



Innisfil

Traffic Calming

A Proactive Approach

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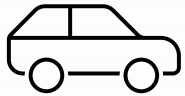
About us



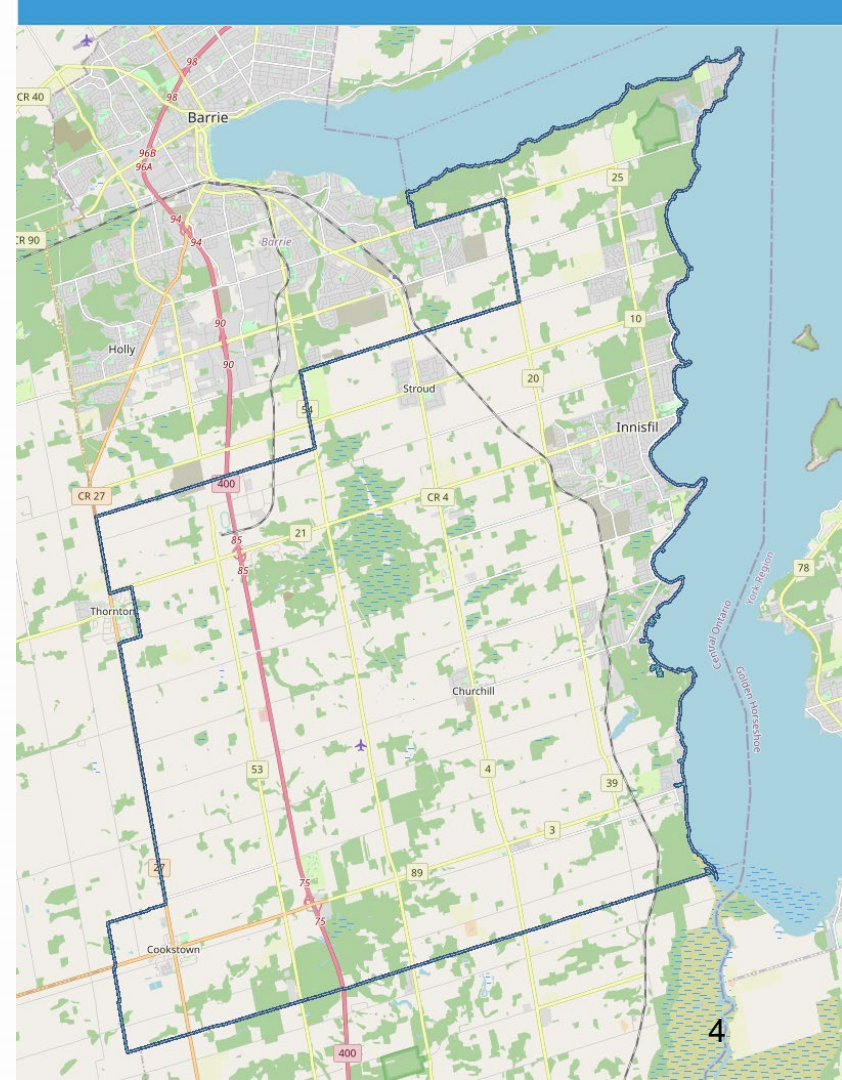
43,000 people



8 settlement areas



400 km of road



Overview

- 1) What is Traffic Calming?
- 2) Innisfil Traffic Calming Strategy
 - a) Design Guide
 - b) Policy Update
 - c) Program

What is Traffic Calming?

Changing the driving environment to change driver behaviour.



