



Council Report

Report Number:	ENG2021-006
Meeting Date:	February 23, 2021
Title:	Request for Traffic Calming – Logie Street
Description:	Traffic calming
Author and Title:	

Recommendation(s):

THAT Report ENG2021-006 **Request for Traffic Calming – Logie Street** be received.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Committee of the Whole meeting of September 1, 2020 Council adopted the following resolution:

CW2020-121

That the Memorandum from Deputy Mayor O'Reilly, **regarding Logie Street Park Traffic Calming**, be received;

That concerns regarding both vehicular and pedestrian traffic entering and leaving Logie Street Park be considered;

That staff be directed to compare and contrast available traffic calming measures and report back to Council in Q1, 2021; and

That this recommendation be forwarded to Council for consideration at the next Regular Council Meeting.

This report addresses those directions. The Memorandum from Deputy Mayor O'Reilly referred to in the directions can be seen in Appendix A.

As part of Bromont Homes Inc. developments off of Logie Street, much of Logie Street has been reconstructed. The new lane widths are very wide compared to a typical street. The wide lane widths coupled with the limited residential development directly fronting onto it contributes to speeding. It is difficult for a reasonable driver to travel 50 km/h or lower in current conditions.

Staff responded to speeding complaints by performing a preliminary speed study and deploying the temporary speed board on Logie Street for a period of six weeks.

It was found that pedestrians were well protected with sidewalks being setback from the roadway on both sides of the streets. Therefore, staff previously recommended it may be most beneficial to focus on their protection at crossings.

Lindsay's latest and greatest park has opened on Logie Street and is attracting considerable crowds. The majority of park visitors arrive by vehicle. Parking is on site which can lead to overflow conditions. It's difficult to predict if the current overflow of parking on the street will continue as interest in the park normalizes, however, contingency for future on-site parking is part of the overall plan of the park.

Rationale:

The wide road width of Logie Street was a purposeful design feature of the reconstruction to allow for the potential future consideration of an on-road connection from Lindsay Street South to the rail trail entrance.

Road lane width reductions can be effective in reducing the prevailing speeds of a road. Reducing the lane width changes the driving conditions and therefore drivers' behavior. With a current platform of 10m, there is room for a standard 1.5m wide lane on both sides of the road with 3.5m driving lanes.

The Director of Public works has specified that increased operational costs and liability issues can arise with the maintenance of the road and how it relates to meeting the Province's Minimum Maintenance Standards (MMS) should bike lanes be established. Options to mitigate include painting a 1.5m shoulder without bike markings, or passing a by-law to close the bike lane in the winter.

Based on previous recommendations, Engineering has prepared and awarded an RFQ for the warrant, design and installation of a traffic control light at the intersection of Logie Street and Lindsay Street South, and the warrant, design and installation of pedestrian crossovers at the trail crossing and the park on Logie Street. A mockup of what a pedestrian crossover could look like at the trail crossing can be seen in Appendix B.

As a result of the review carried out by staff, it is recommended that this report be received. The traffic calming and pedestrian safety measures already in progress negates the need to compare and contrast traffic calming measures as directed in the resolution.

Financial/Operation Impacts:

Warranted traffic controls and pedestrian crossings have been approved in the Capital budget.

The formal creation of bike lanes will require a permanent increase to the Public Works operating budget to maintain the lanes in accordance with Minimum Maintenance Standards and to paint lines and symbols. The increased amount for painting depends on solid lane or just a line (solid lane may further reduce prevailing speed of road).

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

Consultations:

Director of Public Works

Attachments:

Appendix A – Council Memorandum



ENG2020-021
Appendix A.pdf

Appendix B – Pedestrian Crossover Model



ENG2020-021
Appendix B.pdf

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Assets

Department File: Engineering