

Our File/N/Réf. **50 09-98-0001**
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DATE 6 April 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **TRAFFIC CALMING - BUDGET PRIORITIES**

DEPARTMENTAL RECOMMENDATION

For discussion purposes.

BACKGROUND

We have received several recent requests for “traffic calming” studies on major Regional roads.

While each study is unique, it is safe to say that such a study would cost a minimum of \$90,000 (\$60,000 for consultants and \$30,000 for staff time). This is based on the cost (consultant portion only) of the following recently-completed traffic calming studies.

Centretown	\$120,000
Kirkwood-Island Park	\$75,000
Parkdale	\$60,000
Sandy Hill	\$50,000

DISCUSSION

Before committing to such a study, we require Transportation Committee policy direction concerning the following issues:

1. allocation of budget between planning and implementation;
2. study priority;

3. corridor vs. neighbourhood studies;
4. role of area municipality; and
5. staff implications.

Budget Allocation

The 1998 Draft Capital Estimates recommend an allocation of \$140,000 in 1998, followed by \$250,000 per year thereafter. To date it has been assumed that this money will be used for implementation. Currently a backlog of \$1,854,000 (8 years) has been identified from approved traffic calming studies as follows.

Centretown	\$1,113,500
Parkdale	\$174,000
Kirkwood/Island Park	\$566,500

This does not include possible implementation of measures recommended in the City of Ottawa's King Edward Avenue Development Plan.

At \$90,000 minimum a study, Committee must decide whether it can afford to defer implementation of measures from approved plans to take on new studies.

Study Priority

It is anticipated that requests for "traffic calming" studies of other arterials will be forthcoming, and given the cost and human resource constraints, it is necessary to develop a priority ranking system. We will be coming forward with a report recommending an implementation priority setting scheme incorporating such factors as safety, volume (including cyclists and pedestrians), cost, etc. This scheme could also be applied to study priority setting.

Corridor vs. Neighbourhood Studies

Under current practice, "traffic calming" studies have been undertaken as neighbourhood studies led by the area municipality since mostly local streets were involved. We would not recommend you undertake any traffic calming without consideration for neighbourhood streets. There is a real concern that Regional traffic will filter on to local streets if significant calming features were implemented on the arterial.

Role of Area Municipalities

Since the Region has no responsibility or authority for local streets, which level of government should be responsible for leading a neighbourhood traffic calming study?

If it were possible for the study to be confined to the arterial corridor, the Region could take full responsibility, with the cities supplying a representative on the steering committee. A full neighbourhood study could be led by the Region (new policy), but full commitment (financial and staff time) of the area municipality would be essential and probably legally required. If this is not available, we would be unable to proceed with neighbourhood studies, even if Regional Council committed to them.

Staff Implications

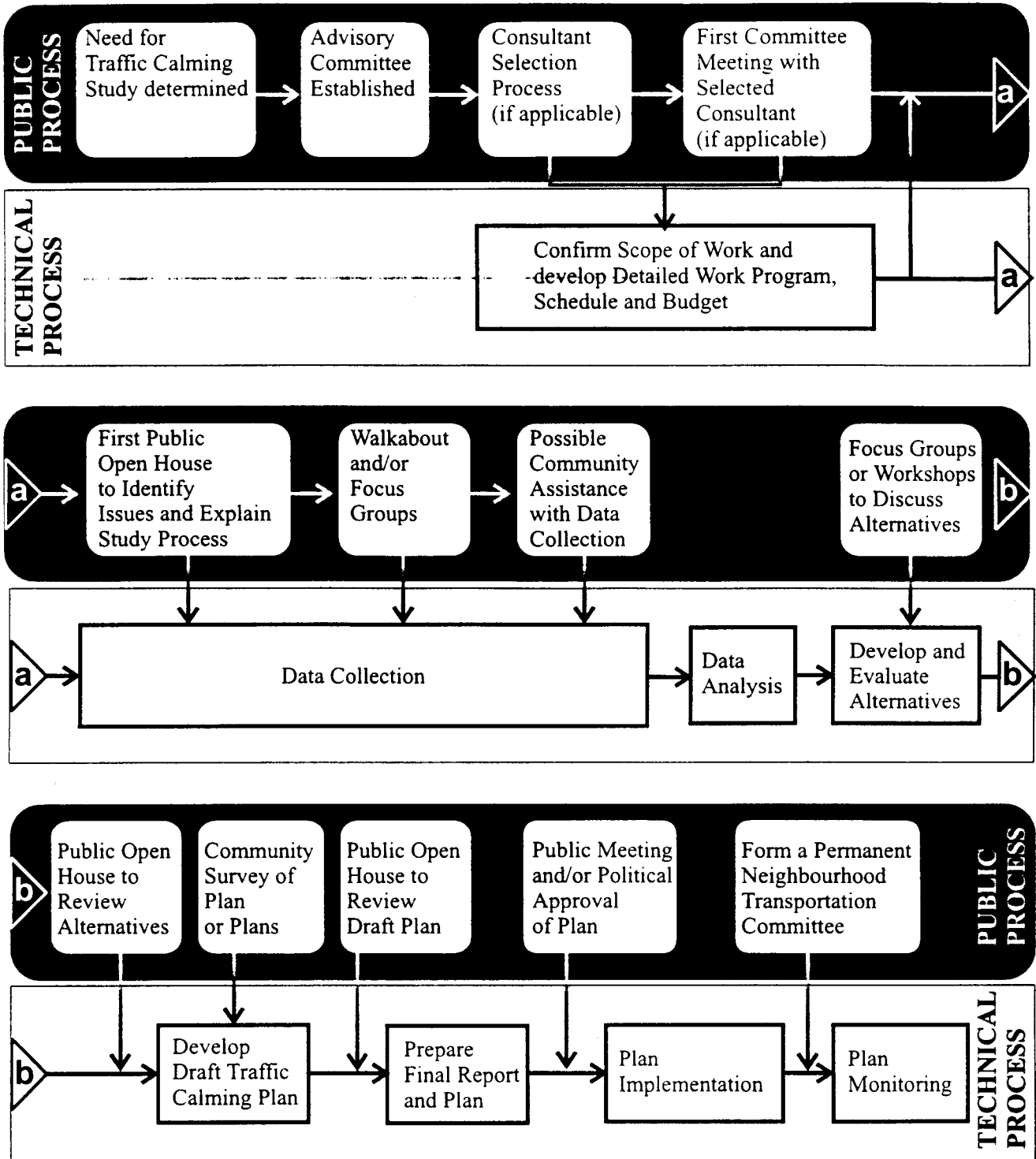
In addition to the consultant's work, there would be heavy staff commitment required to any traffic calming planning study. The attached chart, copied from the Transportation Association of Canada's draft Guide to Neighbourhood Traffic Calming, shows the process. It would likely require one-third to one-half person-year per study. If the responsibility for traffic calming planning studies remained with the Safety and Traffic Studies Branch of this Division, it would put a strain on the already limited resources. It would be necessary to look for staff resources elsewhere in the Region to either supplement Mobility Services' staff or to take on the responsibility in whole.

We look forward to the policy discussions on this issue.

*Approved by
Doug Brousseau*

GM/sc

Attach. (1)



Note:
Advisory Committee meetings should be held before every Public Open House to review/confirm the objectives and format of the meeting, and the materials to be presented.

Figure 2.1
Typical Traffic Calming Study Process