Reduce speed



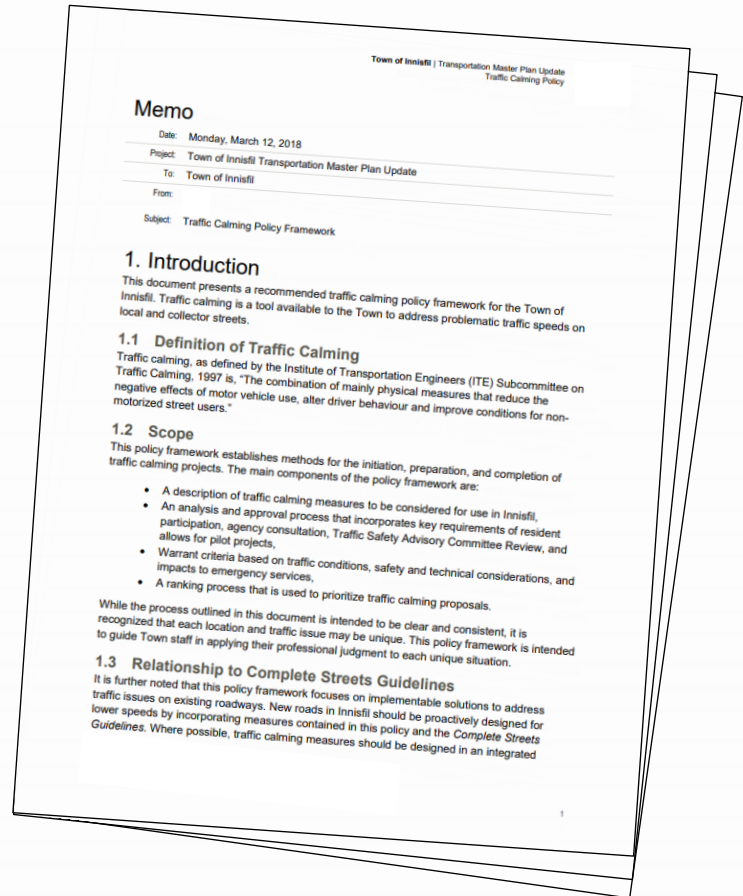
Reduce cut-through traffic



Improve conditions for vulnerable road users

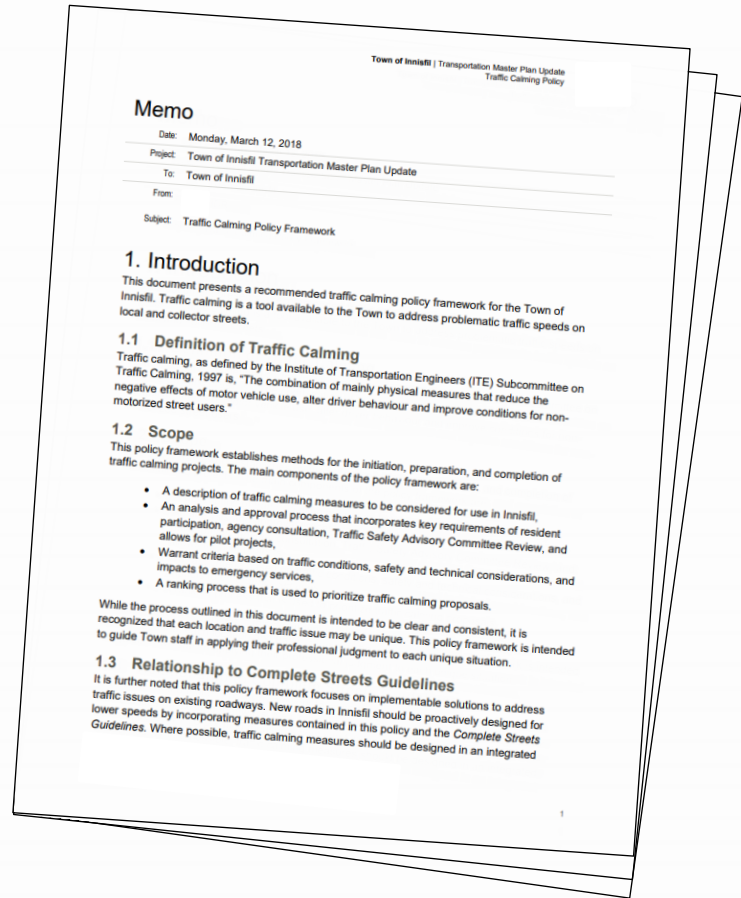
Background

- Policy was reactive, onerous & difficult to satisfy warrants
- Limited ability of staff to implement improvements
- Frustrated residents
- No mechanism to address many actual problem areas



Background

- Identified need for new policy that is proactive and Innisfil-specific
- Proactive approach required development of a traffic calming program



