

To: SPECIAL COUNCIL

Meeting Date: 5/17/2021

Subject: Upper Country Club Subdivision – Neighbourhood Traffic Safety Petition

Submitted By: Kevin De Leebeeck, Director of Engineering

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Report No.: 22-034-CD

File No.: N/A

Wards Affected: Ward 8

RECOMMENDATION(S):

THAT Report 22-034-CD, Upper Country Club Subdivision – Neighbourhood Traffic Safety Petition be received as information;

EXECUTIVE SUMMARY:

Purpose

- This report summarizes the actions taken to address a petition submitted by area residents in the Upper Country Club Subdivision (UCC).

Key Findings

- In June 2021, a petition related to traffic safety in the Upper Country Club Subdivision was submitted to City Staff.
- Meetings were held with City Staff, the Ward Councillor and area residents to discuss the petition requests in more detail and results of subsequent completed traffic studies.
- Based on the completed traffic studies, it was determined that vehicle speeds and traffic volumes in the UCC area are typical, except for one location on Arthur Fach Drive.
- All UCC locations were included as part of the City wide 2022 Speed Management Program Action Plan recently approved by Council.

- All-way Stop control is not warranted at the intersection of Baintree Way at Coulthard Boulevard.
- Enforcement of parking regulations, such as parking time limits, will begin to resume as Provincial orders related to the pandemic are lifted. In addition, a complete review of on-street parking regulations is scheduled to be undertaken later this summer.
- The City is bound by Provincial Bill 108 to amend Zoning By-law policies that encourage, rather than prevent, intensification and growth, including the Upper County Club area
- All pavement markings including centerline and bike lanes were refreshed within the UCC neighbourhood in 2021.
- A staff report summarizing the results of the Neighbourhood 40km/h Speed Limit Pilot is to be provided for Council consideration in the Fall of 2022. Should neighbourhood speed limits be expanded or adopted City wide in residential areas, the UCC Neighbourhood could be a candidate location.

Financial Implications

There are no financial implications associated with this report.

STRATEGIC ALIGNMENT:

- Strategic Action; or
- Core Service

Objective(s): Not Applicable

Strategic Action: Not Applicable

Program: Transportation Management

Core Service: Traffic Operations

Completing traffic safety assessments where specific neighbourhood traffic concerns have been raised ensures the most appropriate tools are being used and that resources are being allocated efficiently.

BACKGROUND:

In June 2021, a petition regarding traffic safety concerns in the Upper Country Club Subdivision (UCC) was submitted by area residents. The petition was generated online and can be found in Appendix A.

The petition specifically requests the following:

1. Implement traffic calming measures (speed bumps, stop signs).
2. Update and/or enforce parking by-laws governing on-street parking to restrict current residents from using on-street parking as an extension of their own personal driveway.
3. Enforce existing zoning bylaws to prevent further intensification and growth within the neighborhood that will result in increased traffic volumes and increased on-street parking.
4. Extend bike lanes to enhance safety for residents.

ANALYSIS:

City staff meet with area residents and the Ward Councillor on June 23, 2021 to discuss and gain a better understanding of the petition requests. Specific concerns expressed related to speeding, traffic control, the delineation of the bike lanes, parking within bike lanes, parking enforcement and Zoning By-law policies as they relate to growth and intensification.

A primary action item identified at this meeting, was the need to collect current traffic speed and volume data in order to conduct a comprehensive review of the area.

Traffic Calming

Data collection was undertaken at nine (9) study locations within the Upper Country Club Subdivision (UCC). Automated Traffic Recorder (ATR) studies were completed for a 7-day period for all locations with the exception of one location on Garth Massey and one location on Dellgrove Circle which were completed for 1-day each. Below is an overview of the data collection results:

- The lowest Average Annual Daily Traffic volume recorded was 67 vehicles/day on a local road
- The highest recorded volume was 1914 vehicles/day on a collector road that serves as one of the primary entry/exit points to the subdivision.
- The 85th percentile speed (the speed at which 85% of drivers are travelling at or below) ranged between 34 km/h and 52 km/h.

A map summarizing the data collection locations and findings is provided in Appendix B.

All roads within the UCC Subdivision have a 50km/h speed limit, except Arthur Fach Drive between Garth Massey Drive and Coulthard Boulevard, which has a 40 km/h Playground Zone associated with Witmer Park. To determine the extent of speeding the City follows industry best practice and compares the speed limit to the 85th percentile speed obtained from the ATR study. Vehicle speeds are considered to be atypical when the 85th percentile speed exceeds 10 km/h over the speed limit.

Study results were shared at a subsequent meeting with City staff, the Ward Councillor and area residents on August 9, 2021. Based on the completed traffic studies, the recorded traffic volumes and vehicle speeds are considered typical for these types of roadways. The only location where vehicle speeds were found to be greater than expected was Arthur Fach Drive between Garth Massey Drive and Coulthard Boulevard in the 40 km/h Playground Zone. This location is scheduled to receive seasonal traffic calming as part of the 2022 Speed Management Program Action Plan, recently approved by Council.

In an effort to help bring speed awareness to the UCC neighbourhood the Radar Message Board and Tommy & Friends programs were implemented at various locations and times through late August and September 2021. These programs are also scheduled to resume in the UCC neighbourhood for 2022.

While the Upper Country Club neighbourhood traffic review was initiated as a result of submitted petition, the assessment approach and associated remedial measures are consistent with the City's Speed Management Program.

