

HALIFAX

Traffic Calming Administrative Order Review

Transportation Standing Committee

April 15, 2021

Background

- Administrative Order Number 2015-004-OP Respecting Traffic Calming was adopted in 2016
- AO revised in May 2018:
 - Remove resident polling
 - Allow assessments on Transit Routes
 - Include speed criteria in school zones
- AO revised in February 2019
 - 85th percentile speed thresholds reduced to 40 km/h, 30 km/h in school zones

Current Policy

- Requests
 - Resident of a street
 - Councillor on behalf of residents
- Assessment
 - Speed
 - Volume
 - Collisions
 - Road Alignment (Stopping Sight Distance)
 - Infrastructure (Curb & Sidewalk)
 - Pedestrian Generators (schools, playgrounds, parks, seniors facilities, etc.)

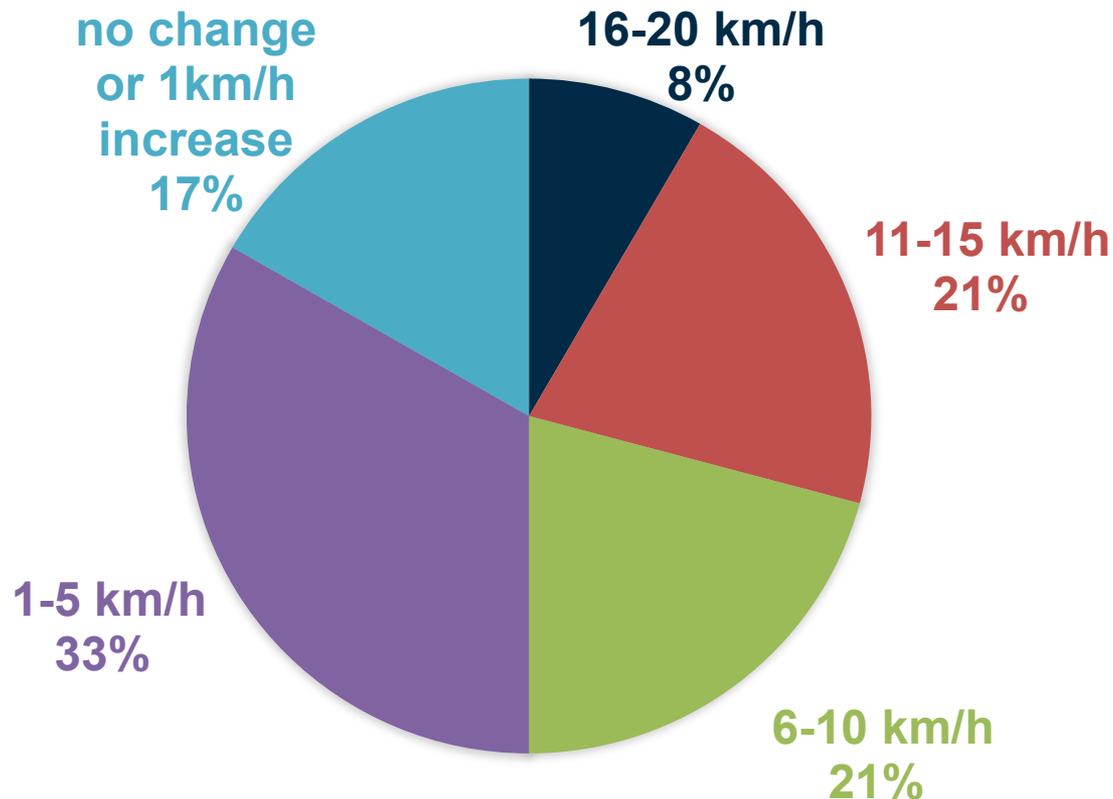
Current State

Completed	59
2021 Planned Projects	52
Ranked Streets	255
Pending Data Collection	209

