

The Corporation of the Town of Ajax

COMMUNITY AFFAIRS AND PLANNING COMMITTEE



Monday, April 20, 2015 at 7:00 p.m.

Council Chambers, Town Hall

65 Harwood Avenue South

PRESENTATIONS

Alternative formats available upon request by contacting:

accessibility@ajax.ca or 905-619-2529 ext. 3347

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. To manoeuvre back to the agenda page use the **Ctrl + Home** keys simultaneously

5. Presentations

5.1 [2015 Traffic Calming Warrant Update \(2015TCWU\)](#)

~ H. Ng, Senior Transportation Planner



The Town of Ajax

2015 Traffic Calming Warrant Update

Community Affairs and
Planning Committee
April 20, 2015



+ Background

+ Purpose

+ Process

+ Key Warrant Updates

- Simplified Procedure for Public Support
- Consideration of Alternative Strategies
- Screening Process
- Evaluation and Scoring Process
- Project Identification Process
- Traffic Calming Toolbox Update

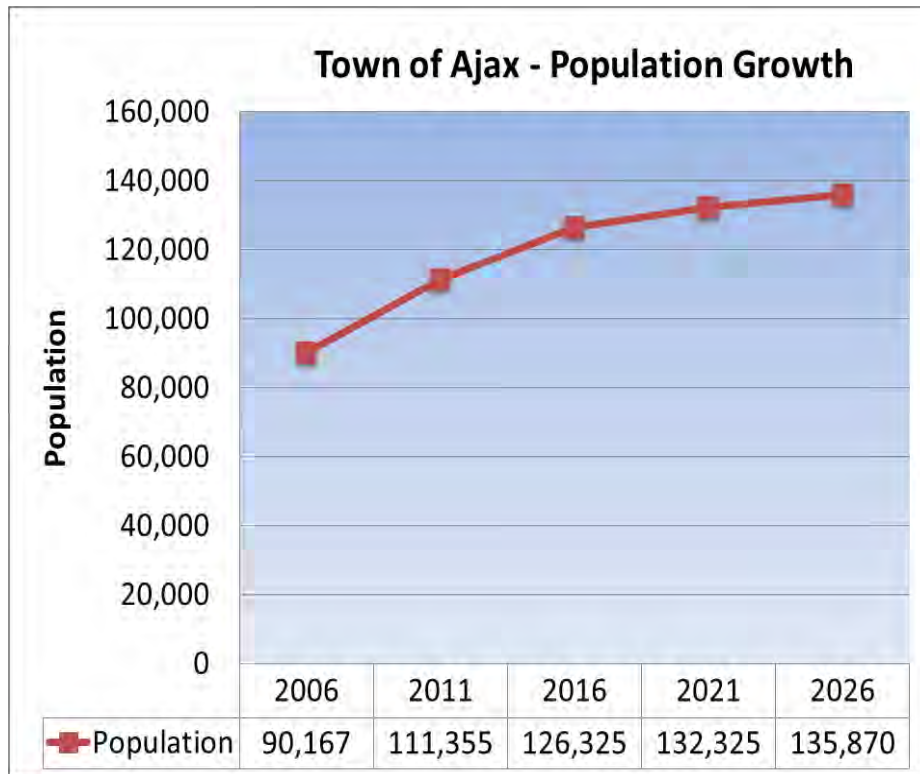
+ Traffic Calming 6-Step Methodology

+ Application

+ Questions

- + This Community Affairs and Planning Committee meeting is an opportunity to provide feedback on the Town's 2015 Traffic Calming Warrant Update.**
- + Inquiries regarding individual traffic calming requests will not be addressed during this meeting.**



