

The Corporation of the Town of Ajax

GENERAL GOVERNMENT COMMITTEE



Tuesday, October 13, 2020 at 1:00 p.m.

Electronic Meeting

65 Harwood Avenue South

PRESENTATIONS

*Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347*

Electronic Meeting: Due to the COVID-19 emergency and requirements for physical distancing, in-person attendance is not permitted at this meeting of the General Government Committee. This meeting will be live streamed for viewing at ajax.ca/live. Electronic participation is permitted pursuant to Council's Procedure By-law

Online Agendas Anything in **blue** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda.

6. Presentations

6.1 **Traffic Calming Warrant Update**

~ G. Romanowski, Director of Planning & Development Services / J. Grieve, Transportation Supervisor

6.2 **Traffic Calming Implementation Plan**

~ G. Romanowski, Director of Planning & Development Services / J. Grieve, Transportation Supervisor




Traffic Calming Warrant Update

October 13, 2020

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Contents

- Background
 - Update Framework
 - New Warrant Evaluation Process
 - 7 Step Process
 - Typical Traffic Calming Timeline
 - Conclusions / Next Steps
- 



Background

- Traffic Calming Warrant is a policy tool that outlines when and how traffic calming should be used in the Town
- Current Warrant was approved in 2015, and was an update of the Town's first warrant from 2007
- Since 2015, traffic issues have become more complex and there was a need to review the current warrant
- WSP Canada was retained to work with staff to undertake the review and complete the Traffic Calming Warrant Update



Update Framework

1) Review of the 2015 Traffic Calming Warrant

- Classification of Priority vs. General locations
- Overall evaluation process
- List of available traffic calming measures

2) Best Practices and Comparable Policies

- Neighbouring municipalities had similar criteria
- Some still required minimum percentage of public support
- 2 of 3 were dated, but were actively going through updates



