



TRAFFIC CALMING REVIEW

Robert Ferrie Drive

INFORMATION PACKAGE & PUBLIC COMMENT FORM

Wednesday, June 12th, 2019
Presentation: 7:00pm – 9:00pm
JW Gerth Public School
171 Apple Ridge Drive

BACKGROUND:

Transportation Services has received requests from the local residents of Robert Ferrie Drive, from Doon South Drive to South Creek Drive, to review the existing traffic conditions along this roadway.

In response to these requests, the City of Kitchener has initiated a Traffic Calming Review for Robert Ferrie Drive. This process includes extensive public input and the consideration of a number of options with respect to social, economic and environmental impacts. This process will ensure that any decision resulting from this study is transparent, defensible and traceable. It is important that any future decisions made by the City in this regard are technically feasible, economically responsible and socially acceptable.

The traffic calming review for Robert Ferrie Drive will include the following processes:

- Early and ongoing public consultation in the planning process;
- Identification and review of appropriate traffic calming measures;
- An investigation of the impacts of those traffic calming measures;
- Identify a preferred traffic calming plan;
- Implementation and monitoring of the plan.

PURPOSE:

The purpose of the study is to address traffic issues and concerns on Robert Ferrie Drive. This meeting and information package is intended to obtain your input on these issues and possible solutions. The presentation will summarize existing conditions, potential traffic calming methods and allow discussion on any issues and the process.

Your timely input and comments are crucial to the success of the traffic calming review. We strongly encourage your participation both by responding to correspondence and attendance at the public information centres.

TRAFFIC CALMING PROCESS:

The City of Kitchener has an approved traffic calming policy that affects this study as follows:

- Traffic calming is used to address safety, speeding or through traffic issues.
- The City requires minimum 25% support from affected residents to initiate a traffic calming study.
- Traffic calming devices can involve changes in traffic signage, pavement markings and/or physical changes to the geometrics of the roadway.

- Vertical deflection devices are typically not recommended on transit routes, emergency response routes and major collector roadways.
- In order to implement a traffic calming plan, at least 60% support is required from the responses of a minimum 50% of the affected residents.

If you are concerned and affected by traffic on Robert Ferrie Drive, we need your involvement, input, and support for any changes.

EXISTING CONDITIONS:

Robert Ferrie Drive is designated as a major collector roadway. The function of a typical major collector roadway is to collect and distribute traffic between local streets and other collector roads and the arterial road system. Robert Ferrie Drive has a speed limit of 50 km/h, as outlined within the City of Kitchener Uniform Traffic Control By-law 2007-138.

Traffic Volume & Speed Studies

Traffic volumes and vehicle speeds were collected in the subject area of Robert Ferrie Drive in 2016 & 2018. The following data was recorded:

Location	Count Date	AADT*	AADT* Combined	85 th Percentile** Speed (km/h)
Between Forest Creek Drive and Reynolds Court	August 2018	Northbound – 883 Southbound – 869	1752	59
Between Bridleridge Street and Reynolds Court	May 2016	Northbound – 520 Southbound - 442	962	52

*Note: AADT = Annual Average Daily Traffic

**Note: 85th percentile speed is the speed at which 85% of drivers travel at or below.

Collision Analysis (January 2016 - December 2018)

In the past three (3) years there have been six (6) reported collisions on Robert Ferrie Drive between South Creek Drive and Doon South Drive. This yields an annual collision rate of 2.0 collisions per year. Analysis performed on the six (6) reported collisions determined that there is no discernable pattern to the collisions.

TRAFFIC CALMING METHODS:

A range of planning alternatives will be considered through this study in order to develop a preferred traffic calming plan.

The following concepts are being considered as possible alternatives.

1. **Passive:** The use of passive traffic calming measures can include added traffic signage, improvements to pavement markings, textured pavement, police enforcement or movement restrictions. Although these are low-cost measures and have often been used by municipalities to try to address traffic concerns, they have been found to be less effective in addressing those concerns as they are not physical changes or they require continuous enforcement which is not always feasible.
2. **Moderate:** The use of more moderate physical traffic control devices can include speed humps, road narrowings (chokers/centre medians) or traffic circles to slow traffic and try to discourage “non-local” traffic from cutting through. These types of solutions typically are effective in slowing traffic down but they generally are less effective in discouraging through traffic than restrictive measures.
3. **Restrictive:** Traffic calming measures that are much more restrictive to drivers can include road closures, diverters and other physical measures to prevent certain movements or through traffic. They can be very effective in reducing through traffic volume but often lead to concerns regarding accessibility for local residents who will also be inconvenienced in accessing or exiting the neighbourhood.
4. **Combination:** A combination of the above concepts can be used.
5. **Do-Nothing:** This is also a possible option if there is not sufficient support for any of the above measures.

One or more of the above basic concepts can be considered to address the traffic issues present along the subject area of Robert Ferrie Drive. Some will be more effective than others. Your input on these concepts will assist our work in selecting one or all of them in the design phase of the study.



