

APPENDIX I

CONCLUSION TO THE DOWNTOWN BOLTON ALL-DAY ON-STREET PARKING PILOT ON REGIONAL ROAD 50 (QUEEN STREET) FROM REGIONAL ROAD 9 (KING STREET) TO 50 METRES NORTH OF MILL STREET TOWN OF CALEDON, WARD 5

Study Area and Pilot Scope

The Downtown Bolton All-day On-street Parking Pilot (the Pilot) is centered around Regional Road 50 (Queen Street) within downtown Bolton in the Town of Caledon. The study area of the Pilot focuses on Queen Street from Ellwood Drive from the south to Hickman Street in the north however some data collection extends to include roads in the surrounding area of Bolton including as far as Mayfield Road to the south, Albion-Vaughan Road to the east and the Emil Kolb Parkway to the north and west.

The scope of the Pilot is to measure the impact to traffic of converting a section of Queen Street from a four (4) lane road to a two (2) lane road by implementing all-day on-street parking in the curb lanes in downtown Bolton core.

Traffic Performance Monitoring Indicators

Traffic performance indicators were developed at the beginning of the Pilot and collected at various stages measuring traffic impacts. Traffic data was collected before the pilot was implemented in the study area to generate baseline conditions that could be later used as a basis for comparison. Regional staff collected data following the implementation of the pilot to compare against the data collected before, this comparison was used for the 6-month interim report. After the interim report data collection was paused due to fluctuating traffic volumes linked to the pandemic. In the fall of 2021, traffic volumes in and around Bolton had returned to pre-pandemic levels. This allowed for the collection of a final sample of data to evaluate the performance of the pilot.

Below is a summary of the traffic monitoring indicators used to analyse the performance of the all-day on-street parking pilot on Queen Street through downtown Bolton.

1. Collisions

Collisions through the downtown corridor have reduced significantly, the collision rate for the two years before the pilot was 0.43 collisions per 100,000 vehicles, the rate for the two years after the pilot implementation was 0.25 collisions per 100,000 vehicles, a decrease of 43%. Using a collision rate based on vehicle volumes allows the analysis to account for the reduced vehicle volumes experienced during the pandemic. Also noteworthy, is the reduction in turning movement collisions with 7 collisions noted before the implementation of the exclusive left turn lanes on Queen Street at King Street, and none following implementation.

2. Cut-through Traffic

The implementation of the new lane configuration at the Queen and King intersection saw the almost complete elimination (90%) of cut through traffic on Willow and David Streets for which previous counts had cited at close to 200 vehicles in the PM peak. Updated counts are closer to 20 vehicles.

3. Queues

Maximum queues remained the same or decreased in northbound and southbound lanes as well as average queues except for the northbound evening peak left/thru lane which saw increased average queues of almost 7 vehicles. This was expected and related to the reduction of two northbound through lanes to one at King Street. The traffic signal at Sterne Street may also be making this worse if it turns red when the signal at King remains green. The installation of the full traffic signal at Sterne Street and the new traffic control hardware should help as it will allow for improved and ongoing signal coordination which staff will continue to optimize.

4. Travel Time

Travel times have decreased slightly in the southbound direction during the am peak and have remained the same in the northbound direction during the pm peak from the interim report indicating that despite the changes to lane configurations and traffic signals traffic patterns may have adjusted and normalized to a baseline acceptable travel time beyond which traffic begins to prefer alternative routes.

- a) Southbound am peak average travel times from Hickman Street to King Street have decreased by 3 seconds from before the start of the pilot.
- b) Northbound pm peak average travel times from Ellwood Drive to Hickman Street have increased by 13 seconds from before the start of the pilot.

5. Response Times

Emergency service response times were indicated as a primary concern raised by residents when considering implementing the Pilot. The Ontario Provincial Police, Town of Caledon Fire and Emergency Services and Peel Paramedic Services have not reported any concerns with response times related to the Pilot.

6. Traffic Volumes

Through traffic volumes on Queen Street at King Street in downtown Bolton have decreased indicating traffic may be rerouting and choosing alternative preferred routes. Volumes decreased by 19% in the northbound direction during the PM peak hour and have decreased by 17% in the southbound direction during the AM peak hour.

7. Vehicle Speeds

The results of the data show the 85th percentile speed (the speed at which 85 per cent of traffic will be travelling at, or below, along a street or road) remains at or below the posted speed limit in the downtown core of 50km/h.

8. By-pass Traffic

Through communication and messaging, Peel encouraged the use of Coleraine Drive and Emil Kolb Parkway as the preferred by-pass route to avoid possible congestion in the downtown core. Analysis continues to indicate an increase in traffic using Coleraine Drive and the Emil Kolb Parkway which is up by 6%. This is positive as concerns were noted by the Town of Caledon and residents that with possible increased congestion on Queen Street within downtown Bolton, drivers may divert to less-desirable routes and attempt to use local roads.