

Adopted by Council at its meeting held November 2, 2015 [M444-2015]
/AC
Windsor, Ontario November 2, 2015

REPORT NO. 300 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held August 26, 2015

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

Regrets: Councillor Bill Marra


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 Traffic Calming Review – Hall Avenue and Shepherd Avenue **BE REFERRED** to the forthcoming revised Traffic Calming Policy once adopted by Council.

Carried.

Liveline #17752, ST2015

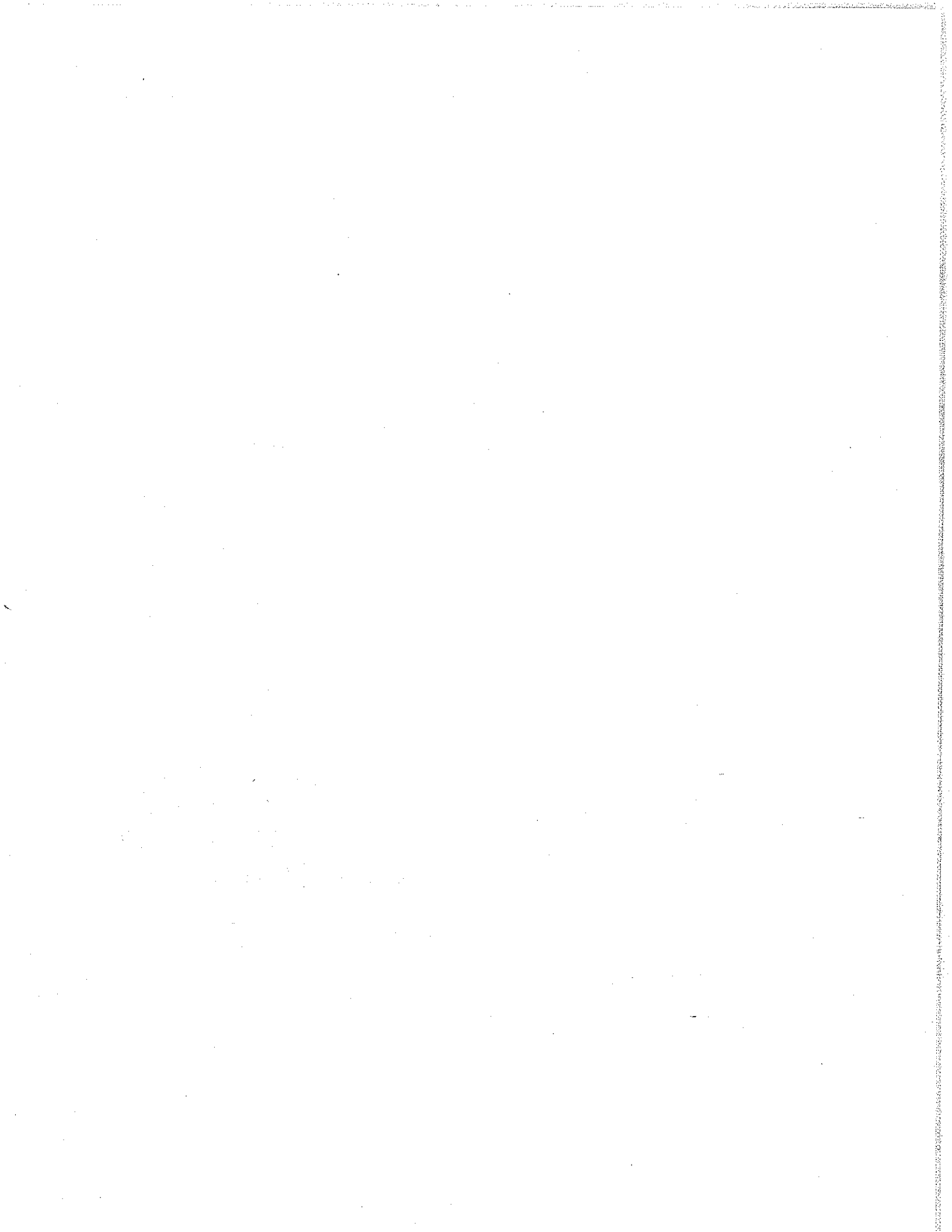
Clerk's Note: The administrative report authored by the Policy Analyst dated August 11, 2015 entitled "*Traffic Calming Review – Hall Avenue and Shepherd Avenue*" is attached as background information.