Update Framework

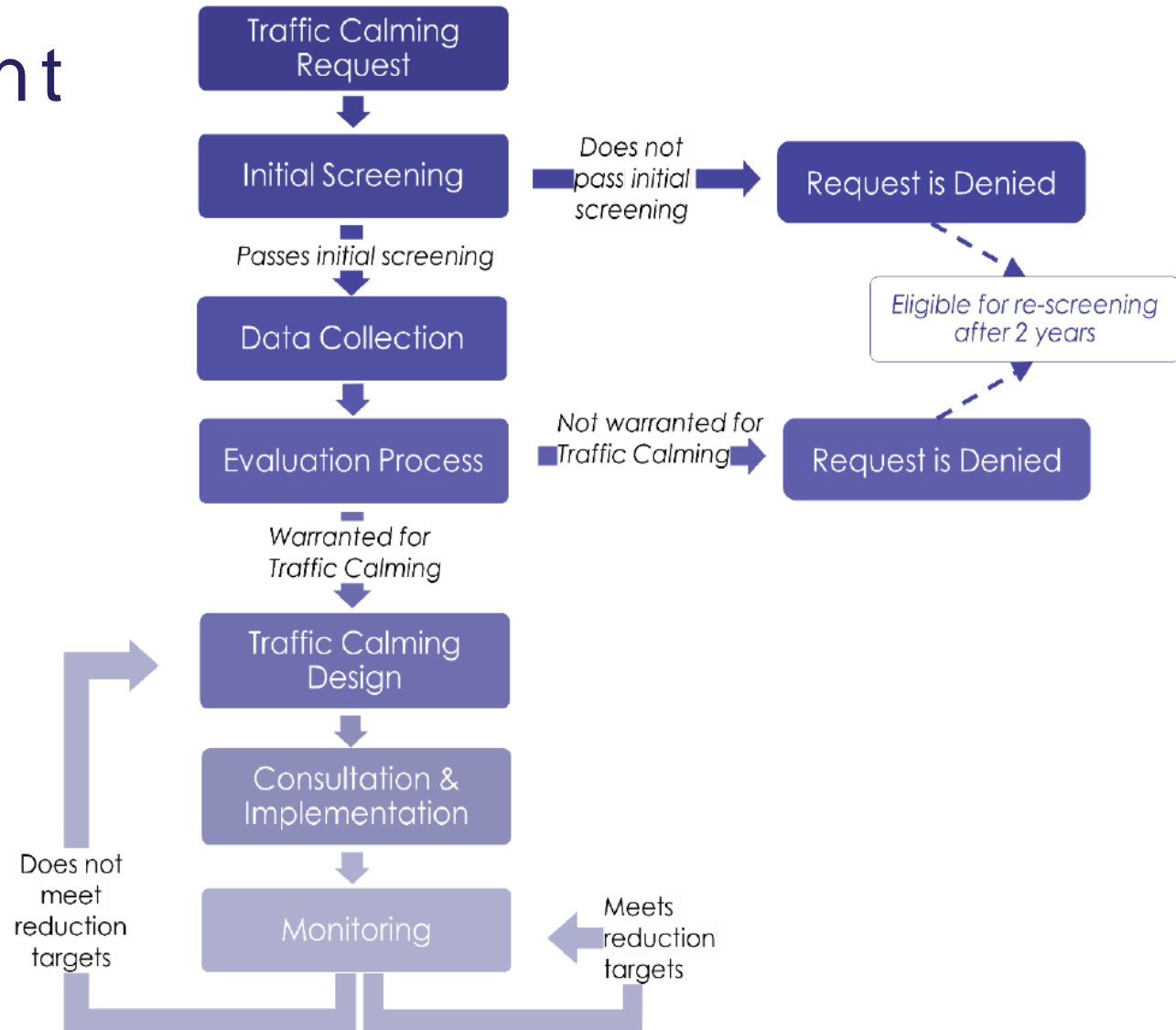
3) Ravenscroft Road Pilot Project

- Implemented to test use of flexible bollards
- Initial installation wasn't completely effective, 2nd installation showed better results
- Highlights the importance of monitoring and how it has been integrated into the new Warrant Process

Update Framework

Location	Before Traffic Calming (Sept. 2019)	After first installation (Oct. 2019)	After second installation (Sept. 2020)
<i>Daily Traffic</i>			
North of Foakes Drive	3937	3092	2720
South of Brennan Road	3851	3089	2841
West of Daniels Crescent	4010	3241	2852
West of Radford Drive	5816	4247	4375
<i>85th Percentile Speed</i>			
North of Foakes Drive	55 km/h	55km/h	53km/h
South of Brennan Road	50 km/h	52km/h	47km/h
West of Daniels Crescent	48 km/h	48km/h	45km/h
West of Radford Drive	52km/h	46km/h	49km/h

New Warrant Evaluation Process



Evaluation Chart

<i>Criteria</i>	<i>Minimum Threshold</i>	<i>Points</i>	<i>Maximum Points</i>
<i>Operating Speed</i>	85 th percentile speed is higher than 10km/h above the posted speed limit	1 point for each km/h above posted speed PLUS 1 point for each 1% of vehicles over 15 km/h above posted speed	25
<i>Traffic Volume</i>	900 vehicles/day for Local roads 2,000 vehicles/day for Collector roads 5,000 vehicles/day for Type 'C' Arterial roads	1 point for each 50 vehicles above local threshold 1 point for each 100 vehicles above collector threshold 1 point for each 200 vehicles above arterial threshold	20
<i>Collision History</i>	Less than 6 (local) or 12 (collector / arterial) within the last 3 years	5 points for each qualifying collisions in excess of 3 <small>*Qualifying collisions include collisions with vulnerable road users (pedestrians, cyclists) and collisions for which 'exceeding speed limit' or 'speed too fast for condition' is reported in the MVAR.</small>	20
<i>Pedestrian Generator</i>		5 points for each school or park within the study area <small>*Other Pedestrian Generators may be defined by Ajax and the study area includes the frontage of the road segment or within 300m</small>	15
<i>Pedestrian Facilities</i>		10 points if there are no sidewalks in the study area 5 points if only on one side	10
<i>Bicycle Facilities or Routes</i>		5 points if bicycle lanes, sharrows, or routes are present on the road segment	5



Traffic Calming Process Timeline

	January	February	March	April	May	June	July	August	September	October	November	December
Request Evaluation	█	█	█	█	█	█	█	█	█	█	█	█
Data Collection				█	█				█	█		
Data Analysis						█	█				█	█
Design	█	█										█
PIC		█										
Refine Design			█	█								
Contracting			█	█								
Installation					█	█	█					
Monitoring									█	█		



Conclusion / Next Steps

- The 2020 Traffic Calming Warrant is reflective of best practices in the industry, while also maintaining criteria which is suitable for the Town
- The update includes a process which enables staff to be more efficient and effective in their evaluation
- New emphasis on monitoring will ensure that the appropriate traffic calming measures are being implemented and that they are effective
- Implementation plan for the existing list of warranted projects is presented in the “Traffic Calming Implementation Plan” staff report

THANK YOU/ QUESTIONS?

