



The Corporation of the Town of Milton

Report To: Council

From: Doug Sampano, Commissioner, Community Services

Date: June 24, 2024

Report No: COMS-006-24

Subject: Supporting Safe Roads In Milton - Update - 40 km/h
Neighbourhoods Financial Impact, Traffic Calming Policy,
Automated Speed Enforcement

Recommendation: **THAT Council endorse the exploration of a pilot turnkey solution to enable a timely roll out of the Automated Speed Enforcement program;**

AND THAT Council grant the Commissioner of Community Services delegated authority to make minor updates to the Traffic Calming Policy;

AND THAT Council endorse the four-year implementation plan for 40km/h neighbourhoods and Raised Crosswalks, subject to annual budget approval.

EXECUTIVE SUMMARY

Our roads must provide safe passage not only for vehicles, but also pedestrians and cyclists. Staff continues to implement road safety initiatives.

This report provides an update on several traffic safety initiatives including:

1. Implementation plan for 40 km/h Neighbourhoods Town wide along local and minor collector roads
2. Implementation of Raised Crosswalks along Major Collector Roads at school Pedestrian Crossovers (PXO's)
3. Automated Speed Enforcement (ASE) Progress
4. Update to Traffic Calming Policy (updates based on approval of 40 km/h Neighbourhoods)

REPORT

Background

Further to DS-050-23 Supporting Safe Roads in Milton-2023 Update as recommended, traffic engineering staff has prepared a four-year plan for the implementation of 40 km/h Neighbourhoods within the urban area and rural hamlets of Milton. Along with the 40 km/h Neighbourhoods, raised crosswalks are planned to be installed at school PXO's along Major Collector Roads. As these roads will remain posted at 50 km/h except where school zone flashers are in use where the speed limit is reduced to 40 km/h during school entrance, dismissal and nutritional break times, the Traffic Calming Policy will be updated upon approval of the implementation plan.

Discussion

Implementation of 40 km/h Neighbourhoods and Raised Crosswalks

As indicated in DS-050-23 Supporting Safe Roads in Milton - 2023 Update, the pilot 40 km/h Neighbourhood bordered by Derry Road, Bronte Street South, Louis St Laurent Avenue and Regional Road 25 within Ward 4 is being converted to four permanent 40 km/h Neighbourhood Zones this summer.

With respect to the expansion of this program, staff are recommending the implementation of 40 km/h Neighbourhoods over a four-year period (2025 - 2028) pending budget approval. The rural hamlets will also be included in the 40 km/h Neighbourhoods plan (see Appendices I and II).

The yearly plan would include a number of zones in each ward being converted to 40 km/h on all local and minor collector roads.

As the 40 km/h Neighborhood Zones are implemented, Raised Crosswalks would also be installed in conjunction with this work, along Major Collector Roads at school Pedestrian Crossovers (PXO's).

Raised crosswalks at PXO's create a safe, slow-speed crossing at minor intersections. Similar to speed humps and other vertical speed elements, they reinforce slow speeds to encourage motorists to stop for pedestrians at the crosswalk.

The following charts detail the number of 40 km/h Neighbourhood Zones and Raised Crosswalks planned to be installed in each ward over the next four years. It should also be



Discussion

noted that if the 40 km/h Neighbourhoods are supported by Council, staff would work with the development community to ensure that the Neighbourhood Zones are implemented as part of the subdivision approval process, for future implementation, beyond those areas identified in the four-year implementation plan.

Implementation Plan by Year (see Appendices II-VI for associated maps)

Year	Ward 1	Ward 2	Ward 3	Ward 4
2025	3 - 40 km/h Neighbourhood Zones + Moffat	4 - 40 km/h Neighbourhood Zones + 1 Raised Crosswalk	4 - 40 km/h Neighbourhood Zones	4 - 40 km/h Neighbourhood Zones + 5 Raised Crosswalk
2026	3 - 40 km/h Neighbourhood Zones + Brookville + 2 Raised Crosswalks	5 - 40 km/h Neighbourhood Zones + 1 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones + 2 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones
2027	2 - 40 km/h Neighbourhood Zones + Campbellville	3 - 40 km/h Neighbourhood Zones + 4 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones + 2 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones + 1 Raised Crosswalk
2028	2 - 40 km/h Neighbourhood Zones	5 - 40 km/h Neighbourhood Zones + 1 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones + 2 Raised Crosswalk	3 - 40 km/h Neighbourhood Zones

*These zones may be adjusted yearly based on future road construction and the Asphalt Overlay program.

