

Simona Simion, Planning

Eric Bailey, Signs and Markings

CONCLUSION:

The nature and timing of any redevelopment of the Windsor Regional Hospital Metropolitan campus is unknown.

Even with the closure of the former GM plant, Kildare Road experiences traffic volumes significantly higher than the desirable maximum for a local road. Administration recommends that any resident requests for traffic calming on Kildare Road be addressed in accordance with the Traffic Calming Policy.

PLANNING ACT MATTERS:

N/A

APPENDICES:

1. Windsorite.ca Article July 16, 2015
2. Traffic Calming Request Process