

# STREETS & ROADS

## NEIGHBOURHOOD TRAFFIC CALMING

STR.32

POLICY

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CAO Approval  
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### 1.0 Purpose

This policy identifies standards and provides a procedure for consideration, evaluation, funding, and implementation of requests for traffic calming devices on residential streets.

### 2.0 Standards

All traffic calming devices installed in the District of Mission shall conform to the standards established in the Transportation Association of Canada's Canadian Guide to Neighbourhood Traffic Calming - December 1998 and any revisions thereto.

In general, traffic calming devices will be installed only on urban residential streets except as noted herein, and will be limited to the following:

- Raised crosswalk
- Road markings
- Collector standard speed hump (3.0 metre wide top)
- Chicane
- Curb extension
- Curb radius reduction
- Traffic circle

Other devices will only be considered in the event that none of the above devices would, in the opinion of the Director of Engineering, address the issue under consideration.

The above notwithstanding, traffic control signs other than those associated with the above noted devices will not be considered for use in traffic calming solutions. The primary purpose of traffic control signs is to regulate traffic and not to calm traffic.

Signs are considerably less effective than structural measures in achieving speed and volume reductions or controlling shortcutting traffic and require greater enforcement for compliance.

It is particularly critical that stop signs only be installed where MUTCD warrants are met. Experience in other municipal jurisdictions has demonstrated that unwarranted stop signs

may cause accidents, generally breed contempt for other necessary stop signs, create added noise and air pollution, and may increase rather than decrease speeds between intersections controlled with stop signs.

Installation of traffic calming devices will be subject to the following restrictions in relation to road classification, transit and school bus routes, truck routes, priority snow clearing routes and adjacent land use designation:

Traffic Calming Measure	Road Classification			Type of Route				Land Use	
	Arterial	Collector	Local	Transit	School Bus	Truck Route	Snow Clearing	Non Residential	Rural
Raised Crosswalk	x	√	√	A	A	A	A	x	x
Road Markings	√	√	√	√	√	√	√	√	√
Speed Hump	x	√	√	A	A	A	A	x	x
Chicane	x	A	√	A	A	A	A	x	x
Curb Extension	x	√	√	√	√	√	A	√	x
Curb Radius Reduction	x	√	√	√	√	*	√	√	x
Traffic Circle	x	A	√	A	A	A	A	x	x

√ = use; x = don't use; A = Avoid wherever possible; \* = avoid use where trucks turn right on a truck route

### 3.0 Funding

Traffic calming requests which meet District funded project warrants will be paid for by the District subject to availability of budget and Council approval. Requests will be processed on a first come first served basis and those which meet District funding warrants but are submitted after all current budgetary funds are committed will be placed in a first come first served waiting list for subsequent years.

Requests which do not meet District funded project warrants but do meet resident funded project warrants must be paid for by the residents in the benefiting neighbourhood through direct funding by the residents. A two thirds majority of the residents must approve the project before it can proceed even though a lesser number of residents may be prepared to cover the costs.

Residents whose requests meet District funded project warrants but whose requests have been placed in a subsequent year's waiting list due to budgetary constraints will have the option of paying for the projects through a direct funding mechanism as noted above to advance the project.

### 4.0 Warrants

A warrant calculation process must be completed before a traffic calming project request is allowed to proceed through to the implementation process.

a) District Funded

- Minimum 1000 vehicles per day (24 hour 2 way total); *and*
- Measured 85<sup>th</sup> percentile speed  $\geq$  10 km/h over posted speed limit; *or*
- Minimum average of 1 accident per year over the past two years with speed listed as a contributing factor.

b) Resident Funded

- Combined number of vehicular speed and volume points  $\geq$  20 where points are calculated as follows:

2 points for each km/h the measured 85<sup>th</sup> percentile speed is over the posted speed limit; *plus*

2 points for each 100 vehicles per day (24 hour two way total)

Note: calculated points will be rounded to the nearest whole number.

If both warrants fail the individual(s) who made the request will be notified that no further action will be taken.

## 5.0 Determination of Benefiting Neighbourhood Boundaries

In responding to a traffic concern on a particular street, any potential effects of proposed solutions on adjacent streets must be considered. Each request must be evaluated on a site specific basis in order to determine a reasonable boundary for the extent of traffic calming works and the associated benefiting area. Some public input may be required in defining the extent of the traffic concern and in identifying areas potentially impacted by proposed traffic calming measures.

The extent of the study area is to a degree influenced by the nature of the traffic concerns. It may be confined to a single street if speeding is the major concern or be expanded to include an entire neighbourhood bounded by arterial and collector streets if the issue is excessive infiltration of non local traffic into local streets.

The benefiting area will be used to determine which residents are to be consulted in both the threshold warrant process and the selection and implementation of measures as well as to define the extent of local improvement areas or similar areas for direct resident paid projects and for soliciting feedback after installation.

## 6.0 Consultation and Approval Process

Once it has been established that both warrants have been met, the following consultation process will be followed.

- Residents' committee of up to four members is formed with staff's assistance.
- Staff meet with residents' committee to review possible calming measures which could address the issues of concern and obtain input.
- Staff develop one or more options which meet the criteria of this policy and the TAC Guide in consultation with the RCMP, Fire Department and Public Works, prepare a

cost estimate for each and meet with the residents' committee to obtain input on the proposed options.

- An open house is scheduled and all residents in the benefiting area are invited to attend and provide input on proposed options.
- Staff finalize the proposed calming project details, revise the estimate if required and determine resident acceptance of the proposed measures.
- In the case of a District funded project a questionnaire including a sketch of the proposed works will be circulated to all residents in the benefiting area and the results of the questionnaire will be forwarded to Council for approval or shelving of the project. A two thirds majority of residents based on a minimum questionnaire return rate of two thirds must be in favour in order for the project to proceed.
- In the case of a resident funded local improvement project, staff will prepare a questionnaire including a sketch of the proposed works for circulation among neighbourhood residents by the residents' committee members. If a 2/3 majority approve, based on a minimum questionnaire return rate of two thirds, then the residents committee will be asked to deposit an amount with the municipality equal to the estimated cost of the work before the work proceeds. Staff will obtain quotations from contractors to install the works. If the low bid exceeds the amount of the deposit the residents shall deposit the difference before the work proceeds. If the cost of the work is less than the deposit the difference will be refunded.

## 7.0 Implementation and Monitoring

Where possible the traffic calming devices will be initially installed on a temporary basis. This approach is not possible for calming devices involving vertical deflections such as speed humps, raised crosswalks, etc. If after a monitoring period of at least six months the device has been demonstrated to be achieving the initial objectives then the permanent installation will be constructed.

Evaluation of performance of temporary devices will be done by obtaining data on traffic characteristics as well as by sending a questionnaire to residents in the benefiting area. If the device falls short of expected performance as indicated by traffic data or if the response to the questionnaire on a minimum 50% return results in two thirds or more of respondents unsatisfied, the matter will be referred back to the original residents' committee for review, and the consultation and approval process may be repeated for another option.

For permanently installed devices staff will obtain traffic data to assess performance; however, residents will not be contacted for further input.

## 8.0 Device Removal

Once installed, traffic calming devices will generally remain in place unless residents petition Council for the removal. Should such cases arise, a procedure similar to that set out in section 6.0 herein would be followed with respect to removal of the devices.