We thank you for your participation and involvement. Should you have any questions or concerns regarding the study, please feel free to contact the City of Kitchener:

Eric Bentzen-Bilkvist
Traffic Technologist
City of Kitchener
200 King Street West
5th Floor, Berlin Tower
P.O. Box 1118
Kitchener, ON N2G 4G7

Phone: (519) 741-2200 x7372

Fax: (519) 741-2747

TTY: 1-866-969-9994

Email: eric.bentzen-bilkvist@kitchener.ca

PLEASE PROVIDE YOUR COMMENTS ON THE ATTACHED PAGES AND LEAVE THEM AT THE MEETING OR MAIL THEM TO THE CONTACT LISTED ABOVE BY:

Friday, June 28th, 2019

If you would like more information on the City of Kitchener's Traffic Calming Initiatives, please visit the following website:

<https://www.kitchener.ca/en/city-services/traffic-calming.aspx>



Development Services Department
Transportation Services



WE NEED YOUR INPUT!

To help the study team with its work, we are requesting input from the public on the following three questions:

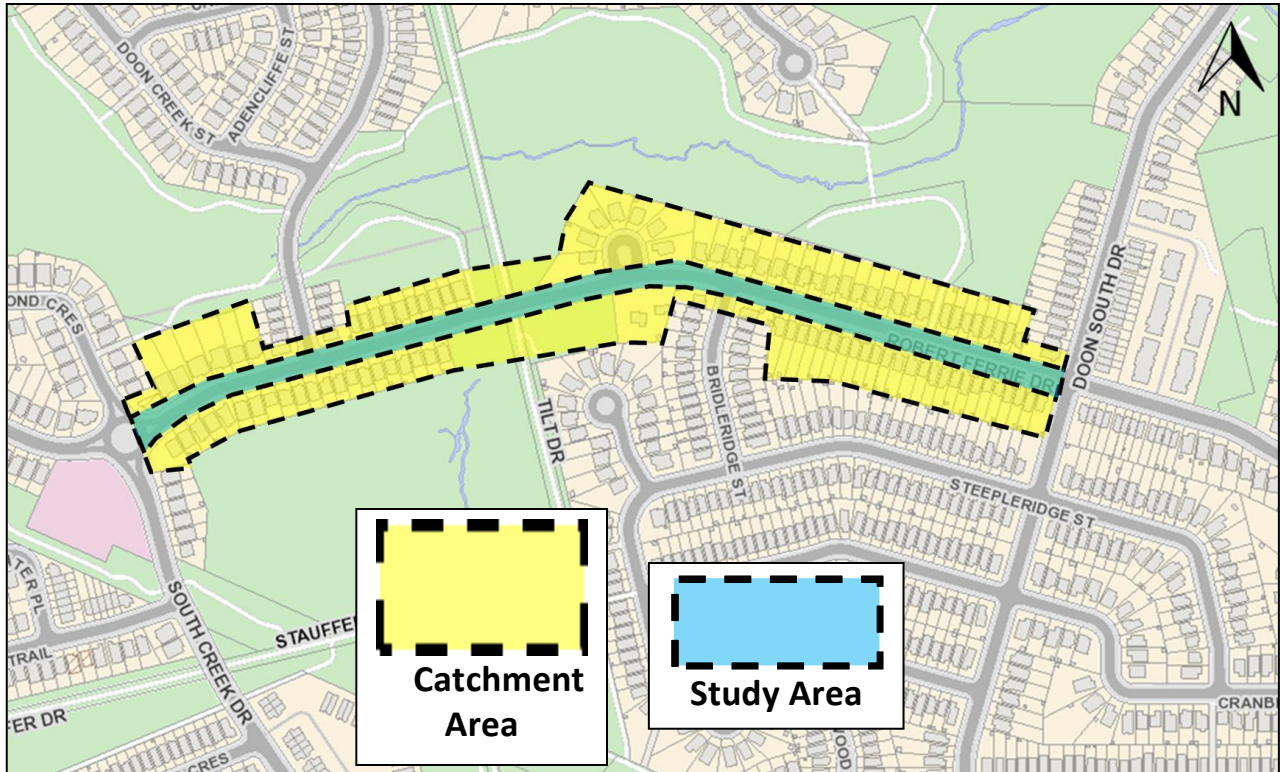
1. What do you consider to be the traffic issues (if any) in the neighbourhood and specifically along the subject area of Robert Ferrie Drive?

2. What do you think of the traffic calming options described in the information package and presented at the public meeting? Which ones are best for Robert Ferrie Drive in your opinion? (Passive, Moderate, Combination or Do-nothing)

3. General Comments.

PLEASE INDICATE YOUR SUGGESTIONS/IDEAS ON THE ATTACHED MAP

Study Area



Comments/Explanation of Suggestion(s):

PLEASE PROVIDE THE FOLLOWING CONTACT INFORMATION SO THAT WE CAN DISCUSS YOUR CONCERNS IF REQUIRED.

Eric Bentzen-Bilkvist
Traffic Technologist
 City of Kitchener
 200 King Street West
 5th Floor, Berlin Tower
 P.O. Box 1118
 Kitchener, ON N2G 4G7

NAME AND EMAIL:

ADDRESS:

Phone: (519) 741-2200 x7372
 Fax: (519) 741-2747
 TTY: 1-866-969-9994
 Email: eric.bentzen-bilkvist@kitchener.ca

PLEASE RETURN YOUR COMMENTS BY EMAIL/PHONE BY FRIDAY, JUNE 28th, 2019