



TRAFFIC CALMING POLICY

TRA 001

1. Terms and Definitions

(1) In this Policy;

“arterial road” means a road that is designated and built with vehicular movement as its primary function and consideration, both within the City itself and to/from the City’s surrounding municipalities;

“collector road” means a road that is designated and built with both vehicular movement and local access having equal consideration, and also provide routes to arterial roads;

“Director of Engineering & Public Works” means the person designated to manage the City’s transportation network or their designate;

“local road” means a road that is designated and built for land access as the primary consideration, and vehicle movement is of secondary consideration, and essentially link homes to collector and arterial roads.

2. Initiating Traffic Calming Projects

Traffic calming projects can be identified from the following sources:

- 2.1. Staff-initiated or Council-directed in the pursuit of operational and safety objectives of the City; or
- 2.2. Direct requests from residents who perceive that traffic in their neighbourhood is negatively impacting their quality of life.

3. Management of Traffic Calming Requests

- 3.1. Once a request is received, it is the responsibility of the Director of Engineering & Public Works to evaluate the requests, determine if they are warranted and meet the neighbourhood objectives, prioritize the requests, and provide advice to Council for implementation.
- 3.2. City staff will maintain a list of prioritized proposed projects, and will bring forward recommended projects for Council’s consideration during the annual budget process.

4. Determination that Traffic Calming may be an Appropriate Solution

The City receives numerous requests for traffic calming projects every year. Staff must first determine whether traffic calming measures are appropriate in the locations proposed, and whether implementation of a traffic calming measure will have unintended consequences, such as moving the problem to adjacent streets and/or neighbourhoods.

4.1. Traffic calming requests will **NOT** be considered as an appropriate solution if:

- They are proposed on an arterial road; or
- They are proposed on a collector road and are not located within the frontage of a park, trail crossing, or school; or
- They are proposed on a collector road and do not meet ALL of the minimum thresholds indicated in Section 8, and improvements to arterial routes have first been considered and do not alleviate the problem; or
- They are proposed on a local road and do not meet at least one of the minimum thresholds indicated in Section 8; or
- They are proposed on a cul-de-sac or non-through road

4.2. The *Canadian Guide to Neighbourhood Traffic Calming* provides consistent guidelines for traffic calming measures in Canada, and will be used as a resource for the design of both temporary and permanent traffic calming solutions. Other resources that may be used are municipal case studies, engineering judgement, and experience of staff and/or consultants.

5. Traffic Calming Considerations Prior to Evaluation of a Request

5.1. Various types of traffic calming measures directly affect the serviceability of the road on which they are located, and also impact adjacent roads in a neighbourhood. Key considerations that must be undertaken as part of the evaluation process of a request for traffic calming are as follows:

- ***An increase in vehicles using local roads as an alternative to an arterial or collector road.*** It is for this reason that new traffic calming measures will not be undertaken on arterial roads; and that upgrades or enhancements to arterial routes must be considered prior to consideration of traffic calming measures on collector (if applicable) and local roads.
- ***Reduced capacity of the road.*** If vehicles are forced to slow with traffic calming measures, it reduces the number of vehicles that can travel on that road within a

given timeframe. It is for this reason that traffic calming measures will only be considered on collector roads under specific circumstances.

- **Impacts on emergency services and transit.** Traffic calming measures impact the ability of emergency services to respond in a timely manner, and arterial and collector roads are important routes for emergency services. Transit corridors move large numbers of people through the City and could also be negatively impacted by traffic calming measures on arterial and collector roads.

6. Types of Traffic Calming Allowed on City Roads

There are numerous traffic calming options available that can be installed for the purpose of reducing the speed of vehicles on local and collector (under certain circumstances) roads within the City. The most effective traffic calming is self-regulating – that is, either vertical or horizontal deflections that require drivers to slow down to successfully navigate them. Self-regulating measures, therefore, do not rely on scarce policing resources to be successful, and are in effect all hours of the day.

6.1. The following methods of traffic calming requests will **NOT** be considered:

- **Reduction of speed limits**, unless the reduced zone is located adjacent to or through a park or school and all other options have been exhausted, or is required by the *Motor Vehicle Act*.

