

TIGER TAILS

Presentation by resident Suzie Scott

January 14, 2019, Public Works
Committee, Hamilton City Council





THE ISSUES

There are two issues:

1. Very bright, very ugly, **construction-orange** tiger tails have been erected on the stop signs at Balmoral South and Justine (which I see every day) despite an erroneous complaint ("requires two-way stop," when there has been such a stop for years and years) and traffic engineering's assessment when they looked at the intersection: "No problem discovered." Why has the City spent taxpayers' money to fix a non-existent problem?
2. These extremely bright, horrid, tiger tails are now being attached to many stop signs all over the City, against all recommendations in

the Ontario Traffic Manual (the so-called "Bible" for traffic engineers), and in conflict with the Official Drivers' Handbook for Ontario, the manual studied by all new drivers, which sets out categories of signs. **Construction-orange signs are meant to indicate "temporary conditions," such as -- you guessed it -- construction.**

HISTORY

On November 13, 2017 (over a year ago), Dina D'Ermo of the Traffic Calming Committee of the Crown Point Planning Team appeared before the Public Works Committee to submit her committee's "Traffic Calming Survey Results for 2017" (copy attached). With regard to cars, the report outlined two main areas of concern: "speeding" and "stopping"; the stopping issues were further divided into two sections: "Failure to stop" and "Require stop signs." Various streets and intersections were identified under these headings. During the questions and discussion that followed, Councillor Merulla suggested that the report be sent to staff for thorough review, followed by a neighbourhood meeting to discuss traffic engineering's take on the complaints made. At the end of the discussion, the following motion was approved:

That each of the requests in the presentation be referred to staff for a full assessment, including costs associated with them, with a report coming back to the Public Works Committee at a future meeting.

As of January 14, 2019 (14 months later), no report from staff has been communicated to the Public Works Committee whatsoever. And, as far as I am able to ascertain, there have been no community meetings held to discuss any results of traffic engineering's study of the issues outlined in the presentation.

ISSUE #1: TIGER TAILS AT BALMORAL/JUSTINE

I live on Balmoral Avenue South, between Sherbrooke, where there is a four-way stop, and Justine, where there is a two-way stop (north/south). My street is quite sedate, loaded with green lawns and lots of trees; if you look up towards the escarpment your eye is met with green everywhere. But, in the late summer, I arrived home to see that construction-orange tigers tails had been attached to the stop signs at Justine. Right in the middle of all this lovely restful green of trees and lawns were the ugliest signs I had ever seen on a residential street. What? Why?

There are two documents that address this issue: (1) the report regarding traffic calming presented to the Public Works Committee in November of 2017, and (2) a June 27, 2018, chart prepared by traffic engineering entitled "Status of Crown Point issues" (copy attached), showing the problems that had been identified in the report, traffic engineering's take on the issue, and the status of each issue. Here is what each document says on the issue of Balmoral/Justine:

1. The report from the Traffic Calming Committee identified the intersection of Balmoral and Justine under the heading, "Require stop signs," with the notation that the problem was "require two-way stop." This "complaint" is obviously in error. **Balmoral and Justine has had a two-way stop for years and years.**
2. The traffic engineering status report under the Balmoral/Justine line indicates that, "Balmoral stops with two stop signs facing motorists. Good sight distance. **No problem discovered.**"
3. Despite the fact that the "issue" identified in the original report was in obvious error, since Balmoral/Justine already had a two-way stop, and, despite the fact that traffic engineering's own assessment was "No problem discovered," the final column in traffic engineering's status report says **"Work Order issued June 1/18 to add tiger tails to signs."**

DISCUSSION AND QUESTIONS RELATED TO ISSUE #1: TIGER TAILS AT BALMORAL/JUSTINE

1. Why were tiger tails installed at Balmoral/Justine when:
 - (a) the "issue" outlined in the Crown Point Report was in obvious error: Balmoral/Justine did not require a two-way stop; it already had one; and
 - (b) traffic engineering's own take on the intersection was, "No problem discovered."
2. Why were taxpayers' monies used to "correct" a situation that had no problems? I know my property taxes went up for 2019; this makes me wonder: **How many other completely erroneous and unneeded work orders are being issued that I'm helping to pay for?**
3. And wasn't the traffic engineering department supposed to get back to the Public Works Committee to discuss not only its take on the issues but also the costs associated with any changes? I would have thought that the motion meant that traffic engineering would discuss those costs **before** any work was undertaken.

