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## **Flagstone Avenue Speed Hump Request Staff Report to Council**

Report Number: 2021-03

Department(s): Engineering Services

Author(s): M. Kryzanowski, Manager, Transportation Services

Meeting Date: February 1, 2021

### **Recommendations**

1. That the report entitled Flagstone Avenue Speed Hump Request dated February 1, 2021 be received; and,
2. That speed humps not be implemented at this time; and,
3. That Category 1 measures be implemented on the street to mitigate speeds; and,
4. That the street be monitored in 2021 to determine impact of the mitigation measures, and that Staff report back to Town Council if additional measures are necessary; and,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **Purpose**

The Town received a petition from the Flagstone Avenue community, between Aspenwood Avenue and Bonshaw Avenue, requesting speed humps. The purpose of this report is to outline the review and findings.

### **Background**

At the regular meeting of Council on September 9, 2019, the Town received a petition (21 signatures) requesting speed humps on Flagstone Avenue between Aspenwood Avenue and Bonshaw Avenue. Town Council, as per policy, referred the matter to staff for review and recommendations. Because of early snowfalls in 2019, followed by the strong effects of the Pandemic on traffic volumes in 2020 due to lockdowns, school closures and residents working from home, the traffic counts planned for this location in

November and December 2019 could not be carried out until late in 2020. This created the unusually long delay in reporting.

## Discussion

Town staff reviewed the speed hump request in accordance with the standard procedures dictated by the Council-approved Town-wide Mitigation Strategy (TWMS). It was found that, despite the effects of the Covid-19 Pandemic restrictions on traffic volumes and patterns, the traffic information used was found to be representative of general traffic trends on most streets so far this year. More specifically, studies done by Transportation Services Staff showed that traffic volumes decreased by 30 to 40% in March/ April 2020, but have since recovered to near normal levels. It was also found that speeds have remained consistent, with no noticeable increase or decrease as a result of the pandemic restrictions.

The following table illustrates the traffic information obtained both in 2020 and in 2012.

| FLAGSTONE WAY 2020                                     | NB         |           |     | SB         |           |     | BOTH DIRECTIONS |           |     |
|--------------------------------------------------------|------------|-----------|-----|------------|-----------|-----|-----------------|-----------|-----|
|                                                        | AVG. SPEED | OP. SPEED | ADT | AVG. SPEED | OP. SPEED | ADT | AVG. SPEED      | OP. SPEED | ADT |
| BONSHAW AVE & ASPENWOOD DR<br>(closer to Bonshaw Ave)  | 32.6       | 44.1      | 198 | 33.8       | 44.0      | 200 | 33.2            | 44.0      | 397 |
| BONSHAW AVE & ASPENWOOD DR<br>(closer to Aspenwood Dr) | 33.0       | 43.2      | 174 | 31.8       | 42.3      | 176 | 32.4            | 42.8      | 349 |
| FLAGSTONE WAY 2012                                     | AVG. SPEED | OP. SPEED | ADT | AVG. SPEED | OP. SPEED | ADT | AVG. SPEED      | OP. SPEED | ADT |
| BONSHAW AVE & ASPENWOOD DR                             | 39.9       | 51.7      | 187 | 38.8       | 49.5      | 197 | 39.3            | 50.6      | 384 |

The table above shows that daily volumes (ADT) remained relatively consistent between 2012 and 2020. However, the average and operating speeds have decreased significantly from 51 km/h in 2012, to about 44 km/h in 2020. The decrease can be attributed to the maturation of the community over the past 8 years, and the expanding road networks in the area, which have offered drivers alternative routes.

The Flagstone Way road section under study is unique in that it is designated as a local road, but it possesses some of the design characteristics of a collector road (e.g.: sidewalks on both sides). The 8.5 metre road width on this section of Flagstone Way is representative of a local road design that has been used for many decades, but the street and adjacent buildings were also designed to newer subdivision standards with lesser setbacks. This section of road also has on-street parking on both sides, which is accommodated by the road width.

A calculation using the industry standard for speed hump design shows that the addition of speed humps would produce speeds of 45 km/h. This number has been confirmed in the field through follow-up studies done by Town Staff on existing Town streets with speed humps. Since the average and operating speeds on Flagstone Way are already at 44 km/h, the addition of speed humps would not have any effect on lowering speeds any further than current speeds. In fact, the addition of speed humps could cause unintended issues due to the observed pattern of drivers increasing their speeds between speed humps in order to catch up on perceived lost time. Therefore, speed humps are not recommended at this location at this time.

However, there are two other solutions that Staff wishes to implement to address speeds on Flagstone Way:

1. Follow-up monitoring:  
Typically, follow-up traffic studies are undertaken to determine the accuracy or trend of speeds on the street. Given that the 2020 traffic count was conducted during a year of significant turmoil, it is recommended that follow-up traffic studies be conducted in 2021.
2. Category 1 mitigation:  
Given the speeds, the nature of the street and on-street parking, there is an opportunity to undertake some Category 1 mitigation, as per the Council-approved Town-wide Mitigation Strategy (TWMS). There are three (3) different approaches that Staff wishes to undertake under this category:
  - a) Deploy solar speed boards to alert drivers when speeding and measure speeds;
  - b) Install boulevard signs to bring the problem of speeding to the attention of motorists in the area;
  - c) Paint a centre yellow line on the street. This technique creates a visual queue for drivers who become more aware of potential oncoming traffic, on-street parking, and a perceived narrowing of the travelled roadway, all of which should have a traffic calming effect.

## **Conclusion**

This review and its recommendations are considered as interim measures until additional traffic counts and speed measurements can be undertaken in 2021 and reported back to Council if additional measures are being recommended at that time. In the interim, several Category 1 traffic-calming measures are being recommended to mitigate speeds.

## **Business Plan and Strategic Plan Linkages**

This review addresses the Council Strategic Pillar entitled “Safe Transportation (Streets)”. More specifically, the project addresses the following priorities under the “Safe Transportation (Streets)” Strategic Pillar:

ii) Continue to implement the traffic mitigation strategy and Active Transportation Plan and explore/advance an off-road Mulock multi-use path;

v) Develop a 'complete street' design and construction/reconstruction methodology to support ongoing safe street initiatives and continue to explore design options related to speed reduction, where appropriate.

## **Consultation**

The Town received a petition signed by 21 of the 86 households in the area (approximately 25% of the households). This satisfied the minimum amount required for Staff to undertake a review, as per the Council-approved Public Consultation and Support Policy.

The petition was supplemented with a letter from the Town, dated November 26, 2019 to confirm the residents' interest in the petition and to solicit their comments and input, as per the Town's TWMS.

All households within the study area will receive a copy of this report and a notice indicating the date and time of the Committee of the Whole at which the matter will be heard. Residents who wish to address the Committee will have the opportunity to do so at that time.

## **Human Resource Considerations**

None

## **Budget Impact**

The funds required for Category 1 measures and follow-up traffic studies would be less than \$1,000.00 and are available from the Transportation Services business unit's operating budget.

## **Attachments**

None.

## **Approval**

Rachel Prudhomme, M.Sc., P.Eng.,  
Director, Engineering Services

Peter Noehammer, P.Eng.,  
Commissioner, Development & Infrastructure Services

## **Contact**

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension. 2508.