



**SUBJECT: Sheldon Creek Neighbourhood Traffic Safety Review**

**TO: Committee of the Whole**

**FROM: Transportation Services Department**

Report Number: TS-03-24

Wards Affected: 5

Date to Committee: February 5, 2024

Date to Council: February 13, 2024

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### **Recommendation:**

Receive and file transportation services department report TS-03-24 regarding Sheldon Creek Neighbourhood Traffic Safety Review.

### **PURPOSE:**

#### **Vision to Focus Alignment:**

- Improve integrated city mobility
- Support sustainable infrastructure and a resilient environment
- Building more citizen engagement, community health and culture

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### **Background and Discussion:**

Historically, staff have reviewed resident concerns within the Sheldon Creek Neighbourhood (bordered by Appleby Line, Mainway, Upper Middle Road and the Sheldon Creek woodlot) on an ad-hoc street-by-street basis, focused on the specific concerns received. These reviews have resulted in a number of enhancements both from a transportation and parking lens, including:

- Speed cushions at 3 locations on Lampman Avenue installed in 2015
- 40km/h speed limit reductions on various streets within the Sheldon Creek Neighbourhood
- Implementation of All-way stops at:
  - Thornburn Drive and Hobson Drive (2019)
  - Corporate Drive and Hobson Drive (2015)

- Residential overnight parking at Lampman Park Dec 1<sup>st</sup> – Apr 1<sup>st</sup>
- Neighbourhood on-street parking program allowing overnight parking between 1-6am on all local streets in Sheldon Creek (unless otherwise signed). Also exempting portions of Des Jardines Drive from both the 1-6am offence as well as the 5-hour time limit.

On July 6, 2021 the following Motion Memo was brought before committee:

Direct the Director of Transportation Services to conduct a review of traffic safety in the Sheldon Creek neighbourhood and report back to Committee in Q4 of 2021 with a summary of findings and any recommendations for improvement (CPRM-05-21, SD-22-21).

As a result of the motion, in April 2022 CIMA+ consulting was retained to conduct a review of the neighbourhood via a Neighbourhood Traffic Management Plan (NTMP).

An NTMP reviews all city streets within a neighbourhood in a holistic manner and includes public consultation, data collection and analysis to identify concerns and issues and the development of recommendations and enhance safety and traffic flow within the neighbourhood.

Below provides a brief synopsis of the project. Complete details can be found in Appendix A – CIMA+ Sheldon Creek Neighbourhood Traffic Management Plan Report.

The study area consisted of the internal road network bordered by Mainway, Upper Middle Road and Appleby Line (both under regional jurisdiction), and the Sheldon Creek woodlot.

The data collection needs for the project were identified by staff, CIMA+, as well as feedback and concerns from residents. Data collected consisted of:

- Intersection turning movement and pedestrian counts.
- Automated Traffic Recorder counts to identify vehicle volume, type, and speed.
- Origin/Destination studies to determine the extent of cut through (shortcutting) traffic.
- Stopping compliance studies to identify motorist behaviour at stop-controlled locations.
- Parking survey to determine parking supply/demand.
- Collision history review.
- Review of prior concerns and historical data

Key data findings indicated that:

- Operating speeds in the neighbourhood are acceptable based on the posted speed limits.
- Stopping compliance concerns, and an injury collision were identified at Imperial Way and Ironstone.
- Many of the local streets have observed issues with parking demand.
- Observed cut through traffic was low. The highest amounts of shortcutting occurred on Lampman Avenue where there were approximately 16 vehicles per hour shortcutting during the rush hour periods (7am-9am and 3pm-6pm).

Public consultation was integral to the project. Multiple avenues of public consultation were conducted during the project and are further described in the engagement matters section of this committee report.

Based on the consultation and data analysis several short/medium/long term recommendations were provided by CIMA+ for consideration. These include:

- Install a pedestrian crossover at Des Jardines Drive and Lampman Avenue.
- Maintenance items such as clearing vegetation around signs/walkways and replacing faded signage and pavement markings.
- Restricting parking through curves to increase sightlines.
- Allow for parking on Corporate Drive in the cul-de-sac.
- Increase parking enforcement patrols.
- Implement ladder style crosswalks at key intersections.
- Implement an area 40 km/h speed limit zone in the neighbourhood.
- Review illumination at two intersections and on trails within the neighborhood.
- Implement traffic calming at the intersection of Imperial Way and Ironstone Drive.

