



Subject:	Traffic Safety Initiatives - Update
To:	Community Services & Infrastructure Committee
From:	Public Works Department

Report Number:	PW-20-20
Wards Affected:	All
Date to Committee:	Monday, November 9, 2020
Date to Council:	Monday, November 16, 2020

Recommendation:

Receive and file Report PW-20-20, Traffic Safety Initiatives - Update.

Purpose:

To provide regular updates to committee on Traffic Safety Initiatives being implemented throughout the Town of Lincoln.

Background:

On April 15, 2019 Council passed a resolution regarding truck safety in Lincoln. The motion identified several concerns related to truck traffic and identified a number of action items to address the concerns. Please refer to appendices for more detail.

Traffic safety and speed reduction strategies are a high priority for the Town in responding to resident's concerns to help improve road safety throughout the community. The Town's Transportation Master Plan developed a comprehensive Traffic Calming Policy to guide the implementation process of traffic calming/speed reduction measures for the Town with the goal of improving the livability of neighbourhoods for all users.

Report:

Staff will be providing regular updates to Council through the Committee of the Whole on progress being made on the various action items identified in the council motion.

Table 1.0 on the following page provides a summary of the various action items and progress being made to date.

Table 1.0 – Truck Safety Action Item Summary

Motion Action Item	Progress to Date
<p>(a) <i>That the Town of Lincoln formally provide support and continue to advocate with the Region, other local area municipalities (West Lincoln, Grimsby) and all levels of government for the North-South Crossing</i></p>	<ul style="list-style-type: none"> • August 2020 AMO Delegation – Council met with the Minister of Transportation and Minister of Francophone Affairs, Caroline Mulroney, along with the Town of Grimsby, Township of West Lincoln and the Niagara Region to seek provincial support on this important project for West Niagara being the new Escarpment Crossing (Extension of Bartlett Avenue / Park Road Corridor to Mud Street) • The Niagara Region has included funding in their 2020 budget to start an Individual Environmental Assessment (IEA) Study for this significant project <ul style="list-style-type: none"> ○ Terms of reference for IEA under development and is being reviewed considering the recent provincial changes to modernizing the EA process ○ Tender process for EA consultant targeted for release in 2021
<p>(b) <i>That the Town of Lincoln explore the elimination and prohibition of all trucks/tractor-trailers completely on Mountain Street, and should that not be feasible, that the Town of Lincoln investigate the elimination of those vehicles that exceed 53 feet, have “live bottoms and/or pups” on Mountain Street</i></p>	<ul style="list-style-type: none"> • As part of the Beamsville Truck Bypass Implementation Study, restriction and enforcement options are going to be further evaluated at the intersection of Mountain Street and King Street • Lincoln’s new Site Alteration Bylaw helps give the Town more control over dedicated haul routes • Quarry stakeholder partners continue to help educate their drivers to use the preferred truck route at Mountain Street and Fly Road towards Victoria Avenue
<p>(c) <i>That the Town of Lincoln investigate with Niagara Region the possibility of assumption of Mountain Street</i></p>	<ul style="list-style-type: none"> • The Niagara Region intends to transfer Mountain Street to the Town once the new Escarpment Crossing is implemented
<p>(d) <i>That the Town of Lincoln request the Niagara Region designate Mountain Street as a community safety zone as soon as possible</i></p>	<ul style="list-style-type: none"> • The Region has advised that Mountain Street is on their list to be considered with the next phase of their Community Safety Zone Program • In 2019 the Region established a community safety zone along Victoria Ave from King St to Fredrick Ave
<p>(e) <i>That the Town of Lincoln continue to work closely with NRPS, MTO and other agencies on multi-stakeholder and multi-agency strategies to ensure adherence to speed and</i></p>	<ul style="list-style-type: none"> • The Town hosted a successful truck safety inspection blitz on October 14th at the Hinan Drive Public Works Yard in partnership with the Niagara Regional Police (NRP) Traffic Enforcement Unit, the Ministry of Transportation (MTO) Enforcement Division & the Halton Regional Police Commercial Vehicle


Motion Action Item	Progress to Date
<i>weights within the Town of Lincoln, including a request for more speed enforcement</i>	<p>Enforcement Unit. Please refer to Appendix B for the results of the truck blitz.</p> <ul style="list-style-type: none"> • A successful truck safety inspection blitz was conducted on June 23rd, 2020 across west Niagara by MTO & NRP, Halton Police & the OPP. • The NRP have been very supportive in helping to facilitate truck safety inspections • The Town will continue to collaborate with the NRP & MTO for more frequent truck safety inspection blitzes in the community
<i>(f) That scale avoidance enforcement blitzes begin as soon as possible with a focus on Jordan Road, south from QEW, Victoria Avenue and all other roads deemed vulnerable to scale avoidance</i>	<ul style="list-style-type: none"> • In discussions with MTO on the potential of using innovative monitoring technology to improve targeted enforcement for scale avoidance short cutting • MTO has confirmed that they patrol for this situation • Town staff have established frequent working meetings with our quarry stakeholders to discuss ways to work together on patrolling initiatives
<i>(g) That immediately following the receipt and approval of the Transportation Master Plan (TMP), staff come to the Community Services and Infrastructure Committee with both short and long-term strategies</i>	<ul style="list-style-type: none"> • The Town's Transportation Master Plan (TMP) recommended that the Town implement a truck route bypass around the downtown and urban area of Beamsville using Bartlett Road and Durham Road routing trucks to the South Service Road & QEW <ul style="list-style-type: none"> ○ The Town in partnership with the Niagara Region issued a term of reference for the Beamsville Truck Bypass Implementation Study and received bid proposals on November 2nd ○ Both the Town and the Region will be reviewing the bid submissions to retain a traffic engineering consultant to initiate the study late Q4
<i>(h) That the Town of Lincoln request regular safety checks including weighing and inspections through MTO</i>	<ul style="list-style-type: none"> • The Town will continue to collaborate with NRP & MTO for more frequent truck safety inspection blitzes
<i>(i) That the Town of Lincoln provide support and advocate to the Niagara Region for the implementation of specific enforcement measures (i.e. traffic/safety cameras or increased police enforcement) at Mountain and Regional Road 81 (King St.)</i>	<ul style="list-style-type: none"> • Niagara Region implemented a 1-year Pilot Monitoring Program using innovative technology at Mountain Street/King Street and King Street/Ontario Street <ul style="list-style-type: none"> ○ collecting data as it relates to all conflicts at these two intersections across all modes of travel ○ Region will share reports and data findings when the pilot is complete. • The Region is working with NRP for continued enforcement