CHAIRPERSON


SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION
See notification list in report	



THE CORPORATION OF THE CITY OF WINDSOR
Environment, Transportation & Public Safety Standing Committee -
Admin Report - Environment Transportation



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."

LiveLink REPORT #: 17752 ST2015	Report Date: August 11, 2015 PW#5015
Author's Name: Jeff Hagan	Date to Standing Committee: August 26, 2015
Author's Phone: 519 255-6247 ext. 6003	Classification #:
Author's E-mail: jhagan@citywindsor.ca	

To: Environment, Transportation & Public Safety Standing Committee

Subject: Traffic Calming Review - Hall Avenue and Shepherd Avenue

1. RECOMMENDATION:

City Wide: _____ Ward(s): 4

That report number 17752, *Traffic Calming Review – Hall Avenue and Shepherd Avenue* BE RECEIVED for information.

EXECUTIVE SUMMARY: N/A

2. BACKGROUND:

CR399/2010 directed the City Engineer to proceed with a traffic calming study of Hall Avenue and Shepherd Avenue. This report summarizes the results of this study.

A map of the study area is provided as Figure 1.

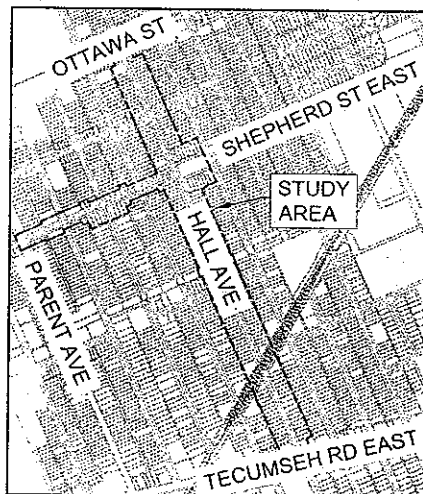


Figure 1: Study Area

3. DISCUSSION:

Traffic Calming Warrant Analysis

Hall Avenue and Shepherd Avenue were evaluated based on the current, approved traffic calming policy (*City of Windsor Traffic Calming for Residential Areas*, September 2005). Each section between traffic controls (i.e. stop signs or signals) was evaluated separately.

The current traffic calming policy uses a scoring system that considers a number of factors (excessive speed, excessive vehicle volume, presence of bicycle routes, collisions, pedestrian generators, and residential frontage) to calculate an overall warrant score. This score is then categorized among several traffic calming levels as summarized in Table 1.

Table 1: Current Traffic Calming Warrant Levels (Local Roads)

Score	Level	Warranted Traffic Calming Measures
0 – 20	N/A	Traffic calming not warranted
21 – 35	Level 1	Signing
36 – 55	Level 2	Horizontal Deflection (minor)
56 – 75	Level 3	Horizontal Deflection (major) or Traffic Diversion (minor)
76 or higher	Level 4	Vertical Deflection or Traffic Diversion (major)

The results for the study area are summarized in Table 2. Additional details are provided in Appendix A.

Table 2: Traffic Calming Review Summary – Hall Ave. and Shepherd Ave.

Street	Section	Traffic Calming Level Warranted
Hall Ave.	Ottawa St. to Ellis St. E	Not warranted
	Ellis St. E to Hanna St. E	Level 1 – Signing
	Hanna St. E to Tecumseh Rd. E	Level 1 – Signing
Shepherd Ave.	Parent Ave. to Hall Ave.	Not warranted

Based on the current policy, all road sections evaluated either met warrant for signage or did not warrant traffic calming.

Identification and Installation of Signage

Hall Avenue was reviewed to determine appropriate signing. A signing plan was prepared that incorporated the following changes:

- Additional speed limit signs along Hall Avenue for driver reinforcement
- Updates to the playground warning signs for Clay Park to reflect current standards (for sign type and distance from the playground)

The additional signs were installed by Administration, since the identified measures are routine signing adjustments that do not require resident approval.

