



INFORMATION UPDATE

TO:	Mayor and Members City Council
DATE:	May 30, 2019
SUBJECT:	2019 Traffic Calming Program Update (TOM1903) (City Wide)
WARD(S) AFFECTED:	City Wide
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

On February 4, 2019, the Public Works Committee approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 – 2025 (PW19015), which focuses on providing a safe road network for all road users and to eliminate incidents that result in injuries or fatalities.

During Committee discussion of this report, several questions were asked:

- 1) How many locations currently exist that have traffic calming measures?
- 2) How were they funded?
- 3) What is the process for traffic calming and what is the funding model?

Question 1: Locations

There are currently 169 speed humps/speed cushions, attached as Appendix “A”, installed throughout the City of Hamilton (91 permanent installations, 78 temporary installations). The breakdown per ward is as follows:

Ward	# of Permanent or Temporary Speed Humps / Speed Cushions
1	40
2	43
3	22
4	9
5	3
6	4
7	2

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Ward	# of Permanent or Temporary Speed Humps / Speed Cushions
8	19
9	2
10	5
11	4
12	0
13	0
14	8
15	8

These locations only account for the installation of speed humps/speed cushions. In addition to this, staff have installed counter-measures at numerous locations throughout the City of Hamilton to reduce crossing distances, narrowing of roadways, turning restrictions as well as other changes to improve overall safety for all road users. These locations are often addressed using knockdown sticks or works that are completed through capital construction projects.

Question 2: Funding

Of the locations listed above, \$208,500 was funded from ward Councillor's area rating/participatory or maintenance budgets and \$210,700 was funded from the Roadway Safety budget. In addition to this, there was an additional cost of \$80,000 which was funded from the Transportation Operations budget to cover the costs of maintenance, usually a result of damage occurring during snow clearing operations. These costs are primarily associated with the installation of temporary speed humps between 2015 and 2018.

Transportations Operations dedicates \$350,000 per year through the capital budget process for the installation of permanent traffic calming measures. Permanent traffic calming measures can be speed cushions, curb bump-outs, traffic islands or modifications to traffic infrastructure. It should be noted, except for emergency situations, the City of Hamilton will no longer be installing temporary speed humps as a result of the ongoing maintenance and operational issues.

The 2019 traffic calming installation program, attached as Appendix "B", will see the installation of permanent speed cushions at 64 locations throughout the City of Hamilton of which 43 locations are existing temporary speed humps. It is estimated the contract for these works will be \$348,000 of which \$179,500 will be covered through the 2019 traffic calming capital budget line item and \$168,500 covered by various ward office accounts. Additional works will be completed in 2019 to install centre islands or other concrete works identified by Transportation Operations staff.

Question 3: Process

In 2018, Transportation Operations staff received over 650 requests from area residents regarding concerns with vehicle speed and driver behaviour on local streets, or requests related to motorists diverting through neighbourhoods.

Staff investigates these concerns, taking into account a number of considerations, collision history and ranking, 85th percentile speed, volumes, proximity to schools and parks and roadway characteristics. Most requests investigated do not identify specific concerns with driver behaviour. A majority of motorists travel at an acceptable speed within residential neighbourhoods, however, there is usually evidence of sporadic speeding which is difficult to enforce.

When investigating speeding concerns and determining if traffic calming measures are warranted, staff review the 85th percentile speed, which is the speed of which 85 percent of the drivers are travelling at or below. If this speed is identified at 7 km/h over the posted speed limit on a minor collector or local roadway, then it is deemed to be a concern. For roadways designated as major collector to arterial roadways, the threshold is 10 km/h over the posted speed limit.

As identified through the Vision Zero Action Plan, the primary area of focus for roadway safety is on areas with identified trends of collisions involving injuries and implementing counter-measures to eliminate occurring collision trends.

One of the components that Vision Zero focuses on is traffic management plans on a neighbourhood scale. These plans allow for neighbourhoods to be viewed holistically, rather than on a street-by-street basis. This approach has the following benefits:

- Reduce likelihood of traffic issues moving from one location to another;
- Better use of time and resources; and
- Community versus Road Centric Planning implementation.

As a result of the approval of the Vision Zero Action Plan, the process for traffic calming requests are as follows:

- 1) Transportation Operations staff will complete an initial review of a request based on a data driven, warrant and industry standard approach. If concerns are identified through this process, staff will undertake any additional studies as required and implement counter measures to address the identified concerns.

- 2) Should a location not be deemed a concern, residents or area councillor can arrange for a neighbourhood traffic management plan review to take place. This process can be undertaken by establishing a neighbourhood Vision Zero Committee or it can be administered through Environment Hamilton. Under this process, the neighbourhood is reviewed holistically, and a traffic management plan developed.
- 3) Once a traffic management plan is developed, the neighbourhood committee representatives will present their plan to the Hamilton Strategic Road Safety and Vision Zero Committee for approval and funding with the approved capital budget.
- 4) If funding is unavailable, Councillors can dedicate funding to the project through designated area rating or maintenance funding if they so desire.

If you require further information, please contact David Ferguson, Superintendent of Roadway Safety at extension 2433.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” – Existing Speed Hump Locations – December 2018

Appendix “B” – 2019 Speed Cushion Installation Program