

Adopted by Council at its meeting held November 2, 2015 [M443-2015]
/AC
Windsor, Ontario November 2, 2015

REPORT NO. 299 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 Francis, seconded by Councillor Holt,
That the Traffic Calming Review – Conservation Drive **BE REFERRED** to the forthcoming revised Traffic Calming Policy once adopted by Council.
Carried.

Liveline #17862, ST2015

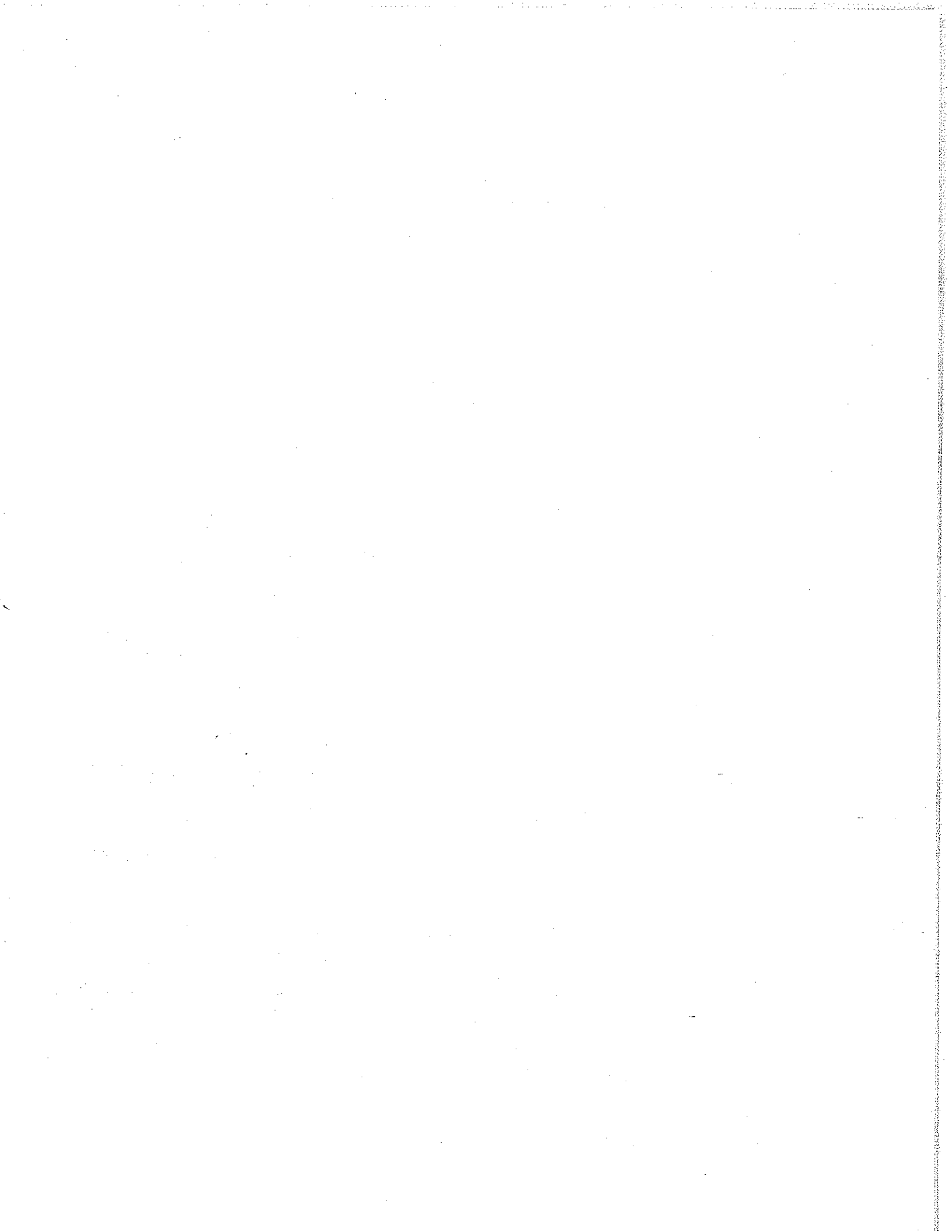
Clerk's Note: The administrative report authored by the Policy Analyst dated August 11, 2015 entitled "*Traffic Calming Review – Conservation Drive*" is attached as background information.