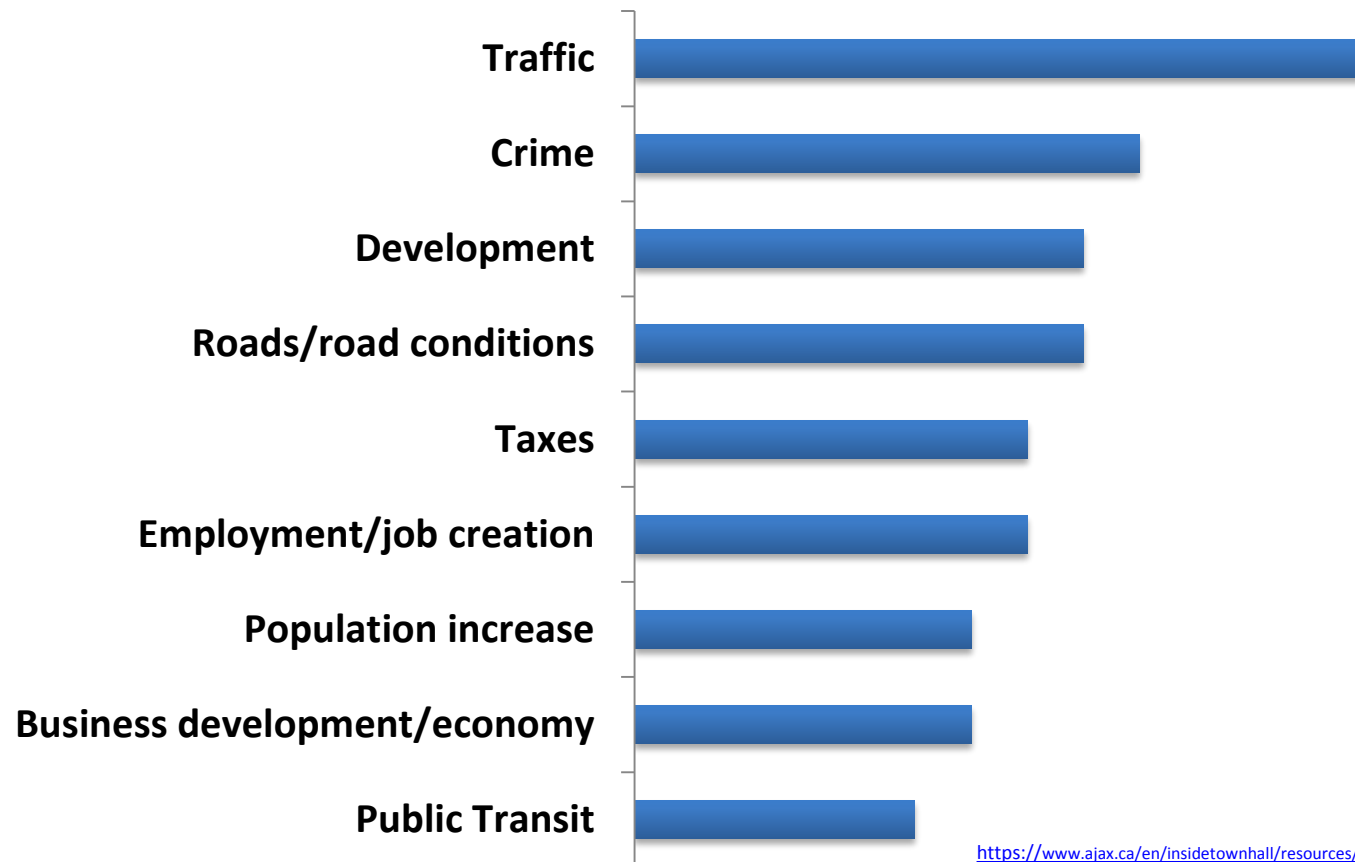


Community Action Plan Strategy Session
December, 2014

- + **39% population growth since the 2007 Traffic Calming Warrant was approved.**
- + **Traffic Inquiries have increased 45% since 2012.**

Town of Ajax – Resident Survey 2014; Environics Research Group

In your opinion, what is the single most important issue facing Ajax today?



