



Subject: South National Street (Pillette to Jefferson) Traffic Calming - Ward 8

Reference:

Date to Council: March 29, 2023
Author: Jeff Hagan
Transportation Planning Senior Engineer
519-255-6100 ext 6003
jhagan@citywindsor.ca
Public Works - Operations
Report Date: March 1, 2023
Clerk's File #: ST/13863

To: Mayor and Members of City Council

Recommendation:

THAT Report S 27/2023, "South National Street (Pillette to Jefferson) Traffic Calming," **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

South National Street was identified as a candidate for traffic calming based on a resident service request received in October 2019. In response to this request, a traffic calming review was carried out. South National Street was confirmed to meet the speed and traffic volume criteria for traffic calming.

In December 2020, a survey was carried out for a one-block segment of South National Street to confirm sufficient resident support to proceed with a detailed study; the notification letter is provided as Appendix A. This survey met the approval threshold (required support: 25%; achieved: 50%) and a detailed warrant & prioritization review for the full project area (Pillette Road to Jefferson Street) was carried out in May 2021. Based on the results of this review, South National was placed in the prioritization list for traffic calming studies. South National reached the top of the prioritization list in October 2021 and development of a traffic calming plan was initiated.

Discussion:

Development of the traffic calming plan took a number of key factors into account, as summarized in Table 1.

Table 1: Key Issues and Design Constraints

Factor	Details	Implications
Key Issues for Traffic Calming		
Traffic Speed	<ul style="list-style-type: none"> • Speed limit: 50 km/h • 85th percentile speed: 67 km/h 	These results indicate a high degree of speeding.
Traffic Volumes	<ul style="list-style-type: none"> • 11,600 vehicles per day • Target maximum traffic volume (Class 1 Collector): 6,000 vehicles per day 	These results indicate high traffic volumes for a street of this classification.
Cut-Through Traffic	<ul style="list-style-type: none"> • 37% percent of traffic on South National does not have its origin or destination in the surrounding neighbourhood 	These results indicate that a significant amount – though not a majority – of the traffic on South National is cut-through traffic.
Collision History (2015-2019)	<ul style="list-style-type: none"> • In the 5-year history, 17 collisions reducible by traffic calming were identified in the project area. • The largest cluster (8 collisions) was at the South National / Jefferson intersection – a collision pattern involving left-turning vehicles was identified. 	These results indicate that traffic calming along the corridor would likely be effective at reducing collisions, and also that addressing the collision pattern involving left turns at the South National/Jefferson intersection should be considered a key goal for the traffic calming plan.
Key Design Constraints		
Road Classification	<ul style="list-style-type: none"> • South National Street is a Class 1 Collector road 	South National Street is intended for relatively high volumes of traffic. Displacement of traffic onto nearby local streets would not be a desirable outcome.
Roadway Type	<ul style="list-style-type: none"> • East of Norman Road, South National Street has a rural cross-section (i.e. ditches without curbs or catch basins) and gravel shoulders or no shoulders 	The rural cross-section of South National Street limits which traffic calming measures would be appropriate.

Factor	Details	Implications
Transit	<ul style="list-style-type: none"> Existing: transit route (Ottawa 4) on South National between Pillette and Ford Future (Transit Master Plan): no change to current routing in the project area. 	The traffic calming plan should accommodate transit buses between Pillette and Ford, including bus turning movements at intersections where the transit route turns off of South National.
Cycling	<ul style="list-style-type: none"> Existing: multi-use trail along the north side of South National. East of Norman, the trail is at road level. Future (Active Transportation Master Plan): no change 	<p>The traffic calming plan should be compatible with existing and future cycling infrastructure.</p> <p>The traffic calming plan should be designed to ensure that drivers do not drive on the multi-use trail to avoid traffic calming measures.</p>

Traffic Calming Plan and Public Open House

The traffic calming plan that was developed and presented to the public at the December 5, 2022 public open house included the following features:

- Installation of a median on Jefferson Boulevard at South National Street to prevent left turns;
- Speed tables along South National Street;
- Traffic calming curbs between South National Street and the adjacent multi-use trail;
- A pedestrian crossover on South National Street at Westminster Avenue; and,
- An uncontrolled cyclist crossing on South National Street at Balfour Avenue.

The presentation boards can be seen in Appendix A.

18 residents filled out the sign-in sheet at the public open house.

