

Subject: Temporary Traffic Calming Measures Program Update

File Number: ACS2023-PWD-TRF-0005

Report to Transportation Committee on 22 June 2023

and Council 28 June 2023

**Submitted on June 13, 2023 by Carol Hall, Associate Director, Traffic Services,
Public Works Department**

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Ward: Citywide

**Objet : Programme de mesures temporaires de modération de la circulation
– Mise à jour**

Dossier : ACS2023-PWD-TRF-0005

Rapport au Comité des transports

le 22 juin 2023

et au Conseil le 28 juin 2023

**Soumis le 13 juin 2023 par Carol Hall, directrice adjointe, Services de la
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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That the Transportation Committee receive this report for information.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports prenne connaissance du présent rapport.

BACKGROUND

The Temporary Traffic Calming Measures Program (TTCMP) provides for effective, low-cost countermeasures aimed at addressing speeding concerns and issues on City streets. The TTCMP was first piloted in 2013 at 13 different locations within the City, with the installation of 51 centreline flexible stakes. In ten years, the program has grown year over year, to over 800 speed radar boards, and more than 8,000 flex-stakes and delineators, on hundreds of roadways across the City. The growth in the TTCMP program can largely be attributed to two main elements, the first being the ability to implement (and reinstate) measures in a very short period. The second, is that in many cases the impacts of the measures once installed are immediate, roadway speeds decrease.

In 2019, the program grew to also include additional measures such as permanent Gateway Speed Limit Signage and simple permanent traffic calming measures (considered on a case-by-case basis depending on context of street) that would not affect the drainage of a roadway, such as speed humps or speed tables and median narrowing islands or pedestrian refuge islands.

Since 2015, the program has been linked the following City of Ottawa Strategic Plans:

- [City of Ottawa Strategic Plan 2019 - 2022](#) under the Integrated Transportation Priority, closely tied to the action: Implement mobility safety initiatives to enhance the safety of vulnerable road users like pedestrians, cyclists and motorcyclists; and in the,
- [City of Ottawa 2015 – 2018 Strategic Plan](#) under the Improve safety for all road users strategic objective of the Transportation and Mobility priority.

Further details on the history of the program are available in the Enhancements to the Temporary Traffic Calming Measures Program Report ([ACS2019-TSD-TRF-0001](#)) approved by Council in April 2019 and the Traffic, Pedestrian and Road Safety Enhancement Report ([ACS2016-COS-PWS-0004](#)), which received Council approval in February 2016.

Measures Implemented – 2019-2022 Term of Council

Over the course of the 2019-2022 Term of Council, program funding included a \$50,000 allotment per year for each Ward Councillor. During this time, traffic calming measures were successfully implemented at over 1,600 locations. The breakdown of measure

type by location is summarized in Table 1 below.

Table 1 - Number of Locations Implemented by Measure

TTCMP Measure	Number of Locations
Pavement Markings	413
Speed Display Boards	388
Flexible Stakes and Cyclo-Zone Delineators	370
Thermoplastic Symbols	117
Slow Down for Us Signs (Permanent)	109
Painted Bulb Out with Flexible Stake Delineators	98
Gateway Speed Limit Signage	92
Permanent Speed Humps	19
Community Entrance Signage	13
Planter Boxes	8
Pedestrian Crossovers (Warranted)	6
Silhouette (discontinued measure)	3
Minor Roadway Deficiency Improvements	2
Digital Sign	1
Mural Painting	1
Do not Block Driveway Signage	Unknown*
Total number of locations	1,640

* Signs are provided in bulk to Community Associations and Councillor Offices, number of locations is unknown.

The Temporary Traffic Calming Measures Program Update Report serves to provide an overview of TTCMP funding, highlight the new Speeding Screening Process, highlight available measures and review important program deadlines/milestones.

DISCUSSION

Temporary Traffic Calming Measures Program Funding

In 2023, program funding includes a \$62,500 allotment for each Ward Councillor, which represents an increase of \$12,500 per Ward from the 2022 budget. It is anticipated that the annual ward program budget will be increased incrementally by \$12,500 each year to a maximum of \$100,000 per ward by 2026 as part of each year's budget process.

