

Report to/Rapport au :

Transportation Committee
Comité des transports

November 19, 2013
Le 19 novembre 2013

Submitted by/Soumis par : Councillor/conseiller Peter Hume

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ALTA VISTA (18)

Ref N°: ACS2013-CMR-TRC-0016

SUBJECT: 2013 ALTA VISTA SAFE STREETS REPORT

OBJET : RAPPORT SUR LE PROGRAMME DE SÉCURITÉ ROUTIÈRE DU QUARTIER ALTA VISTA DE 2013

REPORT RECOMMENDATION

That Transportation Committee receive the 2013 Alta Vista Safe Streets Report and direct staff to assess the findings and take action as appropriate within existing budgets and in accordance with Council-approved policies.

RECOMMANDATION DU RAPPORT

Que le Comité des transports prenne connaissance du Rapport sur le Programme de sécurité routière du quartier Alta Vista de 2013 et charge le personnel d'évaluer les conclusions et de prendre les mesures appropriées en fonction des budgets actuels et conformément aux politiques approuvées par le Conseil.

BACKGROUND

The Alta Vista Safe Streets Program began in 2011 in response to feedback received during the 2010 election campaign. Residents reported there were too many vehicles travelling on their local streets at unsafe speeds.

The program, financed through the Ward 18 office budget, started with the purchase of one SafePace 100 illuminated radar sign that was placed road-side to inform drivers how fast their vehicle was travelling. The radar sign was a friendly reminder prompting drivers to slow down on residential streets. Signs with messages created to help change driver behaviour accompanied the radar at 18 Alta Vista locations during the program's first year. Locations were chosen based on resident requests.

In 2012, the program expanded with the addition of a second radar sign capable of collecting data on the speeds recorded to learn more about driver behaviour in Alta Vista. The units collected data from 14 locations around the ward with the results posted at peterhume.ca.

The 2012 program also included an anti-speeding blitz, coordinated with Safer Roads Ottawa and the Ottawa Police Service held in the fall. Three check points were established where motorists received information about the dangers of speeding and distracted driving.

DISCUSSION

The 2013 Alta Vista Safe Streets Program, which began in early spring and continued until the end of November, experienced further growth in data collection and with new initiatives.

Data collection

Data was collected by two SafePace 100 radar signs at 35 locations, which were identified by local residents, and in many cases captured data from both directions. The program benefited from the addition of a dolly used to mount the radar sign. The dolly enabled greater flexibility in selecting locations, to incorporate the program in areas that were previously unattainable.

Document 1 attached to this report provides the findings of data collected for the following streets:

Acton	Haig*	Ryder
Alta Vista*	Halstead	Smyth*
Baycrest*	Hamlet	St. Laurent*
Blossom	Harding	Summit
Briar Hill*	Highridge	Tawney
Cedarwood	Joliffe	Thistle
Coronation*	Kilborn	Tremblay*
Cunningham	McQuaig	Tweed
Dorion	Orillia	Urbandale
Dorset	Pleasant Park*	Wesmar
Fairbanks	Remembrance	Weston
Featherston*	Russell*	

* denotes collector road

Data collected from these streets indicate that the majority of vehicles travel on neighbourhood non-collector streets well within the speed limit, with only few motorists surpassing 50 km/h.

Data also show that major collector and collector roads, such as Kilborn, Coronation, and Tremblay see a significant number of vehicles traveling above the speed limit of 50 km/h.

Data collected from the Alta Vista Safe Streets Program, which was provided to staff, have assisted in facilitating initiatives by the Traffic Department that included speed limit reductions, installation of school zone signs and stop signs, among others.

All data have been shared with interested residents over the course of the year and posted to peterhume.ca.

Speed limit pavement marking

Three collector roads were chosen as locations to paint <50KM/H> speed limit on the pavement in both directions to serve as a reminder to drive within the speed limit. Each white character was painted 120 centimetres in height.