My request: I want the tiger tails removed from the stop signs at Balmoral and Justine to return my street to the sedate-looking green space that has existed for many years.

DISCUSSION AND QUESTIONS RELATED TO ISSUE #2: CITY-WIDE USE OF TIGER TAILS ON STOP SIGNS

These hideous construction-orange tiger tails are now going up all over Hamilton. Here's a basic question: Just how ugly do you want Hamilton to become?

What Do Other Jurisdictions Do?

I have done some research on this issue. I have spoken with traffic engineering departments in:

Ottawa

London

Kitchener

Niagara Falls

Toronto

Guelph

St. Catharines

Brampton

NOT ONE OF THOSE JURISDICTIONS USES CONSTRUCTION-ORANGE TIGERS TAILS. NOT ONE. In Niagara Falls, they use small (2.5 feet long) red-and-white tiger tails on, I was told, fewer than 5% of the stop signs. From personal observation, I see that Burlington has a few of the red-and-white small ones, too.

One of the engineers I talked to in a city without tiger tails said that his city would never use construction-orange tiger tails because, well..."those are for construction." Which points out the obvious: is this a stop sign or a construction zone?

The Ontario Traffic Manual (aka: the traffic engineers' "Bible")

The answer to why no other jurisdiction appears to use these awful construction-orange tiger tails on stop signs can be found in the Ontario Traffic Manual, the "Bible" for traffic engineers in Ontario. This is a publication that is advisory, written for the Ministry of Transport by senior

traffic engineers. **One of its main purposes is to bring uniformity to traffic signage.**

Book 5 of the Ontario Traffic Manual, "Regulatory Signs," has over 180 pages, dealing with every kind of traffic sign you can imagine: stop signs, turn signs, yield signs, one-way signs, speed limit signs, crosswalk signs, and on and on. The part on stop signs alone is six pages long, complete with illustrations: How big they should be? Where should they be placed? When should they be used? How many should be used? **What *doesn't* the Book 5 have? Not a single reference to any type of tiger tail. Not a single sign that is construction-orange in colour. Not one.** See for yourself: <http://www.directtraffic.ca/wp-content/uploads/2014/02/Book-51.pdf>.

But then there's Book 7 of the Ontario Traffic Manual: "Temporary Conditions." The introduction states, **"OTM Book 7 addresses the application of traffic control devices in temporary "work zones" that result from construction...."** This book is full of signs that are construction-orange, including variations of construction-orange tiger tails. See for yourself: <http://www.directtraffic.ca/wp-content/uploads/2014/02/OMT-Book-7-2014.pdf>.

The Official Ministry of Transportation Driver's Handbook

Take a look at the Official Ministry of Transportation (MTO) Driver's Handbook. This is the handbook that all new drivers read and memorize for their driver's test. The section called "Signs" echoes the materials found in the Ontario Traffic Manual: again we find "Regulatory Signs" in lots of colours, but *none* in construction-orange. Also shown are "Warning Signs," all in bright yellow, but *none* in construction-orange. And then come "Temporary Conditions" signs: almost *all of them* are construction-orange. See for yourself: <https://www.ontario.ca/document/official-mto-drivers-handbook/signs>.

Excerpts from the Official Drivers Handbook:

Traffic signs give you important information about the law, warn you about dangerous conditions and help you find your way. Signs use different symbols, colours and shapes for easy identification. (Emphasis mine)

A stop sign is eight-sided and has a red background with white letters. It means you must come to a complete stop. Stop at the stop line if it is marked on the pavement. If there is no stop line, stop at the crosswalk. If there is no crosswalk, stop at the edge of the sidewalk. If there is no sidewalk, stop at the edge of the intersection. Wait until the way is clear before entering the intersection.



Regulatory signs

These signs give a direction that must be obeyed. They are usually rectangular or square with a white or black background and black, white or coloured letters. A sign with a green circle means you may or must do the activity shown inside the ring. A red circle with a line through it means the activity shown is not allowed.

Here are some common regulatory signs:

Do not enter this road.



