

Phase 1 – Application and Data Collection

TRAFFIC CALMING REQUEST

Implementation of the Neighbourhood Traffic Calming Policy and actions associated with the Process and Guidelines may be initiated by two different methods, Neighbourhood-Driven or City-Driven.

Neighbourhood-Driven

A neighbourhood-driven traffic calming process is ideally suited to:

- Residential streets within existing, established neighbourhoods
- Local and collector roads within a residential neighbourhood

In neighbourhood-driven initiatives, property owners are encouraged to contact the City to initiate a review of their road(s) for eligibility within the City's Traffic Calming Program.

City-Driven

A city-driven traffic calming process is ideally suited to:

- Local and collector roads where there may be concerns identified via traffic data analysis (such as motor vehicle collision information or annual traffic count/speed assessment data).
- Local and collector roads that may be impacted by proposed new development.

In city-driven initiatives, Council or Administration may initiate a review of the road(s) for eligibility within the City's Traffic Calming Program. All steps following the initiation phases of the program shall be followed.

PRELIMINARY SCREENING

Investigation into received public concerns or requests shall take into account preliminary screening information, inclusive of the following criteria:

- Issues are located on a defined local or collector road within the City.
- Traffic patterns are stable, and are not under potential temporary impacts such as adjacent construction or special events.
- Traffic concerns are related to one or more of the following:
 - ▶ Vehicle speeds are exceeding a specified threshold above the posted speed limit;
 - ▶ Vehicle volumes on a residential local or collector street are exceeding expected thresholds for this type of road; and
 - ▶ Pedestrian crossing safety (for both pedestrian recognition of vehicles and driver's recognition of pedestrians).

WARRANTS

To comply with the Policy, the following warrants/technical criteria should be met. It is recognized that there may be roads that only meet one of the criteria for speed, volume and non-local traffic, and therefore do not qualify for traffic calming under the formal warrant process. For these roads, it may be appropriate to implement other solutions, such as changes to signage or additional speed enforcement. Changes to the road design outside of the traffic calming process may also be warranted in some situations.

Table 3-1 - Safety Warrant Requirements

Safety Warrant Requirements		
ALL of the following criteria must be met		
Grade	Traffic calming measures may be considered at or near locations where the road grade is less than 8%.	Yes/No
Sidewalks	On streets where traffic calming is proposed, there must be continuous sidewalks on at least one side of the street. <i>OR</i> On streets where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.	Yes/No
WARRANT MET?		Yes/No

Table 3-2 - Technical Warrant Requirements for Local Roads

Technical Warrant Requirements for Local Roads		
ONE of the following criteria must be met		
Volume	> 1,000 vehicles per day	Yes/No
Speed	≥ posted speed limit + 5 km/h	Yes/No
Non-Local Traffic	≥ 20%	Yes/No
WARRANT MET?		Yes/No

Table 3-3 - Technical Warrant Requirements for Collector Roads

Technical Warrant Requirements for Collector Roads		
ALL of the following criteria must be met		
Volume	> 2,500 vehicles per day for minor collector > 5,000 vehicles per day for major collector	Yes/No
Speed	≥ posted speed limit + 5 km/h	Yes/No
WARRANT MET?		Yes/No

COMMUNITY SUPPORT ASSESSMENT

It is important to determine whether there is a minimum level of support within the community for action to address the issue. This helps to avoid situations where residents might consider a solution more of a problem than the issue it was intended to address. It also helps to avoid City staff spending time and funds to respond to a reported issue that is only considered a problem by a small number of people.

At this stage in addressing reported traffic calming issues, it is not necessary to demonstrate majority support within the community for a traffic calming solution. Rather, it is only necessary to demonstrate that a sufficient number of people within the community who are affected by the reported issue and who would be affected by the solution consider that there is a need to examine the issue further. Consequently, a sufficient level of community support is required.

Residents would be responsible for documenting community support, rather than City staff. The simplest means of indicating community support is a petition which lists the addresses of all affected households, and includes space for signatures of residents. An example of such a form is included in the Appendix. Residents would then contact persons in affected households to obtain these signatures.

Affected households are typically those within the block(s) of the street(s) where problems are reported, as well as all households within one block of the block(s) where problems are reported. The Administration will guide the applicant on the affected study area for their request.

For the traffic calming process to continue, a minimum of twenty-five (25%) of property owners within the impacted area must indicate their support for further study.