

- 2. Enhancements to the Temporary Traffic Calming Measures Program**
- Améliorations apportées au Programme de mesures temporaires de modération de la circulation**

COMMITTEE RECOMMENDATION

That Council approve the transfer of \$841,120 from capital project 909547 approved in the 2019 budget for Traffic & Pedestrian Safety Enhancements to the Traffic Services compensation budget to permanently fund 9 FTE's to implement the Temporary Traffic Calming Measures Program.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve le transfert de 841 120 \$ du projet d'immobilisation 909547, qui a été approuvé dans le budget 2019 pour améliorer la sécurité routière et piétonnière, au budget de rémunération des Services de la circulation afin de financer de façon permanente neuf ETP pour la mise en œuvre du Programme de mesures temporaires de modération de la circulation.

DOCUMENTATION / DOCUMENTATION

1. Director's report, Traffic Services, Transportation Services Department, dated 25 March 2019 (ACS2019-TSD-TRF-0001)

 Rapport du Directeur, Services de la circulation, Direction générale des transports, daté le 25 mars 2019 (ACS2019-TSD-TRF-0001)
2. Extract of Draft Minute, Transportation Committee, 3 April 2019.

 Extrait de l'ébauche du procès-verbal de la Comité des transports, le 3 avril 2019.

Report to
Rapport au:

Transportation Committee
Comité des transports
3 April 2019 / 3 avril 2019

and Council
et au Conseil
10 April 2019 / 10 avril 2019

Submitted on March 25, 2019
Soumis le 25 mars 2019

Submitted by
Soumis par:

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Ward: CITY WIDE / À L'ÉCHELLE DE LA File Number: ACS2019-TSD-TRF-0001
VILLE

SUBJECT: Enhancements to the Temporary Traffic Calming Measures Program

OBJET: Améliorations apportées au Programme de mesures temporaires de
modération de la circulation

REPORT RECOMMENDATIONS

- 1. That the Transportation Committee receive the expanded Temporary Traffic Calming Measures Program report for information.**
- 2. That the Transportation Committee recommend that Council approve the transfer of \$841,120 from capital project 909547 approved in the 2019 budget for Traffic & Pedestrian Safety Enhancements to the Traffic Services compensation budget to permanently fund 9 FTE's to implement the Temporary Traffic Calming Measures Program.**

RECOMMANDATION DU RAPPORT

- 1. Que le Comité des transports prenne connaissance du rapport sur le Programme élargi de mesures temporaires de modération de la circulation.**
- 2. Que le Comité des transports recommande au Conseil d'approuver le transfert de 841 120 \$ du projet d'immobilisation 90954, qui a été approuvé dans le budget 2019 pour améliorer la sécurité routière et piétonnière, au budget de rémunération des Services de la circulation afin de financer de façon permanente neuf ETP pour la mise en œuvre du Programme de mesures temporaires de modération de la circulation.**

BACKGROUND

The City's 2015-2018 Strategic Plan included the Strategic Objective: *Improve safety for all road users (TM4)*. This objective included several initiatives to help foster a safer environment for pedestrians, cyclists, motorcyclists, and motorists. The Temporary Traffic Calming Measures Program (TTCMP) was one of these initiatives (SI15). Program funding included a \$40,000/year allotment for each Ward Councillor to implement temporary traffic calming measures in their respective communities to address speeding issues, as well as funding for staff resources to deliver the program. During the last term of Council, a total of \$1.6M per year was allocated through capital funding for TTCMP.

The TTCMP helped address speeding concerns at close to 1,600 locations city-wide. Table 1 below summarizes the number of installations by type of measure that were implemented between 2015 and 2018.

Table 1 - Number of Temporary Traffic Calming Measures 2015-2018

Measure	Total
3D Speed Hump Locations	1
Community Entrance Signage Locations	14
Flex Stakes Locations	301
Pavement Marking Locations (School, Slow, Speed, Edgelines, bulb-outs, etc.)	724
Planter Box Locations	15
Thermoplastic Locations (School Area)	20
Permanent Speed Display Boards	416
Permanent “Slow Down For Us” Sign Locations	79
TOTAL	1,570

DISCUSSION

The approved 2019 Capital Budget identified \$1.63M in funding for the Traffic & Pedestrian Safety Enhancement Program - Ward Initiatives Capital budget. This includes a funding allotment of \$50,000 per year for each ward Councillor – an increase of \$10,000 per ward.

This budget will enable staff to continue to implement many of the program measures used during the previous Term of Council, including:

- Speed display boards (permanent or temporary);
- Pavement markings such as speed limits, “School/École”, “Slow/Lent”;
- Flexible centreline signage;
- Cycling delineators;

- Community entrance signage;
- Permanent “Slow Down for Us” signage;
- Planters on local streets to create chicanes;
- Flexible posts to create bulb outs or chicanes;
- Warranted Pedestrian Crossovers (PXOs); and
- Improvement of minor roadway deficiencies in rural areas when they are related to initiatives covered by the Temporary Traffic Calming Program.

New Measures

In addition to the measures outlined above, there are additional traffic calming measures that can now be considered as part of the Temporary Traffic Calming Program.

Gateway Speed Limit Signage continues to be requested by Councillors to help set consistent speed limits within neighbourhoods in their wards. The current budget for gateway speed limit signage allows for one area per ward every two years. In order to expedite the installation of Gateway Speed Limit Signage across the City, installations may be funded through the TTCMP.

