



City of
Peterborough

To: Members of the General Committee

From: Michael Papadacos, Commissioner, Infrastructure, Planning and Growth Management (Acting)

Meeting Date: February 20, 2024

Report: Traffic Calming Permanent Installations, Report IPGENG24-002

Subject

A report to recommend the installation of permanent traffic calming measures in the Franklin Drive, the Cherryhill Road/Westridge Boulevard, and the Auburn Street/ Dunlop Street neighbourhoods.

Recommendations

That Council approve the recommendations outlined in Report IPGENG24-002, dated February 20, 2024, of the Commissioner of Infrastructure, Planning and Growth Management (Acting), as follows:

- a) That permanent traffic calming measures, as described in Report IPGENG24-002, be implemented and that staff be directed to include a request for funding for consideration in the 2025 Capital Budget review; and
- b) That Parking By-law 09-136 be amended to authorize the alteration of on-street calendar parking on Morrow Street and Montgomery Street between Sherburne Street and Lock Street as outlined in Report IPGENG24-002.

Executive Summary

- Council approved a new Traffic Calming Policy on May 25, 2021, in addition to approving temporary traffic calming measures in 5 pilot areas.
- Temporary traffic calming measures were installed in the fall of 2021, and staff have monitored the effectiveness of the temporary measures in reducing vehicle speeds and vehicles infiltrating/shortcutting through local neighbourhoods.
- The study results, invitations to two public information centers, and a survey were mailed to neighbourhood residents to determine neighbourhood support for making the temporary traffic calming measures permanent.
- Minimum Traffic Calming Policy criteria for response rate and for public support was met in three neighbourhoods.
- Staff recommend the implementation of permanent traffic calming measures in the Franklin Drive, the Auburn Street/Dunlop Street, and the Cherryhill Drive/Westridge Boulevard neighbourhoods.
- There is insufficient approved Capital Budget available to construct the permanent traffic calming measures as outlined in this report and additional capital funding is required to implement permanent traffic calming measures in these neighbourhoods.
- Detailed design, contracting and construction for the permanent traffic calming measures will be undertaken by Engineering Construction and Capital Works as part of their 2025 work program pending resources and budget approval.

Background

City Council at its meeting of October 28, 2019, passed the following motion:

“That staff report back to Council prior to the 2021 budget review process on traffic calming measures such as, but not limited to, Bollards, Humps, Intersection Bulbs, Rumble Strips, Painting Techniques, in Residential Neighbourhoods, and a plan to implement them in at least 5 neighbourhoods, one in each ward of the City, in 2021.”

A Neighbourhood Traffic Calming Policy was approved by Council on May 25, 2021 (IPSTR21-007) along with traffic calming plans for four neighbourhoods (Phase 1). Temporary traffic calming measures, including devices like rubber speed cushions, plastic bollards, and enhanced pavement markings were installed in Phase 1 neighbourhoods in the fall of 2021. Staff monitored the effectiveness of the temporary traffic calming measures in reducing vehicles speed and vehicle shortcutting through the neighbourhoods during 2022 and 2023.

A summary of the post study results for each of the 4 neighbourhoods is as follows:

- The Auburn Street and Dunlop Street neighbourhood plan primarily featured turn restrictions that prohibit turning movements from Armour Road to Dunlop Street. The results showed an overall traffic volume decrease of 40% on Auburn Street, with a 52% decrease in northbound shortcutting traffic.
- The Franklin Drive neighbourhood featured speed cushions to slow traffic, as well as a Level 2 Type D pedestrian crossover to provide safe crossing opportunities to Northland Park. Vehicle operating speed decreased from 53 km/h to 47 km/h, and shortcutting traffic decreased by 70%.
- The Cherryhill Road and Westridge Boulevard neighbourhood featured speed cushions, a Level 2 Type C pedestrian crossover at Cherryhill Road and Mapleridge Drive, and curb radius reductions at Cherryhill Road and Westridge Boulevard. Vehicle operating speeds decreased from 54 km/h to 41 km/h on Cherryhill Road, and from 52 km/h to 45 km/h on Westridge Boulevard. Vehicle shortcutting volume showed no change and are less than 10% of overall volume.
- Data showed that the traffic calming measures in the Sherburne Street/Morrow Street/Montgomery Street neighbourhood were not effective in reducing the volume of shortcutting traffic or significantly reducing vehicle speeds. Resident feedback gathered over the trial period identified that the Chicane parking on Morrow Street and Montgomery Street was ineffective at slowing traffic. This was due to an insufficient number of vehicles parked on the street to create a true chicane. To slow vehicles on both Morrow Street and Montgomery Street the Chicane parking will revert back to the original Calendar Parking and additional temporary speed cushions will be installed mid-block on both streets. These proposed alterations to the existing temporary traffic calming plan have been voted on by neighbourhood residents and will be implemented in the spring after which results will be monitored and evaluated.

