Traffic Calming Review

Robert Ferrie Drive

Wednesday, November 27, 2019
Presentation at 7:00 p.m.
Groh Public School
Agenda

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

Robert Ferrie Drive Traffic Calming Project Team

• Ivan J Balaban (Project Manager), Traffic Technologist
• Aaron McCrimmon-Jones, Manager, Transportation Planning
• Eric Bentzen-Bilkvist, Traffic Technologist
• Steven Ryder, Traffic Planning Analyst
• 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
- Review / summarize input & finalize design
- Resident survey

Phase 5: Implementation
- Potential traffic calming measure implementation

*We are here 2019/2020

Timeline:
- June 2019
- Summer 2019
- Winter 2019/2020
- Winter 2020
- Spring 2020
- Summer / Fall 2020
Study Area

Robert Ferrie Drive
Doon South Drive to South Creek Drive

Catchment Area

Study Area
**Traffic Speeds & Volumes**

**ADT**
(Average Daily Traffic)
measured in vehicles per day (v/d)

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

Between Bridleridge St. & Reynolds Crt.
August 2019
85th% speed: 54 km/h

- 1004 v/d → 1021 v/d
- 1002 v/d ←

Between Forest Creek Dr. & Reynolds Crt.
August 2019
85th% speed: 59 km/h

- 994 v/d →
Collision History

3 Year Collision Summary

<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>-</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>Angle</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>-</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
<td>3</td>
<td>2</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.
Required Support

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

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Response Rate of Affected Homes</td>
<td>38% (38 of 100)</td>
</tr>
<tr>
<td>Support from Affected Residents</td>
<td>34% (34 of 100)</td>
</tr>
<tr>
<td>Total ‘Yes’ From Responses</td>
<td>89.5% (34 of 38)</td>
</tr>
<tr>
<td>Total ‘No’ From Responses</td>
<td>10.5% (4 of 38)</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 ROBERT FERRIE DR.

- No issues: 1
- Speeding: 5
- More traffic as homes are built: 1
- Construction traffic: 1
Resident Feedback Summary

QUESTION 2 - PREFERRED TRAFFIC CALMING METHOD

- Do Nothing, 2
- Moderate, 2
- Restrictive, 0
- Passive, 1
- Combo (P & M), 2
<table>
<thead>
<tr>
<th>General Suggestions</th>
<th>Number of Mentions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install something near Tilt Drive Trail</td>
<td>7</td>
</tr>
<tr>
<td>Speed Humps</td>
<td>5</td>
</tr>
<tr>
<td>Do not remove Parking</td>
<td>5</td>
</tr>
<tr>
<td>Narrowings</td>
<td>2</td>
</tr>
<tr>
<td>Do not install in front of homes</td>
<td>2</td>
</tr>
<tr>
<td>All-Way Stop</td>
<td>2</td>
</tr>
<tr>
<td>Ladder Bars / Zebra Crosswalks</td>
<td>1</td>
</tr>
<tr>
<td>Speed Radar Sign</td>
<td>1</td>
</tr>
<tr>
<td>Police Enforcement</td>
<td>1</td>
</tr>
<tr>
<td>Restrict Construction Traffic</td>
<td>1</td>
</tr>
</tbody>
</table>
Resident Feedback Summary

Your Top 3 List...

• Your top 3 concerns:
  1) Speeding
  2) Increased Traffic Volume
  3) Construction Traffic

• Your top 3 traffic calming solutions:
  1) Speed Humps
  2) Narrowings
  3) All-way Stops
Spacing of Traffic
Calming Measures
• An 8-hour Turning Movement Count was conducted, and an All-Way Stop is warranted at Robert Ferrie Drive & Forest Creek Drive
Preferred Alternative

- Raised Pedestrian Crossing (speed hump) at the Tilt Drive Trail.

Existing Speed: 59 km/h

Expected Speed: 40 km/h
Preferred Alternative

- One-sided intersection narrowing at Bridleridge Street. The City of Kitchener Traffic Bylaw states that parking is not permitted within 9 metres of an intersection. Narrowing will be 6 metres wide, permitting two-way operation.

Existing Speed: 54 km/h

Expected Speed: < 50 km/h
Preferred Alternative

- Speed Cushion 120 metres from Doon South Drive. Speed Cushions do no affect emergency vehicle response time as adversely as speed humps. The City of Kitchener Traffic bylaw states that parking is not permitted within 15 metres of a community trail, as such no legal parking spaces are being removed on the west side.

Expected Speed: 45 km/h
Addressing Your Priorities

<table>
<thead>
<tr>
<th>Top 3 Concerns</th>
<th>What We Did...</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding</td>
<td>The raised crosswalk (speed hump), speed cushion, and intersection narrowing to 6.0m will help reduce speeds</td>
</tr>
<tr>
<td>Increased traffic volume</td>
<td>Major Community Collector – currently handles 2,000 vehicles per day</td>
</tr>
<tr>
<td>Construction Traffic</td>
<td>Will decrease as neighbouring areas are completed, and as Strasburg Rd and Blair Creek Dr are extended</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Top 3 Resident Solutions</th>
<th>What We Did...</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed humps</td>
<td>Raised crosswalk (speed hump) located at Tilt Drive Trail crossing, and a speed cushion.</td>
</tr>
<tr>
<td>Narrowings</td>
<td>Intersection narrowing at Bridleridge St.</td>
</tr>
<tr>
<td>All-way Stops</td>
<td>Warranted at Forest Creek Dr. Not warranted at Bridleridge St.</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 – Winter 2020
- Neighbourhood survey – Winter 2020
- Committee presentation – Spring 2020
- Council presentation – Spring 2020
- Installation – Summer/Fall 2020
- Follow-up Review and Survey – Summer/Fall 2021
QUESTIONS & DISCUSSION
All-way Stop Control Warrants

• All-Way Stop Controls are meant to safely alternate the right-of-way to opposing traffic flows;

• In order for an All-Way Stop Control to be warranted, a significant amount of traffic must exist on both streets;

• If there is little traffic on the side street, drivers who regularly use the major street will start anticipating that they will not have to yield to anyone and may disobey the stop signs;

• Unwarranted All-way Stop Controls are often disobeyed by drivers;

• Pedestrian safety can be compromised;

• Unnecessary increase in traffic noise as vehicles slow down, stop and then accelerate again;

• Stop signs increase air pollution and waste fuel;

• Adding new stop signs usually increases overall vehicle speeds, as drivers attempt to make up for lost time spent at a stop sign;