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 #: 17862 ST2015	Report Date: August 11, 2015 PW#5016
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 – Conservation Drive

1. RECOMMENDATION:

City Wide: _____ Ward(s): 9

That report number 17862, *Traffic Calming Review – Conservation Drive* **BE RECEIVED** for information.

EXECUTIVE SUMMARY: N/A

2. BACKGROUND:

CR399/2010 directed the City Engineer to proceed with a traffic calming study of Conservation Drive. This report summarizes the results of this study.

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

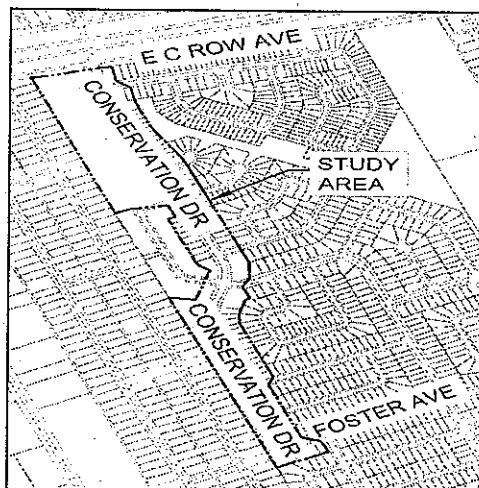


Figure 1: Study Area

3. DISCUSSION:

Traffic Calming Warrant Analysis

Conservation Drive was 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) is 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 (Collector Roads)

Score	Level	Warranted Traffic Calming Measures
0 – 30	N/A	Traffic calming not warranted
31 – 45	Level 1	Signing
46 – 75	Level 2	Horizontal Deflection (minor)
76 or higher	Level 3	Horizontal Deflection (major) or Traffic Diversion

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

Table 2: Traffic Calming Review Summary – Conservation Dr.

Street	Section	Traffic Calming Level Warranted
Conservation Dr.	E. C. Row Ave. to Foster Ave.	Level 1 – Signing

Based on the current policy, Conservation Drive within the study area met warrant for signage.

Identification and Installation of Signage

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

- Curve warning signs were installed for the approaches to the two “S” curves in the study area.
- Tree limbs that were obscuring a “checkerboard” turn warning sign on the sharp curve near the southern limit of the study were pruned back.

These works were undertaken by Administration, since the identified measures are routine 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 Hall Avenue and Shepherd Street.

23 people registered as attendees; 15 of these identified themselves as interested in the Conservation Drive traffic calming study.

5 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	5
No	0
No Answer	0
Total	5
<i>Response rate*</i>	<i>5.6%</i>

* Based on 89 properties in the study area

Table 4: Comment Form Response Summary - Question 2

Question 2: Comments/Questions/Concerns	
Category	Representative Comments Received
Speeds on Conservation	<ul style="list-style-type: none"> • Speeds on Conservation are too high • Speeds are too high – need stop signs or speed bumps • There is unimpeded traffic from E. C. Row Ave to Hansen. We need an all-way stop at Calvert Court. Kids cross here for school and the park.
Volumes on Conservation	<ul style="list-style-type: none"> • Traffic is too dense on Conservation. Use of it as a through street should be discouraged. • Open up Kamloops Drive to divert traffic from Conservation.
Other issues	<ul style="list-style-type: none"> • There's a lack of parking at the City ball diamond. • Conservation is used by many transport trucks with no apparent need to be in the area.

Next Steps

Under the current Traffic Calming Policy, Conservation Drive 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.**

Conservation Drive was 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, Conservation Drive 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 Conservation Drive. The response rate for the current study does not meet proposed support levels.