Neighbourhood residents were presented with study results and a final survey to determine neighbourhood support in making the existing traffic calming plans permanent. The traffic calming plans are shown in Appendix A. The results of the surveys are shown below in Table 1.

Table 1 – Survey Results

Neighbourhood	Number of Residents Surveyed	Number of Responses Received (%)	% Residents <u>Supporting</u> Permanent Installation	% Residents <u>Not Supporting</u> Permanent Installation
Auburn Street / Dunlop Street	102	42 (41%)	95%	5%
Franklin Drive	400	112 (28%)	81%	19%
Cherryhill Road / Westridge Boulevard	400	97 (24%)	59%	41%

The Traffic Calming Policy requires a minimum response rate of 25% of all eligible households (participation rate), with a minimum of 51% of respondents in agreement (support rate), to move forward to permanent traffic calming measures. Neighbourhoods where over 40% of the households are in apartment units require a smaller response rate of 15%. The neighbourhood of Cherryhill Road and Westridge Boulevard falls into this category, requiring only a 15% response rate.

The minimum response rate was met for each of the 3 neighbourhoods surveyed. The Auburn Street and Dunlop Street neighbourhood had both the highest response rate and the highest support rate with 95% of responses being in support of permanent traffic calming measures. The Franklin Drive neighbourhood had 81% support, and Cherryhill Road and Westridge Boulevard neighbourhood had 59% support.

The Sherburne Street, Morrow Street, and Montgomery Street neighbourhood was surveyed about alterations to the existing traffic calming plan, as staff found the measures in place were not as effective in reducing the level of shortcutting through the neighbourhood. Staff will make alterations to the existing traffic calming plan layout and re-evaluate the neighbourhood in 2024.

As part of the development of the Traffic Calming Policy a stakeholder group including staff from Engineering, Public Works, Police, Fire, and Transit were consulted to solicit feedback regarding various traffic calming measures. At that time, concerns were expressed by Fire and Transit about the impact of vertical deflection measures (like speed cushions, speed humps or raised crosswalks) on their operations. Now that the

pilot studies are complete, staff reached out to Fire, Transit and Public Works for feedback on the proposed permanent measures. Fire has no concerns with respect to the proposed neighbourhoods, however, would not support vertical deflection measures on major fire routes. Transit has no concerns with respect to the proposed neighbourhoods as they are not on Transit routes and Public Works support the proposed permanent traffic calming measures as the temporary rubber speed cushions make snowplowing difficult and require significant maintenance. The permanent installations of the speed cushions are expected to cause less interference with snowplowing.

Strategic Plan

Strategic Pillar: Infrastructure

Strategic Priorities: Develop and implement robust long-term capital planning forecasts and budget planning to ensure municipal infrastructure remain in a state of good repair.

Neighbourhood traffic calming measures promote more liveable neighbourhoods by reducing the speed of traffic and reducing traffic volume by discouraging vehicles shortcutting through the neighbourhood. Temporary traffic calming measures allow city staff to evaluate the effectiveness of the plans without the high upfront cost of permanent solutions, and to make alterations to the designs before the permanent solutions are installed. Temporary measures can be removed (and reused) which reduces the cost of future traffic calming projects.

The recommended permanent measures are durable and provide a more aesthetic long-lasting solution to traffic concerns in local neighbourhoods. Since permanent measures are built into the road network rather than placed on top of it, they are more manageable from a maintenance standpoint.