<https://www.ajax.ca/en/insidetownhall/resources/Environics-TownofAjax2014-FinalReport.pdf>

+To create a more **Appropriate,
Flexible and **Efficient** Traffic
Calming Warrant Framework
and Process.**





Key Updates: Simplified Procedure for Public Support

- + 2007TCW required public surveys with the following results:**
 - 50% response rate
 - 60% support rate
- + Public surveys were required at the following stages:**
 - Project Initiation
 - Approval of Final Design
- + Public survey requirement ran the risk of cancellations of technically warranted projects and wasted financial and staff resources.**

Key Updates: Simplified Procedure for Public Support

- + 2015TCWU simplifies and refocuses public input at the critical juncture of the design process.**
- + Public consultation would be held to receive feedback once alternative designs are established.**
- + Removal of public survey requirements allows for:**
 - Technically warranted projects to move forward
 - Minimize project cancellations
 - Increase effectiveness of public consultation
 - More efficient use of financial and staff resources

Key Updates: Consideration of Alternative Strategies

- + 2007TCW does not provide guidance on unique transportation inquiries.**
- + 2015TCWU provides high level guidance to conduct full Operational and Safety Reviews for unique situations including:**
 - Small-radius horizontal curves
 - Visibility Limitations
 - Traffic Infiltration
 - Collision Patterns
 - Where traffic calming cannot adequately address the issue

+ Minimum Block Length of 110m

+ 85th Percentile Speed:

- Minimum Threshold Speed: 10km/h above posted speed
- Critical Speeds (Priority List):
 - Local Roads – 15km/h above posted speed
 - Collector Roads – 20km/h above posted speed
 - Type C Arterial Roads – 25km/h above posted speed

+ Evaluation Scoring Process was updated based on:

- Best Practices Research
- Assessment and Experience with the 2007TCW
- Function of Roadway Classifications
- Local context

+ Minimum Eligible Score (General List):

- Local Roads – 30 Points
- Collector Roads – 45 Points
- Type C Arterial Roads – 50 Points

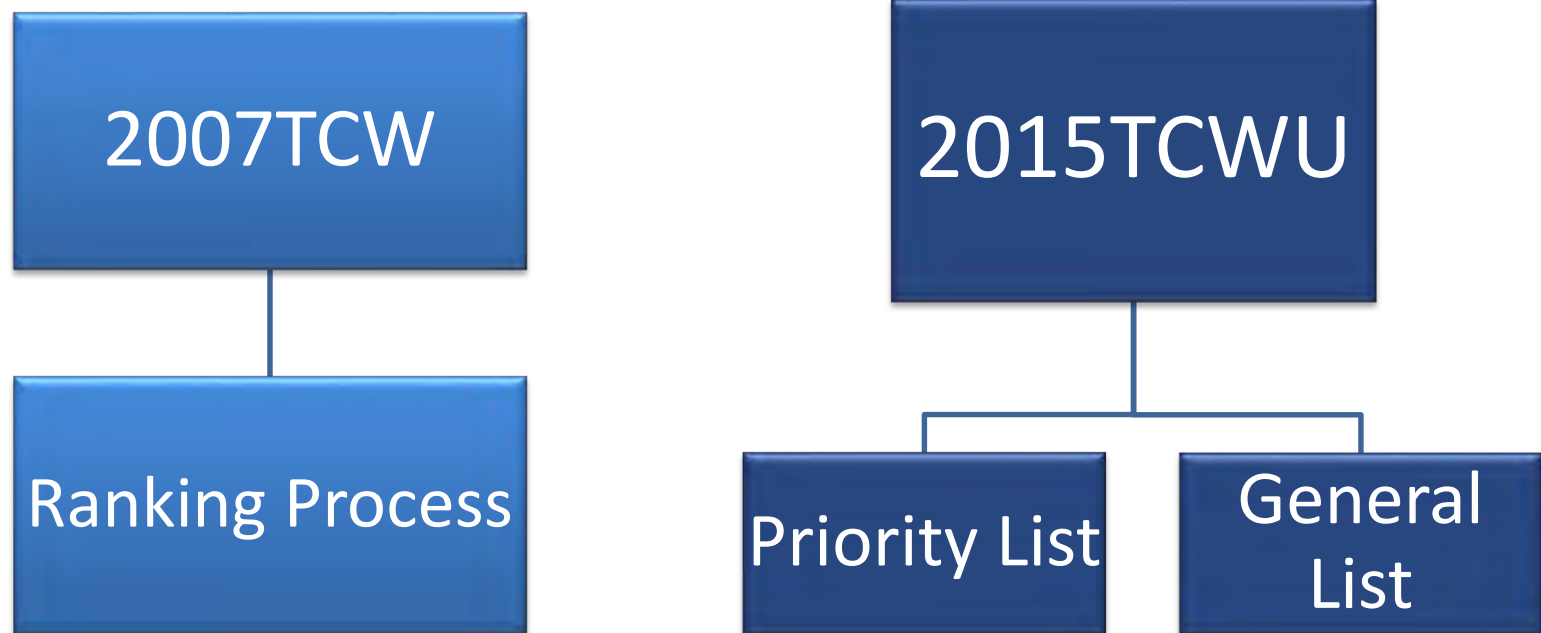
Key Updates: Evaluation Scoring Process – Local Roads