Future requests for 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 Conservation Drive 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 are 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:


N/A


6. CONSULTATIONS:

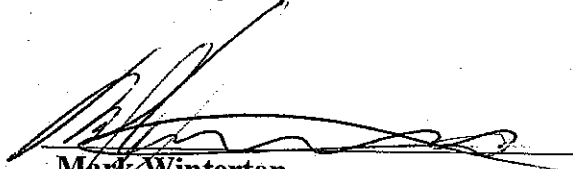
N/A

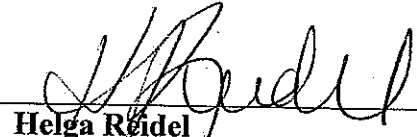
7. CONCLUSION:

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 Payne				
Area Residents				
Project Mailing List				

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

ROAD SEGMENT	Street		Conservation Dr.
	Section		E. C. Row Ave. to Foster Ave.
	Road Classification		Class 2 Collector
TRAFFIC STUDY DATA	Annual Average Daily Traffic (2012/2015)		3,702
	Speed	Posted (km/hr)	50
		Average (km/hr) (2012/2015)	47
		85th Percentile (km/hr) (2012/2015)	55
	Number of Collisions within Roadway Segment – 3 years [NOTE 1]		1
TRAFFIC CALMING RATING	Excessive Speed POINTS (MAX 20)		0
	Excessive Volume POINTS (MAX 20)		0
	Bicycle Route POINTS (MAX 10)		10
	Collision POINTS (MAX 15)		5
	Pedestrian Generator POINTS (MAX 15)		13 [NOTE 2]
	Residential Frontage POINTS (MAX 10)		8.3
	TOTAL SCORE		36.3
	LEVEL OF TRAFFIC CALMING		1

Notes:

1. Reported collisions reducible by traffic calming, 2009 through 2013.
2. Pedestrian generators: elementary school (5 points), park (5 points), trail entrance (3 points)

Scoring Criteria – Class 2 Collector 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
	Class 2 Collector – Expected Max Volume / Day	= 6000 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

Scoring Levels – Collector Roads			
Score	Level	Warranted Calming Measures	Traffic
0 – 30	N/A	Traffic calming not warranted	
31 – 45	1	Signing	
46 – 76	2	Horizontal (minor)	Deflection
76 or higher	3	Horizontal (major)	Deflection or Traffic Diversion

THE CITY OF WINDSOR
Notice
PUBLIC INFORMATION CENTRE (PIC)

Study Contact
 Jeff Hagan, P. Eng., PTOE
 Policy Analyst
 (519) 255-8247 ext. 6003
 jhagan@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:

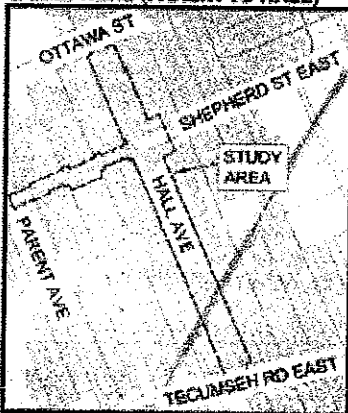
- Defining when an area or street meets the requirements for traffic calming;
- Identifying an appropriate consultation plan and neighbourhood support level; and
- Providing clear guidance for assessing and design of solutions, and for prioritizing implementation.

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

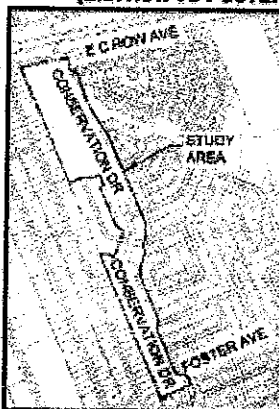
- Improve the neighbourhood environment;
- Minimize user conflicts;
- Encourage an appropriate speed for motorized traffic in residential neighbourhoods;
- Discourage cut through or "short-cutting" traffic in residential neighbourhoods; and
- Enhance safety and convenience for all road users.