Do not stop in the area between the signs. This means you may not stop your vehicle in this area, even for a moment. (Used in pairs or groups.)



Warning signs

These signs warn of dangerous or unusual conditions ahead such as a curve, turn, dip or sideroad. They are usually diamond-shaped and have a yellow background with black letters or symbols.

Here are some common warning signs:

Narrow bridge ahead.



Road branching off ahead.



Temporary condition signs

These signs warn of unusual temporary conditions such as road work zones, diversions, detours, lane closures or traffic control people on the road. They are usually diamond-shaped with an orange background and black letters or symbols.

Here are some common temporary condition signs:

Construction work one kilometre ahead



Road work ahead.



Survey crew working on the road ahead.



Lane ahead is closed for roadwork. Obey the speed limit and merge with traffic in the open lane.



As can be seen, new drivers are told in the Official Drivers' Handbook that construction-orange signs are reserved for temporary situations, primarily construction.

QUESTIONS

1. Why is Hamilton's traffic engineering department not adhering to the guidelines set out in the Ontario Traffic Manual? As set out above, one of the main reasons why the MTO publishes the Manual is to provide uniformity on traffic signage. Construction-orange signs are only mandated in the Ontario Traffic Manual for use under temporary conditions, mainly for construction (thus the term "construction-orange").
2. Why is Hamilton's traffic engineering department using construction-orange tiger tails that are at odds with what new drivers are being told in the Province's official driver's handbook?

3. It seems that, since no other city uses these hideous signs, they must have been custom-ordered. By whom? From whom? How much did they cost? How much does it cost to install them?

4. Who is it who has the apparently unchecked authority to simply decide that Hamilton can be filled with such ghastly signs?

And, finally:

**JUST HOW UGLY DO WE WANT HAMILTON
TO BECOME?**

Traffic Calming Committee of the Crown Point Planning Team

Traffic Calming Survey Results for 2017

A. Two Main Individual Issues

1. Kenilworth at Roxborough -

Problem: Tim Horton's Drive thru problematic as it obstructs traffic flow from amount of cars in AM.

Solution: Cars cannot block the road when drive thru is full

2. Maple Avenue between Ottawa St. S and King St. E

Problem: Too much traffic on maple Avenue on that stretch. At least 4 accidents have occurred in past few years. Too many cars turning right from Ottawa St. S to Maple Avenue – difficulty turning, street too narrow, causing accidents

Solution: No right turn from Ottawa St. S to maple Avenue
or one way street from King St. E. to Ottawa St. S.

Speeding issues

Solution:

- i. 30 km / hr on local streets and 40 km / hr on main streets enforced
- ii. More 4 way stops
- iii. Speed bumps
- iv. Alternate side parking on the street

Streets:

Balmoral btwn Cannon and Barton

Belview btwn King and Cannon (2 responses) school on street

Cambridge from Robins to Kenilworth

East Bend btwn Main and King

Frazer btwn Barton and Campbell

Glendale btwn Main and King

Grenfell btwn Stapleton and Kenilworth (2 school buses stop)

Grosvenor btwn Montclair and Sherbrooke\

Houghton btwn King and Lawrence and Main and Dunsmure (2 responses for Houghton)

London btwn Main and Lawrence

Ottawa N. and Clung (Walmart exit)

Province St. S. from King to Main and Main to Dunsmure

Rosslyn N. btwn barton and Campbell

Rothsay btwn Lawrence and Maple

Tuxedo btwn main and roxborough (avoiding Kenilworth)

Wexford btwn King and Lawrence

Kensington South (turn right from King)

Ottawa S. king to Lawrence

North bound Lawrence road to king to ottawa

Kenilworth access to Lawrence road (difficult for pedestrians and vehicles coming in and out of homes)

4 responses for this area btwn Main and gage to King and Ottawa

Solution: due to high response for this street a review of the issues at these intersections is in order

- i. Main St. E. Gage and Ottawa
- ii. King St. East between Delta and Gage
- iii. King St. E at Delta (crosswalks, traffic light 4 way traffic – dangerous)
- iv. King St. E. Btwn Maple and Main