New for 2023, Traffic Services will absorb maintenance and repair costs for all TTCMP measures with exception of those associated to Speed Display Boards and to Thermoplastic pavement markings. The ability to store all measures by type, rather than by ward allows for a faster removal and installation process, and more effective storage practices, decreasing overall labour costs. Moving forward, TTCMP funds will be, for the most part, used to cover the cost and initial implementation of measures.

The City does not permit the use of third-party donations or funding to cover any costs associated to implementing temporary traffic calming measures.

Speeding Screening Process

TTCMP measures are implemented to target speeding behaviour to reduce operating speeds and increase compliance with the speed limit. To ensure locations with the greatest speeding issues are prioritized for review and the future implementation of temporary traffic calming measures, a new speed screening process has been developed for 2023, as outlined further in this report. The process establishes a threshold quantifying the severity of a speeding inquiry with accurate and robust data.

Moving forward, recent speed data (within a range of 1 to 3 years from the date of the inquiry) is required to review and respond to all speeding inquiries and to those that specifically request temporary traffic calming or a speed hump. Where recent data does not exist, data will be captured for a minimum of 48 consecutive hours to determine the operating speed (85th percentile speed) of the roadway. The speed data determines how the inquiry or request will be addressed by Traffic Services' staff. A further review under the TTCMP will be triggered for requests where the operating speed of the roadway is greater than or equal to 6 km/h above the speed limit. In cases where a TTCMP review is not triggered, residents will be encouraged to request 'Slow Down for Us' signage from Safer Roads Ottawa.

In addition to reviews by the TTCMP, locations that also meet the initial screening criteria for the City's [Neighbourhood Traffic Calming \(NTC\) Program](#) will be escalated to

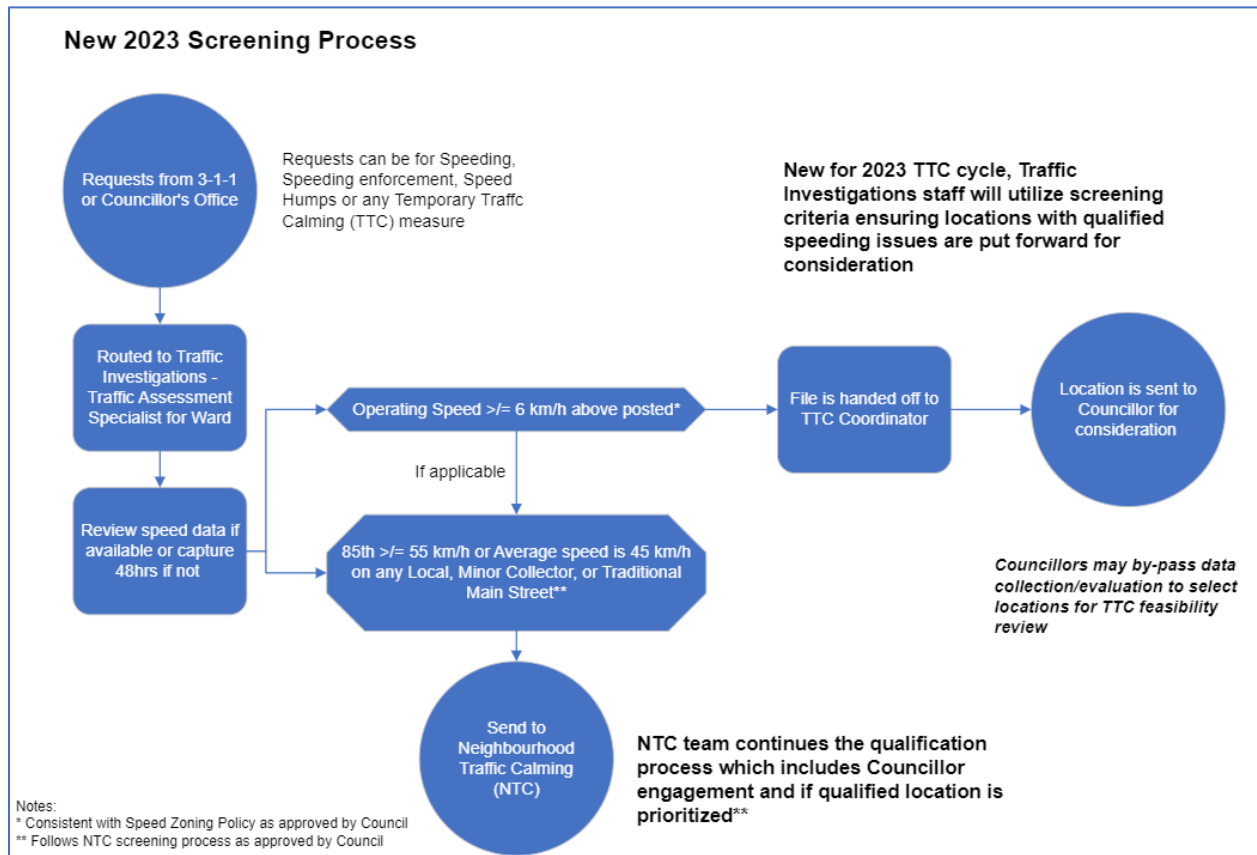
the Transportation Planning Service Area in the Planning, Real Estate & Economic Development Department. These locations will be further considered for a potential future NTC study following the Council approved NTC screening and prioritization processes.

