



**HALIFAX**

**Proposed Admin Order  
2015-004-OP**

Respecting Traffic Calming

February-22-16

## Background

- Existing policy focuses primarily on traffic volume levels in residential neighbourhoods
  - No criteria to assess speed levels
  - Refers to a “not yet developed” traffic calming policy
  - Recognizing the difference between impacts related to volume and speed
- Resident concerns focus more on vehicle speed than volume
- Criteria and framework needed to assess vehicle speed within residential neighbourhoods

## Intent

- Applied to residential neighbourhoods
  - Established areas
  - Unlikely to undergo major reconfiguration
  - Retrofit
- Implemented alongside existing policy
  - Does not replace the Neighbourhood Short-Cutting Policy

HALIFAX <sup>3</sup>

## Policy Integration

- Intended to be applied in retrofit situations on established streets
- Traffic calming principles are already integrated within existing policies and initiatives
- Investigation has begun into new design criteria and changes to the Red Book to be applied to new developments

HALIFAX <sup>4</sup>

## Traffic Calming Measures

- All traffic calming measures currently available will be considered as well as any new measures that may be identified in the future
- Measures do not need to be identified in any one particular manual or guide
- A set list or “menu” of measures is not identified in the policy to enable more flexibility in application
  - Helps to avoid focus on a particular measure that may not be appropriate

HALIFAX

5

## Policy Criteria

### Speed

- Lowest permitted speed limit in Nova Scotia is currently 50 km/h
- Many residents feel this is too fast for residential areas
- Threshold speed for implementation of traffic calming measures, 45 km/h, selected based on practices currently in place in other jurisdictions
- Unreasonably low threshold could result in significant access/circulation restrictions placed on local residents

HALIFAX

6

## Policy Criteria

### Vehicles

- Emergency Vehicles
  - Impact to access and response time
  - Heavy vehicles susceptible to damage
- Transit Vehicles / School Busses
  - Impact to scheduling
  - Vehicle weight and configuration susceptible to damage
  - Restrictions for school busses only applied where many routes service a particular street

HALIFAX

7

## Policy Criteria

### Road Classification and Area Type

- Policy applied to local and minor collector roads in residential areas
  - Primary function is more for property access
  - Areas where traffic calming is most often requested
- Major collectors and arterials are excluded
  - Primary function is more for vehicle movement
  - Maintaining capacity is important
- Commercial areas tend to have generally slower speeds due to the nature of the activity in the area

HALIFAX

8

## Context and Resident Input

### Initial Input and Context

- Resident input is sought at initiation
  - Identifies relevant information
  - Ensures understanding of concerns
  - Provides context for identification of project limits
- Project limits are identified based on resident input and the roadway network where the request was made
  - Determines need for single street, route or neighbourhood application

HALIFAX

9

## Context and Resident Input

### Distribution of Ballots and Resident Vote

- Balloting allows those in the immediate area to indicate whether they agree with the need
- Residents located on streets that are to have traffic calming measures installed will receive ballots
  - Civic addresses identified via GIS, one ballot per household
- 50% + 1 ballots in support represents a successful vote
  - If 100 ballots are sent out, 51 in support are required

HALIFAX

10

# Implementation

## Regional Council and Traffic Authority Approval

- Regional Council approval is required for capital budget allocation
- Traffic Authority approval required for pavement markings and signage

**HALIFAX** 11