Public Information Centre

A Public Information Centre (PIC) was held on Tuesday, June 23, 2015 at the Optimist Community Centre (1075 Ypres Avenue) to present the findings of the traffic calming review and to solicit comments from residents. The notices and display panels for the PIC are provided in Appendix B.

The PIC was held concurrently with PICs for the Traffic Calming Policy Update and a traffic calming study for Conservation Drive.

23 people registered as attendees; 9 of these identified themselves as interested in the Hall Avenue/Shepherd Avenue traffic calming study.

6 comment sheets were returned either at the PIC or by mail, email, or fax following the meeting. Responses are summarized in Table 3 and Table 4.

Table 3: Comment Form Response Summary - Question 1

Question 1: Do you support traffic calming within the study area?	
Response	Number
Yes	6
No	0
No Answer	0
Total	6
<i>Response rate*</i>	2.6%

* Based on 235 properties in the study area

Table 4: Comment Form Response Summary - Question 2

Question 2: Comments/Questions/Concerns	
Category	Representative Comments Received
Speeds on Hall	<ul style="list-style-type: none"> • Many drivers speed on Hall. • Drivers will speed to get around bikes, moving into the path of oncoming traffic. • Many cars speed and don't obey stop signs. • Drivers speed to make the light at Ottawa.
Clay Park	<ul style="list-style-type: none"> • The jog around the park creates a major potential for accidents. • Traffic calming would benefit the children that use the park. • Traffic calming should be installed around the park.
Pedestrian Safety	<ul style="list-style-type: none"> • Concerned about child safety on Hall. • It's unsafe to cross Hall.
Cut-through Traffic	<ul style="list-style-type: none"> • Cut-through traffic from Tecumseh to Wyandotte should not be allowed.

Next Steps

Under the current Traffic Calming Policy, Hall Avenue qualified for signage; in response signage has been installed by Administration. No further actions or traffic calming measures are proposed at this time.

Traffic Calming Policy Revisions

A revised Traffic Calming Policy has been prepared and submitted for approval by the Environment, Transportation and Public Safety Standing Committee and Council. **As of the date of this report, the revised policy has not yet been approved.**

Hall Avenue and Parent Avenue were reviewed using the proposed criteria in the revised Traffic Calming Policy. In its current (unapproved) form, using the most recent speed and volume data collected, Hall Avenue would meet the scoring threshold for traffic calming; however, an important element of the revised Traffic Calming Policy is early identification of resident support through a petition process, which has not yet been undertaken for Hall Avenue. The response rate for the current study does not meet proposed support levels.

Future requests traffic calming for this neighbourhood can be evaluated under the revised Traffic Calming Policy once adopted.

The revised Traffic Calming Policy does not rank traffic calming measures into levels; instead, the policy would allow Administration, in consultation with the affected residents, to choose the most appropriate traffic calming measure(s) based on factors such as appropriateness for the issue to be addressed, neighbourhood impact, and cost.

4. RISK ANALYSIS:

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

- **Resource Risk:** No further action is recommended at this time. If Hall Avenue residents initiate a petition, the staff resources involved with preparing the petition and any subsequent traffic calming plan preparation would be routine activities.
- **Cross Corporate Impact Risk:** The Traffic Calming Policy mitigates the risk of reactive demands for traffic enforcement. These risks re proposed to be mitigated further by the proposed Traffic Calming Policy, which has been submitted for approval in a separate report.
- **Community Impact Risk:** If resident concerns regarding traffic speed and volume are not addressed, risks to resident quality of life and the reputation of the Corporation could occur. These risks have been mitigated by preparing and implementing a traffic calming plan in accordance with the current approved Traffic Calming Policy, and are proposed to be mitigated further by the proposed Traffic Calming Policy, which has been submitted for approval in a separate report.
- **Financial Risk:** No expenditures are associated with the report recommendations. It is understood that if a resident request for traffic calming is received under the proposed Traffic Calming Policy, the Policy's process could generate a new project wherein a financial commitment would be required.

