

Report to Council

Report Title: Ridout Street Speed Humps
Prepared By: Gregg Furtney, Director of Operations
Department: Operations
Date: July 14, 2020
Report Number: PW2020-18 **File Number:** C11PW
Attachments: Letter Concerning Ridout Street Speed Humps

Recommendation:

That the Council of the Municipality of Brockton hereby receives Report Number PW2020-18 - Ridout Street Speed Humps, prepared by Gregg Furtney, Director of Operations, for information purposes and requests direction from Council on how to move forward given the resident complaint:

Report:

Background:

Defined by the Institute of Transportation Engineers (ITE) Subcommittee on Traffic Calming, 1997, Traffic Calming is:

“The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.”

The primary purpose of traffic calming is to reduce high traffic speeds within residential neighbourhoods and thus improving safety for all road users, especially active modes, and area residents.

Listed below are some of the advantages and disadvantages created or caused by traffic calming measures as outlined by the City of London’s “Traffic Calming – Practices and Procedures for Existing Neighbourhoods” guide:

Advantages:

- Reduced vehicle speeds
- Reduced traffic volumes
- Reduced number of cut through vehicles (motorists traversing a residential neighbourhood with no local destination)
- Improved neighborhood safety, especially for pedestrians and cyclists
- Reduced conflicts between roadway users
- Increase compliance with regulatory signs

Disadvantages:

- Potential increase in emergency vehicle response time, although all traffic calming plans are reviewed to ensure there is no negative impact on emergency services
- May make it more difficult to get into and out of a neighbourhood every day
- May result in expensive solutions (time and resources)
- May shift or divert traffic onto other neighbouring streets
- Increased maintenance time and costs (including putting them out and taking them back in each year due to snow plow operations.)
- Adds visually unattractive warning signs to a residential area
- May create dissention in neighbourhood with strong 'for and against' traffic calming opinions

On March 26, 2019, Brockton Council directed staff to review pricing for speed deterrent devices, specifically removable speed humps for Ridout Street, due to a recommendation put forth by members of Council and the Brockton Police Services Board.

On May 28, 2019, John Strader, Road Supervisor, responded through Report PW2019-24 and Council passed Resolution #19-12-11 approving the report and provided staff with the direction to purchase two (2) speed humps and associated signage from Traffic Logix.

On June 18, 2019 through Report PW2019-27, staff asked Council to decide on the most appropriate place for the speed humps to be installed. Staff recommended them to be installed on Ridout Street, south of Shortt Street, where the BlackCat Radar had collected the data. The data collection showed that 30.9% of vehicles were travelling at a speed higher than the posted speed limit.

On June 19, 2020, Mayor Peabody received the attached letter from a concerned resident. The resident offered a number of recommendations.

Analysis:

The Speed Humps were placed on Ridout Street, south of Shortt Street, as directed by Council. They were removed in the late fall (2019) and replaced, in the exact same location, in June of 2020. It took three staff members approximately four (4) hours to initially install the speed humps because there are approximately 200 lag bolts used to secure it to the asphalt. It took about one (1) hour to remove them in the fall and two and a half (2.5) hours to replace them in June.

Staff did poll Brockton's neighbouring Municipalities about their need and use of traffic calming devices. The Town of Hanover did have one removable rubber speed hump but when they resurfaced the street it was on, they placed a permanent speed bump in its place. They have placed the original speed hump further down the same road. Hanover staff had a number of complaints about the original rubber speed hump from people that owned low riding vehicles. Hanover's Fire Department Staff also complained and attempted to avoid travelling down that particular road if possible. Even at low speeds, the speed hump bounced both staff and equipment in the trucks and caused the onboard water supply to slosh within the truck. Hanover currently has no plans to put in any other speed humps or bumps. The other area municipalities such as the Municipality of South Bruce, Municipality of Kincardine, Town of Saugeen Shores, and the Municipality of Arran Elderslie do not have speed humps or bumps. Apparently, there has been no significant need for them to date. Staff from each municipality made comment on their concerns about the speed hump's impacts on snow removal operations

and the possibility of the speed humps slowing down the response time to various Emergency Response Vehicles.

The purpose of traffic calming measures are to alter driver behavior and improve conditions for non-motorized street users. The root cause to any speeding issues on Brockton roadways lies with individual driver behavior. We are all charged with the responsibility to operate a motor vehicle in the most responsible way and within the confines of the law, which include speed limit postings.

There are at least three (3) options to consider:

- A)** Move the existing speed hump south of its current location with either the existing removable speed hump or a permanent asphalt speed bump.
- B)** Leave the removable rubber speed hump in its current location.
- C)** Remove the removable rubber speed hump altogether and not replace it.

Option A:

Move the existing speed hump south of its current location with either the existing removable speed hump or a permanent asphalt speed bump.

If staff were to move the existing speed hump further south or add a permanent asphalt speed bump further south, it would be placed in the lowest spot of the road. During a rain event, water already collects and pools in that area. If the speed hump was placed there, there would be more pooling.

When the rubber speed hump is not in place, the lag boltholes fill with water and debris. Especially in the early spring, water freezes in those lag boltholes. This can eventually cause the asphalt to heave, creating potholes and early road surface deterioration.

If a permanent speed bump is put in place, to either replace the speed hump in its current location or move it to another location, there will still be water-pooling issues. The road surface can become very icy. When snow plow trucks catch on the permanent asphalt speed humps they not only chew up the speed hump but can also cause the driver and vehicle damage as they come to an abrupt stop.

Option B:

Leave the removable rubber speed hump in its current location. There has only been one resident complaint. The grass area that the resident talks about is actually on the Municipal Right of Way (ROW). The barriers on either side of the road may be an eyesore to some residents and drivers, but they do work to caution people as they drive towards the speed hump. It is much easier and cheaper to replace barriers than to replace guardrails.

Option C:

Remove the removable rubber speed hump altogether. This was a suggestion by the concerned resident. This would not alleviate the concerns of the other residents.

Staff are recommending that Council consider Option B – Leave the removable rubber speed hump in its current location. When the Municipality goes to resurface Ridout Street again a permanent speed bump can be put in place to replace the rubber one.

Sustainability Checklist:

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

- Do the recommendations help move the Municipality closer to its Vision? N/A
- Do the recommendations contribute to achieving Cultural Vibrancy? N/A
- Do the recommendations contribute to achieving Economic Prosperity? N/A
- Do the recommendations contribute to Environmental Integrity? N/A
- Do the recommendations contribute to the Social Equity? N/A

Financial Impacts/Source of Funding:

- Do the recommendations represent a sound financial investment from a sustainability perspective? No

If the existing removable rubber speed hump is to be moved to a new location, the Municipality will need to purchase new inserts, lag bolts, and epoxy. Warning signage would also have to be moved which would require getting locates done and hiring a Hydro-Excavator Operator to dig the holes for the new sign locations. Staff time (3 staff members), approximately four (4) hours, would also need to be included in the cost to install the rubber speed humps. Moving it may also result in concerns from another resident.

If a permanent asphalt speed hump is directed to be installed, there is the cost to have a contractor do that work. This would includes the same costs as above to re-establish the warning signs.

Removing the existing rubber speed hump would be about one (1) hour of labour

Reviewed By:



Trish Serratore, Chief Financial Officer

Respectfully Submitted by:



Gregg Furtney, Director of Operations

Reviewed By:



Sonya Watson, Chief Administrative Officer