



Quiet Streets

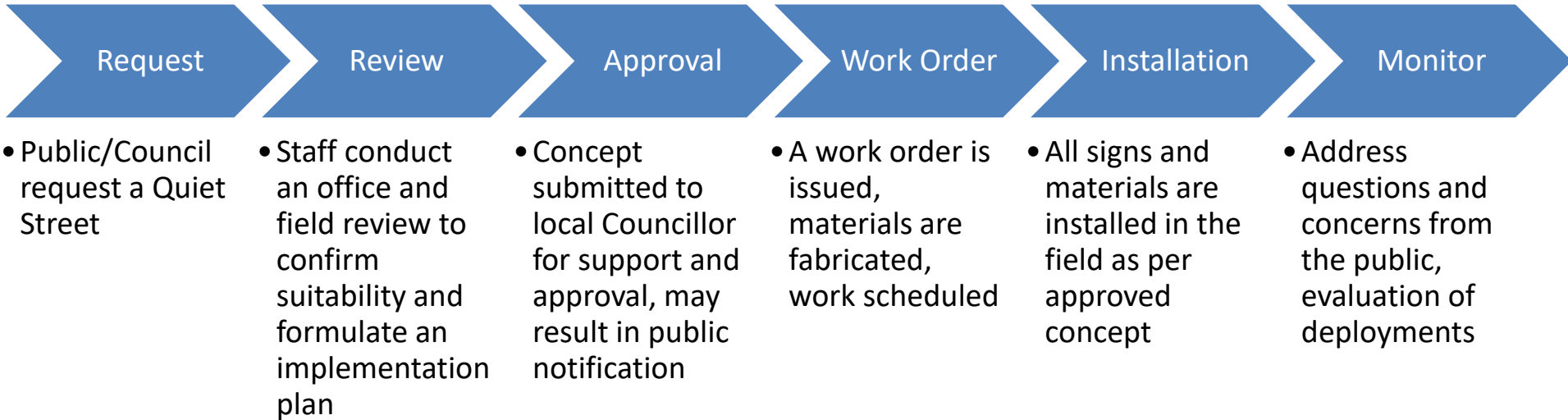
Road Safety Committee

February 22, 2021

What was a Quiet Street?

- As part of the recently approved AT Recovery Framework the implementation of Quiet Streets was approved in 2020. Quiet Streets were rapid and temporary installations using barrels/barricades and signs on local neighbourhood roadways.
- The placement of the signs and barricades is intended to alter the travel path for drivers in an effort to ensure drivers slow down and take extra care while navigating the route.
- Quiet streets will:
 - Not be implemented on multi-lane major collector or arterial roadways;
 - Not be recommended on roadways with MiWay routes;
 - Not include the installation of any permanent or substantial materials (i.e. concrete barriers or blocks);
 - Not require any change to municipal by-laws such as parking;
 - Be removed prior to Winter Maintenance activities commencing;
 - Maintain adequate access for essential services (waste, road maintenance, and emergency services).

The Process



Local Examples



Other Examples



Mississauga's Deployments



Mississauga's Deployments



Mississauga's Deployments



Deployments and Reviews

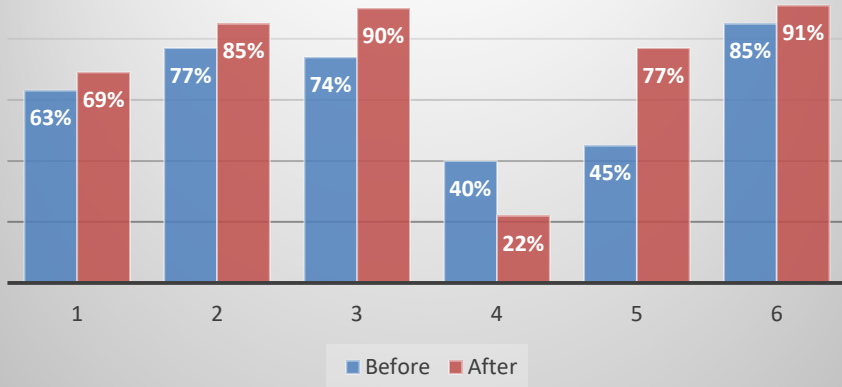
- First Quiet Street deployed on August 22, 2020
- All quiet streets removed by November 2, 2020
- 74 total days of deployment, or 12 weeks
- 50 site suitability reviews were completed, and 19 were installed
- Requests were reviewed by staff to ensure:
 - Suitable road width
 - Limited operational issues with parking and construction activity
 - Mark locations in the field and prepare work orders

How did it go?

