

5. TRAFFIC CALMING - BUDGET PRIORITIES

COMMITTEE RECOMMENDATIONS

That Council approve the following:

1. The requested traffic calming studies for Woodroffe, Glebe-Ottawa East - Ottawa South and Murray Street, with the terms of reference to be defined by a steering committee composed of community members, Regional and City councillors, with a Regional staff employee assigned to support the role of the committee. These terms of reference would come to the Transportation Committee for approval no later than 1 October 1998;
2. Whereas the reconstruction of Kirkwood Avenue watermains delays the implementation of the Council-approved pilot project, that the financial commitment and funds sufficient for the traffic calming pilot project on Kirkwood Avenue be reserved and carried over into the 1999 budget for its implementation.

DOCUMENTATION

1. Director Mobility Services and Corporate Fleet Services report dated 6 April 98 is immediately attached.
2. Extract of Minute, Transportation Committee 20 May 98 immediately follows the report and includes a record of the vote.

Our File/N/Réf. **50 09-98-0001**
 Your File/V/Réf.

DATE 6 April 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **TRAFFIC CALMING - BUDGET PRIORITIES**

DEPARTMENTAL RECOMMENDATION

For discussion purposes.

BACKGROUND

We have received several recent requests for “traffic calming” studies on major Regional roads.

While each study is unique, it is safe to say that such a study would cost a minimum of \$90,000 (\$60,000 for consultants and \$30,000 for staff time). This is based on the cost (consultant portion only) of the following recently-completed traffic calming studies.

Centretown	\$120,000
Kirkwood-Island Park	\$75,000
Parkdale	\$60,000
Sandy Hill	\$50,000

DISCUSSION

Before committing to such a study, we require Transportation Committee policy direction concerning the following issues:

1. allocation of budget between planning and implementation;
2. study priority;

3. corridor vs. neighbourhood studies;
4. role of area municipality; and
5. staff implications.

Budget Allocation

The 1998 Draft Capital Estimates recommend an allocation of \$140,000 in 1998, followed by \$250,000 per year thereafter. To date it has been assumed that this money will be used for implementation. Currently a backlog of \$1,854,000 (8 years) has been identified from approved traffic calming studies as follows.

Centretown	\$1,113,500
Parkdale	\$174,000
Kirkwood/Island Park	\$566,500

This does not include possible implementation of measures recommended in the City of Ottawa's King Edward Avenue Development Plan.

At \$90,000 minimum a study, Committee must decide whether it can afford to defer implementation of measures from approved plans to take on new studies.

Study Priority

It is anticipated that requests for "traffic calming" studies of other arterials will be forthcoming, and given the cost and human resource constraints, it is necessary to develop a priority ranking system. We will be coming forward with a report recommending an implementation priority setting scheme incorporating such factors as safety, volume (including cyclists and pedestrians), cost, etc. This scheme could also be applied to study priority setting.

Corridor vs. Neighbourhood Studies

Under current practice, "traffic calming" studies have been undertaken as neighbourhood studies led by the area municipality since mostly local streets were involved. We would not recommend you undertake any traffic calming without consideration for neighbourhood streets. There is a real concern that Regional traffic will filter on to local streets if significant calming features were implemented on the arterial.

Role of Area Municipalities

Since the Region has no responsibility or authority for local streets, which level of government should be responsible for leading a neighbourhood traffic calming study?

If it were possible for the study to be confined to the arterial corridor, the Region could take full responsibility, with the cities supplying a representative on the steering committee. A full neighbourhood study could be led by the Region (new policy), but full commitment (financial and staff time) of the area municipality would be essential and probably legally required. If this is not available, we would be unable to proceed with neighbourhood studies, even if Regional Council committed to them.

