



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: April 23, 2019

Report Number: PWES-2019-26

Subject: Arlington Boulevard Petition

Recommendations

It is recommended:

That Report No. PWES-2019-26 Arlington Boulevard Petition be received.

Background

On March 13, 2019 Administration received a petition with 28 signatures representing 20 of the 67 properties on Arlington Boulevard from Riverside Drive to St Gregory's Road (see Attachment No.1). The petition requested improvements to Arlington Boulevard which consisted of the following:

Petition Summary and Background:

We can make Arlington Blvd. safer for all residents with simple changes. Navigating Arlington on foot, bicycle, and even in our vehicles is often difficult owing to speeding vehicles, a lack of sidewalk or bike path, and the long stretch without a stop or traffic calming instrument. It is a safety concern for all residents, but is perhaps even more dangerous for children, especially those making their way to and from school at busy commute times. An all-way stop, speed bump or roundabout at Arlington and Hayes, as well as a sidewalk or multi-use path along one side of the road, along with a speed limit reduction on this route as has been successfully implemented in urban campaigns across the globe ("20 is Plenty) would make a significant improvement for the safe navigation along this neighbourhood route. With more and more children along Arlington, the need is pressing.

Action Petitioned For:

We, the undersigned, are concerned citizens who urge our leaders to act now to install a traffic calming mechanism (e.g. all-way stop, speed bump or roundabout) at Arlington and Hayes.

And, we, the undersigned, urge our leaders to act now and install a sidewalk or foot and/or bike path along one side of Arlington Blvd. on the stretch from Riverside Drive to St. Gregory's.

And, we, the undersigned, urge our leaders to implement a speed limit reduction along Arlington Blvd.

Administration reached out to the property owner at 217 Arlington Boulevard who submitted the petition on behalf of the residents in the hopes of scheduling a meeting to further discuss the issues presented within the petition and to provide additional information with respect to the Town's capital works program, the ongoing engineering studies and the history/status of the Arlington Boulevard Improvement Project.

The meeting was held on April 5, 2019 at Town Hall with the Director of Public Works & Environmental Services and the Manager Roads & Fleet, and the discussions centred generally on the information contained within the 'Comments' Section of this Administrative Report.

Comments

Municipal Class Environmental Assessment

In April 2006, the Town initiated a Municipal Class Environmental Assessment (EA) for the proposed improvements on Arlington Boulevard. These works consisted of a road reconstruction with on-street parking, replacement of the existing watermain, and the installation of new storm sewers. The EA was completed in May 2008, and Council adopted the recommendations outlined in the EA on August 12, 2008 (PW-45/08). Dillon Consulting Limited was subsequently retained and authorized to commence the engineering design for this project, with the remaining final design and tender documents to be completed upon Council's approval to proceed.

For drawings of the preferred solution contained within the EA, please refer to Attachment No.

2. Key elements of the road reconstruction consist of:

- a two lane cross-section with curb & gutter;
- areas of on-street parking between Riverside Drive and St Gregory's Road;
- a traffic calming feature between St Gregory's Road and Tecumseh Road;
- a sidewalk on the east side between Riverside Drive and St Gregory's Road;
- a multi-use pathway on the west side between St Gregory's Road and Tecumseh Road.

Engineering Design for the Arlington Boulevard Improvement Project

At the January 27, 2015 Regular Council Meeting, Council approved the recommendations (Motion RCM-25/15) of PWES Report No. 01/15 titled “2015-2019 Public Works & Environmental Services Capital Works Plan” that authorized Administration to proceed with the completion of the final design and preparation of tender documents for Arlington Boulevard Improvements, Phase 1.

With the finalization of the detailed design for Phase 1 being re-initiated in (late) 2015, it became apparent that the previous design works that had taken place between 2008 and 2011 were put on hold by Administration due to capacity issues regarding the existing downstream storm sewer network and the St. Marks storm pumping station. It was identified that storage would be required to accommodate the additional flows from Arlington Boulevard, and that proposing to oversize the storm sewers on Arlington Boulevard would be extremely costly (in excess of \$2M) without addressing the issue of capacity issues downstream.