5. FINANCIAL MATTERS:

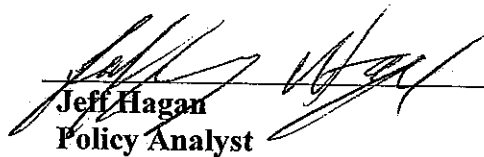
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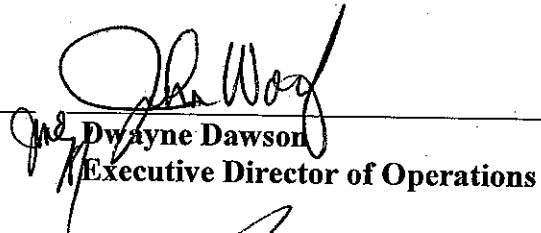
6. CONSULTATIONS:

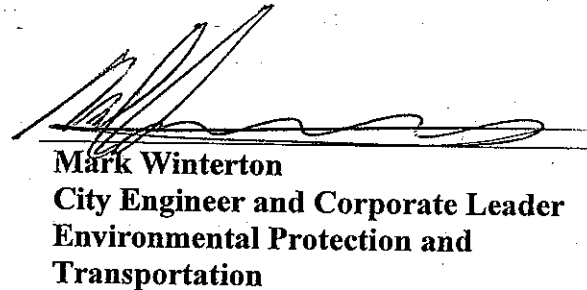
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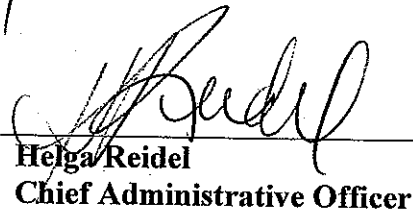
7. CONCLUSION:

Administration has prepared and implemented a traffic calming plan in the study area that is in accordance with the current Traffic Calming Policy. Future requests traffic calming for this neighbourhood can be evaluated under the revised Traffic Calming Policy once adopted.


Jeff Hagan
Policy Analyst


Dwayne Dawson
Executive Director of Operations


Mark Winterton
City Engineer and Corporate Leader
Environmental Protection and
Transportation


Helga Reidel
Chief Administrative Officer

JH

APPENDICES:
A – Traffic Calming Warrant Analysis (Current Policy)
B – PIC Materials

DEPARTMENTS/OTHERS CONSULTED:
Name:
Phone #: 519 ext.

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX
Councillor Holt				
Area Residents				
Project Mailing List				

Appendix 'A' – Traffic Calming Warrant Analysis (Current Policy)


ROAD SEGMENT	Street	Hall Ave.			Shepherd St. E.	
	Section	Ottawa to Ellis	Ellis to Hanna	Hanna to Tecumseh	Parent to Hall	
	Road Classification	Local	Local	Local	Local	
TRAFFIC STUDY DATA	Annual Average Daily Traffic (2013)		1,312	1,034	1,866	2,000
	Speed	Posted (km/hr)	40	40	40	50
		Average (km/hr) (2013)	36	43	40	42
		85th Percentile (km/hr) (2013)	49	54	52	52
	Number of Collisions within Roadway Segment – 3 years [NOTE 1]		0	0	0	0
TRAFFIC CALMING RATING	Excessive Speed POINTS (MAX 20)		0	13	12	0
	Excessive Volume POINTS (MAX 20)		0	0	0	0
	Bicycle Route POINTS (MAX 10)		0	0	0	0
	Collision POINTS (MAX 15)		0	0	0	0
	Pedestrian Generator POINTS (MAX 15)		0	5 [NOTE 2]	3 [NOTE 3]	6 [NOTE 4]
	Residential Frontage POINTS (MAX 10)		10	9.5	10	8
	TOTAL SCORE		10	27.5	25	14
	LEVEL OF TRAFFIC CALMING		0	1	1	0

Notes:

1. Reported collisions reducible by traffic calming, 2009 through 2013.
2. Pedestrian generators, Ellis to Hanna: Park (5 points)
3. Pedestrian generators, Hanna to Tecumseh: Neighbourhood commercial (3 points)
4. Pedestrian generators, Parent to Hall: Neighbourhood commercial x 2 (6 points)