Reduced speed limit signage is the least effective traffic calming measure, requires considerable police presence to be effective, and is simply ignored by motorists when it is overused. Warning signage accompanies traffic calming measures such as speed cushions, raised sidewalks, and chicanes, making speed limit reduction signage superfluous in most circumstances.

- **Speed bumps.** Alternative vertical deflection devices will be considered, such as speed cushions, as opposed to bumps.

7. Traffic Calming Area Must Be Considered as a Whole

7.1. The area of adjacent local and collector streets (if any) that would be affected if traffic calming measures were implemented on the requested street must be taken into consideration; and may impact the ability to implement the requested measures.

8. Minimum Thresholds must be Met

8.1. All projects will be ranked against set criteria, noted in Section 9. The higher the evaluation score against the criteria, the higher the priority of the project will be for construction.

8.2. The set criteria in Section 9 notwithstanding, at least one of the following minimum operational thresholds must be exceeded for a project to be considered:

- *Traffic infiltration* – 20 percent or more of all traffic is non-local
- *Excessive speed* – the 85th percentile speed is 16km/h over the posted speed limit or higher
- *Traffic volume* – traffic volume is over 1,000 vehicles a day

9. Evaluation criteria

Collector roads and local roads are evaluated differently, due to their different nature. Based on their numerical score, each request will be ranked and prioritized by City Staff.

All requests being considered must be authorised by the Director of Engineering and Public Works. For all requests authorized, a survey will be sent to all households in the study area to verify that there is sufficient community support in the area for design and construction of proposed traffic calming measures. At least 50% of the surveys must be returned to the City, and at least 75% of the responses must support traffic calming measures for the request to proceed for budget consideration. Only one survey will be considered per household address.

- 9.1. **Collector Roads:** traffic calming will only be considered when they are proposed in front of a park, trail or school frontage, or when vehicular traffic significantly increases due to drivers diverting from arterial roads and utilizing the collector road instead, resulting in high speeds, collisions, and difficulties for cyclists and pedestrians.

Table 1 Evaluation Criteria - Collector Roads

Criterion	Measurement	Weighting	Indicator
Speed	85 th percentile speed for one continuous month during typical traffic conditions	25	1 point for each km/h over 50km/h or the posted speed limit
Volume	Average daily traffic volume as measured over a continuous one month period during typical traffic conditions	25	1 point for every 200 vehicles
Collisions	Collision rate and severity of reported collisions in previous 3 calendar years	25	Points based on collision statistics relative to City average
Pedestrian and/or cycling generators such as schools, parks, shared bike/car route or trails	Number of major pedestrian generators in area fronting the road or designated shared bike route	25	Points based on pedestrian or cyclist use of shared road, and trails, parks, and school frontages

9.2. **Local Roads:** traffic calming will be considered when traffic from outside the neighbourhood is adversely affecting the quality of life for residents on the street.

Table 2 Evaluation Criteria - Local Roads

Criterion	Measurement	Weighting	Indicator
Speed	85 th percentile speed for one continuous month during typical traffic conditions	25	1 point for each km/h over 50 km/h or the posted speed limit
Volume	Percentage of short-cutting traffic in peak 2 hour periods	25	25 points for 100% short-cutting traffic, 0% for none
Sidewalks and/or designated walkways	Proportion of neighbourhood streets with continuous sidewalks or designated walkways on at least one side	25	25 points for no sidewalks or designated walkways, 0 for sidewalks or designated walkways on both sides
Pedestrian and/or cycling generators such as schools, parks, shared bike/car route or trails	Number of major pedestrian generators in area fronting the road or designated shared bike route	25	Points based on pedestrian and cyclist use of shared road, and trails, parks, and school frontages

10. Temporary Construction, then Permanent

- 10.1. Prior to the installation of permanent traffic calming measures, most traffic calming concepts will first be constructed of temporary materials that will mimic the finalized traffic calming concept.
- 10.2. If subsequent monitoring data indicates that the traffic calming concept does not meet the desired results, an alternative solution will be designed and trialed.
- 10.3. If the temporary installation is deemed a success, the design will be constructed with permanent materials. The design will be placed into the capital program for traffic calming, and constructed as per the prioritized projects within the program.