

Traffic and Safety Committee report to the NECA Annual General Meeting, Thursday, October 28, 2020

Ref.	Activity	Status
1	Neighbourhood Traffic Counts	<p>We finally received in February some results from the most recent neighbourhood traffic counts for Dufferin Road, Lisgar and Crichton and none of those streets meet the thresholds for further study.</p> <p>It is important to note that the city changed the process for Neighbourhood study related to traffic issues. The former Area Traffic Management study has been replaced by the Neighbourhood Traffic Calming study since 2019 (?). The criteria of the number of vehicles which used to be able to trigger an ATM study (i.e. too much traffic depending on the importance of the road), does not exist anymore to trigger the new NTM study.</p> <p>One of the most important criteria for a NTM study is now speeding and Dufferin road has been consistently just under the threshold for that speeding criteria.</p> <p>However, now that Dufferin Road is part of the 40km/h Gateway Speed zone, NECA could maybe request new traffic counts, to see if a NTM study could be triggered.</p>
2	Beechwood Corridor	<p>Last Winter, NECA initiated discussions between the five communities located around the Beechwood corridor to discuss shared strategies to improve Beechwood in terms of traffic, transportation and safety.</p> <p>This Beechwood Transportation and Safety collective first resulted in a common motion approved by each of the five CAs stating that pedestrian safety and pedestrian experience is the priority on Beechwood avenue and that the City must work on a plan to accommodate the growing transportation demand through the Beechwood corridor.</p> <p>This Beechwood Transportation and Safety collective is ongoing and currently working with both Councillor King and Councillor Fleury's offices. For instance, at the request of King's office, a list of proposals for potential short-term improvements to the safety of Beechwood was presented to both offices on October 15, 2020.</p> <p>The goal of this collective is to be a point of contact for the city in order to improve the buy-in from all communities on any future changes of Beechwood.</p>
3	Gateway speed zone	<p>The Councillor has a goal of introducing gateway signage throughout the ward by the end of this term. This will depend on how much money is designated to the temporary traffic calming program in each budget year.</p> <p>The signage for New Edinburgh was installed at the end of the Summer 2020. Although it is a marked improvement to have a speed limit of 40km/h in all of our residential streets, it is also unfortunate that the collector roads, Crichton and Springfield, were not included and remain for now at 50km/h. This will be on the Committee's list of priorities for the coming year.</p> <p>A motion was passed at the October 20 NECA Board meeting and a letter will be sent to the Councillor to request the speed limit change on Crichton.</p>

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4	Stanley/Dufferin/ Crichton improvements	Solved last year. The Multi-Use Path (MUP) link at Dufferin and Stanley was agreed to by the City after a public consultation and is in the final design stage.
5	New Edinburgh Disaster Support	At the onset of the COVID-19 pandemic, a framework was quickly setup to process potential volunteers for assistance and to register and assist those in need under the leadership of George Parkanyi. The New Edinburgh Disaster Support (NEDS) team was established and served as a model for other neighbouring communities to follow. NEDS also joined forces with other communities on broader initiatives, such as deliveries for the Food Bank. NEDS is currently dormant, but the tools, processes, protocols and structures are in place in the event of a new emergency.
6	Pedestrian crosswalk at Springfield and Putman	<p>There was no specific follow up by the committee about the pedestrian crosswalk that has been put at Springfield and Putman which appeared not to be effective, as reported at the last AGM.</p> <p>Since then work on water mains along Springfield occurred and a large speed bump was installed (re-installed?) South of the crossing, considerably reducing vehicle speed. This might have solved the problem.</p> <p>Note that, like Crichton St, Springfield Rd is a collector and has such could not be included in the Gateway Speed Zone to reduce its speed limit from its current 50km/h to the 40km/h of all other residential streets in the area. This could be looked at closely at the same time as Crichton St.</p>
7	On-street parking	<p>The Councillor office had contacted NECA for a follow up on the on-street parking issue. Unfortunately it was just before the pandemic started, and no follow up has been done from either side since then.</p> <p>During an update from the councillor's office we learn that the city does not pro-actively monitor parking, and only respond to complaints: for instance, they do not ticket somebody park in front of a driveway, because it could be the homeowner who decided to park there.</p>
8	Snow removal	<p>Following the terrible 2019 winter in terms of snowfall, numerous snow removal issues had been brought up in great detail directly with the appropriate City staff in charge of clearing the lanes. However, no follow up has been made in 2020.</p> <p>Note however that snow removal standards are currently under review following the outcry by urban wards after the 2019 winter. Results of the review should come back in 2021.</p>
9	Crichton/Electric PXO	Issues with the slope were solved last year
10	Dead-end sidewalks	No follow up was done on this issue.