What we did



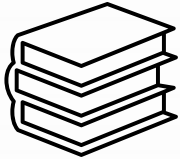
Approach



Background
review & data



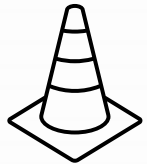
Technical advisory
committee



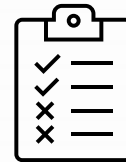
Best practices



Public open
houses



Pilot projects



Online surveys and
interactive map

Pilot Projects



Shore Acres Drive

- MAX 50 KM/H pavement markings



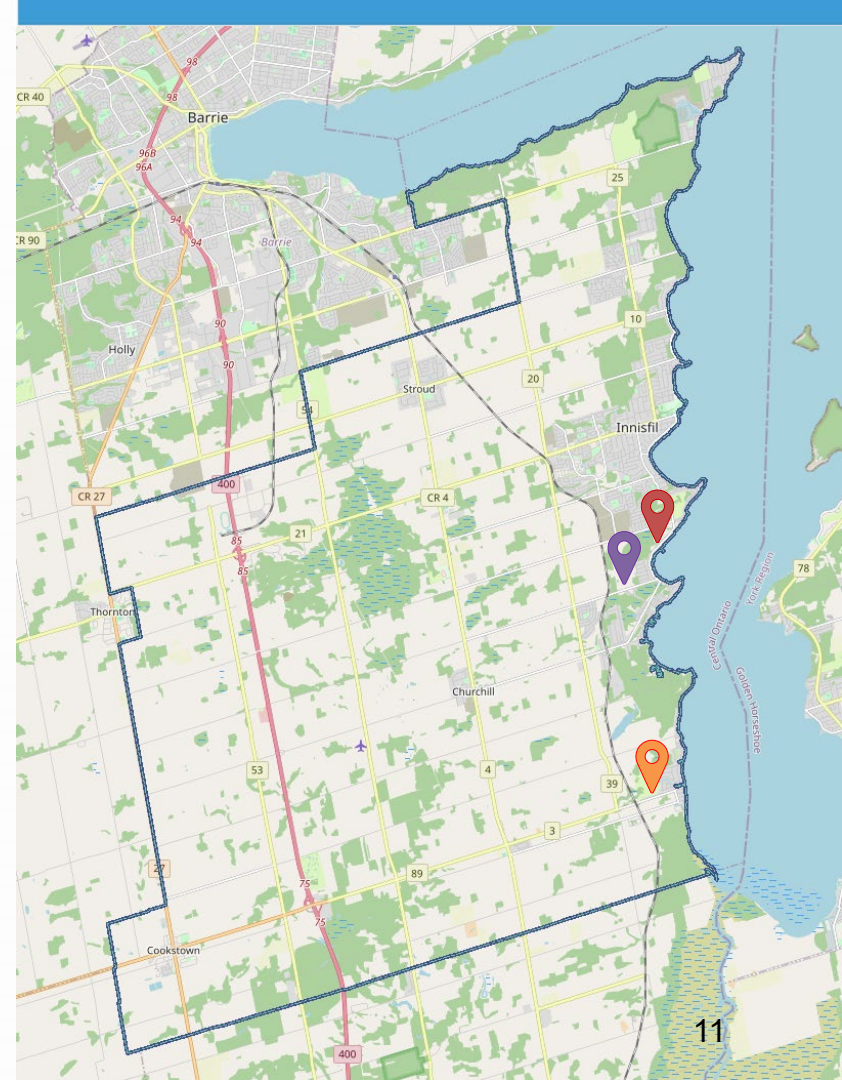
Belle Aire Beach Road

- Chicanes



Maple Road

- Speed cushions
- Wide double centreline
- Centreline delineators
- Edgeline delineators
- Raised crosswalk