Strategic Pillar: Community & Well-being

Strategic Priorities: Promote and enforce traffic safety on city roads

The Traffic Calming Policy incorporates public consultation into every major step of the process. This helps promote a sense of neighbourhood community as it allows residents to have direct input into the changes being made in their neighbourhoods.

Engagement and Consultation

Community engagement has been an important aspect of this project and has been undertaken at numerous points in the study process, including:

- Door-to-door mail drop of project materials and workshop information.

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- Online engagement including the project website at www.connectPTBO.ca
 - Online and mail-in surveys to provide residents with multiple options for connecting with city staff and providing opinions on neighbourhood projects.
 - Community Ambassador program where a member of the community was retained to help spread awareness and answer any questions.
 - Online community workshops during COVID restrictions to allow for public discussion without having to leave the home. Two online community workshops were held for each neighbourhood in Phase 1.
 - In person information centers at later stages of the project to allow residents to directly ask questions about the traffic calming plan in their neighbourhood. These public information centers were held prior to the final survey deadline.
 - Fire has no concerns with respect to the proposed neighbourhoods, however, would not support vertical deflection measures on major fire routes.
 - Transit has no concerns with respect to the proposed neighbourhoods as they are not on a Transit routes.
 - Public Works support the proposed permanent traffic calming measures as the temporary rubber speed cushions make snowplowing difficult and require significant maintenance. The permanent installations of the speed cushions are expected to cause less interference with snowplowing.

Budget and Financial Implications

The estimated cost for implementation of permanent traffic calming measures is summarized in Table 2.

Table 2 – Cost Estimates

Neighbourhood	Neighbourhood Support	Permanent Measures	Estimated Cost
Auburn Street / Dunlop Street	95% support	Curb extension, Signs and Pavement Markings	\$ 38,600
Franklin Drive	81% support	Speed cushions and Raised crosswalk	\$ 81,600
Cherryhill Road / Westridge Boulevard	59% support	Speed cushions, Curb radius reduction and Raised crosswalk	\$ 216,600
Estimated Design, Tender, Contract Administration, Inspection & Contingency (Excluding HST)			\$ 196,500
Total Estimated Cost			\$ 533,300

The estimated costs are based on a single design, tender and contract package for efficiency and to receive the most cost-effective pricing.

Section 4.1.6 of the Neighbourhood Traffic Calming Policy governs the process for recommending permanent traffic calming measures. After neighbourhood approval, a budget request is made in the following years capital budget recommending installation of permanent traffic calming measures.

The 2024 Capital Budget request to implement permanent traffic calming measure for these neighbourhoods was not approved. As such, it is recommended that funds to implement the permanent traffic calming measures for these neighbourhoods be included in the 2025 Capital Budget request for Council consideration.

If recommendation a) is not approved the temporary traffic calming measures will be removed.

Attachments

Appendix A: Neighbourhood Traffic Calming Plans

Appendix B: Draft By-law to amend By-law 09-136

Submitted by,

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Commissioner, Infrastructure, Planning, and Growth Management (Acting)