| FACTOR | POINT CRITERIA | MAXIMUM POINTS |
|----------------------------------|---|----------------|
| Collision History | 5 points for each qualifying collisions in excess of 3 | 20 |
| Traffic Speeds | 1 point for each km/h above posted speed, and 1 point for each 1% of vehicles over 15 km/h above posted speed | 25 |
| Traffic Volumes | 1 point for each 50 vehicles above threshold | 20 |
| Pedestrian Generators | 5 points for each school or park within the study area (other Pedestrian Generators may be defined by Ajax) | n/a |
| Pedestrian Facilities | 5 points if there are no sidewalks in the study area | 5 |
| Bicycle Facilities or Routes | 5 points if bicycle lanes, sharrows, or routes are present in the study area | 5 |
| Adjacent Land Uses (residential) | 1 point for each 20% of residential land use | 5 |

Evaluation Scoring Process – Collector and Type C Arterial Roads

| FACTOR | POINT CRITERIA | MAXIMUM POINTS |
|----------------------------------|---|----------------|
| Collision History | 5 points for each qualifying collisions in excess of 3 | 15 |
| Traffic Speeds | 1 point for each km/h above posted speed, and 1 point for each 1% of vehicles over 15 km/h above posted speed | 25 |
| Traffic Volumes | 1 point for each 100 vehicles above threshold | 20 |
| Pedestrian Generators | 5 points for each school or park within the study area (other Pedestrian Generators may be defined by Ajax) | n/a |
| Pedestrian Facilities | 10 points if there are no sidewalks in the study area 5 points if only on one side | 10 |
| Bicycle Facilities or Routes | 5 points if bicycle lanes, sharrows, or routes are present in the study area | 5 |
| Adjacent Land Uses (residential) | 1 point for each 20% of residential land use | 5 |

- + 2015TCWU allows eligible lower scoring locations to proceed in a systematic and predictable fashion.**



Key Updates: Traffic Calming Toolbox Update

- + Level of Benefits and Disbenefits
- + Additional Traffic Calming Measures
- + Removal of Signage as true traffic calming measures