STOPPING ISSUES

Failure to stop

Dunsmure at Rosslyn , Glendale ,Belmont
Dunsmure at Park Row (3 reports)
Province and Britannia
Roxborough and Garside North (2)
Roxborough and Edgemont, Barons, London
Edgemont and Justine
Ottawa and Sherbrooke
Gage at Beechwood
Central at Houghton
Tuxedo at Central
Ellis at Campbell

Require stop signs

Avondale St. at beach road
Roxborough and Frederick (require 3 way stop)
Balmoral and Justine (require 2 way stop)
Barons at Central (4 way stop)
Tuxedo at maple (street used to avoid light at Kenilworth and Main)

Accidents for not stopping

Avondale at Beechwood
Roxborough and Grosvenor and Balmoral

Pedestrians

Solutions:

- Ability to press buttons to cross at pedestrian crosswalks
- Reduce car speed allowance

Difficult to cross due to car speed

Robins at Barton

Gage and Barton (cars drive thru red lights)

Lawrence and Rothsay (dangerous to cross road from bus stop)

King E and Maple (delta) diagonal intersection not aligned solution: review alignment

- **Pedestrian Crossings:**
- Kensington and Main
- Balmoral and Main
- King and Robins/Wexford
- King and Ottawa (too narrow to be safe)
- Cannon and Balsam
- Gage and Barton (2) (problem: no sidewalks)
- Centre at Barton (problem: not enough crosswalks)
- **Too much space between crosswalks or traffic lights**
- Kenilworth S and Maple
- Main East and Huxley

Parking

Dunsmure and Ottawa (cars parked illegally)

Roxborough and Grosvenor N (blind crossing due to cars parked on difft sides)

Grosvenor N at Campbell (blind due to cars parked on both sides)

King and Lawrence (allow parking on both sides for safety buffer)

Parking away from curb (3 complaints)

Ottawa St. N.

Problem: few crosswalks, fast speed tailgated when parking

Solution: more crosswalks, possibly zebra striped

And Main E.

And Roxborough

And Cannon

Traffic Lights

Ottawa left to Barton – allow left turn signal

Ottawa turn left to Cannon – allow left turn signal

Kenilworth N and Main S - permit left turn to Kenilworth and right turn from Kenilworth to main on opposite side and left turn from Kenilworth to Main

Kenilworth N to Barton – left turn signal

Status of Crown Point issues

as of June 27, 2018

Based on previously exchanged information, a summary is provided below of the status of the items on the list:

Category	Location	Concern	Current action	Status
Individual Concern	Main: Gage and Ottawa	Difficulty to cross	Traffic signals present. Will require more review to understand problem	Will require more review to understand problems to consider
Individual Concern	King: Delta and Gage	Difficulty to cross	Intersections will be reconstructed with LRT	Intersections will be reconstructed with LRT
Individual Concern	King: Delta	Review alignment	Intersection will be reconstructed with LRT	Intersection will be reconstructed with LRT
Individual Concern	King: Maple to Main	Traffic volume	No specific problem determined.	No specific problem determined.
Pedestrian Crossing	Lawrence at Rothsay	Difficulty crossing Lawrence	Dynamic speed signs present. Straight, flat road.	Will require more review to understand problems to consider
Pedestrian Crossing	Kensington and Main	Difficulty crossing	Intersection Pedestrian Signal (IPS) present. Ladder/zebra markings.	Intersections will be reconstructed with LRT.
Pedestrian Crossing	Balmoral and Main	Difficulty crossing	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.
Stopping	Dunsmure at Rosslyn	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Glendale	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Belmont	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Park Row	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Garside	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Edgemont	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Barons	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at London	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Edgemont at Justine	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Central at Houghton	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018