Motion Action Item	Progress to Date
	<ul style="list-style-type: none"> Late 2019 the Region implemented traffic calming measures on Mountain Street including a permanent flashing 50km/hr. speed sign and strategic line painting to remind trucks to reduce speed prior to approaching the urban area of Beamsville
<p><i>(j) That the Town of Lincoln monitor these changes if/when they are implemented and as part of the monitoring work, note any impacts in the outer limits and/or rural roads with the Town</i></p>	<ul style="list-style-type: none"> The Town is piloting monitoring technology to better collect truck traffic data on local roads in order to trend and identify areas of concern for more focused follow up

Table 2.0 below provides a summary update on several speed reduction initiatives being carried out throughout the community.

Table 2.0 – Speed Reduction Initiatives - Update

Speed Reduction Initiative	Update
<p><i>(a) Temporary Speed Hump Program</i></p>	<ul style="list-style-type: none"> Staff are going to mail out communication to engage residents for their input on how the speed humps performed. This resident feedback will assist the Town in gauging support for transitioning to permanent speed humps or trying other types of traffic calming measures.
<p><i>(b) Drive Safely Awareness Lawn Sign Pilot Program</i></p>	<ul style="list-style-type: none"> The Town has developed a new lawn sign pilot program to give residents the opportunity to help raise awareness of the importance of road safety in Lincoln. The sign template below has been produced in typical lawn sign fashion (2ft x 1.5ft double-sided) and is available for distribution to residents this week. Residents will be limited to one lawn sign per household and signs must be located in a way that does not create sightline issues. Of We have had 200 signs produced initially and can quickly produce more depending on resident interest.

Speed Reduction Initiative	Update
	
<p>(c) <i>Speed Radar Monitoring Program</i></p>	<ul style="list-style-type: none"> • The Town is piloting a new innovative speed radar monitoring program to collect data in response to resident concerns about speeding. This speed monitoring device can be easily installed on utility and streetlight poles and can be used year-round.
<p>(d) <i>Digital Feedback Sign Program</i></p>	<ul style="list-style-type: none"> • The Town continues to target various locations around the community to raise driver awareness and collect traffic and speed data. The Town publishes the results on a map of the digital feedback sign program annually. • In addition, the Town installed four permanent digital speed signs on Ninth Street as a traffic calming measure.
<p>(e) <i>Collaboration with Niagara Regional Police (NRP)</i></p>	<ul style="list-style-type: none"> • The Town continues to work in partnership with NRP on sharing speeding concerns from residents and any speed data of concern that is collected through the Town’s monitoring programs. • NRP has been very supportive in responding to speeding concerns in Lincoln with enforcement presence. • Residents are also encouraged to contact the NRPS traffic hotline at 905-688-4111 extension 5555

Financial, Legal, Staff Considerations:

Financial:

N/A

Staffing:

N/A

Legal:

N/A

Public Engagement Matters:

Traffic safety was included/addressed through the extensive TMP consultation & input from the community and stakeholders was received.

Conclusion:

Staff will continue to work closely with the Niagara Region, NRPS, MTO and other agencies on multi-stakeholder and multi-agency strategies to ensure improving truck safety remains a high priority for Lincoln. Staff will also ensure that speed reduction initiatives remain a high priority throughout the community.

This undertaking will require ongoing partnerships. Together we will have to continue to review traffic data, pinpoint key problem areas, and set actions to make improvements in each key problem area.

A tenant and principle of our traffic and safety program will be regular communication, and enhanced communications. Our internal teams will be responsive to Council and community feedback and work to ensure both it and the data we have an analyze is incorporated into all changes both recommended and ultimate made.

As well, and of note, Lincoln CAO Michael Kirkopoulos, has been asked to sit on a CAO committee with respect to Vision Zero for Niagara Region. This advocacy will also assist us in the role out phase of this work in early 2021.

Respectfully submitted,

Walter Neubauer, CET
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Appendices:

Appendix A – Town of Lincoln Council Resolution – Truck Safety

Report Approval:

Report has been reviewed and/or approved by Director of Public Works. Final approval is by Chief Administrative Officer.