



SUBJECT: Kilbride Street Community Safety Zone

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Transportation Services Department

Report Number: TS-08-20

Wards Affected: Ward 3

File Numbers: 750-01

Date to Committee: March 10, 2020

Date to Council: March 30, 2020

Recommendation:

Direct the Director of Transportation Services to prepare an amending by-law for the approval of Council to designate Kilbride Street as a community safety zone.

PURPOSE:

The purpose of this report is to provide Council with the methodology, findings and recommendations related to a review of traffic conditions on Kilbride Street and for the need to designate it a community safety zone.

Vision to Focus Alignment:

The review and recommendations within this report supports Focus Area 2 – Improving Integrated City Mobility and specifically, Burlington’s commitment to be a vision zero city that strives to create streets for all users and eliminate fatalities and serious injuries.

Background and Discussion:

Community safety zones (CSZ) are designated sections of roadway that allow for fines to be doubled for most traffic related offences such as speeding, disobey stop sign, failing to obey school crossing guard, improper turns and distracted driving. The intent of a CSZ is to improve driver behaviour by presenting a deterrent to speeding and other traffic offences through the doubling of fines. Although previous investigations into the effect of CSZ on vehicle speeds indicates they are only effective with the presence of

police enforcement, the possible future introduction of automated speed enforcement within designated community safety zones provides an opportunity to use both measures as an effective combined countermeasure to improve road safety. Staff continue to investigate automated speed enforcement for Burlington and will be providing a report to an upcoming committee meeting outlining the details and operating parameters of an automated speed enforcement program for the consideration of Council.

Strategy/process

As directed by Council, the following paragraphs outline the methodology, findings and recommendations related to the review of traffic conditions on Kilbride Street and the possible implementation of a community safety zone.

Methodology

The methodology for reviewing traffic conditions on Kilbride Street generally involved examining current conditions, identifying any issues and developing potential solutions. The area of study includes Kilbride Street from a point 830 metres west of McNiven Road to Twiss Road. This section of Kilbride Street primarily includes the portion within the built-up area with a posted speed limit of 50 km/h.

The assessment of Kilbride Street also involved a review of current traffic volume, vehicle speeds and the presence of traffic control devices such as stop, speed limit and warning signs. In addition, any other site-specific factors influencing the current conditions were considered.

Findings

Traffic Volume

The traffic volume collected for Kilbride Street reveals an average weekday traffic volume during the period of the study to be approximately 1,450 vehicles/day. Although not excessive when compared to other arterial roadways, these volumes exceed what is generated within the Kilbride community and therefore can be assumed that large percentage of the traffic using Kilbride Street is non-local.

Existing Speed Limit

The existing speed limit on Kilbride Street is 50 km/h from a point 830 metres west of McNivan Road to the easterly extent of the road at Twiss Road. A reduced speed limit, identified by “flashing 40” speed limit signs, is currently in place along Kilbride Street in the area of Kilbride Public School during school times.

Speed Limit Review

To determine the appropriateness of the existing 50 km/h speed limit, staff performed a review using the methods outlined in the City's Speed Limit Policy, which closely aligns with those methods used by a majority of Ontario municipalities. This methodology takes into consideration road characteristics such as driveways and accesses, the number and type of intersection traffic control, existing pedestrian and/or cycling facilities, road geometry, the presence of on-street parking and pavement condition. The results of this review indicate a 50 km/h speed limit is appropriate for Kilbride Street given the classification, function and physical characteristics of the road.

Vehicle Speed Study

An evaluation of vehicle operating speeds on Kilbride Street was undertaken using data collected for a period of 9 days in April of 2019. The specific location of the vehicle speed study was Kilbride Street between Glenfern Avenue and Frederick Street.

The data collected during this study was used to calculate average and 85th percentile speed (the speed at which 85% of vehicles are travelling at or below). The results of this analysis revealed an average speed of 52 km/h and an 85th percentile speed of 59 km/h. These values are slightly higher than a typical 50km/h roadway, mostly located within the urban area of the city.

Driver Feedback Sign

Kilbride Street west of McNiven Road is a location within the city's semi-permanent rural driver feedback sign program. This program involves the use of a digital speed display sign as a means to raise drivers' awareness of their speed in relation to the posted speed limit with a goal to increase speed limit compliance. It is considered semi-permanent because a driver feedback sign is installed in a particular location for a period of up to 3 months and then rotated amongst other locations within Burlington's rural area.

Existing Traffic Control

All way stops are currently in place along Kilbride Street at the following intersections:

- McNiven Road at Kilbride Street
- Cedar Springs Road at Kilbride Street
- Panton Street at Kilbride Street

To assist with school-aged pedestrians crossing Kilbride Street on their way to Kilbride Public School, a crossing guard is situated at the intersection of Kilbride Street and Panton Road.

A review of the roadway has revealed that the required signs and pavement markings are currently in place to provide the necessary warning and guidance to the driver.

Other factors

Kilbride Street has a unique characteristic in that the Kilbride community is a built-up area located within the rural area of Burlington. The roads entering Kilbride are classified as rural arterial roadways with speed limits typically 60 km/h or higher. It is common to have higher vehicle operating speeds on rural arterial roadways mainly based on drivers travelling at a speed in which they feel comfortable combined with the behaviour of a commuter-type driver using these roads. Given this, it is particularly important at this location to raise the awareness of the reduced speed limit (50 km/h) on Kilbride Street through the community.

Recommendations

Based on the unique characteristics of Kilbride Street whereas it is a built-up area within a rural environment and that the 50 km/h speed limit may be unexpected to some drivers, it is felt Kilbride Street could benefit from a CSZ designation. As such, staff recommend that Kilbride Street from Twiss Road to McNiven Road be designated a community safety zone and that the required signs be installed upon Council approving the required by-law amendments.

Options Considered

The recommendation to implement a community safety zone on Kilbride Street is based on the results of the review performed by staff and is determined to be the best option given all factors.

Financial Matters:

If Council approves a community safety zone designation for Kilbride Street, the cost for the necessary signs will be covered through existing funding available for sign installation and maintenance.

Climate Implications

There are no anticipated climate implications as a result of the recommendations within this report.

Conclusion:

Based on the review of existing traffic conditions and the somewhat unique characteristics of Kilbride Street, it is felt the community safety zone designation will assist in raising driver awareness and compliance of the 50 km/h speed limit.

Respectfully submitted,

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Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Council. Final approval is by the City Manager.