The implementation of the new speed screening process has several benefits:

- Provides the ability for data-centric decisions and empowers Councillors to apply funding strategically, targeting quantified speeding issues in their ward. Councillors can continue to choose to implement Temporary Traffic Calming Measures on any street within their ward at their discretion;
- The collection of data enables the continual refinement of the evaluation of a measure's effectiveness;
- Creates a consistent application of measures city-wide and helps manage resident expectations related to speeding solutions;
- The speed screening process links to the NTC Program screening process; and,
- Residents are provided one service request (SR) number and are consistently informed as the status of the request changes over the course of the evaluation process. Prior to the implementation of the new process, in addition to the original SR, one could be required to initiate a TTCMP review, and another to trigger the NTC Program screening where applicable.

Please see Figure 1 below for a visual representation of the Speeding Screening Process flow chart.

Figure 1 - Speeding Screening Process Flow Chart



Types of measures

Several measures are available for implementation, as part of the Temporary Traffic Calming Measures Program (TTCMP), throughout this Term of Council. Available program measures and the corresponding targeted behaviour are listed in Table 2 below. New temporary measures will continue to be explored, and piloted. Those that fit within the scope of the program will be added to the list of available measures on an on-going basis.

Table 2-2022-2026 Term of Council Temporary Traffic Calming Measures

Measures Available	Targeted Behaviour
Flexible Stakes	Reduce speeding
Cyclo-Zone Delineators	Safe cycling, reduce speeding
Combination Flexible Stakes and Delineators	Reduce speeding, safe cycling
Bulb-Outs with Delineators	Reduce speeding, parking issues

Measures Available	Targeted Behaviour
Temporary Median Island (with Delineators)	Reduce speeding
Speed Pavement Markings	Reduce speeding
Slow Pavement Markings	Reduce speeding
School Pavement Markings	Reduce speeding, reinforce warning signage
No Exit Pavement Markings	Reinforce regulatory signage
Stop Ahead Pavement Markings	Increase compliance with stop sign
Edgeline Markings	Reduce speeding
Thermoplastic Symbols	Reinforce regulatory/warning signage
Speed Display Boards	Reduce speeding
Community Entrance Signage	Reduce speeding
Slow Down for Us signs (Permanent)	Reduce speeding
Gateway Speed Limit Signage	Regulatory signage
Planter Boxes	Reduce speeding
Pedestrian Crossovers (Warranted)	Safe pedestrian crossing
Minor Roadway Deficiency Improvements	Improve roadway deficiencies
Permanent Speed Humps*	Reduce speeding
Median Island/Pedestrian Refuge*	Reduce speeding