All- Way Stop Control

As per the petition and meeting discussions, an all-way stop was also considered for the intersection of Baintree Way at Coulthard Boulevard. This intersection currently has stop control for Coulthard Boulevard approaching traffic. It was determined that none of the warrants were satisfied to convert this intersection location to an all-way stop. The purpose of an all-way stop is to assign right-of-way at an intersection and is not intended to be used as a speed control device (Ontario Traffic Manual, Book 5). Unwarranted all-way stops are not recommended as they lead to poor motorist compliance and contribute to increased vehicle emissions and noise pollution.

Neighbourhood 40km/h Speed Limit Pilot

In 2021 a pilot project was initiated to evaluate the effectiveness of neighbourhood wide 40km/h speed limits in four Cambridge neighbourhoods across the City, described as: Central Cambridge, Lower Preston, North Hespeler and Southwest Galt. All streets within the pilot areas have a speed limit of 40km/h marked with 40km/h Area signs at each boundary entry point.

Reduced speed limit neighbourhoods are intended to set an expectation for more conscious driving and to change driver behaviour while travelling in residential neighbourhoods. If the pilot project is successful, reduced speed limits could be adopted in a variety of manners, such as expanding to other individual neighbourhood areas, on a roadway classification basis, or applied City wide to all residential areas.

A staff report summarizing the results of the Neighbourhood 40km/h Speed Limit Pilot is anticipated for Council consideration in the Fall of 2022. Should reduced speed limits be expanded to other neighbourhood areas, the UCC could be a candidate neighbourhood.

On-Street Parking

Through discussion a number of questions were raised about on-street parking, parking programs and enforcement in the area. Due to the pandemic, enforcement resources were focused on Provincial orders with many parking by-laws temporarily relaxed, however posted parking restrictions, such as No Parking and No Stopping zones continued to be enforced. Enforcement of parking regulations, such as parking time limits, will begin to resume as Provincial orders are lifted and the impacts of the pandemic subside.

The Lower Driveway Residential Parking Program (LDPP) is currently in place on Baintree Way, Coulthard Boulevard and Arthur Fach Drive. Implementation of the LDPP was based on submitted formal majority of resident support. In order to remove the program, it was explained that a formal request in the form of a petition signifying resident support of removal would be required.

With Provincial orders being lifted and pandemic response seemingly coming to an end, a complete on-street parking regulation review is scheduled to be undertaken later this summer. New on-street parking regulations could be implemented as a result of this review.

Zoning By-law – Growth and Intensification

With regard to Zoning By-law policies and preventing further intensification and growth in the Upper Country Club neighbourhood, the City is bound by Provincial mandates.

The introduction of Provincial Bill 108: More Homes, More Choice Act, 2019, was put in place to expand the options municipalities have for providing a wide range of affordable housing in their communities and increase housing stock to address Ontario's housing crisis. To comply with Bill 108, municipalities are required to amend their policies to permit additional residential units (ARUs) on lots with detached, semi-detached, or townhouse dwellings. ARUs allow for gentle intensification in neighbourhoods, where municipal services already exist, putting less strain on the environment. Although ARUs are permitted across the City, it is important to note that to add an ARU, homes must still adhere to all the criteria within the Zoning By-law (i.e. parking, setbacks, access

etc.). While the recent policy changes can permit up to two ARUs on a property, the Upper Country Club neighbourhood, in particular, is restricted to only one ARU on a property due to the zoning of the neighbourhood.

Bike Lanes

All pavement markings including centerline and bike lanes were refreshed on Baintree Way, Coulthard Boulevard and Arthur Fach Drive in 2021. New Bike symbols were also painted on Baintree Way and Coulthard Boulevard.

EXISTING POLICY / BY-LAW(S):

The Council approved Speed Management Program was used in the review of the petition request related to traffic calming measures.

FINANCIAL IMPACT:

There is no financial impact associated with this report.

PUBLIC VALUE:

Engagement:

Engagement with the community members who initiated the petition provided an opportunity to review, discuss and better understand the issues of concern for the Upper Country Club community in an inclusive and constructive manner.

ADVISORY COMMITTEE INPUT:

Advisory Committees Consulted: N/A

PUBLIC INPUT:

Posted publicly as part of the report process. In addition, the community members who initiated the petition were notified of this meeting via emailed letter.

INTERNAL / EXTERNAL CONSULTATION:

A meeting was held on June 23, 2021 with City Staff, the Ward Councillor, and area residents to discuss and gain a better understanding of the petition requests. City staff included Transportation, Planning and Bylaw Compliance staff. A primary action item identified from this meeting was the need to collect current speed and volume data. On August 9, 2021, a follow up meeting was held with the same meeting attendees to review results of the data collection.

CONCLUSION:

As part of its role and mandate to ensure that residents and visitors can enjoy livable, sustainable, and accessible neighbourhoods, the City of Cambridge operates and supports a number of initiatives to promote road safety. This report summarizes the actions undertaken to address issues raised by the UCC neighbourhood in response to road safety concerns.

REPORT IMPACTS:

Agreement: **No**

By-law: **No**

Budget Amendment: **No**

Policy: **No**

APPROVALS:

This report has been reviewed by the Chief Financial Officer and City Solicitor.

It has been reviewed and approved by the Director, Deputy City Manager and City Manager.

ATTACHMENTS:

When naming attachments please use the following format:

1. 22-034-CD Appendix A – Upper Country Club Petition
2. 22-034-CD Appendix B – Upper Country Club Neighbourhood Data Collection Summary