



POLICY TITLE: Traffic Calming Policy	POLICY #: 5200-016
AUTHORITY: Administrative	EFFECTIVE DATE: September 16, 2014
	REVIEW SCHEDULE: Three Years
ISSUED BY: Director of Engineering	APPROVED BY: Council C-118-14
DATE ISSUED: April 20, 2021	DATE APPROVED: September 16, 2014

PURPOSE:

To establish a policy to address resident concerns regarding speeding and cut-through traffic in residential neighbourhoods. The following process is outlined for Local Streets only. Highways, Arterial Streets, and Collector Streets are not eligible for Traffic Calming, except for Collector Streets fronting elementary schools (see map attached entitled “Ineligible Traffic Calming Roads”).

DEFINITIONS:

ARTERIAL STREET	means a major street for which the primary function is to provide for vehicle movement.
BENEFITTING PROPERTIES	means any property or parcel, either fully or partially, located within 50 metres of the proposed Traffic Calming Measure.
COLLECTOR STREET	means a street for which vehicle movement and access are of equal importance.
LOCAL STREET	means a street for which the primary function is access to adjacent properties.
NEIGHBOURHOOD	means a cohesive urban area defined by geographic features, the street network or socio-economic characteristics.
TRAFFIC CALMING	is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour, and improve conditions for non-motorized street users.
TRAFFIC CALMING MEASURE	is the plan or course of action taken to address the traffic concerns.
UNIVERSAL SPEED LIMIT	is 50 kilometres on Local Streets.

PROCEDURES:

1.0 Report the Problem

If a resident perceives a traffic concern on their Local Street:

- 1.1 Report the problem to the Town of View Royal Engineering Department at 250-708-2258 or email engineering@viewroyal.ca.
- 1.2 Staff will note the concern and provide a Traffic Calming Request Form.
- 1.3 Once the form has been submitted to the Town, staff will evaluate the concern to determine the nature of the problem and to ensure the location meets the initial Traffic Calming criteria:
 - 1.3.1 The road must be classified as a Local Street. Staff will not implement Traffic Calming Measures or conduct a traffic calming study on Arterial or Collector Streets.
 - 1.3.2 Staff will review traffic data previously collected in the Neighbourhood; if no data has been previously collected, the application will be added to the queue for data collection.
 - 1.3.3 A report will be generated based on the data collected from the traffic counter.

2.0 Data Collection

Town staff will collect traffic volume and speed data for the street and observe traffic patterns to determine the type of problem:

- 2.1 Speed Threshold
 - 2.1.1 If 85% of the vehicles driving on the roadway are traveling at speeds 5 kilometres higher than the Universal Speed Limit, the street would be eligible for Traffic Calming.
 - 2.1.2 In some situations the resident's concern is for the few drivers considerably exceeding the speed limit. In this case, 5% of the total volume of vehicles speeding 10 kilometres above the posted speed limit would be eligible for Traffic Calming.
- 2.2 Volume Threshold
 - 2.2.1 If the traffic volumes exceed the neighbourhood generated daily trips in excess of three times the calculated neighbourhood volumes, the street would be eligible for Traffic Calming.
 - 2.2.2 Additionally, in some situations the concerns relate to a.m. peak or p.m. peak traffic volumes. In situations where greater than 50% of the daily traffic volume is generated during one of the peak periods of traffic flow then the street would be eligible for Traffic Calming.

3.0 Data Collection Results

Based on the collection results outlined in section 2.0, the applicant will be advised to pursue one of the following options:

- 3.1 If the data collected meets the Traffic Calming criteria, refer to Stage 1 Traffic Calming Measures;
- 3.2 If the data collection results do not meet the qualifications for Traffic Calming, the Town will consider the application closed;
- 3.3 Residents who wish to implement a project that does not meet the Traffic Calming criteria, and the application has been closed, may appeal for reconsideration by submitting a request in writing to Council.

4.0 Stage One Traffic Calming

If a problem is identified and if the thresholds identified above are met, Town staff will first suggest possible solutions that do not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement-based measures called Stage One Traffic Calming and include:

- Speed Display Sign – a temporary sign that uses an illuminated message to display vehicle speeds to oncoming motorists as they approach.
- Traffic Enforcement Actions - traditional enforcement activity on the part of the RCMP’s traffic enforcement officers. The intent is to modify behaviour to result in a safer situation for all drivers and neighbours.
- Traffic Signs and Pavement Markers - traffic engineering staff will review all of the traffic signs and pavement markings in the area. If warranted, staff will install additional signage or road markings.