At the December 13, 2016 Regular Council Meeting, Council received the report (Motion RCM-441/16) of PWES Report No. 52/16 titled “Arlington Boulevard Improvements – Project Update, December 2016”. Contained within the report was Administration’s recommended next steps based on the review of the preliminary design of Arlington Boulevard Improvements, the capacity constraints of St. Marks and Scully (Edgewater) storm pumping stations, the cost analysis completed on various design options, the 2016 Pump & Metering Station Condition Assessment, and taking into account the proposed 2017 Stormwater Master Plan. These next steps consisted of the following:

- The Town undertake the Stormwater Master Plan as part of the PWES 2017 Capital Works Plan, and that further analysis under the framework of a Master Plan (Municipal Class EA) be given to consolidating the St. Marks and Scully (Edgewater) pumping stations.
- The recommendations contained within the Stormwater Master Plan form the basis for prioritizing projects when completing future annual Public Works & Environmental Services Capital Works Plans.
- Finalizing the design and tender documents for the Arlington Boulevard Improvements, Phase 1 be put on hold, until the timing of the project is identified as part of the prioritization of projects in future Capital Works Plans.
 - Timing of the first phase of the Arlington Boulevard Improvements will be contingent on the completion of the Stormwater Master Plan, the downstream storm and pump station improvements, any other storm project with a higher prioritization, and available funding. At a minimum, provided there is funding available, Administration is estimating approximately 8+ years until the first phase of Arlington Boulevard could possibly proceed.
- Administration gives consideration to completing a milling/paving of the existing asphalt on Arlington Boulevard as part of the 2018 Asphalt Program. The 2014 PCI (Pavement Condition Index) for Arlington Boulevard was 49.3 coinciding with a rating of ‘poor’, and the recommended asphalt works will prolong the life of the road structure until such time the Arlington Boulevard Improvements can be completed.

Interim Surface Asphalt Works (2017)

At the January 24, 2017 Regular Council Meeting, Council received the report (Motion RCM-13/17) of PWES Report No. 01/17 titled "Amendment to the 2017-2021 PWES Capital Works Plan, Revised 2017 Asphalt Program", that included the recommendation for Arlington Boulevard to be included as part of the 2017 Asphalt Program. This was primarily due to the deferral of the Arlington Boulevard Improvement Project until such time that the downstream storm sewer works were completed; Arlington Boulevard having a 'Collector' road classification; and a poor pavement condition index of 49.

Arlington Boulevard Petition Requests

The petitioners requested the following:

1. To install a traffic calming mechanism (e.g. all-way stop, speed bump or roundabout) at Arlington and Hays.

- a. Traffic Calming Mechanisms

At the December 11, 2018 Regular Meeting of Council, Council approved the recommendations (Motion RCM-361/18) of PWES Report No. 2018-08 titled "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan" that authorized Administration to proceed with the 2019 capital works projects including a Traffic Calming Guideline Study which will result in a policy and warrant criteria to assess requests as they come forward in a consistent manner.

Administration does not recommend the installation of any traffic calming features until the Study has been completed and a policy and warrant criteria have been adopted (which is anticipated to be completed in the Fall 2019) to provide a consistent approach to these types of requests throughout the Town.

Once the policy and warrant analysis is completed, Administration will have the Consultant on the Arlington Boulevard Improvement Project review whether any additional traffic calming measures are required as part of the ultimate design.

- b. All-Way Stop

In accordance with the Town's Stop Sign Policy 32/02, a petition favourably signed by at least 60% of the residents within 300 meters of the subject intersection must be submitted. Upon receipt of a valid petition, all necessary information will be gathered as set out in Schedules 'A' and 'B' of the policy to establish whether an All-Way Stop is warranted.

In accordance with s.2.1, s.3.1 and Schedule 'A' of the policy, **stop signs shall not be used as a speed control device.**

Administration does not recommend the installation of an All-Way Stop at the intersection of Arlington Boulevard and Hayes Avenue as the current petition is

signed by only 10% of the residents within 300 meters, and due to the nature of the request (i.e. for the stop sign to be utilized as a speed control device).

c. Speed Bump

The Town's Transportation Master Plan was completed in 2017 and provided updated roadway classifications to the Town's transportation system as well as outlined traffic calming principles. These principles have identified that the use of a speed bump or hump is not recommended on Collector Roads, which is the roadway classification of Arlington Boulevard.

d. Roundabout

The Municipal Class EA reviewed a number of alternative solutions with respect to the road cross-section and design features. One alternative proposed the installation of a traffic circle at the Arlington Boulevard/Hayes Avenue intersection. Ultimately the preferred solution identified a 3-legged intersection, with a stop sign located on Hayes Avenue. A roundabout was not considered at this location due to the site constraints and the property acquisitions that would be required.