Stopping	Tuxedo at Central	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Require stop sign	Roxborough at Frederick	T-intersection	Review for all-way stop.	Process to seek approval for all-way stop installation is underway.
Require stop sign	Balmoral and Justine	Requires 2-way stop	Balmoral stops with two-stop signs facing motorists. Good sight distance. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Barons at Central		Central stops with two-stop signs facing motorists. Good sight distance. No problem discovered.	No further action at this time.
Require stop sign	Tuxedo at Maple	Intersection used to avoid Kenilworth	Currently all-way stop. Two-stop signs facing motorists.	Requesting Traffic signal staff to review traffic signal timing at Kenilworth /Main
Require stop sign	Avondale at Beechwood	Collisions for not stopping	One-reported collision in 5-years. Beechwood stops with two-stop signs facing motorists. Appropriate sight distance for neighbourhood. No problem discovered. Option to introduce parking restriction at intersection. Loss of residential parking.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Roxborough at Grosvenor	Collisions for not stopping	No collisions on file over last 5-years. Grosvenor stops with two-stop signs facing motorists. Fencing present at intersection. Review to determine whether all-stop is appropriate.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Roxborough at Balmoral	Collisions for not stopping	No collisions on file over last 5-years. Currently all-way stop. Two-stop signs facing motorists. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs
Parking	Roxborough at Grosvenor	Sight distance concern	To be reviewed whether sight distance and be increased	Work Order issued June 8/18 to adjust signs.
Parking	Grosvenor at Campbell	Sight distance concern	To be reviewed whether sight distance and be increased	Work Order issued June 8/18 to adjust signs.
Parking	King at Lawrence	Allow parking on both sides	More investigation required	More investigation required. Not sure what is being requested.
Parking	Ottawa St	Parking away from curb	Referred to Parking By-law enforcement for review	By-law provided information on May 29, 2018. [See comment below].
Crossing: Ottawa St	Main	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan
Crossing: Ottawa St	Roxborough	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan

Crossing: Ottawa St	Cannon	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan
Traffic lights	Kenilworth at Main	Turning left	Review advanced green options	Requesting Traffic signal staff to review traffic signal timing at Kenilworth /Main

Parking by-law enforcement information:

Parking Enforcement does issues tickets for this type of infraction proactively. In the last 24 month Period (May 2016-May 2018) there has been approx. 2000 Parking Penalty Notices (PPN) issued for “Right Wheels exceed 30cm from Curb” in the City of Hamilton and approximately Fifty of those in the Ottawa St N Business Area.

Fifty Notices does not sound like a lot but for very specific violation on a portion of a single street, it is a great amount to see. For comparative purposes, James St N has received approx. 25 PPN for the same issue.

Staff will continue to address this problem proactively and any residents/businesses can also contact 905-540-6000 to report a specific issue of this violation at any time for staff to be dispatched.

Regards,

James Buffett B.A. CPSO MLEO(C)
 Manager of Parking Enforcement and School Safety
 80 Main St W at Summers Lane
 Hamilton, ON L8P 1H6
 Phone: 905-546-2424x3177
James.buffett@hamilton.ca

Individual Concern	Maple between Ottawa and King	Cut-through traffic	Undertake traffic count to update traffic volume. Review collisions	
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Comprehensive review from May 9 to 16, 2018.

Speeds recorded:

1. WB: Average speed was 33 km/h. The 85th percentile speed (the speed at which 85% of the vehicles were travelling) was 38.94 km/h
2. EB: Average speed was 34 km/h. the 85th percentile speed (the speed at which 85% of the vehicles were travelling) was 44.09 km/h
3. Conclusion: These recorded speeds are reasonable for this street

Origin-Destination recorded:

The tracing of vehicles on Maple was conducted on May 31, 2018 from 7:00 – 9:00 am and from 3:00 – 5:00 pm.

<u>AM results</u>		Total vehicles	Total cut-through	Total % cut through
<u>Origin</u>	<u>Destination</u>			
Ottawa	King	98	11	11.22%

<u>PM results</u>				
<u>Origin</u>	<u>Destination</u>	<u>Total vehicles</u>	<u>Total cut-through</u>	<u>Total % cut through</u>
Ottawa	King	90	14	15.56%
Conclusion: the number of vehicles recorded on Maple in this area is reasonable for this street				

Speeding	Belview: King to Cannon	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Houghton: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	London: Main to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Wexford: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Ottawa: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Lawrence: King to Ottawa	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Kenilworth: Access to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.

Speeding	Rothsay: Lawrence to Maple	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorists of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
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Pedestrian Crossover (PXO) Locations

For intersections where pedestrian crossing problems were identified, they have been included in the City's list of PXO requests and will be reviewed/considered. The program to add PXO locations across the City includes approximately 8-10 per year. There are approximately 100 locations on the City-wide list.