The complete list of recommendations and details can be found in the recommendation section of Appendix A - CIMA+ Sheldon Creek Neighbourhood Traffic Management Plan Report.

The Sheldon Creek NTMP is an “in-service” review, focused on current transportation related concerns. Notwithstanding this, concerns relating to a proposed multi-family residential development (1989 Appleby Line) adjacent to the neighbourhood were identified. The data collected during the Sheldon Creek NTMP project will serve as a baseline to inform staff on future traffic pattern changes that may occur within the neighbourhood, post occupancy of the development. Funding has been secured from the developer to study the traffic impacts associated with the new development and implement future mitigative measures, as necessary.

### **Strategy/process/risk**

An NTMP, while more resource intensive due to the data collection, analysis and community consultation, allows for a holistic review of the neighbourhood vs. the traditional method of targeted reviews being conducted at a specific location (i.e. specific street or intersection).

The process allows for all transportation related items within the neighbourhood to be reviewed as opposed to reviewing individual concerns (i.e. only through the lens of speeding or parking) and provides the opportunity to consider improvements that work synergistically to mitigate system-wide deficiencies as opposed to a piecemeal approach.

In attempts to mitigate traffic impacts associated with imminent intensification within the study area, staff successfully secured funds through the development approval process to monitor and implement future traffic calming improvements.

### **Options Considered**

Specifically for the medium and longer-term recommendations, staff will be reviewing the options provided to determine the timeline and best methodology for implementation (i.e. at Imperial Way and Ironstone Drive a raised crosswalk vs. speed cushions).

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### **Financial Matters:**

There are many recommendations contained within the report, with the majority being smaller scale implementations and maintenance related activities which can be accommodated within the existing operating budget. Larger scale improvements such as a raised crosswalk at Imperial Way and Ironstone Drive will be costed and brought forward through future budget years. The pedestrian crossover at Lampman Avenue and Des Jardines Drive has been funded through the 2024 capital budget.

### **Total Financial Impact**

Not applicable

### **Source of Funding**

The majority of the work can be accommodated withing the existing applicable operating budgets. The pedestrian crossover funding source is Capital Project RD-TS-772.

## Other Resource Impacts

Not applicable

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## Climate Implications:

The recommendations within the NTMP project will enhance safety and comfort for vulnerable road users which provides opportunities to support residents' choice of walking and cycling, thereby shifting mode share and reducing the reliance on automated modes of transportation. In addition, improvements that reduce collision frequency and severity can positively impact climate due to the resources and congestion caused by collisions.

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## Engagement Matters:

Public consultation for the Sheldon Creek NTMP project included direct mailouts being sent to all households in the neighbourhood to advise of the project, creation of a project website on the cities "Get Involved Burlington" site which provided project information, FAQs, public meeting videos and allowed for questions to be asked, surveys completed and information to be pinned on maps by residents. 2 virtual public information meetings were held to inform residents on the project and garner feedback and concerns.

Engagement details are as follows:

June 6, 2022 - Get Involved project site goes live and mailers sent out to Sheldon Creek residents advising of project and website *(981 visits to the website during the project, with 23 questions asked via the webpage, 116 map pins generated via the public outlining areas of concern)*.

June 8, 2022 - Engagement survey opens on the get involved site where residents can share any specific issues and/or an areas of concern in the Sheldon Creek Neighbourhood *(70 surveys completed)*.

June 16, 2022 - First virtual public consultation (PIC) to introduce the project and answer questions is completed *(53 attendees and 38 questions asked)*.

March 9, 2023 - Second virtual PIC is conducted to garner feedback on the results of the study, recommendations and next steps *(20 attendees and 53 questions asked)*.

Further information relating to public engagement can be found in Appendix A- CIMA+ Sheldon Creek Neighbourhood Traffic Management Report.

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## **Conclusion:**

The NTMP, initiated in response to a council motion, provides a comprehensive assessment of traffic safety and parking in the Sheldon Creek Neighbourhood. The recommendations, backed by extensive data collection and public engagement, aim to improve safety and overall traffic management within the neighbourhood.

The complete CIMA+ report can be found in Appendix A – CIMA+ Sheldon Creek Neighbourhood Traffic Management Plan Report.

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Respectfully submitted,

Chris King

Manager Transportation Operations

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## **Appendices:**

- A. CIMA+ Sheldon Creek Neighbourhood Traffic Management Plan Report  
(can be accessed at [burlington.ca/meetings](http://burlington.ca/meetings))

## **Report Approval:**

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.