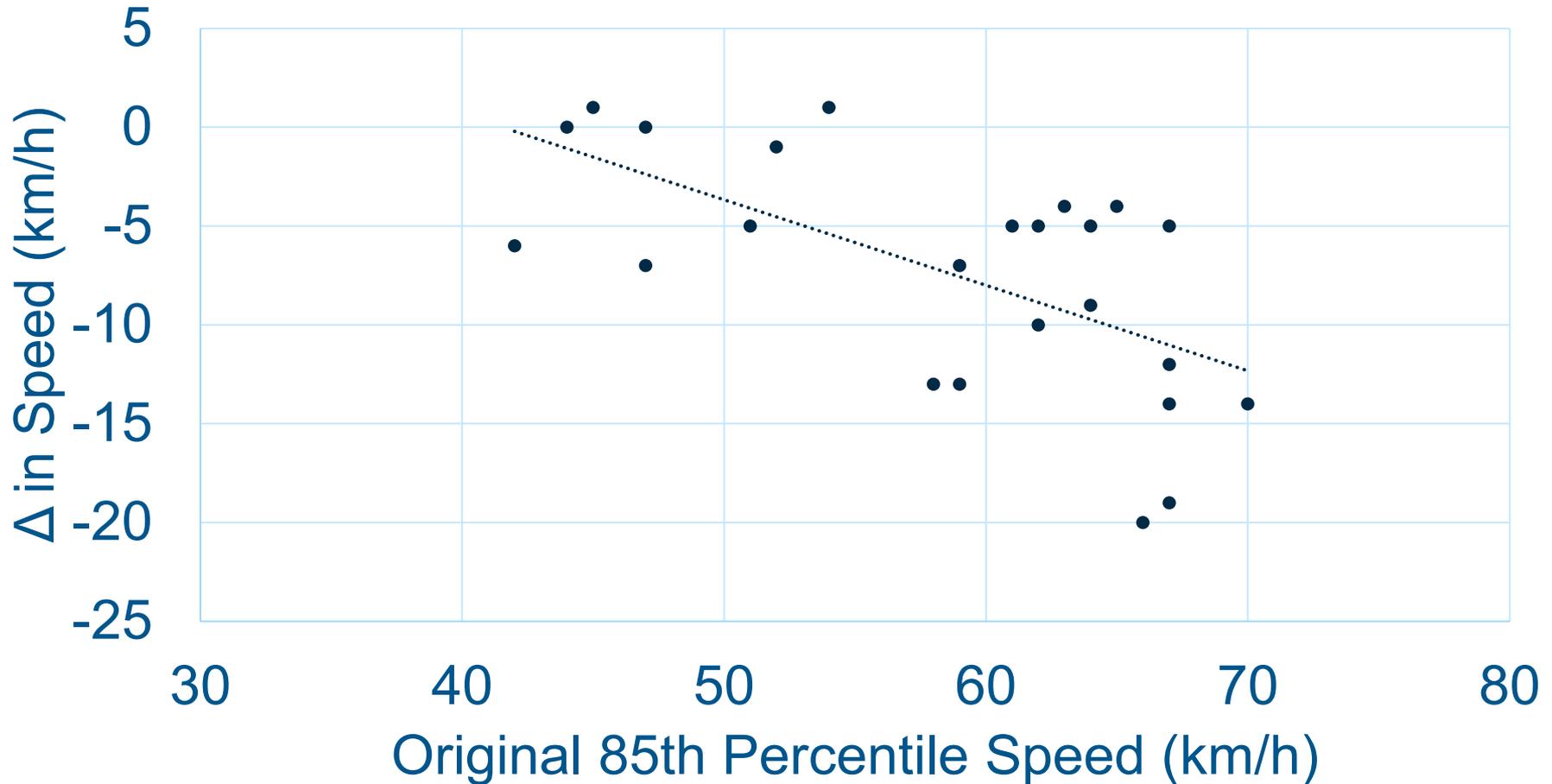
Current State

Year	# New Requests	Installation Completed
2016	133	0
2017	120	3
2018	132	13
2019	92	13
2020	170	30
Total	647	59

Impact: Decrease in 85th Percentile Speed



Impact: Decrease in 85th Percentile Speed



Costs

Year	Budget	Stand-Alone Projects Tendered
2017/18	\$ 50,000.00	3
2018/19	\$ 200,000.00	10
2019/20	\$ 300,000.00	10
2020/21	\$ 500,000.00	9
2020/21 SZ Speed Humps	\$ 150,000.00	10
2021/22	\$ 1,065,000.00	36

Estimated Future Costs

- Current ranked list: \$18,000,000
- HRM has approximately 2900 local and minor collector residential streets.
- It is estimated that it could cost \$127,000,000 to implement measures on all HRM owned local and minor collector residential streets.

Lessons Learned

- Low Speed Threshold
 - Ranking list has become unmanageable
 - Limited impact on low speed streets
- Setting Expectations
 - Timelines to implementation
- Vulnerable Road Users
 - Vehicle speed is dominant factor in ranking, potential presence of pedestrians has little weight
 - Bicycle facilities not considered.
- High Speed Concerns
 - Periodic high speeds are not considered

Lessons Learned

- Unintended Negative Impacts
 - Single street approach can create negative impacts on nearby streets
- Community Engagement
 - Response rate for previous polling was insufficient.
 - Lack of community engagement has resulted in some residents feeling left out of the process.
- Policy Support
 - Strategic Road Safety Framework
 - Integrated Mobility Plan

Jurisdictional Scan

- Staff have reviewed traffic calming policies from: Ottawa, Hamilton, St. John's, Saskatoon, Calgary, London, Kingston and Winnipeg.
- Note: St. John's and Kingston are currently reviewing potential changes to their policies, while Winnipeg is in the early stages of implementing their new revised traffic calming policy.

Jurisdictional Scan - Similarities

- Goals/Objectives
- Street Classification
- Emergency Services
- Integrating Traffic Calming measures in other planned Capital Projects
- Types of Measures (primarily permanent measures only)

Jurisdictional Scan - Differences

- Application: Neighbourhood based programs
- Vehicle Speed: Minimum speed thresholds at or above posted speed limits
- Vulnerable Road Users
 - Pedestrian Generators
 - Pedestrian Infrastructure
 - Cycling facilities
- Community Engagement
 - Petitions to gauge community interest
 - Surveys to confirm community support

Policy Review

- Speed
 - Reinstatement minimum speed threshold to 45 km/h
 - High Speed Concerns
- Points Allocation
 - Vulnerable Road Users
 - Collision frequency and severity
- Unintended Negative Impacts
 - Neighbourhood Approach
- Schools
- Equity

Transition Plan

- The existing ranking list will remain in place until a new Administrative Order is complete.
- 2022/23 projects based on existing list.
- Continue to receive requests, collect data.
- All outstanding 2020 requests and new 2021 requests will be assessed under the new criteria.

Thank you

