Traffic Calming Review

Holborn Drive

Thursday, January 23, 2020
Presentation at 7:00 p.m.
Stanley Park Public School
1. Introductions
2. Traffic Calming Review Process
3. Study Area & Existing Conditions
4. What is Traffic Calming?
5. Resident Feedback Summary
6. Preferred Alternative
7. Addressing Your Priorities
8. Next Steps
9. Questions
Introductions

City of Kitchener
Holborn Drive Traffic Calming Project Team

• Steve Ryder (Project Manager), Traffic Planning Analyst
• Aaron McCrimmon-Jones, Manager, Transportation Planning
• Ivan J Balaban, Traffic Technologist
• Eric Bentzen-Bilkvist, Traffic Technologist
• Barry Cronkite, Director, Transportation Services
Traffic Calming Review Process

**Phase 1: Problems and Opportunities**
- Establish context, collect & review data/information
- Public Information Centre #1: Issues & opportunities
- Review / summarize resident and agency feedback

**Phase 2: Exploring the Alternatives**
- Identify alternative traffic calming measures
- Develop and evaluate preliminary recommendations

**Phase 3: Design**
- Develop design concept

**Phase 4: The Preferred Design**
- Public Information Centre #2: Design concept input
- Review / summarize input & finalize design
- Resident survey

**Phase 5: Implementation**
- Committee / Council approval
- Potential traffic calming measure implementation

*We are here*

- May 2019
- Summer 2019
- Winter 2019
- Winter 2020
- Spring 2020
- Summer / Fall 2020
**Traffic Speeds & Volumes**

**Between Coventry Dr. / Melvern Crt.**
June 2018
AADT Northbound – 874 vehicles/day
AADT Southbound – 798 vehicles/day
85th Percentile Speed – 54 km/h

**Between Holborn Crt. / Old Chicopee Dr.**
June 2018
AADT Northbound – 1,453 vehicles/day
AADT Southbound – 1,981 vehicles/day
85th Percentile Speed – 53 km/h

**Between Lambert Pl. / Mayfair Crt.**
June 2018
AADT Northbound – 993 vehicles/day
AADT Southbound – 806 vehicles/day
85th Percentile Speed – 58 km/h

---

**AADT**
Annual Average Daily Traffic

**85th Percentile**
Speed at which 85% of drivers travel drive at, or below.
Collision History

<table>
<thead>
<tr>
<th>Collision Type</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Motor Vehicle</td>
<td>2</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>Angle</td>
<td>-</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Turning Movement</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4</strong></td>
<td><strong>2</strong></td>
<td><strong>7</strong></td>
</tr>
</tbody>
</table>
What is Traffic Calming?

• Physical measures that reduce the negative effects of motor vehicle use and alter driver behaviour.
• Improve conditions for non-motorized street users.
• Traffic Calming measures can involve changes in traffic signage and/or physical changes to the road:
  – Vertical Deflection
  – Horizontal Deflection
• Vertical traffic calming measures will typically not be considered on Emergency routes, Transit Routes or Major Collector Roadways.
• The City of Kitchener endorses traffic calming as a means to reduce speeding, through traffic, and collisions in residential neighbourhoods.
Project Implementation

Required Support

Traffic Calming Initiation
• City requires 25% support from affected residents to initiate a traffic calming study.

<table>
<thead>
<tr>
<th>Response Rate of Affected Homes</th>
<th>22% (139 of 646)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support from Affected Residents</td>
<td>17% (109 of 646)</td>
</tr>
<tr>
<td>Total ‘Yes’ From Responses</td>
<td>78.4% (109 of 139)</td>
</tr>
<tr>
<td>Total ‘No’ From Responses</td>
<td>21.6% (30 of 139)</td>
</tr>
</tbody>
</table>

Implementing the Preferred Plan
• Once the Traffic Calming study is complete, a minimum of 50% of the affected residents must respond, with 60% support of the recommended plan for it to proceed.
Resident Feedback Summary

**QUESTION #1 - TRAFFIC ISSUES ON HOLBORN DRIVE**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding</td>
<td>11</td>
</tr>
<tr>
<td>Increased pedestrian crossing time at nearby signals</td>
<td>1</td>
</tr>
<tr>
<td>Noise pollution</td>
<td>1</td>
</tr>
<tr>
<td>High traffic volume</td>
<td>5</td>
</tr>
<tr>
<td>On-street parking overcrowding</td>
<td>3</td>
</tr>
<tr>
<td>Driving schools using Holborn for practice</td>
<td>2</td>
</tr>
<tr>
<td>Cut-through traffic</td>
<td>2</td>
</tr>
</tbody>
</table>
Resident Feedback Summary