Discussion

The following is a detailed list by year where Raised Crosswalks would be installed:

2025

- Woodward Avenue and Wilson Drive - Ward 2
- Farmstead Drive and 745 Farmstead Drive - Ward 4 (from 2024 change from pilot to permanent)
- Farmstead Drive and McFerran Crescent - Ward 4 (from 2024 change from pilot to permanent)
- Savoline Boulevard and Union Gas Trail - Ward 4
- Savoline Boulevard and Merkle Gate - Ward 4
- Scott Boulevard and Finney Terrace - Ward 4

2026

- Scott Boulevard and Athlone Drive - Ward 1
- Scott Boulevard and Farrington Crossing - Ward 1
- Tupper Drive and 201 Bussel Crescent - Ward 2
- Yates Drive and Symons Crossing - Ward 3
- Yates Drive and Union Gas Trail - Ward 3

2027

- Woodward Avenue and Robarts Drive - Ward 2
- Dixon Drive and Hatton Crossing - Ward 2
- Dixon Drive and Sprucedale Lane - Ward 2
- Dixon Drive and Cobban Road - Ward 2
- Bennett Boulevard and Lee's Gate - Ward 3
- 659 Sauve Street and Pathway - Ward 3
- Leger Way and Hinton Terrace - Ward 4

2028

- Coxe Boulevard and Sam Sherratt Trail - Ward 2
- Bennett Boulevard and Wickson Way - Ward 3
- Bennett Boulevard and Hepburn Road - Ward 3

Staff will coordinate internally regarding planned capital road improvements, and as a result of this coordination, there may be minor adjustments to the locations and timing outlined above.

Discussion

The implementation of the 40 km/h Neighbourhoods will be completed over four years and the following estimated annual costs are based on unit rates that reflect recently received preliminary quotes for sign and crosswalk installations.

The following chart is a cost estimate per year:

Year	Installation of signs/posts and cost of posts	Cost of installing Raised Crosswalks and related signs	Estimated Cost per year (excluding HST)
2025	\$47,000	\$30,000	\$77,000
2026	\$51,000	\$25,000	\$76,000
2027	\$55,000	\$35,000	\$90,000
2028	\$47,000	\$15,000	\$62,000
TOTAL	\$200,000	\$105,000	\$305,000

The total cost to implement the 40 km/h Neighbourhood Program with Raised Crosswalks throughout Milton over a four-year period would be approximately \$350,000 including contractual costs, noted above, as well as contingency and project management. This program will result in additional operating impacts to the Town associated with lifecycle replacement costs and annual line painting in the total estimated amount of \$20,000.

If the implementation of the 40 km/h Neighbourhoods and Raised Crosswalks is approved, this new program will be considered in the development of the 2025 Capital Budget and Forecast.

Traffic Calming Policy Update

Should Council support the implementation of 40 km/h neighbourhoods throughout the Town the existing Traffic Calming Policy would require updating regarding the threshold to warrant a traffic calming review. The policy presently states:

Discussion

Section 2.2 Data Collection and Analysis, Section 2.2.1 Data Collection:

Once collected and summarized, the data will be utilized in the point assessment system to determine a total point value (See Section 2.2.2.). This assessment will be used to determine the need for traffic calming and assist in setting priority for locations of consideration. The 85th percentile must be 10km or more over the posted speed limit to be considered for traffic calming.

This will be updated to read, *Once collected and summarized: the data will be utilized in the point assessment system to determine a total point value (See Section 2.2.2.). This assessment will be used to determine the need for traffic calming and assist in setting priority for locations of consideration. The 85th percentile must be 10km or more over the posted speed limit within a 50 km/h zone and 15 km/h or more over the posted speed limit within a 40 km/h zone to be considered for traffic calming.*

Further to the memo dated May 24, 2024 to Mayor Krantz and Members of Council regarding the change from temporary speed cushions to asphalt speed cushions, due to the damage caused to roads and the financial impact, Section 2.12 Implementation of Temporary Traffic Calming Measures will be deleted from the policy:

Upon approval of Council, resident notification, and sufficient funding, temporary traffic calming measures will be implemented. Temporary traffic calming measures will be implemented from April to November of that year. This will allow time to examine the impact of the measures and their effectiveness before committing funding to permanent treatments.

The Flow Chart within the Traffic Calming Policy will also be updated to reflect this change.

Automated Speed Enforcement (ASE)

The Town continues to explore options related to implementing ASE through the working group that consists of Infrastructure (Traffic) and By-law Enforcement staff. Halton Regional Police have recently advised they would like to join the working group as well.

The Toronto Joint Processing Centre continues to have capacity issues and unable to take on additional municipalities for the processing of tickets. As a result, some municipalities have begun to explore opening their own joint processing centres. However, no other joint processing centres have opened, and there is uncertainty if, or when other municipalities will be able to join until processing capacity has been determined.