John Grieve

Supervisor of Transportation

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Traffic Calming Implementation Plan

October 13, 2020

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Contents

- Background
- Existing Capital Projects
- List of Warranted Segments
- Implementation Plan
- Financial Implications
- Conclusions / Next Steps





Background

- The Town of Ajax has recognized the importance of traffic calming for many years
- Annual Capital budget allocation for the implementation of traffic calming measures
- The list of roads warranted for traffic calming has grown over the last few years
- Updated Traffic Calming Warrant provides staff with a more efficient and effective process in the evaluation of traffic calming requests



Existing Capital Projects

- Implementation of approved Capital Projects was put on hold pending the completion of the Traffic Calming Warrant Update
 - Ravenscroft Road was part of a pilot program and proceeded
- Prior to 2020, specific projects were listed for a given Capital Project
- In 2020, this approach was changed with the identification of an overall level of funding each year
- Staff then complete as many projects as possible with the available budget

List of Warranted Projects

Roads identified in Existing Capital Projects

Ravenscroft Road N. (Taunton Rd. to Beaverton Rd.) - 17'

Old Harwood Avenue (Magill Dr. to Chapman Dr.) - 18'

Linton Avenue (Kearney Dr. to Sherwood Rd.) - 19'

Ravenscroft Road S. (Rossland Rd. to Westney Rd.) - 19'

Warner Drive (Taunton Rd. to Williamson Dr.) - 19'

Other Warranted Roads

Simms Drive (Wilce Dr. to Griffiths Dr.)

Seward Crescent (Williamson Dr. to Williamson Dr.) *

Emperor Street (Harwood Ave. to Pickering Beach Rd.) *

Lake Driveway W (Hawkins Cres. to Garnett Dr.)

Lake Driveway E (Harwood Ave. to McRae Rd.)

Elizabeth Street (Kearney Dr. to Old Kingston Rd.)

Williamson Drive (Gillet Dr. to Portelli Cres.)

Burcher Road (Lucile St. to Ambassador St.)

Clover Ridge Drive (Harwood Ave. to Dreyer Dr.)

Elm Street (Beatty Rd. to Windsor Ave.)

Pickering Beach Road (Emperor St. to Rollo Dr.)

Kerrison Drive (Old Harwood Ave. to Harwood Ave.)

Magill Road (Westney Rd. to Old Harwood Ave.)

Gillet Drive (Draycott Ave. to Elston Ave.)

Clements Rd. (Hills Rd. to Burrells Rd.)

Rotherglen Drive (Bramwell Dr. to Kirkham Dr.)

Sullivan Road (Westney Rd. to Magill Dr.)

Finley Avenue (Banner Cres. to Burden Cres.)



Financial Implications

- Significant funding available from already open traffic calming capital accounts (approx. \$500,000)
- Staff recommend deferring any additional funding request for the 2021 Capital Budget
- Staff are proposing to utilize all available unused funding from these open capital accounts to implement as many projects as possible
- In 2021, staff will bring forward the contract award report indicating all segments to be completed with the available funding
- The implementation of traffic calming projects through the annual Capital Budget allocation will be reintroduced to the 2022 Capital Budget



Conclusion / Next Steps

- The 2020 Traffic Calming Warrant established a more efficient and effective evaluation process for traffic calming requests
- Moving forward, with this new process the intent is to be able to evaluate and implement warranted traffic calming measures in less than 2 years
- Before that timeline can be realized, the backlog of warranted projects need to be implemented
- The implementation of those projects has been proposed to be completed over the next few years, which also provides the flexibility to implement new road segments which will be identified for implementation as evaluations continue

THANK YOU/ QUESTIONS?

John Grieve

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