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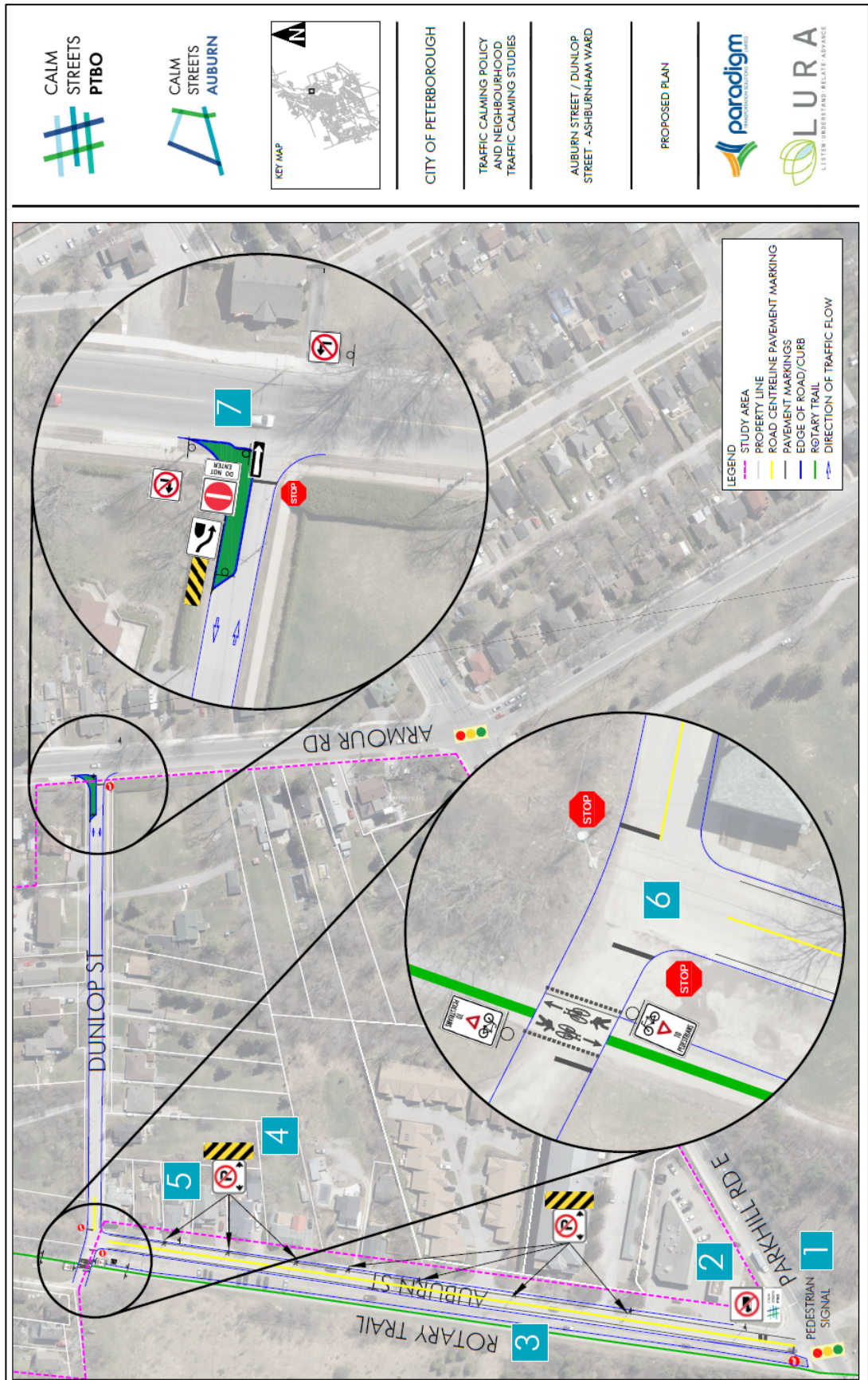
Manager of Traffic and Parking Services