- A total of 129 barricades with signs were deployed
 - 68% were found in the proper location and undamaged
 - 14% were missing/stolen
 - 18% were moved or damaged
- More than 160 inquiries from staff, Members of Council and the public
- Missing, damaged, or equipment being moved resulted in many public inquiries, investigations, and revisions to designs

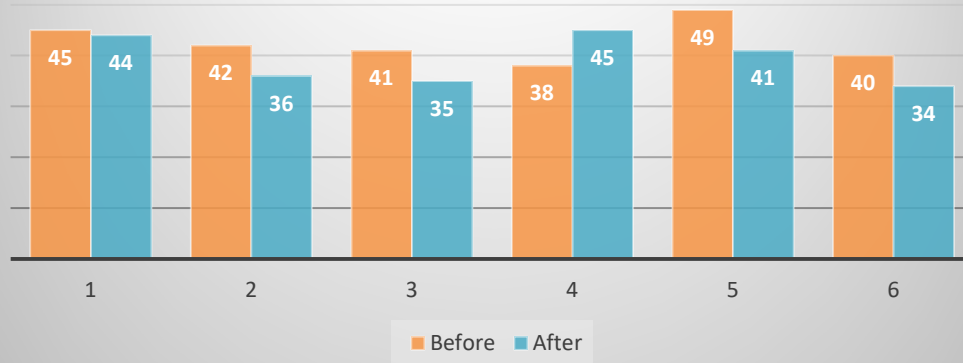


Speed Limit Compliance

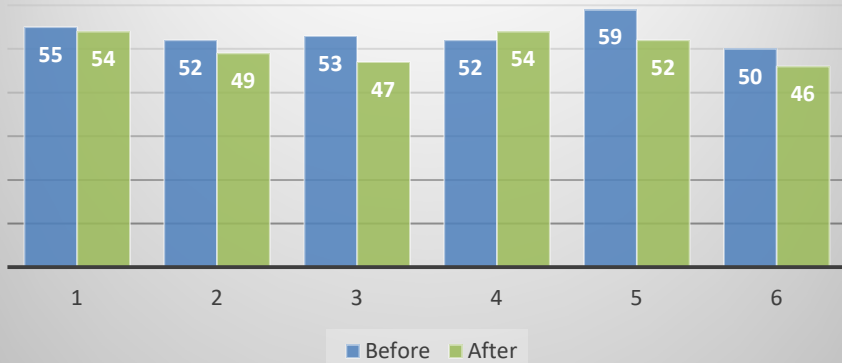


Average Speed

9.4.



85th Percentile Speed



- In 5 of 6 cases, vehicle operating speeds were reduced
 - Average reduction of 3 km/h in the Average Speed
 - Average reduction of 3 km/h in the 85th Percentile Speed
 - Average increase in Speed Limit compliance of 8 %

What do we do next?

- Should we consider different materials and applications to address different types of roadways and community needs?
 - A similar program in 2021, beginning in April through October would be approximately 31 weeks long, which is approximately 2.5 times longer than the 2020 deployment
- Do we consider a phased approach?
 - Start with barricades to determine community support and identify any operational issues
 - Upgrade to more substantial equipment once community support is confirmed
 - Higher upfront cost, but likely limits operating costs throughout the summer
- Do we need a name change?
 - Is slow streets more appropriate?

Next Steps

- Staff are working with ROSCO (Road Safety Committee of Ontario) to develop a whitepaper and best practices
 - including lessons learned
 - issue management
 - design/implementation methods
 - best practices
 - data collection
 - community/stakeholder feedback, etc.
- Staff recommendations for future 2021 program to consider:
 - Staffing Requirements
 - Materials, devices, signs etc.
 - Program size – 2020 proposed 2 per ward
 - Identify future budget impacts

Other Equipment Options



96" Post with 250 Lbs Concrete Base
Part#: S3CONC250LB

Email

96" Post with 250 Lb Concrete Base

Add to Quote

Qty

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Longer Term Solutions?



Longer Term Solutions?

