



The Corporation of the Town of Tecumseh

Public Works & Engineering Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Engineering Services

Date to Council: February 25, 2025

Report Number: PWES-2025-07

Subject: 2024 Reporting for Town Traffic-Related Policies

Recommendations

It is recommended:

That Report PWES-2025-07 2024 Reporting for Town Traffic-Related Policies, **be received.**

Background

At the March 26, 2024 Policies and Priorities Committee Meeting, the Committee received a series of reports related to the Town's updated traffic related policies, which included:

- PWES-2024-18: Community Safety Zone Policy 123
- PWES-2024-19: Controlled Pedestrian Crossing Policy 124
- PWES-2024-20: School Safety Zone Policy 125
- PWES-2024-21: Speed Management and Traffic Calming Policy 126

The reports provide the technical information, governing regulations, and guidelines used in the development of the respective policies. Each policy (where applicable) considered the following:

- The Ontario Traffic Manual (OTM);
- The Highway Traffic Act (HTA);
- Bill 26, Highway Traffic Amendment Act (Community Safety Zones)
- Bill 90, Highway Traffic Amendment Act (School Safety Zones);
- Transportation Association of Canada – School and Playground Areas and Zones: Guidelines for Application and Implementation (TAC SPAZ);
- Accessibility for Ontarians with Disabilities Act (AODA)

It was recommended that the policies be brought forward to Council for approval and adoption at the April 9, 2024 and April 23, 2024 Regular Council Meetings. Subsequently, Council approved and adopted the policies through reports [PWES 2024-23](#) Speed Management and Traffic Calming Policy 126 at their Regular Council Meeting held on April 9, 2024 (Motion RCM: 89/24) and [PWES 2024-25](#) School Crossing Guard Program Recommendation (Motion RCM: 102/24) at their April 23, 2024 Regular Council Meeting.

Policies 123, 124, and 126 indicated that PWES is to bring a report to Council at the end of each calendar year summarizing all traffic-related recommendations governed by the policies, including a recommendation of works to be included as part of the annual PWES Capital Works plan for the following calendar year(s).

Policy 123 Community Safety Zone

Policy 123 considers the best practices presented in the Tecumseh Transportation Master Plan (TTMP) and provides further detail and direction concerning the warrants that must be met to implement a Community Safety Zone (CSZ). The policy provides concise step-by-step guidance to PWES staff for processing requests of CSZ designation in the event a request for CSZ designation is received from a resident.

Specifically, the policy indicates that only certain sites are appropriate for a CSZ designation, including those adjacent to elementary or secondary schools, public parks, senior centres and residences, community centres, and/or collision prone areas. It also outlines the warrants that must be met for a site to be considered for CSZ designation, including collision crash data, police feedback data, and physical attributes of the location. In accordance with the HTA, only sites that have a posted speed limit of 60 km/h or less can be considered for this designation.

Policy 124 Controlled Pedestrian Crossing

Policy 124 refers to the application of controlled crossings. The policy provides transparent step-by-step guidance to PWES staff from the time a request for a controlled crossing is received to providing the appropriate response to the inquiry.

The warrants for a controlled pedestrian crossing in Policy 124 are consistent with Ontario Traffic Manual: Book 5 Regulatory Signs, Book 12 Traffic Signals, and Book 15 Pedestrian Crossing Treatments.

Policy 125 School Safety Zone

Policy 125 provides the best practices for implementing school safety zones in a community, with emphasis on enhancing the safety in the proximity of all schools at all times of the day and week for all pedestrians. Part of the policy implements key principles and practices above and beyond what is regulated in the HTA and OTM. As part of the launch of this policy, it was also included that an analysis take place of all SSZs to review and analyze where further enhancements are warranted, existing sidewalks and sidewalk ramps, existing pedestrian crossing treatments, existing streetlighting and traffic speeds. This review is currently underway and is anticipated to be completed in early 2025. As per the policy, recommended works in support of enhancements identified through Policy 125 are not included in yearly reporting but rather are included as part of the annual PWES Capital Works Plan for the following calendar year(s).

