

### **Attachment 3 – Summary of Traffic Safety Operations Strategy Policies and Programs**

The TSOS recommends updates and enhancements to existing City policies and the creation of new policies to support the strategy objectives and promote a safer road network. These policies are outlined below:

- Traffic Calming Policy and Toolbox
- Speed Limit Policy
- Pedestrian Crossovers Policy
- Community Safety Zone Policy
- Crossing Guard Procedure and Policy
- All Way Stop Control Policy (AWSC)

#### **Traffic Calming Policy and Tool Box**

The existing Traffic Calming Policy passed by Council directs staff to install traffic calming measures only when directed by Council or when a resident completes a traffic calming petition requiring signatures from 75% of residents on the subject roadway.

The proposed Traffic Calming Policy replaces the petition requirement in favor of a data driven, network wide screening process that is based on 6 risk factors; speed, volume, road classification, land use, vulnerable road user facilities, and collisions. The proposed policy recommends the locations are then ranked and prioritized. The policy includes input from residents and requires that before and after studies are undertaken to determine effectiveness of the traffic calming measures.

The Traffic Calming Policy relies on the adoption of the recommended traffic calming toolbox that consists of the various traffic calming measures. The following list provides a sample of available measures in the toolbox:

- Gateway Features
- Flexible Bollards
- Speed Cushions
- Raised Crosswalks
- Traffic Circles
- Enhanced Pavement Markings
- Speed Display Devices
- On-Road 'Sign' Pavement Markings

#### **Speed Limits Policy**

The enhanced speed limit policy proposes that the City implements base posted speed limits of 40 km/h for local residential areas and 50 km/h for collector roadways or local roadways in industrial/commercial areas. Roads with a 40 km/h posted speed limit would be all local roads within a residential area that would be posted by means of

'area' speed limits signs. Signs would be posted as gateway treatments into residential areas. As a further refinement City staff will conduct a review of selected roads to verify the base speed limit is appropriate and identify areas where operating speeds differ from the speed limit and provides recommendations for traffic calming measures or further speed limit changes.

### **Pedestrian Crossover Policy**

At this time, City Staff assess Pedestrian Crossovers (PXOs) on an individual basis and only based on inquiries received from residents, as there is no policy currently in place. With the proposed policy, the City will conduct, on a 5-year basis, City-wide assessments for the review of candidate locations where there are currently no controls and meet a set criteria (i.e., record of pedestrian collisions, school crossings (new and existing), trail networks (new and existing)). The PXO warrant will continue to be completed in accordance to Ontario Traffic Manual (OTM) Book 15. Once the list of candidate locations is obtained, the City will use a prioritization tool to assist with ranking of these identified locations suitable for a PXO installation. The prioritization tool has three main criterion: Connectivity (proximity to schools, nursing homes, and transit), Demand (vehicle and pedestrian volumes) and Safety (collision history, speeds, road class). Each location would be ranked based on the priority criteria and weighting provided in the prioritization tool.

The location(s) with a higher score would then be given a higher prioritization than location(s) with a lower score. Currently, Town of Oakville uses a similar process in their PXO policy.

### **Crossing Guard Policy**

The City currently utilizes a policy passed by Council in April 2007 to evaluate the need of School Crossing Guards. The enhanced policy recommends the following changes:

- Minimum number of required pedestrians crossing the location where the crossing guard is requested will be increased from 5 students to 20 students at the subject location over the observed period. This change is justified given the difficulty to recruit and retain crossing guards. The Ontario Traffic Council (OTC) School Crossing Guard Guide, which is the base to both policies, calls for a minimum of 40 students. Therefore, the TSOS proposed policy uses 50% of that threshold to assess whether the crossing guard is warranted.
- The existing policy uses the Safe Gap analysis to identify how many available gaps are available over a five minute period for a pedestrian to safely cross the street. The Proposed policy still utilizes this process but only for uncontrolled crossings (absence of traffic control or signs) and introduces the Exposure Index method for controlled crossings (a screening tool based on peak hour conflicting vehicle and student volumes at existing school crossing guard locations). If a school crossing guard is warranted at a signalized intersection, City staff may

consider some additional enhancements (i.e., leading pedestrian interval to provide an advanced walk signal so that pedestrians begin to cross the street before vehicles get a green signal, right-turn prohibition, extension of WALK time) to the location prior to implementing the school crossing guard.

- The existing policy does not provide guidance on new schools. The proposed policy explains that crossing guards will be implemented for a full school year at locations meeting the pre-screening criteria (exposure index/safe gap, minimum number of pedestrians crossing). City staff will then conduct a review to confirm the need for the continued use of the crossing guard.

- The proposed policy recommends staff review the need for crossing guards at existing locations annually to ensure resources are allocated appropriately.

### **Community Safety Zone Policy**

The City currently uses an existing Community Safety Zone (CSZ) policy that reviews all CSZ requests using a 2 component warrant. Warrant 1 – Designated Area of Special Concern, outlines CSZ must only be installed in a designated area of special concern for public safety. Warrant 2 – Safety, considers collision and risk components related to the traffic and road characteristics of the area under consideration.

The proposed policy continues to use Warrant 1, Designated Area of Special Concern and Warrant 2, Safety, however it updates the 7 risk factors to be consistent with other municipalities in Ontario.

The major change in the proposed CSZ policy is that all roadways fronting on an Elementary or Secondary School in Richmond Hill will be designated as a CSZ without requiring warrant analysis.

### **All Way Stop Control Policy (AWSC)**

Staff currently follow the standards in the Ontario Traffic Manuals to implement AWSC at intersections. The TSOS recommends formalizing this process into a series of mini policies that will provide staff with standardized treatments that improve AWSC compliance focusing on the following areas:

- Stop Sign Visibility
- Crosswalk Markings
- Nearly warranted AWSC
- Conversion of an AWSC to a Minor Road stop Control
- Sightlines

The TSOS further recommends new or enhanced programs in the interest in advancing traffic safety in the City. The programs and their enhancements are as follows:

- Enhanced Traffic Data Collection and Monitoring Program

- Update the City's traffic data collection and monitoring program by increasing the number and duration of traffic counts
  - Conduct a future needs assessment to determine optimal locations for the count program
  - Include collection of data required to monitor and evaluate traffic safety programs
- Road Safety Public Awareness and Education Programs
  - Update the City website to include safety related programs
  - Collaborate with communications staff to develop a road safety communications strategy
  - Conduct Public Education Sessions in each Ward
  - Create a calendar of road safety events as part of the York Region Traveler Safety Program
- 'Slow Down' Lawn Signs Program
  - Establish criteria, update relevant by-laws and work with community partners to launch the 'Slow Down' lawn signs program
- Automated Speed Enforcement Program (ASE)
  - Provides framework for the City to assess and define the future ASE program
  - Outlines the need for the City to enter an agreement with a processing center to launch an ASE program
- Annual Network Screening and Prioritization Process
  - Develop Safety Performance Functions
  - Conduct network screening based on industry standard empirical bayes method
  - Identify, rank, and prioritize locations for improvement based on Potential for Safety Improvement (PSI)
- Road Safety Improvement Capital Planning Process
  - Include road safety improvements in the capital planning process
- Improved Inquiry Intake and Review Process
  - Develop a web based inquiry application linked to a database to allow members of the public to submit inquiries more efficiently
- Annual Performance Report Process and Templates
  - Use enhanced annual performance template to report on accomplishments of Traffic Safety and Operations staff