The chosen locations for 2013 were:

1. Coronation Avenue (between Weyburn & Chomley);
2. Kilborn Avenue (between Blossom & Beaver Ave); and
3. Saunderson Drive (between Elsett & Goren).

A sampling of positive results can be demonstrated with data from Coronation Avenue. During July 18-25, 2012, the number of vehicles traveling eastbound along Coronation Avenue at 50km/h or higher was 46.9%. During July 10-17, 2013, following the implementation of the pavement markings, the total number of eastbound vehicles traveling at 50 km/h or higher dropped to 40.3%.

The Public Works Department completed automatic traffic recorder (ATR) and speed surveys on the streets prior to and after the “50 km/h” pavement markings symbols were installed on the three streets in this program. The following is a summary of the information obtained from these surveys:

- The average speed of the traffic was 2 km/h less on Coronation Avenue after the pavement marking symbols were installed. The level of the traffic traveling in compliance with the 50 km/h speed limit increased from approximately 18% to approximately 33% on the street;
- The average speed of the traffic was 5 km/h less on Saunderson Drive after the pavement marking symbols were installed. The level of the traffic traveling in compliance with the 50 km/h speed limit increased from approximately 55% to approximately 67% on the street; and
- The average speed of the traffic was 6 km/h less on Kilborn Avenue after the pavement marking symbols were installed. The level of the traffic traveling in compliance with the 50 km/h speed limit increased from approximately 48% to approximately 72% on the street.

Expanding the program in 2014

The results of the first three years of the Alta Vista Safe Streets Program have clearly demonstrated success and the program's growing popularity indicates that residents are taking notice and fully support the program.

In 2014, the Safe Streets radar signs will be deployed to both collectors and local neighbourhood roads in Ward 18 with the goal of reaching 50 locations, an increase of 15 sites. To achieve this goal, another SafePace 100 sign will be added to the equipment inventory for a total of three.

In 2014, the format and size of the 50KM/H stencils will be increased for better visibility and three new locations will be identified to receive these pavement markings.

The Alta Vista Safe Streets Program will also expand with the purchase of flex traffic calming signs that are placed along the centre line of the road, similar to those currently in use by the City as part of a traffic calming pilot project. In consultation with City staff, the feasibility of installing these signs will be considered in three suitable locations yet to be identified.

The program will be monitored in 2014 for future improvements and new initiatives that respond to the traffic concerns raised by Alta Vista residents. The program will continue

to be funded through the Ward 18 budget and the Councillor's staff will continue to work closely with City staff in developing any new initiatives.

RURAL IMPLICATIONS

There are no rural implications.

CONSULTATION

The Alta Vista Safe Streets Program was developed and implemented based on comments received from Ward 18 constituents and in consultation with staff in the Traffic Department.

PUBLIC WORKS COMMENTS:

Public Works will continue to support the Councillor's Safe Streets program. Public Works recommends the size of the 50 km/h pavement markings symbols on the streets not be increased in the future. The rationale for this is based on the facts that the design and size of the pavement markings symbols is based on the guidelines/criteria noted in the "Ontario Traffic Manual" and that the pavement markings are clearly visible to motorists approaching these locations on the streets. The pavement marking symbols are currently 1.10m in height and 2.34m in width on each of the three streets. This is considered to be the maximum feasible size, as it allows the pavement markings to be located between the centreline of the street and the edge of the parking lane on the street. An increase in the size of the symbols would result in part of the pavement markings being covered up when vehicles are parked on the side of the streets.

COMMENTS BY THE WARD COUNCILLOR(S)

This report has been brought forward for the information of the Transportation Committee.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendation in this report.

RISK MANAGEMENT IMPLICATIONS

No management implications have been identified in association with this report.

FINANCIAL IMPLICATIONS

The 2014 program is to be funded through the Councillor's Ward 18 Operating Budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with receiving this report.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

This report does not impact Council's 2011-2014 Priorities.

SUPPORTING DOCUMENTATION

Document 1: 2013 Safe Streets Data

DISPOSITION

Staff will review the report findings and take action where appropriate within existing budgets and in accordance with Council-approved policies.