| Measures | Local Road | Low-Volume Collector | Other Collector | Type 'C' Arterial |
|---|------------|----------------------|-----------------|-------------------|
| Vertical Deflection | | | | |
| Speed Hump | ✓ | ◆ | ✗ | ✗ |
| Speed Cushion | ✓ | ◆ | ✗ | ✗ |
| Raised Crosswalk | ✓ | ◆ | ✗ | ✗ |
| Raised Intersection | ✗ | ✗ | ✗ | ◆ |
| Sidewalk Extension | ✓ | ✗ | ✗ | ✗ |
| Horizontal Deflection | | | | |
| Curb Extension | ✓ | ✓ | ✓ | ✓ |
| Traffic Circle | ✓ | ✓ | ✗ | ✗ |
| Mini Roundabout | ✗ | ◆ | ✗ | ◆ |
| Raised Median Island | ✓ | ✓ | ✓ | ✓ |
| Corner Radius Reduction | ✓ | ✓ | ✓ | ◆ |
| Chicane | ✓ | ✗ | ✗ | ✗ |
| On-Street Parking | ✓ | ✓ | ✓ | ◆ |
| Obstruction | | | | |
| Directional Closure | ✓ | ◆ | ✗ | ✗ |
| Right-In/Right-Out Island | ✓ | ◆ | ✗ | ✗ |
| Raised Median Through Intersection | ✓ | ✓ | ✗ | ✗ |
| Intersection Channelization | ✓ | ✓ | ✗ | ◆ |
| Diverter | ✓ | ◆ | ✗ | ✗ |
| Full Closure | ◆ | ✗ | ✗ | ✗ |
| Signage (When used primarily for traffic calming) | | | | |
| Traffic-Calmed Neighbourhood | ✓ | ✓ | ◆ | ◆ |
| Turn Prohibited | ✓ | ◆ | ✗ | ◆ |
| Through Traffic Prohibited | ✓ | ◆ | ✗ | ◆ |
| One Way | ✗ | ✗ | ✗ | ✗ |
| Maximum Speed | ✗ | ✗ | ✗ | ✗ |
| Yield | ✗ | ✗ | ✗ | ✗ |
| Stop | ✗ | ✗ | ✗ | ✗ |
| Warning signs (playground, school, etc) | ◆ | ◆ | ◆ | ◆ |

✓ = Appropriate Measures ◆ = Use with Caution ✗ = Not Recommended

| Traffic Calming Measure | APPLICABILITY | | | | POTENTIAL BENEFITS | | | | POTENTIAL DISBENEFITS | | | | | |
|------------------------------------|---------------|----------------------|-----------------|-------------------|--------------------|------------------|--------------------|-------------|-----------------------|--------------------|-----------------------|-------------|-------------|------------------|
| | Local Road | Low-Volume Collector | Other Collector | Type 'C' Arterial | Speed Reduction | Volume Reduction | Conflict Reduction | Environment | Local Access | Emergency Response | Active Transportation | Enforcement | Maintenance | Cost |
| Vertical Deflection | | | | | | | | | | | | | | |
| Raised Crosswalk | ✓ | ◆ | ✗ | ✗ | ■ | □ | ■ | ■ | □ | ■ | ■ | □ | ■ | Low to Moderate |
| Raised Intersection | ✗ | ✗ | ◆ | ◆ | □ | □ | □ | □ | □ | ■ | ■ | □ | ■ | High |
| Rumble Strip | ✗ | ✗ | ✗ | ✗ | □ | □ | □ | □ | □ | □ | □ | □ | ■ | Low to Moderate |
| Sidewalk Extension | ✓ | ✗ | ✗ | ✗ | ■ | ■ | ■ | ■ | □ | □ | □ | □ | ■ | Moderate |
| Speed Hump | ✓ | ◆ | ✗ | ✗ | ■ | ■ | ■ | ■ | □ | ■ | ■ | □ | ■ | Low to Moderate |
| Speed Table | ✓ | ◆ | ✗ | ✗ | ■ | □ | ■ | ■ | □ | ■ | ■ | □ | ■ | Low to Moderate |
| Speed Cushion | ✓ | ◆ | ✗ | ✗ | ■ | ■ | ■ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Texture d pavement | ◆ | ◆ | ✗ | ✗ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Moderate to High |
| Texture d crosswalk | ◆ | ◆ | ◆ | ◆ | □ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Horizontal Deflection | | | | | | | | | | | | | | |
| Chicane, 1-Lane | ✓ | ✗ | ✗ | ✗ | ■ | ■ | ■ | ■ | □ | ■ | ■ | □ | ■ | Moderate to High |
| Chicane, 2-Lane | ✓ | ◆ | ◆ | ◆ | ■ | □ | ■ | ■ | □ | □ | □ | □ | ■ | Moderate |
| Lateral Shift | ✓ | ◆ | ✓ | ✓ | ■ | □ | □ | ■ | □ | □ | □ | □ | ■ | Moderate |
| Curb Extension | ✓ | ✓ | ✓ | ✓ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Neckdown | ✓ | ✓ | ✓ | ◆ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Curb Radius Reduction | ✓ | ✓ | ✓ | ◆ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| On-Street Parking | ✓ | ✓ | ✓ | ◆ | ■ | □ | □ | ■ | □ | ■ | ■ | □ | ■ | Low to Moderate |
| Raised Median Island | ✓ | ✓ | ✓ | ✓ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Mini Roundabout | ✗ | ◆ | ◆ | ◆ | ■ | ■ | ■ | ■ | □ | ■ | ■ | □ | ■ | High |
| Lane Narrowing | ✓ | ✓ | ✓ | ✓ | ■ | □ | □ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Road Diet | ✗ | ◆ | ✗ | ✗ | ■ | □ | □ | ■ | □ | ■ | ■ | □ | ■ | Low to Moderate |
| Traffic Circle | ✓ | ✓ | ✗ | ✗ | ■ | ■ | ■ | ■ | □ | ■ | ■ | □ | ■ | Moderate to High |
| Obstruction | | | | | | | | | | | | | | |
| Directional Closure | ✓ | ◆ | ✗ | ✗ | □ | ■ | ■ | ■ | ■ | □ | ■ | ■ | ■ | Moderate |
| Diverter | ✓ | ◆ | ✗ | ✗ | □ | ■ | ■ | ■ | ■ | □ | ■ | ■ | ■ | Moderate to High |
| Full Closure | ◆ | ✗ | ✗ | ✗ | □ | ■ | ■ | ■ | ■ | ■ | ■ | □ | ■ | Moderate to High |
| Intersection Channelization | ✓ | ✓ | ◆ | ◆ | □ | ■ | ■ | ■ | □ | □ | ■ | □ | ■ | Moderate to High |
| Raised Median Through Intersection | ✓ | ✓ | ✗ | ✗ | □ | ■ | ■ | ■ | □ | □ | ■ | □ | ■ | Low to Moderate |
| Right-In/Right-Out Island | ✓ | ✓ | ✗ | ✗ | □ | ■ | ■ | ■ | □ | □ | ■ | □ | ■ | Moderate |