Staff Implications

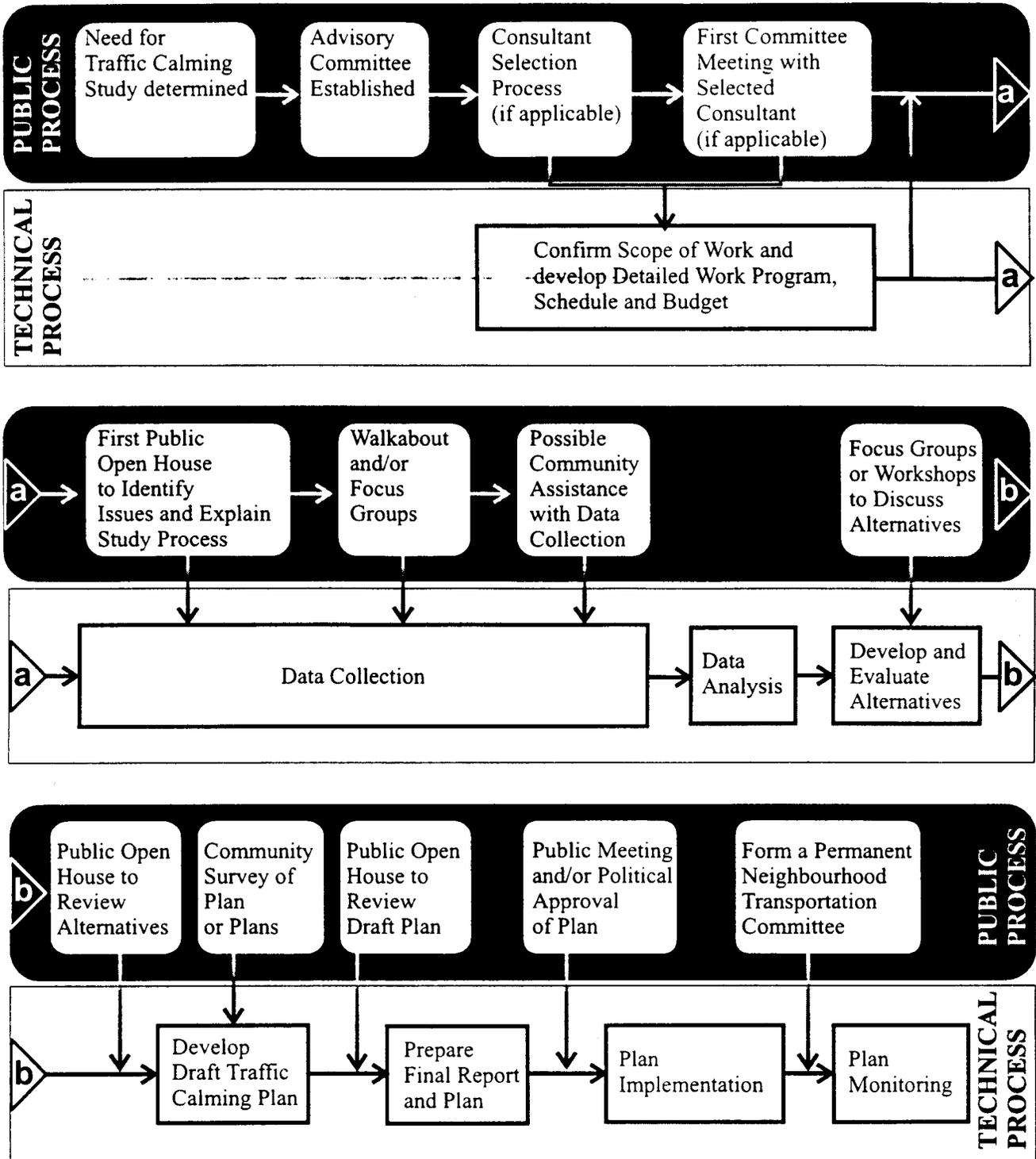
In addition to the consultant's work, there would be heavy staff commitment required to any traffic calming planning study. The attached chart, copied from the Transportation Association of Canada's draft Guide to Neighbourhood Traffic Calming, shows the process. It would likely require one-third to one-half person-year per study. If the responsibility for traffic calming planning studies remained with the Safety and Traffic Studies Branch of this Division, it would put a strain on the already limited resources. It would be necessary to look for staff resources elsewhere in the Region to either supplement Mobility Services' staff or to take on the responsibility in whole.