Scoring Criteria – Local Roads		
SPEED POINTS:	85th Percentile >10 km/hr Posted Limit	= 10 Points
	Every additional 1 km/hr over	= 1 Point
VOLUME THRESHOLD:	AADT = Expected Max Volume / Day	= 12 Points
	Every 500 vehicles per day over	= 2 Points
	Local Road - Expected Max Volume / Day	= 3000 VPD
BICYCLE ROUTES:	On-street Bicycle Lane	= 10 Points
	Signed Route	= 10 Points
COLLISION POINTS:	Number Collisions / Segment Length 0 > 1	= 5 Points
	Number Collisions / Segment Length 1 >= 3	= 10 Points
	Number Collisions / Segment Length > 3	= 15 Points
PEDESTRIAN GENERATORS:	Parks / Elementary Schools	= 5 Points
	Secondary School	= 4 Points
	Religious Building / University / Community Centre / Library / Neighbourhood Commercial	= 3 Points
		= 3 Points

Scoring Levels – Local Roads			
Score	Level	Warranted Calming Measures	Traffic Calming Measures
0 – 20	N/A	Traffic calming not warranted	
21 – 35	1	Signing	
36 – 55	2	Horizontal Deflection (minor)	Deflection (minor)
56 – 75	3	Horizontal Deflection (major) or Traffic Diversion (minor)	Deflection (major) or Traffic Diversion (major)
76 or higher	4	Vertical Deflection or Traffic Diversion (major)	



WINDSOR
ONTARIO, CANADA

Notice

PUBLIC INFORMATION CENTRE (PIC)

Study Contact
 Jeff Hagen, P. Eng., PTOE
 Policy Analyst
 (519) 255-6247 ext. 6003
 jhagen@citywindsor.ca

Date: Tuesday, June 23, 2015
 Time: 4:00 PM to 8:00 PM
 Location: Optimist Community Centre
 1075 Ypres Avenue

Your input is being sought on the updated City of Windsor Traffic Calming Policy and two neighbourhood traffic calming studies. A drop-in style open house is being held at the date, time, and location above to provide you with information on these projects and receive your feedback.

Comments and input gathered from the public and agencies will be taken into consideration during subsequent phases of the studies.

Project related information will be maintained on the City website at www.citywindsor.ca, search word: traffic calming.

Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, with the exception of personal information, all comments will become part of the public record.

TRAFFIC CALMING POLICY UPDATE

The City of Windsor, in association with their consultant, Opus International Consultants Limited, has undertaken a study to prepare an updated Traffic Calming Policy. The purpose of the Traffic Calming Policy is to provide City Administration and the general public with a simple and transparent framework to assess, design, and implement appropriate traffic calming measures on City streets.

Key objectives of the policy include:

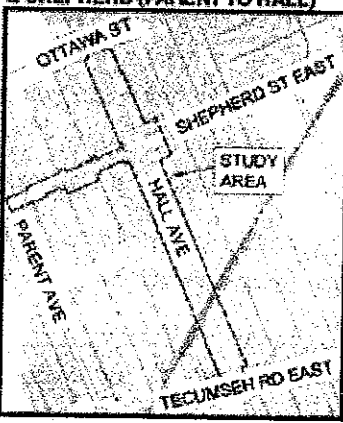
- Defining when an area or street meets the requirements for traffic calming;
- Identifying an appropriate consultation plan and neighbourhood support level; and
- Providing clear guidance for assessing and design of solutions, and for prioritizing implementation.

Through the effective implementation of traffic calming, the City of Windsor is aiming to:

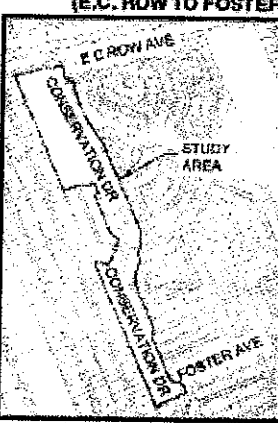
- Improve the neighbourhood environment;
- Minimize user conflicts;
- Encourage an appropriate speed for motorized traffic in residential neighbourhoods;
- Discourage cut through or "short-cutting" traffic in residential neighbourhoods; and
- Enhance safety and convenience for all road users.

TRAFFIC CALMING STUDIES

HALL (OTTAWA TO TECUMSEH) & SHEPHERD (PARENT TO HALL)




CONSERVATION (E.C. ROW TO FOSTER)



The City of Windsor has received requests for the installation of traffic calming features in the study areas identified.