■ = Substantial (Dis)Benefits □ = Minor (Dis)Benefits (Dis) □ = No (Dis)Benefit
 ✓ = Appropriate Measures ◆ = Use with Caution ✗ = Not Recommended

Traffic Calming 6-Step Methodology

Step 1: Request for Traffic Calming



Step 2: Screening Process



Step 3: Evaluation Scoring



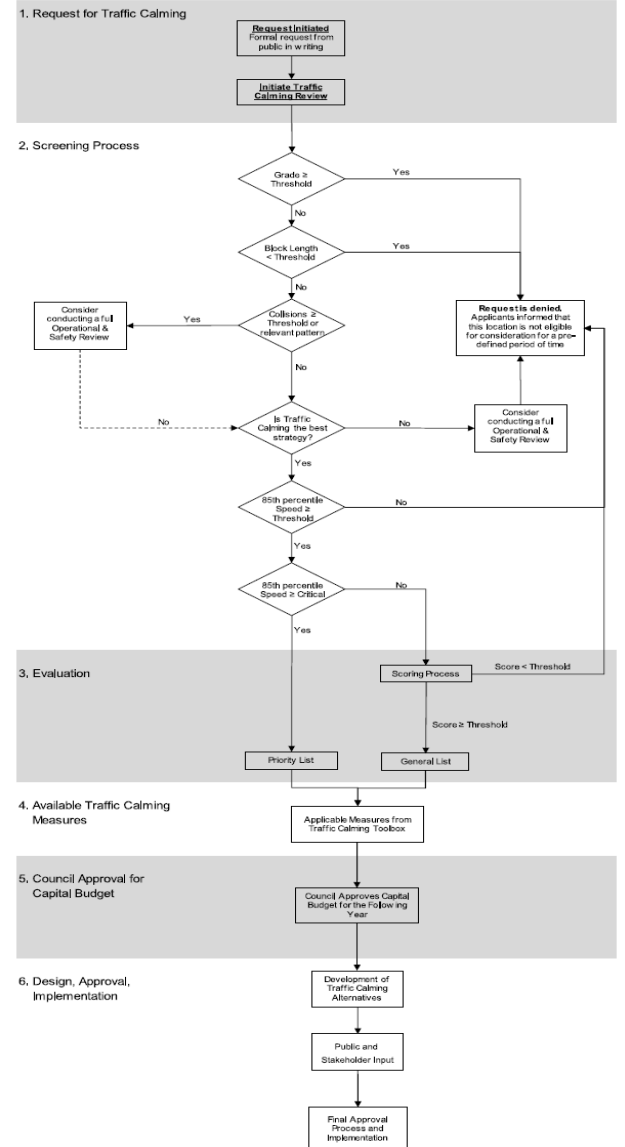
Step 4: Available Traffic Calming Measures