We look forward to the policy discussions on this issue.

*Approved by
Doug Brousseau*

GM/sc

Attach. (1)



Note:
Advisory Committee meetings should be held before every Public Open House to review/confirm the objectives and format of the meeting, and the materials to be presented.

Figure 2.1
Typical Traffic Calming Study Process

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- Director, Mobility Services and Corporate Fleet Services report dated 6 Apr 98
- deferred on 6 May 98

Councillor Meilleur proposed that Murray Street be included for a traffic calming study. D. Brousseau strongly recommended against a study on the road by itself because the surrounding neighbourhood should also be taken into consideration. With respect to this, he remarked that this is the type of policy issue the committee should consider as guidance to staff.

Councillor Byrne expressed some concern in defining the difference between neighbourhood and quarterly studies and requested clarification as to why the terms of reference for the Parkdale and Island Park Studies were so different. The Director of Mobility Services explained that Parkdale was a neighbourhood study, although it did concentrate more on operational aspects than traffic calming aspects. He added that traffic calming changes are the vertical measures or physical changes to the roadway whereas operational changes are more regulation. The councillor was somewhat concerned about the amount of money that will be allotted for a traffic study of Woodroffe Avenue and suggested it could be done for less than that proposed since it would not be as extensive as a full neighbourhood study. The Director responded by stating the terms of reference usually expand and the community usually want to see more done as opposed to less. In response, the councillor believed setting such a high amount could very well price the study out of the range of committee and suggested costs should be estimated after there is more information from the community as well as the draft terms of reference.

Councillor Davis believed that the reason a pilot study was approved by the committee and Council several months ago was to determine what the community wanted in a traffic calming project. She maintained that rather than spending money on new studies, staff should concentrate on the pilot studies instead. The Director explained that committee should not have the impression staff is not proceeding with the pilot projects and clarified that the budget approved by Council last week provides sufficient funds for those pilot projects. The councillor was seeking assurances that the pilot project for Kirkwood Avenue would proceed in 1998 because she understood there is work to be done on a watermain in that road and she did not want that work to delay the pilot. Staff advised they could not promise that because the watermain was not set to proceed immediately and they did not believe the committee would want the road torn up twice.

Extract of Minute
Transportation Committee
20 May 1998

Since the watermain will not be constructed soon, it was suggested the money for the pilot project for Kirkwood Avenue be saved and held until 1999. Councillor Davis agreed with this proposal.

Moved by M. Meilleur

That a Traffic Calming Study be done on Murray Street from Sussex Drive to King Edward Avenue, along with the effect traffic calming will have on the neighbouring streets.

CARRIED

Taking into consideration the above Motion, Councillor Doucet proposed the following:

Moved by C. Doucet

That the Transportation Committee recommend that Council approve the requested traffic calming studies for Woodroffe, Glebe-Ottawa East - Ottawa South and Murray Street, with the terms of reference to be defined by a steering committee composed of community members, Regional and City councillors, with a Regional staff employee assigned to support the role of the committee. These terms of reference would come to the Transportation Committee for approval no later than 1 October 1998.

CARRIED

The Director advised the Department does not have the resources to do this work and suggested hiring a consultant to help speed up the process.

Moved by L. Davis

Whereas the reconstruction of Kirkwood watermains delays the implementation of the Council-approved pilot project, that the financial commitment and funds sufficient for the traffic calming pilot project on Kirkwood Avenue be reserved and carried over into the 1999 budget for its implementation.

CARRIED

Extract of Minute
Transportation Committee
20 May 1998

D. Brousseau explained that the Region would not be able to proceed unilaterally without the co-operation of the municipality because they may not have the resources to put towards this project for roads that are within their jurisdiction.

Councillor Davis questioned when the Island Park/Kirkwood/Churchill Traffic Calming Study will be coming before committee and D. Brousseau responded by stating staff hope to have the designs prepared by July, consultation to take until August, tenders put out in September and the construction to commence before winter. The councillor requested that her office be advised of any changes in that process.