5.0 Follow-up Data Collection

- 5.1 If one or more of the Stage One Traffic Calming Measures is implemented, Town staff will wait approximately six to eight weeks, then conduct another speed and/or volume data collection survey. The data will then be analyzed to determine if the Traffic Calming Measures were successful. If the Measures were successful, and the thresholds identified in Step 2.0 are not exceeded, the Traffic Calming process will end at this point.
- 5.2 If the location continues to exceed the thresholds for speed and/or volume on a residential street, Town staff will move on to analyze possible Stage Two Traffic Calming solutions.

6.0 Stage Two Traffic Calming

Town staff will determine and suggest possible solutions to the problem. The solutions could involve physical modifications of the street intended to control traffic speeds and/or volumes. These are called Stage Two Traffic Calming Measures. Neighbourhood involvement will be a large part of the process. Benefitting Properties will be contacted for a public meeting to discuss options concerning the advantages/disadvantages and costs

RECORD OF AMENDMENTS	REVIEW DATE	AMENDED	OUTCOME	MOTION #
	2015 – 2020	Definitions, Report the Problem, Data Collection, Stage One Traffic Calming, and Funding amended for clarity and/or to reflect available equipment. Data Collection Results added for clarity. Neighbourhood Consensus deleted due to equipment now in use.	Approved April 20, 2021	C-51-21

of implementing Traffic Calming Measures. Possible Stage Two Traffic Calming Measures include:

- Speed Humps - approximately 12 feet in width and vary from 2.5 to 4 inches in height. This raised pavement serves to physically force motorists to reduce their speed. In order to be effective, speed humps should be placed no further than 300 feet apart.
- Speed Tables - speed humps with a long flat section that are generally used at crosswalk locations. Both speed humps and speed tables require signing and roadway markings to make their presence known to motorists and other roadway users.
- Traffic Circles - this device is a raised circular island in the middle of a residential neighbourhood intersection. Direct straight through movements are obstructed by the raised island causing traffic to move to the right and around the circle. The intersection approaches are normally controlled by yield signs that serve to alert motorists to the need to slow their speed entering the intersection.
- Curb Extensions, Chokers, Chicanes - various methods of narrowing the roadway by extending raised curbs into the street. These can be done at street entries and exits as well as mid-block locations. The narrower street generally results in reduced traffic speeds and provides pedestrians with shorter crossing distances.
- Median Entry/Exit Islands - traffic islands used to create narrower roadway passages at entry and exit points.
- Median Barriers - a barrier or raised island along the centre of a roadway to prohibit left turns or crossing traffic.
- Mid-Block Raised Medians - a median placed in the center of a roadway to create a narrower travel way and also reduce pedestrian crossing distances.
- One-Way Streets - traffic on a street is regulated to only allow traffic to flow in one direction. Usually this is accomplished through sign placement.
- No Through Streets - traffic on a street is restricted to only allow entry/exit through one end of a roadway.

The following general criteria must be met to consider the installation of any Stage 2 traffic calming measure:

- 6.1 Installation must not result in traffic diversion to other neighbourhood streets.
- 6.2 At least 60% of the Benefitting Properties within 50 metres of the proposed device shall support the installation.
- 6.3 Devices shall be located a minimum of 8 metres from driveways, manholes, drain inlets, water valves, street monuments, and other appurtenances. If the 8 metres cannot be obtained, then every effort will be implemented to provide as much clearance as is available.
- 6.4 Devices shall be located a minimum of 8 metres from fire hydrants.
- 6.5 Devices shall be installed only where a minimum safe stopping distance can be provided.
- 6.6 Town of View Royal Fire Department must approve the plan to assure that emergency response times or access are not negatively impacted.
- 6.7 Once Town staff and the neighbourhood agree on an appropriate Traffic Calming solution, the proposal will be brought to Council for final approval.

7.0 Funding

- 7.1 Traffic Calming Measures approved for Stage One Traffic Calming will be funded by the Town's operational budget on an annual basis.
- 7.2 Stage Two solutions will be included as part of the 5-year financial plan to be considered as budgets and other priorities allow.

ATTACHMENTS:

Schedule "A" – Map

DISTRIBUTION:

Electronic file: Y:\Administration\0340\50\5200–Engineering and the Town of View Royal Website.

RECORD OF AMENDMENTS	REVIEW DATE	AMENDED	OUTCOME	MOTION #
	2015 – 2020	Definitions, Report the Problem, Data Collection, Stage One Traffic Calming, and Funding amended for clarity and/or to reflect available equipment. Data Collection Results added for clarity. Neighbourhood Consensus deleted due to equipment now in use.	Approved April 20, 2021	C-51-21

Schedule "A"

Ineligible Traffic Calming Roads



Road Network

— Arterial and Collector Roads