PUBLIC INPUT
 Consultation with the public and review agencies is an essential component of the City of Windsor's Traffic Calming Policy. The purpose of the PIC is to:

- Meet the Project Team
- Learn about the results of the neighbourhood review
- Provide further comments and input



CALL 311
WINDSOR 1-877-311-3111

TTY: 1-866-422-9311

www.citywindsor.ca

Notice of Public Information Centre

Published in Windsor Star:

- Tuesday, June 17, 2015
- Saturday, June 20, 2015

Public Information Centre Presentation Boards



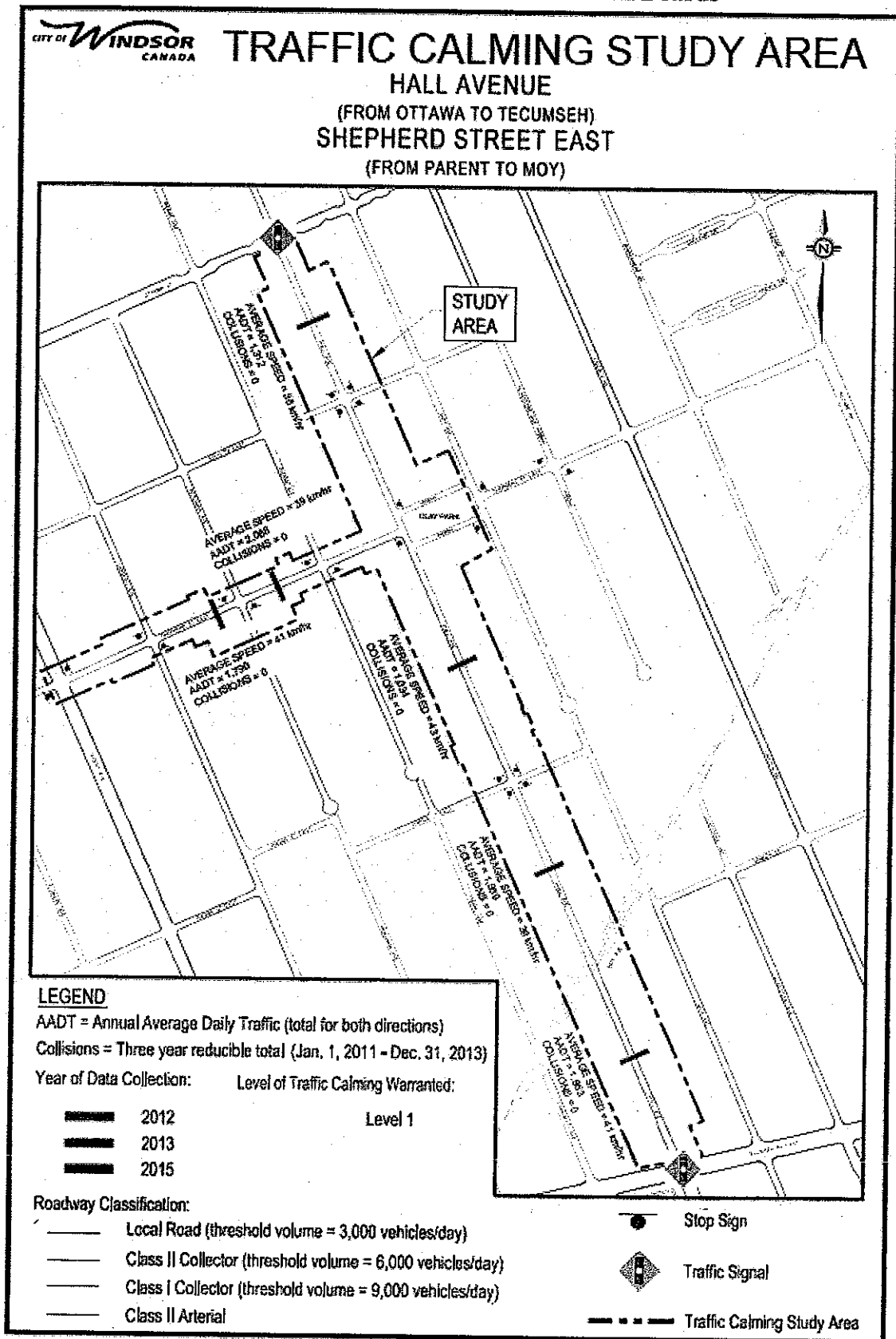
TRAFFIC CALMING STUDY

HALL AVENUE /
SHEPHERD STREET
EAST

PUBLIC INFORMATION CENTRE
(PIC)