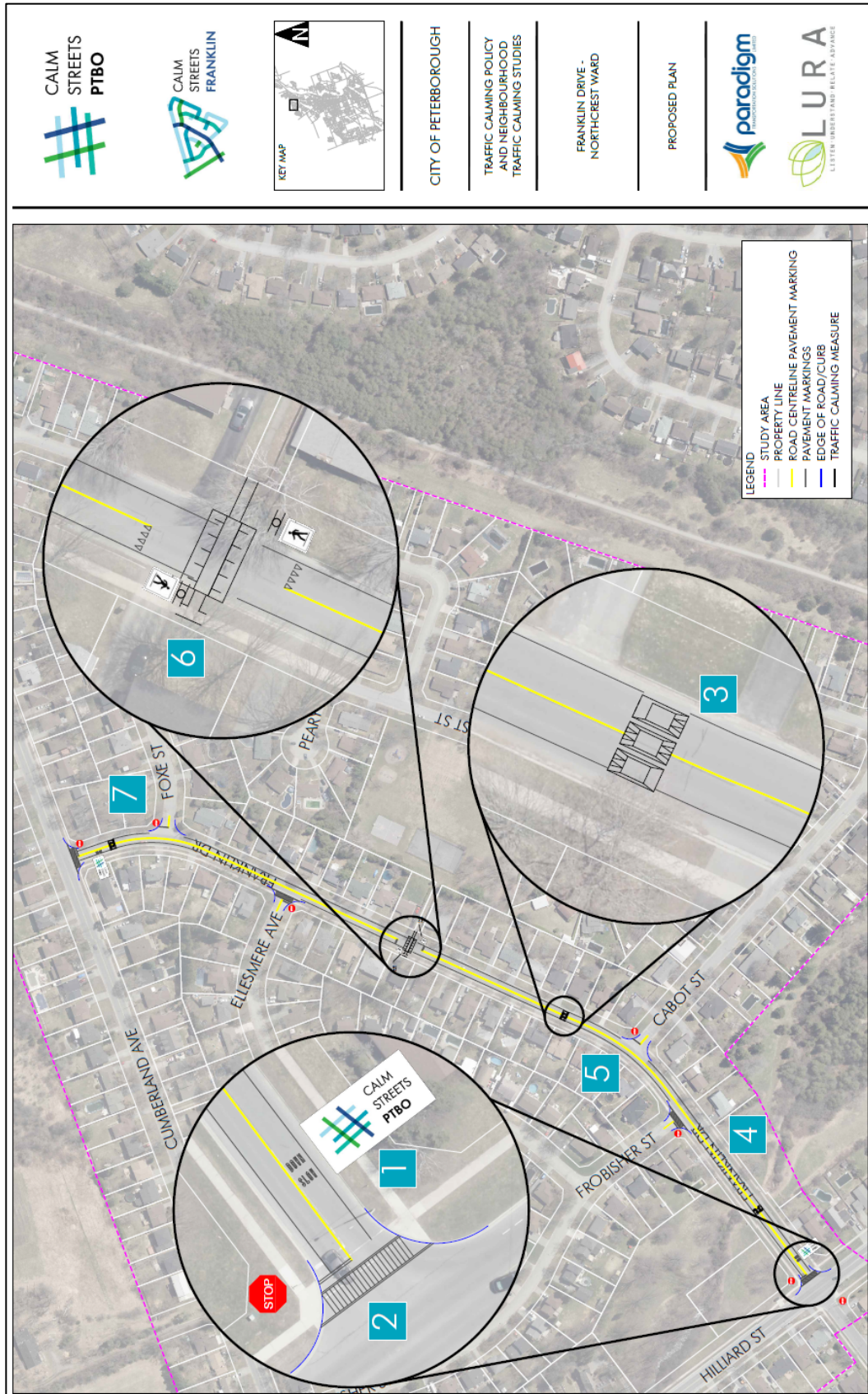
Phone: 705-742-7777 Ext. 1846

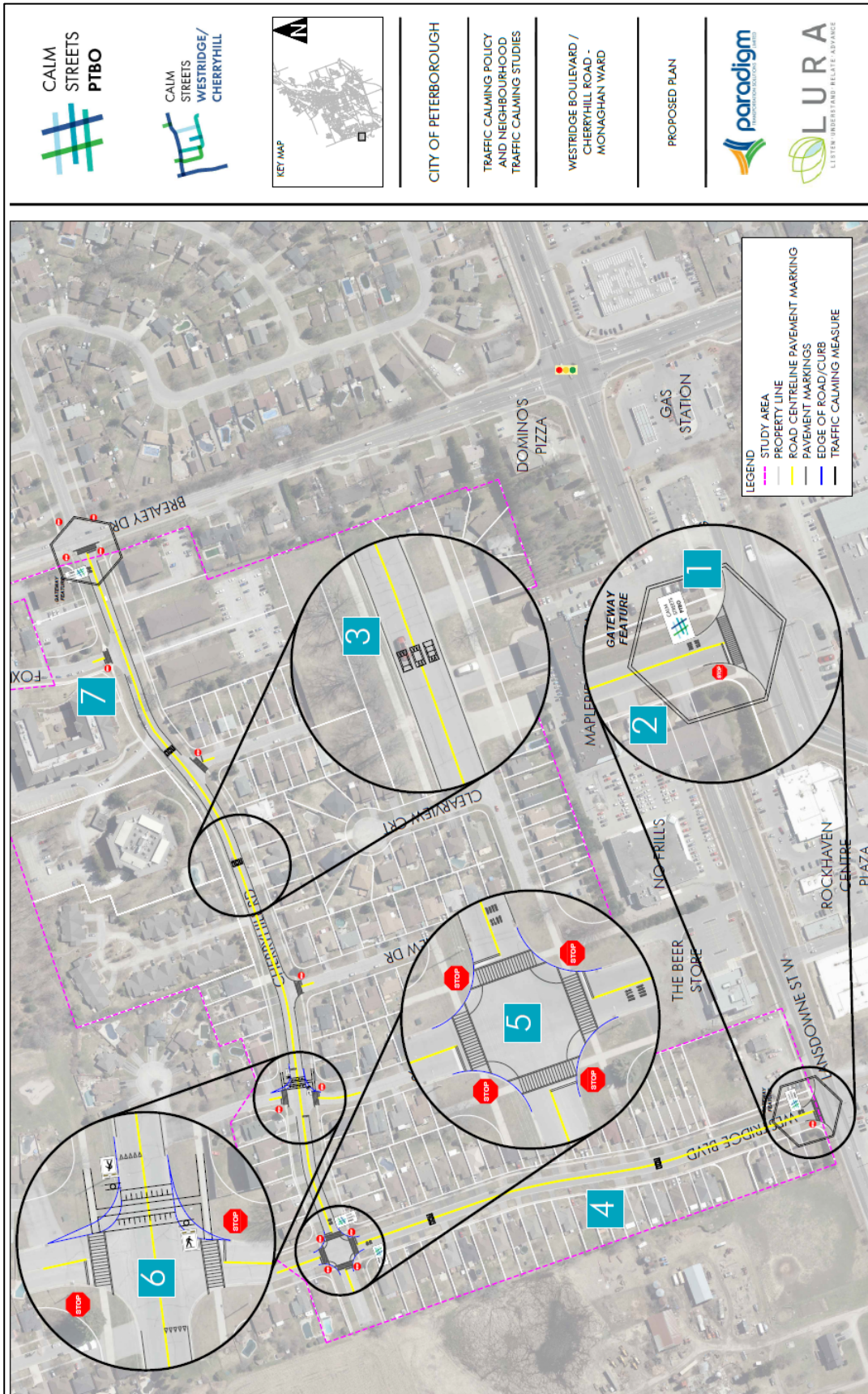
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Appendix A: Neighbourhood Traffic Calming Plans







Appendix B: Draft By-law to amend By-law 09-136



City of
Peterborough

The Corporation of the City of Peterborough

By-Law Number XXXXXX

Being a By-law to Amend By-Law 09-136 being a By-law to for the Regulation of Parking in the City of Peterborough

Now Therefore, The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. **That Schedule II of By-Law 09-136 be amended by removing the following:**

Highway	Side	Between	Prohibited Times or Days	Amending By-Law Number and Date
MONTGOMERY ST	Both	From Lock Street to a point 155 m easterly	ANY TIME NORTH OR EAST SIDE OF STREETS 1 ST TO 15 TH DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH	21-064 May 25, 2021

MONTGOMERY ST	Both	From a point 155 m easterly of Lock Street to Sherburne St	ANY TIME NORTH OR EAST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 1 ST TO 15 TH DAY OF EACH MONTH	21-064 May 25, 2021
MORROW ST	Both	From Lock Street to a point 155 m easterly	ANY TIME NORTH OR EAST SIDE OF STREETS 1 ST TO 15 TH DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH	21-064 May 25, 2021
MORROW ST		From a point 155 m easterly of Lock Street to Sherburne Street	ANY TIME NORTH OR EAST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 1 ST TO 15 TH DAY OF EACH MONTH	21-064 May 25, 2021

2. That Schedule II of By-Law 09-136 be amended by adding the following:

Highway	Side	Between	Prohibited Times or Days	Amending By-Law Number and Date
MONTGOMERY ST	Both	From Lock Street to Sherburne Street	ANY TIME NORTH OR EAST SIDE OF STREETS 1 ST TO 15 TH DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH	
MORROW ST	Both	From Lock Street to Sherburne Street	ANY TIME NORTH OR EAST SIDE OF STREET 1 ST TO 15 TH DAY OF EACH MONTH SOUTH OR WEST SIDE OF STREETS 16 TH TO LAST DAY OF EACH MONTH	

By-law passed this day of February, 2024.

 Jeff Leal, Mayor

 John Kennedy, City Clerk