Policy 126 Speed Management and Traffic Calming

Policy 126 provides a transparent process for evaluating complaints of speeding along Town-owned roadways. Specifically, the policy outlines a warrant analysis from the time a concern from the public is received up to communicating the findings of the analysis. Key steps include a pre-screening assessment, a preliminary desktop study, confirmation of community support through a petition, detailed analysis including collection of relevant speed data to determine if traffic calming is appropriate, and design and selection of the appropriate speed management measures.

Comments

The section provides an overview of the requests received and processed under each Town Traffic-Related Policy in 2024.

Policy 123 Community Safety Zone

Town Administration received two (2) inquiries for new Community Safety Zones (CSZs) in 2024. These were reviewed in accordance with the Policy and both locations did not meet the criteria for site suitability for a CSZ designation. This information was relayed back to the requestors.

Policy 124 Controlled Pedestrian Crossing

Town Administration received two (2) inquiries requesting to install new controlled pedestrian crossings in 2024. These two locations had already been identified as part of the School Safety Zone review and are being analyzed by the Town's consultant through Policy 125. This information was relayed back to the requestors.

Policy 126 Speed Management and Traffic Calming

Town Administration received seventeen (17) complaints of speeding in 2024. Of these locations:

- three (3) locations had already been identified as part of the School Safety Zone review and are being analyzed by the Town's consultant through Policy 125;
- four (4) locations had detailed analysis conducted based on the authority of the Director PWES within the Policy.
- ten (10) locations were reviewed, and a response was provided to the requestor with information on Policy 126 and the next steps for residents to take in terms on a community support petition. In some instances, previous radar data was provided with a further explanation on whether specific locations would warrant traffic calming.

The four (4) locations where detailed analysis was conducted, concluded that speeding was an issue and that mitigating measures are warranted. These locations include:

- Shawnee Road (Tecumseh Road to Arbour Street)
- Southfield Drive (Tecumseh Road to Brouillette Court)
- McNorton Street (St. Thomas Street to Lesperance Road)
- Intersection Road (Banwell Road to Shawnee Road)

Administration will review each of these locations to determine the most appropriate speed mitigation option as detailed in the Town's Complete Street Design Handbook, as shown in Figures 2 and 3 of Policy 126 (Attachment 1). Additional considerations when selecting an appropriate mitigating measure includes transit routes and comments from the Director of Community Safety & Fire Chief.

Next Steps

In review of the requests received in 2024 and in keeping with Policies 123, 124 and 126, Administration will include the recommended works as described above as part of the annual PWES Capital Works Plan.

Consultations

None

Financial Implications

The financial implications arising from this report will be addressed in the PWES 5-Year Capital Plan.

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
☐	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
☒	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
☒	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

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:

Joseph Lappalainen, E.I.T.
Project Technician

Reviewed by:

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

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Town Traffic Calming Measures, Figures 2 & 3 of Policy 126

Figure 2 Town Accepted Types of Traffic Calming



Figure 3 - Traffic Calming Measures by Road Classification

Proposed Tecumseh Roadway Classification								
		Urban				Rural		
Traffic Calming Measure	Commercial Main Street	Minor Arterial	Collector	Local Road	Minor Arterial	Collector	Local Road	
Vertical deflection	Speed hump	●	●	●	●	●	●	●
	Speed table	●	●	●	●	●	●	●
	Speed cushion	●	●	●	●	●	●	●
	Raised pedestrian crosswalk	●	●	●	●	●	●	●
	Rumble strip	●	●	●	●	●	●	●
Horizontal deflection	Curb extension	●	●	●	●	●	●	●
	Chicane	●	●	●	●	●	●	●
	Mid-block narrowing	●	●	●	●	●	●	●
	Traffic circle	●	●	●	●	●	●	●

● Appropriate measure ● Implement with caution ● Inappropriate measure