There have also been requests from Councillors to include more permanent measures within the TTCMP. Many permanent measures affect the drainage of a roadway and are subject to a detailed design which is beyond the scope of this program. However, some permanent measures may have fewer impacts and can be constructed through standing offers managed by Roads Services following a standard drawing and on-site review by staff. Public consultation in the form of a petition will be required prior to installation of any permanent measures. The following measures may be considered on a case-by-case basis as part of the TTCMP and will be subject to the same location restrictions identified by the Area Traffic Management Program for such measures.

- Permanent Speed Humps or speed tables; and
- Median narrowing islands or pedestrian refuge islands.

New temporary measures will continue to be explored, and piloted. Those that fit within the scope of the program will be added on an on-going basis.

TTCMP Expenditures

The annual \$50,000 ward allocated funding will cover all costs associated with the program including:

- Purchase of equipment (speed boards, pole brackets, flexible signs, pavement markings, planters, etc.);
- Review and installation of the measures (labour and materials), including the rotation of rotational speed boards;
- Construction costs for all permanent measures;
- Replacement of damaged or stolen items;
- Optional communication costs associated with the cloud service for pole mounted speed boards; and,
- Optional data collection of additional TTCMP locations.

In the previous term of Council, Traffic Services collected “before” and “after” speed data at all new locations each year. The data collected to date is sufficient to determine the effectiveness of the measures. Going forward, existing traffic count program resources will only allow for the collection of data at five locations per ward, per year. Any additional data collection locations will be charged back to the Councillor’s \$50,000 annual fund. The cost for data collection can range from \$83.00 to \$109.00 per 24-hour collection per location. Costs for data capture vary based on factors including, but not limited to location of site (travel time), duration of study, and equipment type.

TTCMP Timelines

To manage the program workload effectively and to ensure expectations are met, the TTCMP will be subject to a set of timelines for both the Spring Plan development and the subsequent implementation of measures and their removal where applicable. These timelines will be re-evaluated on an annual basis and communicated to Councillors in the fourth quarter of each year.

The Spring Plan development timelines for 2019 are listed in the table below:

Table 2 - 2019 Spring Plan Timelines and Deliverables

Key Date	Deliverable Description
January 23	TTC Coordinators complete meetings with Councillors about Spring Plans
January 31	Councillors confirm locations to be reviewed as part of the Spring Plans
February 12	TTC Coordinators request concurrence for re-instatement of flex stakes/delineators at EXISTING locations and refresh of EXISTING pavement markings
February 19	Councillors provide concurrence for re-instatements/refreshes of measures at EXISTING locations
March 15	TTC Coordinators issue work orders for re-instatements/refreshes of measures at EXISTING locations and provide draft plans to Councillors for NEW Locations
March 22	Councillors provide concurrence for NEW Locations
April 19	TTC Coordinators issue work orders for NEW Locations
May 17	TTC Coordinators provide draft plans to Councillors for NEW planter boxes or other measures identified in the Spring Plan
May 31	Councillors provide concurrence for NEW planter boxes or other measures
September 1	TTC Coordinators to provide Roads Services with the final installation details for all permanent measures for the 2019 season
Fall	Roads Services will contract services for implementation of permanent measures

The 2019 implementation and removal of seasonal measures are identified in the table below:

Table 3 - 2019 TTCMP Implementation and Removal Timelines

Timelines	Description of Action
April 15 to June 7	Traffic Operations re-instate EXISTING flex stakes and delineators
May 1 to June 28	Traffic Operations re-fresh EXISTING pavement markings (weather dependent)
June 7 to July 19	Traffic Operations implement NEW flex stake/delineator locations
June 29 to August 10	Traffic Operations implement NEW pavement markings
Variable	Installation dates for planter boxes and other measures are dependent on receipt of maintenance agreement, parking regulation modification (if petition is required), Roads Services resources, vendor timelines and weather conditions
November 1	Seasonal removals of flex stakes and delineators to begin, start date may be modified based on weather conditions

Staffing Requirements

An on-going program requires permanent full-time staff to adequately deliver the program. During the last term of Council, the temporary traffic calming program was a Term of Council Strategic Initiative program. Seven temporary positions were staffed to deliver the program.

In 2019 the program was made permanent and the per ward funding increased to enhance the number of measures being funded, two additional staff (bringing total to 9 FTEs) are required to manage the intake, review and installation of measures. This report recommends that Council approve an increase to the operating compensation budget to permanently fund the 9 FTEs ensuring program sustainability while not

impacting the delivery of the various lines of service and programs within the Traffic Services Service Area. Funding for these positions was approved in the 2019 Capital Budget within the Traffic & Pedestrian Safety Enhancement Program - Ward Initiatives.

RURAL IMPLICATIONS

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

CONSULTATION

Financial Services was consulted in the development of the report and their comments are included in the designated Financial Implications section of the report. No public notification or consultation was required.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

With the approval of the recommendations in this report Capital Project #909547 for Traffic and Pedestrian Safety Enhancement Program will be reduced from \$1,630,000 to \$788,880 and the \$841,120 will be transferred to the Traffic Services operating budget to permanently fund 9 FTE's.

The transfer will reduce the annual capital contributions for the tax supported programs by \$841,120.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report.

TERM OF COUNCIL PRIORITIES

This report aligns with the Transportation and Mobility Priority in the City of Ottawa 2015-2018 City Strategic Plan.

DISPOSITION

The Transportation Services Department will deliver the Temporary Traffic Calming Measures Program as approved by Council.