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



TTY: 1-866-482-9311

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



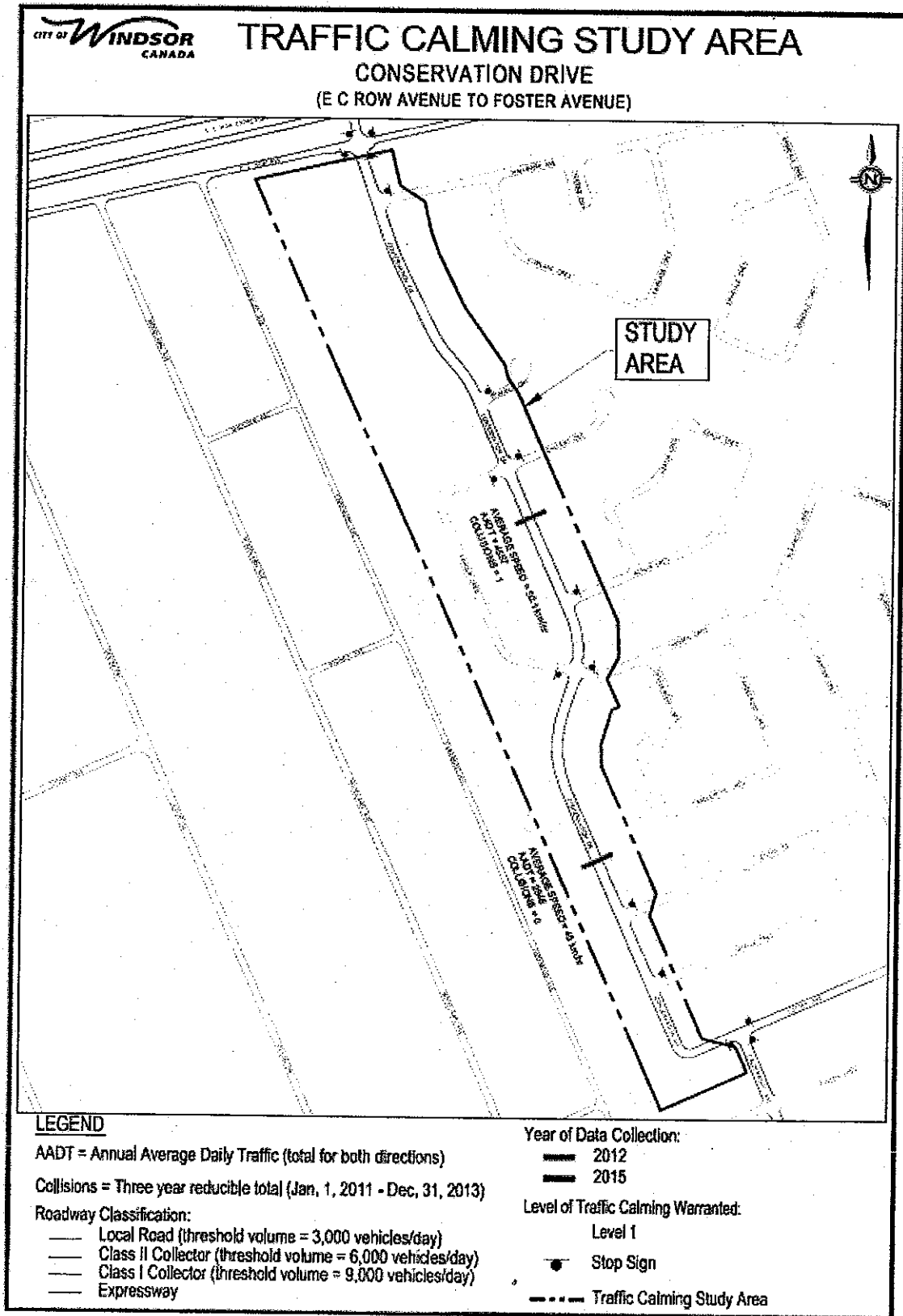
TRAFFIC CALMING STUDY

CONSERVATION
DRIVE

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	Chicana - Two Lane	\$140,000 - \$140,000	Width of roadway, landscaping, labour and material	
	Curb Radius Reduction	\$4,200	Radius of original curb/drainage requirements, presence of plants, 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	