A discussion paper generated as part of the Transportation Master Plan outlined the proper application of roundabouts. Roundabouts should be considered for implementation under the following circumstances:

- At existing or proposed intersections where traffic signals are warranted (or anticipated to be in near future). When operating within capacity, roundabouts generally produce lower queues and delays than traditional signalized intersections of comparable size under similar traffic conditions;
- At existing or proposed intersections where all-way stop control is warranted (or anticipated to be in near future). A roundabout will always provide higher capacity and efficiency than an all-way stop controlled intersection under similar traffic conditions;
- Existing intersections with identified capacity issues;
- Existing intersections with identified safety issues;
- Existing intersections that would warrant traffic signal control if not for geometric constraints; and
- Where suitable intersections are identified as a component of large-scale road improvement plans or new development plans.

Administration does not recommend the installation of a roundabout at this location, as the existing location does not fall within one of the circumstances identified above, nor was it contained as part of the preferred solution identified within the EA.

2) To install a sidewalk or foot and/or bike path along one side of Arlington Blvd. on the stretch from Riverside Drive to St. Gregory's

a. Sidewalk / Multi-Use Pathway / On-Road Bike Lane

The preferred solution contained within the Municipal Class EA proposed a sidewalk on the east side of Arlington Boulevard from Riverside Drive to St Gregory's Road. The installation of a sidewalk, pathway or bike lane prior to the implementation of the ultimate design would be sacrificial and would not be able to be salvaged.

In order to facilitate the installation, the existing roadside ditch would have to be enclosed and boulevard catch basins installed. This would cause a loss of (storm water) storage due to the decrease in cross-sectional area by enclosing the ditch. This may push the surface flooding during larger rain events closer to the house structures, and exacerbate the storm drainage level of service within this area.

As the existing road is a rural two lane cross-section, parking on the road is prohibited. There are a number of short-wide driveways, or gravel parking bays that property owners have installed over the years. These would be impacted with the installation of a sidewalk, pathway or bike lane, without providing an alternative (i.e. on-street parking).

The estimated costs for this request are in the range of \$210,000. The installation of a sidewalk, pathway or bike lane prior to the Arlington Boulevard Improvement Project commencing is not recommended.

3) To implement a speed limit reduction along Arlington Boulevard

a. Speed Limit Reduction

The current posted speed limit on Arlington Boulevard is 40 km/hr. In 2017 PWES conducted a radar speed survey on Arlington Boulevard between June 16th and July 14th. The survey results are depicted in the table below:

Traffic Flow	Speed Limit	Average Speed	85th Percentile Speed
Northbound	40 km/hr	40 km/hr	49 km/hr
Southbound	40 km/hr	41 km/hr	50 km/hr

Posting an inappropriately low speed limit has the potential to increase speed differentials between vehicles; large differences in operating speed can lead to an increase in rear end collisions and other collisions, and can also encourage unsafe passing around slower moving vehicles. If drivers feel speed limits are unreasonably low, the speed limit signs will be ignored and become ineffective.

The OPP provided Administration with motor vehicle accident and traffic infraction data for Arlington Boulevard from 2014-2018. There were five minor

motor vehicle collisions and three traffic infractions (only one related to speeding), all of which occurred at the intersection of Arlington Boulevard and Tecumseh Road.

Administration does not recommend the lowering of the speed limit on Arlington Boulevard any lower than the existing 40 km/hr. Administration will conduct additional speed surveys on Arlington Boulevard in the Spring/Summer of 2019, and will request additional enforcement from the OPP within the area.

Consultations

Ontario Provincial Police (OPP)

Financial Implications

It is not recommended to proceed with the installation of a sidewalk, pathway or bike lane due to the high costs for infrastructure that is deemed to be temporary and unsalvageable as part of the ultimate improvement project. However, should Council wish to proceed, the \$210,000 would be funded out of the Infrastructure Lifecycle Reserve.

It should be noted that the Infrastructure Reserve is meant to fund new infrastructure projects such as the Sports-Plex, portions of the Tecumseh Road Streetscape, multi-use trails, bike lanes, and storm sewer level of service improvements (i.e. forthcoming recommendations out of the Storm Drainage Master Plan).

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable

Website

Social Media

News Release

Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Arlington Boulevard Petition
2	Limits of Petitioned Works
3	Municipal Class Environmental Assessment, Preferred Solution