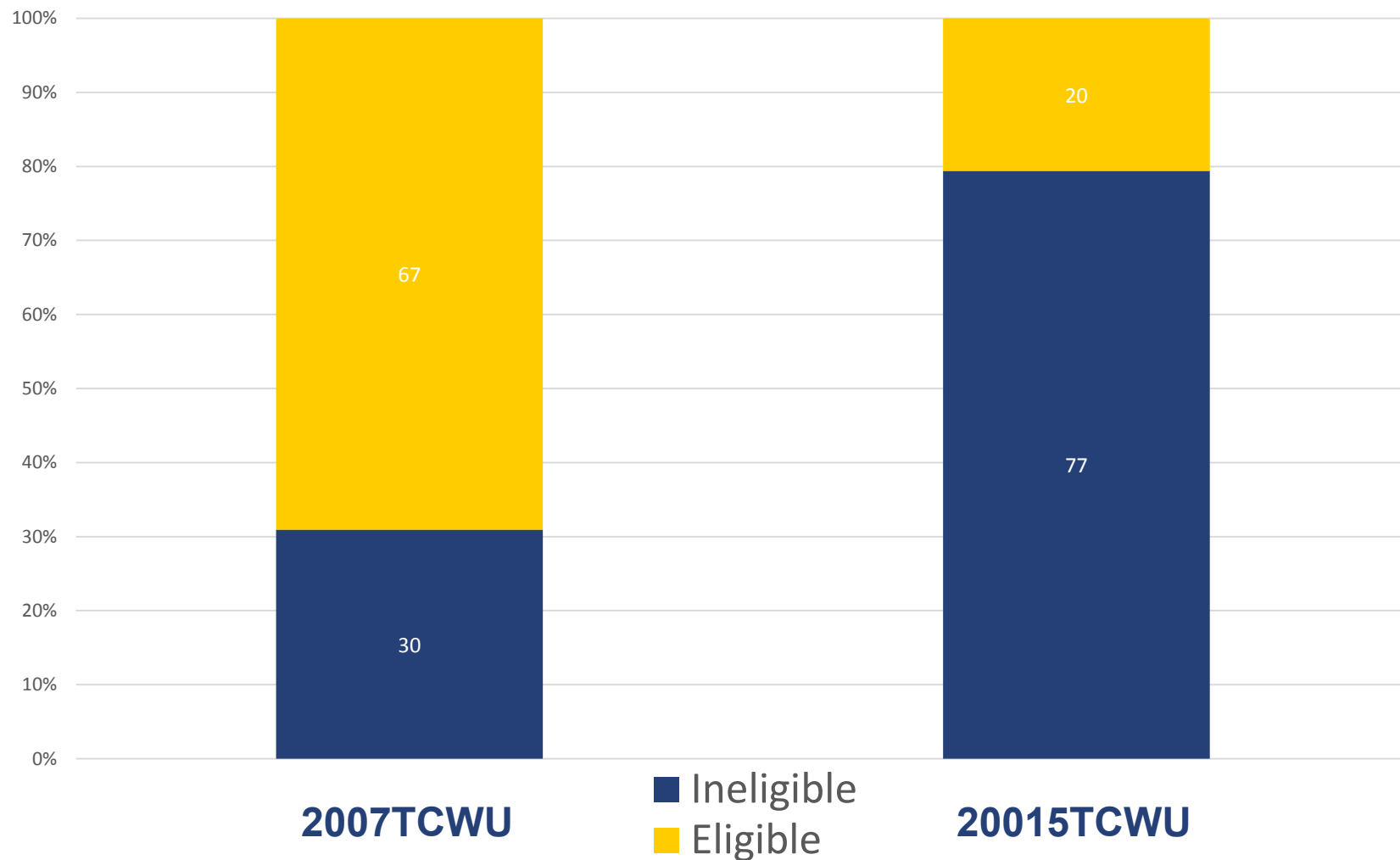
Step 5: Council Approval for Capital Budget