Public Information Centre Presentation Boards



TRAFFIC CALMING STUDY
FINDINGS AND ACTIONS

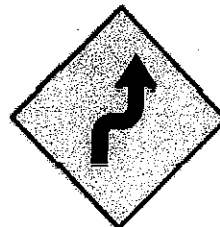
CONSERVATION DRIVE

FINDINGS:

- Level 1 warranted = *signage*

ACTIONS:

- Curve warning signs have been installed at both curves



- Trees have been trimmed to improve visibility of signs

Public Information Centre Presentation Boards



TRAFFIC CALMING POLICY COMPARISON

CONSERVATION DRIVE

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.

Public Information Centre Presentation Boards



**TRAFFIC CALMING POLICY
COMPARISON**

CONSERVATION DRIVE

Road	Segment	Current Traffic Calming Policy (used for this study)	Proposed Traffic Calming Policy (for information only)
Conservation Drive	E C Row Avenue to Foster	Traffic Calming Warranted: Level 1 - Signing	Traffic Calming Warranted [Note 1]

Notes:

1. 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.

Public Information Centre Presentation Boards



TRAFFIC CALMING STUDY NEXT STEPS

CONSERVATION DRIVE

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.

AUG 26 2015

From: David Labonte

Sent: Tuesday, August 25, 2015 9:33 AM

To: 311

Subject: Traffic Calming Study Area for Conservation Dr

ADDITIONAL ITEM NO. 7 INFORMATION

Just a note to say I won't be attending the meeting on Aug 26th. It's clear you've already made up your minds regarding the concerns of the Conservation Dr residents about the traffic. According to the map you state ONE collision between Calvert and Azailia. I take it that must be 2 vehicles involved. I lived at 3058 Conservation going on 29 years and there have been at least 6 one car accidents between Hallmark and Leaffield. There are 4 street lights between Hallmark and Leaffield Park. 3 of those 4 lights were knocked down within a 5 year period from cars. The one at Leaffield Park was caused by failure to negotiate the " S " bend which on your map looks almost like a straight line. Once a car ran into a parked car in front of my house sliding the hood of the car under the trunk of the car it hit. Across from Leaffield Park not once but twice, one just last year A car hit a parked car pushing it into another parked car where the driver then fled leaving his car in the middle of the road. The owner of one of the cars son's car was also hit 3 years ago from someone falling asleep at the wheel. I know this because my wife and I were sitting on our front porch early in the morning and watched and waited as he drifted across the road heading north. I ran to his assistance thinking he may have suffered a heart attack. I heard later he told police he swerved to avoid a squirrel. I think there was 2 more accidents about 25 years ago. As for the recorded speed you say from the sign you put up last month that is a joke. As soon as people saw this sign whether entering or leaving the area they were smart enough to lower their speed since the sign was visible a few hundred feet in either direction. After the sign was removed the speed returned to the normal 60 plus km/hr. There is also a blind spot when trying to get out of our driveway caused by cars heading north entering the bend just after Leaffield as they are shielded by the parked cars on the east side of the street. It would of been better if street parking from Hallmark to Leaffield was on the West side along the school yard and park. I can't help but think of Ypres / Memorial Dr, which has no schools, Separate lanes for East and West bound traffic separated by a Blvd. and multiple ALL way stop signs. Conservation has ONE almost a full kilometer from E.C. Rowe to Calderwood. Before that the stop sign was at Woodward. As I've mentioned in previous e-mails the Leaffield baseball diamond patrons never ever park at the school They choose instead to take up all the resident curbside parking. So many more problems I could list but I've learned over the years residents don't have a say in anything in their neighborhood. Once subdivisions are completed they're left to deteriorate just like Forest Glade and every other subdivision before and after.