Residents were invited to express their opinion on the traffic calming plan presented and provide additional comments, if any. Feedback was accepted by comment forms at the open house as well as via 311 and online poll following the meeting. A summary of feedback received is provided in Appendix B.

Approval Poll

An approval poll of residents and business owners in the project area was carried out from January 25, 2023 to February 26, 2023. Respondents were invited to contact 311

or complete an online survey form. The notice letter, including the traffic calming plan presented for resident approval, is provided in Appendix C.

Residents were notified of the approval poll by a variety of methods:

- Mailouts to all property owners and tenants in the project area (January 25, 2023)
- One round of social media posts, geo-targeted on the postal codes for the project area (January 2023)
- Notification signs posted on South National Street

The results of the poll are summarized in Table 2. As noted, the resident approval criteria are not met; therefore, it is recommended that the traffic calming plan not be implemented.

Table 2: Approval Poll Results

Criteria	Minimum Required	Received	Criteria Met?
Response rate	50% response (78 out of 156 households & commercial properties)	12% (19 out of 156)	No
Level of support	60% of respondents voting “yes”	26% “yes” (5 out of 19 responses)	No
Overall	Both Criteria Above Are Met		No

An additional 58 responses were received from people outside the project area. Of these responses, 45% (26 responses) were in favour of the traffic calming plan. These responses from outside the project area are not included in Table 2.

In addition to a “yes” or “no” vote on the traffic calming plan, the poll provided an open-ended question where respondents could provide comments. The comments provided are attached as Appendix D.

Next Steps

Elements of the traffic calming plan may still be able to proceed separate from the Traffic Calming Policy process:

- **Pedestrian crossover on South National at Westminster:** can be prioritized against other pedestrian crossovers as a standalone project, or be installed at the time that the future active transportation railway grade crossing on the Via line at Westminster is installed.
- **Uncontrolled cyclist crossing on South National at Balfour:** can be installed as part of the future Reginald Street bikeway project.

- **Physical separators between multi-use trail and South National travel lanes:** can be prioritized against other projects in the Active Transportation Master Plan.

South National Street will be eligible for a new traffic calming review 3 years after this most recent review.

Risk Analysis:

The analysis for the traffic calming plan identified locations in the project area where traffic calming would provide a safety benefit and a likely reduction in collision frequency. If the traffic calming plan is not implemented, these likely benefits will not be realized.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

No expenditures are recommended by this report.

The estimated initial cost to install the South National traffic calming plan is \$517,000. Although not recommended to proceed, Should Council direct that this traffic calming plan be approved, it would become a priority over other plans currently under consideration. There currently is approximately \$545,000 in uncommitted funding in the Traffic Calming Capital Project available to implement the for traffic calming plans. This would be sufficient to fund the South National traffic calming plan. Funding for additional plans would be referred to future capital budgets.

Consultations:

Staff Consultation

The following departments were consulted during the development of the traffic calming plan:

- Operations
- Engineering
- Traffic Operations
- Operations – Maintenance

- Essex Windsor EMS
- Windsor Fire Rescue Services
- Windsor Police Service
- Transit Windsor
- Human Resources (Accessibility Coordinator)

Public Consultation

Key points of public consultation were as follows:

- Public open house (December 5, 2022)
 - Notification for the public information centre was by mailout to all property owners and tenants in the project area and geo-targeted social media posts.
 - Presentation boards were posted to the City website.
- Mailout to all property owners and tenants in the project area (January 25, 2022)
- One round of social media posts, geo-targeted on the postal codes for the project area (January 2023)
- Notification signs posted on South National Street

Conclusion:

Because the approval poll for traffic calming on South National Street between Pillette Road and Jefferson Boulevard failed to meet both the minimum response rate and minimum level of support given in the Traffic Calming Policy, Administration recommends that the traffic calming plan not be approved.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator
Shawna Boakes	Executive Director of Operations & Deputy City Engineer
Chris Nepszy	Commissioner of Infrastructure Services and City Engineer
Joe Mancina	Commissioner of Corporate Services and Chief Financial Officer
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
Councillor Kaschak		
Windsor Bicycling Committee		
Area residents and survey respondents (list provided to Clerks)		

Appendices:

- 1 Appendix A - Public Open House Display Boards
- 2 Appendix B - Feedback Summary - Comment Period Following Public Open House
- 3 Appendix C - January 25, 2023 Letter to Residents - Approval Poll
- 4 Appendix D - Approval Poll Open-Ended Responses