Shore Acres Drive



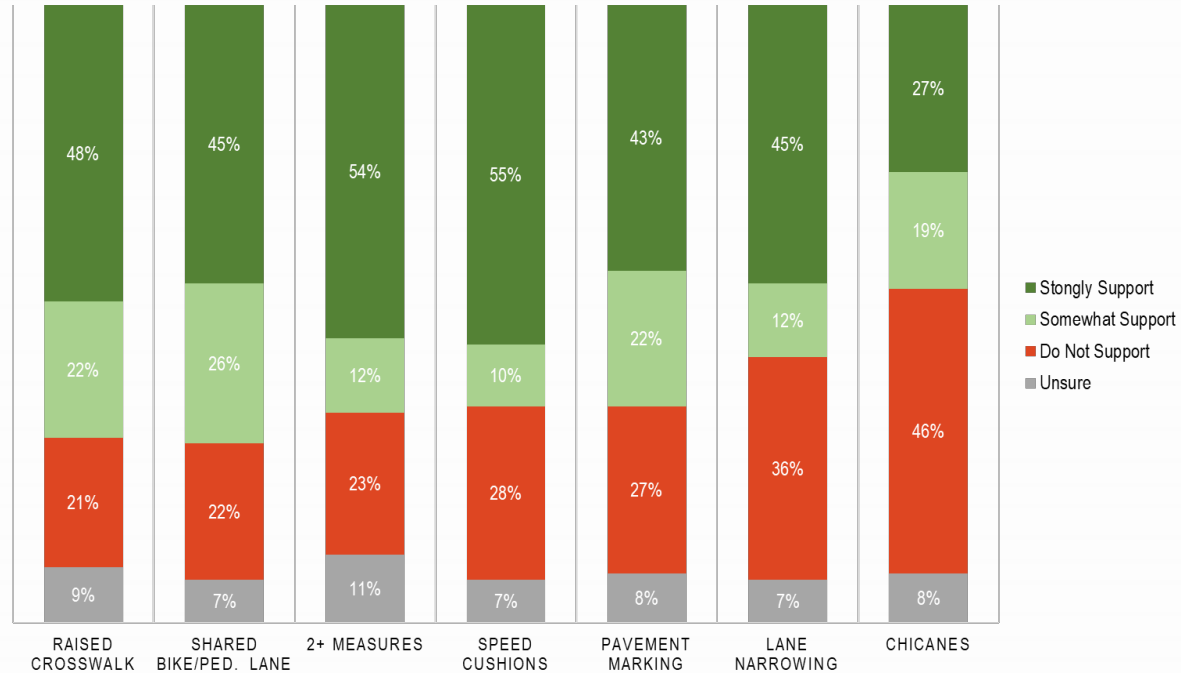
Belle Aire Beach Road



Maple Road





Public Support



Design Guide

- Outlines options, opportunities & best practices
- Includes 47 TCMs

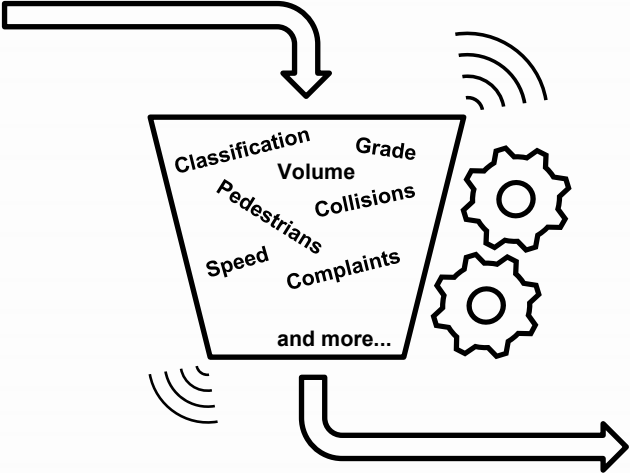
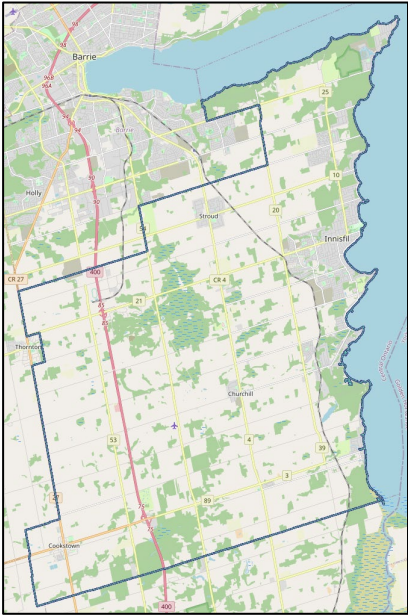
TRAFFIC CALMING MEASURE	EXAMPLE	DESIGN CRITERIA
<p>Speed Cushion (Innisfil Pilot Study)</p> <p>Description: Raised areas on the roadway that cause a vertical deflection for vehicles, but do not cover the whole width of the road – allows larger vehicles to straddle the cushion¹.</p>	 <p>Source: National Association of City Transportation</p>	<ul style="list-style-type: none"> • All sides of cushion must be ramped to allow for drainage • All edges of ramps should be formed and keyed into existing asphalt • One speed cushion per travel lane is typical • Optimal width of a speed cushion is 1.8 m (narrow enough to allow emergency vehicles to pass unaffected) • Space between the cushions and the curb approximately 0.6 m • Distance between cushions if only two are installed must be at least 1.5 m (prevents heavy vehicles from passing too closely to one another) • The cushion design is shown in Figure 4.5 of the TAC Traffic Calming Design Guide (for non-transit routes or for locations where transit can drive over centreline for short periods of time) • Signage: Speed Hump sign (WA-50) facing traffic and immediately adjacent to the speed cushion for one-way streets • Recommended pavement markings are shown in Figure 4.4 and 4.5 of the TAC Traffic Calming Design Guide • Preliminary estimation of installation costs – Medium • Reference: TAC Traffic Calming Design Guide
<p>Speed Hump/Table</p> <p>Description: Raised areas on the roadway that cause a vertical deflection for vehicles and cover the entire width of the roadway (speed tables are more elongated speed humps)¹.</p>	 <p>Source: Transportation Association of Canada</p>	<ul style="list-style-type: none"> • Use speed tables for roadways with higher design speeds • Similar configurations – speed tables have flat top section 3 m long by 80 mm high between the two halves of the local street hump • Vertical transition at end should be keyed into existing pavement • Use a series of speed humps/tables to retain slower vehicle speeds over longer distances – spacing of 80 m to 150 m is recommended to maintain an 85th percentile operating speed between 40 and 48 km/h • Install Speed Hump sign (WA-50) facing traffic and immediately adjacent to the speed hump • Configuration of design shown in Figure 4.6 and 4.7 of TAC Traffic Calming Design Guide • Preliminary estimation of installation costs – Medium • Reference: TAC Traffic Calming Design Guide