** Measure implementation requires a petition. Only applicable on certain streets following the constraints described in City's Traffic Calming Design Guidelines. These measures will require additional time to implement to complete the necessary consultations as well as the detailed design and construction (undertaken by the Infrastructure & Water Services Department). The design and construction of these measures may be bundled with other infrastructure projects to achieve economies of scale.*

Temporary Traffic Calming Measures Program Deadlines/Milestones

Traffic Services staff meet every year with each Councillor in advance of the upcoming TTCMP season to share program details, as well as communicate key dates and timelines. Given the October 2022 municipal election, these meetings occurred in December 2022, following the enactment of the new Council.

There are four key dates in 2023:

- February 3 – Deadline for Councillors to provide approval for measure

reinstatements;

- May 5 – Deadline for Councillors to request permanent speed humps or medians;
- August 7 – Deadline for Traffic Services staff to submit internal work orders which seek to implement flex-stakes, delineators, pavement marking and thermoplastic symbols; and,
- November 24 – Deadline Traffic Services staff to submit internal work orders for speed radar boards and Slow Down for Us signage.

The dates provided consider staff lead time required to conduct necessary site checks, prepare drawings and necessary documentation and to prepare internal work orders. The deadlines above **are** the last day possible to request, safely schedule and deliver work, where applicable, in 2023. Implementation timelines for permanent measures vary due to possible coordination with capital works projects, bundling projects to obtain lower pricing, and contractor availability. Based on these factors, it may not always be possible to implement permanent measures, in the same year they are requested.

Below are also included key 2023 time frames during which work will be conducted to implement and remove measures as part of the TTCMP.

- From April 3 to July 21 – Reinstatement of existing measures;
- From June 12 to September 1 – Installation of new measures; and,
- Starting October 20 - Removal of all seasonal measures, which include flexible stake signs and cycling delineators.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation.

LEGAL IMPLICATIONS

There are no legal impediments to receiving this report for information.

COMMENTS BY THE WARD COUNCILLOR(S)

Not Applicable

ADVISORY COMMITTEE(S) COMMENTS

Not Applicable

CONSULTATION

No public consultation was required during the development of this report for

information. The implementation of measures as part of the Temporary Traffic Calming Measures Program is coordinated in consultation with the respective Ward Councillor.

ACCESSIBILITY IMPACTS

Measures implemented as part of the Temporary Traffic Calming Measures Program, where applicable, are implemented according to the Integrated Accessibility Standards Regulation (IASR) of the Accessibility for Ontarians with Disabilities Act, 2005, (AODA) in addition to the City's Accessibility Design Standards (ADS).

ASSET MANAGEMENT IMPLICATIONS

Not Applicable

CLIMATE IMPLICATIONS

The Temporary Traffic Calming Measures Program supports Ottawa's vulnerable road users (i.e. pedestrians and cyclists) in choosing low-carbon modes of transportation through increased road safety and security.

ECONOMIC IMPLICATIONS

Not Applicable

ENVIRONMENTAL IMPLICATIONS

Not Applicable

DELEGATION OF AUTHORITY IMPLICATIONS

Measures implemented as part of the Temporary Traffic Calming Measures Program are delivered in accordance with Schedule "J" – Public Works Department of the Delegation of Authority By-law (By-law 2023-67).

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

The delivery of the Temporary Traffic Calming Measures Program aligns with helping build a safe and inclusive city. The program helps to address barriers for equity seeking groups by prioritizing vulnerable road users. The implementation of measures to help reduce operating speeds on City streets are applied evenly and consistently throughout Ottawa, and are not biased towards or against any sector of the population.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

RURAL IMPLICATIONS

The Temporary Traffic Calming Measures Program is applicable within the rural wards as well as in the urban and suburban wards.

TECHNOLOGY IMPLICATIONS

Not Applicable

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority in the City of Ottawa's 2019-2022 Strategic Plan.

SUPPORTING DOCUMENTATION

Not Applicable

DISPOSITION

The Public Works Department will deliver the Temporary Traffic Calming Measures Program as approved by Council.