Alternatively, several municipalities are at various stages of implementing an ASE turnkey solution with a third party provider. Under this scenario a third party provider would provide



Discussion

cameras that could be rotated between various locations as well as a Provincial Offences officer for the ticket processing portion of the program. Tickets that are contested would then be managed internally through the Town's existing screening and hearing review processes. The volume of infractions remains unknown at this time, but may result in additional resourcing requirements based on the volume of infractions.

The financial structure of these agreements can vary but typically includes the third party provider covering all initial capital costs in addition to a revenue sharing component. A turnkey solution may be the most viable option for enabling the Town of Milton to continue to move forward with the implementation of ASE on a timely basis.

The time period from when a turnkey solution contract is awarded to when a camera is out on the road is approximately six months. Under a turnkey solution it is anticipated that the Town could have cameras operational by September 2025 based on the following timeline:

Summer 2024	Staff continue to investigate turnkey solution including a review of all expected operational and financial impacts, which will inform development of the 2025 budget.
Late Fall 2024	RFP expected to be issued for a turnkey provider, subject to 2025 budget approval.
Early Q12025	Expected award to turnkey provider.
Spring/Summer 2025	Work with turnkey provider to establish cameras and process. Town signage to be installed. Communications plan to be developed. Agreements to be developed with Ministry of Transportation (MTO) and the Ministry of Attorney General (MAGS).
September 2025	Launch ASE program



Discussion

Staff are seeking Council endorsement to proceed as outlined above to investigate a turnkey solution for ASE, while concurrently keeping discussions open with municipalities regarding the joint processing center route.

Progress of Other Traffic Safety Initiatives

In addition to the school crossing guard locations being upgraded to PXO's and the two PXO's being upgraded to include Rectangular Rapid Flashing Beacon as per COMS-004-24, the following will be completed:

Type of Installation	Location	Completed By or Before
Intersection Pedestrian Signal	<ul style="list-style-type: none"> ➤ Louis St Laurent Avenue and Hamman Way/Diefenbaker Street 	August 30, 2024
Red Flashing Beacons above All-Way Stops	<ul style="list-style-type: none"> ➤ Commercial Street and Pine Street ➤ 5 Side Road and Boston Church Road ➤ Clark Boulevard and Bennett Boulevard ➤ Farmstead Drive and McLaughlin Boulevard 	August 30, 2024
School Zone Flashers - Secondary Schools	<ul style="list-style-type: none"> ➤ Main Street between Thompson Road North and Harris Boulevard/Pearson Way ➤ Louis St Laurent Avenue between Thompson Road South and Fourth Line ➤ Louis St Laurent Avenue between Bronte Street South and Leger Way 	August 30, 2024
Speed Cushions	<ul style="list-style-type: none"> ➤ Woodward Avenue between Ontario Street North and Woodward Avenue ➤ Fourth Line between Derry Road and Louis St Laurent Avenue 	August 20, 2024



Type of Installation	Location	Completed By or Before
Upgrade PXO's with RRFB's	<ul style="list-style-type: none">➤ Louis St Laurent Avenue and Kennedy Circle (east intersection)➤ Commercial Street south of Parkway Drive➤ Laurier Avenue at Laurier Park➤ Laurier Avenue at Sam Sherratt Trail	August 30, 2024

Financial Impact

The total estimated capital costs of \$350,000 for the implementation of the 40 km/h Neighbourhoods along with raised crosswalks will be considered in the development of the 2025 Capital Budget and forecast. Once fully implemented, this program will result in annual operating costs of approximately \$20,000 associated with lifecycle replacement and annual line painting. This will represent an additional future pressure on property tax rates of approximately 0.02%.

The 2024 Operating Budget provided for \$72,000 in one time start up costs associated with the Automated Speed Enforcement program, funded from the Tax Rate Stabilization Reserve. As this budget was associated with the Toronto Joint Processing Centre process it is expected that the costs will no longer be incurred in 2024. The financial impact associated with the implementation of ASE through a turnkey solution will continue to be analyzed through the balance of 2024 in order to inform the development of the 2025 budget.

The costs associated with the other traffic safety initiatives outlined within this report including Intersection Pedestrian Signals, Red Flashing Beacons, School Zone flashers, Speed Cushions and upgrading PXO's with RRFB's are provided for within existing approved capital projects.

Respectfully submitted,

Doug Sampano
Commissioner, Community Services

For questions, please contact:
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Attachments

Appendix I - 40 km/h Neighbourhood Zones Urban Area

Appendix II - 40 km/h Neighbourhood Zones Rural Hamlets

Appendix III - 40 km/h Neighbourhood Zones Implementation Plan 2025

Appendix IV - 40 km/h Neighbourhood Zones Implementation Plan 2026

Appendix V - 40 km/h Neighbourhood Zones Implementation Plan 2027

Appendix VI - 40 km/h Neighbourhood Zones Implementation Plan 2028

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.