Step 6: Design, Approval, Implementation



Traffic Calming Requests Using 2007TCWU vs 2015TCWU



Application – Eligible Locations

Priority List

| Date | Street | Limit 1 | Limit 2 | Classification | Ward |
|-----------|------------------------|---------------|---------------|-----------------|------|
| 5/12/2012 | SEWARD DR | Marriner Cres | Williamson Dr | Local | 2 |
| 5/29/2012 | RAVENSCROFT RD | Beverton Ct | Taunton Rd | Collector | 1 |
| 6/25/2012 | OLD HARWOOD AVE | Magill Dr | Chapman Dr | Local | 2 |
| 6/25/2012 | OLD HARWOOD AVE | Fishlock St | Magill Dr | Local | 2 |
| 7/3/2012 | WARNER DR | Taunton Dr | Williamson Dr | Collector | 2 |
| 7/25/2012 | LINTON AVE | Sherwood Rd | Kearney Rd | Local | 1 |
| 9/17/2012 | WILLIAMSON DR | Gillett Dr | Portelli Cres | Type C Arterial | 1 |
| 6/10/2014 | SIMMS DR | Genner Dr | Sykes St | Local | 1 |

Application – Eligible Locations

General List

| Date | Street | Limit 1 | Limit 2 | Classification | Ward |
|-----------|----------------------|-----------------|----------------|-----------------|------|
| 5/29/2012 | DELANEY DR | Ravenscroft Rd | Westney Rd | Type C Arterial | 1 |
| 5/29/2012 | ELIZABETH ST | Old Kingston Rd | Kearney Rd | Type C Arterial | 1 |
| 5/29/2012 | DELANEY DR | Church St | Ravenscroft Rd | Type C Arterial | 1 |
| 6/25/2012 | RITCHIE AVE | Westney Rd | Kingston Rd | Collector | 3 |
| 7/24/2012 | ELM ST | Windsor Ave | Beatty Rd | Local | 3 |
| 7/24/2012 | RAVENSROFT RD | Brennan Rd | Matthews St | Collector | 1 |
| 7/24/2012 | RAVENSROFT RD | Ventris Dr | Westney Rd | Collector | 1 |
| 7/24/2012 | ROTHERGLEN RD | Kingston Rd | Ventris Dr | Collector | 3 |
| 7/27/2012 | SULLIVAN DR | Westney Rd | Magill Dr | Collector | 2 |
| 10/1/2012 | ROTHERGLEN RD | Kingston Rd | Bramwell Dr | Collector | 3 |
| 4/29/2013 | MIDDLECOTE DR | Taunton Dr | Williamson Dr | Collector | 2 |
| 6/10/2014 | SIMMS DR | Rea St | Genner Dr | Local | 1 |

The 2015 Traffic Calming Warrant Update provides:

- + Added flexibility in Project Identification;
- + Increased Efficiencies in:
 - Public Input
 - Screening and Evaluation Processes; and
- + Appropriate use of resources on locations with the greatest speeding concerns.

Questions?