

Report to Council

Report Title: Ridout Street Interim Measures

Prepared By: Nicholas Schnurr, Director of Operations

Department: Operations

Date: June 6, 2023

Report Number: PW2023-13 **File Number:** C11PW

Attachments: Ridout Street Black Cat Radar Report

Recommendation:

That the Council of the Municipality of Brockton hereby receives Report Number PW2023-13 - Ridout Street Interim Measures, prepared by Nicholas Schnurr, Director of Operations and in doing so directs staff to proceed with temporary traffic calming measures, option number _____ on Ridout Street.

Report:

Background:

On May 9, 2023, Council received staff report PW2023-11 Ridout Street Traffic Calming, which presented potential options for traffic calming. Council directed staff to bring forward a report on interim measures that would reduce the speeding on Ridout Street as well as an additional report in the future that will detail engineering and rehabilitation costs for a long-term solution. This report addresses the short-term remedial measures and presents options that will contribute to pedestrian safety and decreased motorist's speeds.

At the May 9, 2023 meeting, council supported that new speed data was required to ensure we have reliable, up to date data that can be utilized for traffic calming design purposes. Staff have proceeded to collect the information required to put forth several options for traffic calming that will see increased safety for pedestrians.

Analysis:

Attached to this report is the Black Cat Radar report that details the information collected on Ridout Street. There was a total of 10,021 vehicles analysed within a ten-day period. Over that time, an average speed of 39 km/hr was detected. The 85th percentile remains within the industry standard range of 10 km/hr within the posted speed limit at 47, km/hr. The way the road currently functions, a reduction in posted speed limit could be supported without vertical or horizontal alignment changes to the road.

Option 1 – Signage and Posted Speed Reduction Combined (Preferred Option)

This option combines options 2 and 3 together to create an additional effect, alerting motorists to the presence of pedestrians and temporarily lowering the speed limit by 10 km/hr to a posted speed limit of 40 km/hr.

Option 2 - Signage

Installation of 2 “WATCH FOR PEDESTRIANS” signs would alert drivers to the shared access of the road with pedestrians. This signage addresses the heart of the problem, identifying the roadway is not currently designed for pedestrian travel. With the installation of signage to alert motorists to the presence of foot traffic, drivers become aware that they are not the only users of the roadway.

Option 3 – Posted Speed Reduction

The existing 85th percentile supports this option to reduce the posted speed limit to 40 km/h. This would be a temporary reduction in posted speed limit until the long-term remedial measures can be assessed and implemented. No costly vertical or horizontal alignment changes would be required for this measure.

Option 4 – Lane Narrowing (Least Preferred)

This option is achieved by visually narrowing the travelled portion of the lane using traffic paint that creates the effect for travelling motorists that they are travelling at higher speeds than actual. This would require a solid yellow centerline and two white edge lines to be painted on the road surface, creating two, separate, narrow lanes of traffic.

The Transportation Association of Canada (TAC) design manual for traffic calming provides advantages and disadvantages for this design.

TAC Advantages

- Potential reduction in vehicle 85th percentile speeds of up to 10 km/hr
- Does not restrict larger vehicles that may require additional width

Disadvantages

- Active Transportation and Transit: Cyclists can feel squeezed closer to vehicles if lanes are created. This effect causes motorists to stay in their lane and to avoid moving over for pedestrian traffic.
- Costly Maintenance: The pavement markings will need to be repainted each year until the long-term solution is implemented.

Discussions have already been advanced with the Engineers related to long-term solutions. This will require further detailed analysis and costing and will be brought to Council in a future report.

Strategic Action Plan Checklist:

What aspect of the Brockton Strategic Action Plan does the content/recommendations in this report help advance?

- | | |
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| • Recommendations help move the Municipality closer to its Vision | Yes |
| • Recommendations contribute to achieving Heritage, Culture, and Community | N/A |

- | | |
|---|-----|
| • Recommendations contribute to achieving Quality of Life | Yes |
| • Recommendations contribute to achieving Land Use Planning and the Natural Environment | N/A |
| • Recommendations contribute to achieving Economic Development | N/A |
| • Recommendations contribute to achieving Municipal Governance | N/A |

Financial Impacts/Source of Funding:

- Do the recommendations represent a sound financial investment from a sustainability perspective? Yes

Costs associated with procuring and installing new signage.

Reviewed By:



Trish Serratore, Chief Financial Officer

Respectfully Submitted by:



Nicholas Schnurr, Director of Operations

Reviewed By:



Sonya Watson, Chief Administrative Officer