**QUESTION #2 - PREFERRED TRAFFIC CALMING METHOD**

- **Restrictive, 1**
- **Moderate, 4**
- **Combo (P & M), 9**
## Resident Feedback Summary

<table>
<thead>
<tr>
<th>General Suggestions</th>
<th>Number of Mentions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Humps / Raised Crossings</td>
<td>6</td>
</tr>
<tr>
<td>Police Enforcement</td>
<td>4</td>
</tr>
<tr>
<td>Roadway Narrowings</td>
<td>4</td>
</tr>
<tr>
<td>Reduce Traffic Volume / Cut Through Traffic</td>
<td>3</td>
</tr>
<tr>
<td>Speed Display Board</td>
<td>2</td>
</tr>
<tr>
<td>All-Way Stop @ Carnaby Crescent</td>
<td>2</td>
</tr>
<tr>
<td>Crosswalk or Stop Sign at Eby Park</td>
<td>2</td>
</tr>
<tr>
<td>Road Medians</td>
<td>1</td>
</tr>
<tr>
<td>No Removal of On-street Parking</td>
<td>1</td>
</tr>
<tr>
<td>No Speed Humps</td>
<td>1</td>
</tr>
</tbody>
</table>
Traffic Calming Measures

- **SPEED HUMP**
  - Distance: 7.0 m
  - Not used on City Roadways

- **SPEED BUMP**
  - Height: .50 m

- **SPEED CUSHION**
  - Distance: 7.0 m
Your Top 3 List...

• Your top 3 concerns:
  1) Speeding
  2) High Traffic Volume
  3) Overcrowded On-street Parking

• Your top 3 traffic calming solutions:
  1) Speed Humps / Raised Crossings
  2) Police Enforcement
  3) Roadway Narrowings
• Pedestrian Connection: A formal concrete landing pad with depressed curbing will be constructed to residents crossing the roadway to access the bus stop located at Holborn Court.
Preferred Alternative

- Mid-block Narrowing: Creates a pinch point approximately halfway between River Road and Old Chicopee Drive. The roadway width will be reduced to 6.0m and include a yellow centre-line to direct vehicles through the measure.

Existing Speed: 53 km/h

Expected Speed: < 50 km/h
Preferred Alternative

- Speed Hump: The speed hump will be placed at the crossing area to Eby Park, adjacent to Carnaby Crescent. This measure will slow vehicles down at one of the busiest pedestrian areas along Holborn Drive.

Existing Speed: 58 km/h

Expected Speed: ~40 km/h

2.0m wide concrete sidewalk connection
Preferred Alternative

One-sided Narrowing: This narrowing at Coventry Drive creates a pinch point near the end of Holborn Drive near Shaftsbury Drive. The road will be reduced to 6.0m and include a yellow centre-line to direct vehicles through the measure.
# Addressing Your Priorities

<table>
<thead>
<tr>
<th>Top 3 Concerns</th>
<th>What We Did…</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Speeding</strong></td>
<td>The speed hump located near Eby Park, and well as two mid-block narrowings will help reduce general speeds along Holborn Drive</td>
</tr>
<tr>
<td><strong>High Traffic Volume</strong></td>
<td>River to Old Chicopee – higher density, increased volume, as well as a defacto collector roadway to rest of Idlewood neighbourhood</td>
</tr>
<tr>
<td><strong>On-street Parking Overcrowding</strong></td>
<td>Natural form of traffic calming; mid-block narrowings will not remove any legal on-street spaces</td>
</tr>
</tbody>
</table>

## Top 3 Resident Solutions

<table>
<thead>
<tr>
<th>Top 3 Resident Solutions</th>
<th>What We Did…</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Speed Humps / Raised Crosswalks</strong></td>
<td>River to Old Chicopee – transit route; Old Chicopee to Shaftsbury – one (1) speed hump located near Eby Park will reduce speeds</td>
</tr>
<tr>
<td><strong>Police Enforcement</strong></td>
<td>Not a viable option for a traffic calming review</td>
</tr>
<tr>
<td><strong>Road Narrowings</strong></td>
<td>Two (2) mid-block narrowings installed along Holborn to create pinch points for drivers</td>
</tr>
</tbody>
</table>
Next Steps

- Public Information Centre #2 – design concept input
- Agency circulation – design concept input
- Finalize design based on resident and agency input
- Neighbourhood survey
- Committee presentation
- Council presentation
- Installation
- Follow-up Review and Survey
QUESTIONS & DISCUSSION