WELCOME

Public Information Centre Presentation Boards



Public Information Centre Presentation Boards



TRAFFIC CALMING MEASURES

Level	MEASURE	ESTIMATED INSTALLATION COST 2011 Canadian Dollars	FACTORS AFFECTING COST	CONCEPT
LEVEL 1	Maximum Speed	\$150 - \$300 per sign	Number of signs required	
	Right/Left Turn Prohibited	\$150 - \$300 per sign	Number of signs required	
	Through Traffic Prohibited	\$150 - \$300 per sign	Number of signs required	
	Traffic Calmed Neighborhood	\$150 - \$300 per sign	Number of signs required	
LEVEL 2	Diurnal Two Lane	\$14,000 - \$140,000	Width of roadway, landscaping, labour and material	
	curb Radius Reduction	\$4,000	Radius of original curb, drainage requirements, presence of utilities, labour and material	
	On Street Parking	\$70 - \$140 per sign	Number of signs required	
	Lane Narrowing	Varies Greatly	Length and width of narrowing area, colour of paint	
	Raised Median Island	\$7,000 - \$14,000 per island	Width of Island, location of utility, labour and material	

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TRAFFIC CALMING STUDY
FINDINGS AND ACTIONS

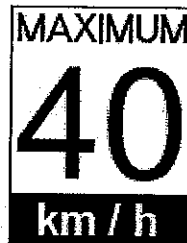
HALL AVENUE / SHEPHERD
STREET EAST

FINDINGS:

- Level 1 warranted = *signage*

ACTIONS:

- Additional 40 km/hr speed limit signs have been installed



- Park warning signs have been updated and installed for Clay Park



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TRAFFIC CALMING POLICY COMPARISON

HALL AVENUE / SHEPHERD STREET EAST

Based on Council direction (Council resolution CR 399/2010), this project was reviewed using the current City of Windsor Traffic Calming Policy. To provide a comparison between the current policy and the proposed updated policy, an evaluation is provided on the "Comparison" board using the prioritization scores from the proposed updated Policy.

Please note that the Traffic Calming Policy update has not yet been presented to Council for approval. This comparison is for informational purposes only. For more details on the differences between the current and updated Policy, please see the Traffic Calming Policy Update area of this Public Information Centre.

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**TRAFFIC CALMING POLICY
COMPARISON**

**HALL AVENUE / SHEPHERD
STREET EAST**

Road	Segment [Note 1]	Current Traffic Calming Policy (used for this study)	Proposed Traffic Calming Policy (for information only)
Hall Avenue	Ottawa to Ellis	Traffic Calming Not Warranted	Traffic Calming Warranted [Note 2]
	Ellis to Hanna	Traffic Calming Warranted: Level 1 - Signing	
	Hanna to Tecumseh	Traffic Calming Warranted: Level 1 - Signing	
Shepherd Street East	Parent to Hall	Traffic Calming Not Warranted	Traffic Calming Not Warranted

Notes:

1. Under the current Traffic Calming Policy, each road segment (from one stop control to another) is evaluated separately. Under the proposed Traffic Calming Policy Update, an entire length of road between higher-order roads is evaluated as one unit.
2. Under the proposed Traffic Calming Policy Update, traffic calming measures are no longer grouped into levels. Instead, measures are selected based on cost-effectiveness, suitability to the neighbourhood and effectiveness for the issues identified.

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TRAFFIC CALMING STUDY NEXT STEPS

HALL AVENUE / SHEPHERD STREET EAST

Thank you for attending this Public Information Centre.

- No further changes in the study area are proposed.
- We encourage your feedback. Please provide us with comments by completing a comment sheet this evening or by sending us your comments by July 10, 2015.
- City staff will review all comments and prepare a report to City Council summarizing the technical findings of the traffic calming study and feedback.
- If you would like to be notified before the Council meeting when the report is presented, please provide your name and address at the registration table to be added to the project mailing list.