Policy Update

- Less restrictive warrant criteria
- Proactive
- Prioritization methodology
- Still includes public input



Evaluation Procedure



Program

- Operate like Road Rehabilitation Program
- 15 prioritized locations for TCM installation over next 3 years
- Regular updates to prioritized list

ASE

- ASE identified as possible traffic calming measure in design guide
- Innisfil now investigating ASE program



Source: City of Toronto

Traffic Calming with Automated Speed Enforcement (ASE)

OSUM Conference
Thursday, April 27, 2023





What is Automated Speed Enforcement?

- Automated system to detect and capture images of vehicles travelling above the speed limit
- Enforce speed limits in targeted zones
- Compliments other safety measures (policing, engineering design, education)
- Entirely under control of the Municipality
- Focus on Safety



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The Legislation



Provincial Offences Act, 1990

Highway Traffic Act, 1990

Safer School Zones Act, 2017



The Service Framework



- Signage
- Installation and Calibration
- Relocations
- Maintenance/Repair
- Short or Long-Term Contracts
- Fixed, Temporary, Mobile Options

- Data Management and Validation
- Owner Information Lookup
- Notice Processing by Provincial Offences Officers
- Printing and Mailing

- Option 1: POA Courts – Filing and Disclosure Packages
- Option 2: Administrative Penalties through Municipality or LAS



Steps to Implementation



Lay the Groundwork

- Traffic Studies & Data Analysis
- Council Approvals
 - Designate CSZ/School Safety Zones
 - By-laws & Policies
 - Authorizing Use of ASE in municipality
 - Conflict of Interest/Financial/Political Interference/Public Complaints/etc.





Steps to Implementation



Find the Right People

- Camera Supply/Maintenance/Data Management
- Ticket Processing (Self/Processing Centre)
- Court System
- Ministry of Transportation
- Ministry of Attorney General
- Local champions





Steps to Implementation



Determine Logistics

- Public Education (web, news, social media)
- Standard Operating Procedures
- Signage (90-day warning/in use)
- Camera Installation & Calibration
 - How many? Where? How long? Responsibilities?
- Maintenance/Vandalism





Steps to Implementation



Slow Down the Community

- Privacy Concerns/Data Security
- Capturing Photos
 - Expected volume and processing capacity
- Issue Warning letters/Offence Notices/Penalty Notices
 - POA vs APs
- Other Staffing requirements





Steps to Implementation



Report on Success

- MTO Reporting requirements – semi-annual
- MAG Reporting requirements - monthly
- POA Court requirements
- Council Updates
- Community Updates



Let's continue the conversation...

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