

Traffic calming AO modernization



The plan for this presentation

What are we doing for traffic calming?

Why are we doing traffic calming like this?

Why we should improve the traffic calming AO

How to improve the AO (Spoiler alert: Amend clause 21 to instruct staff to achieve an outcome you want to see on our streets)

What does the traffic calming AO do?

Tries to slow 85% of drivers down to 50kph on local roads and minor collectors, if the speed of travel is above 40kph

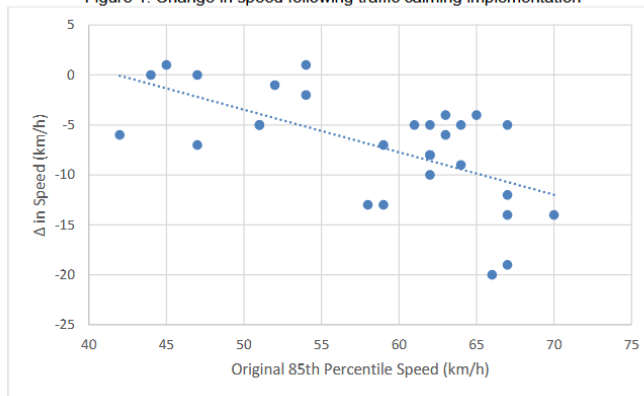
Puts speed humps on roads*

What do speed humps do?

NACTO says speed humps slow 85% of drivers 7-14kph

Make it more likely that drivers are at or below 50kph to increase odds of drivers surviving a crash

Figure 1: Change in speed following traffic calming implementation



*Sometimes this AO combines with other municipal processes, or sometimes works on it's own, to build bumpouts, raised crossings, traffic islands and other genuinely effective infrastructure. Why doesn't this happen all the time?

Why are we like this?

First passed in 2016 the traffic calming AO pre-dates most of the HRM's strategic planning documents, transportation or otherwise.

Although amended a few times since first passed none of the amendments have brought the traffic calming AO in line with the HRM's strategic plans.

Table 1 Traffic Calming AO History

Meeting Date	Purpose	Outcome
October 17, 2017	Low response rates from resident ballots resulted in very few projects qualifying for implementation. A report discussing revised qualifying criteria was delivered to Transportation Standing Committee on September 28, 2017 and was subsequently brought to Regional Council on October 17, 2017.	Regional Council directed staff to remove the resident polling component entirely.
May 8, 2018	A revised AO was submitted to Regional Council, removing resident polling. Staff took this opportunity to modify screening criteria: <ul style="list-style-type: none">• allowing one-way streets• allowing Transit routes• changing language respecting emergency service access,• adding a minimum street length.• adding new speed criteria in school zones during arrival and dismissal times (35km/h),• adding timelines for re-assessment of streets,• proposing a 10 point minimum for streets to remain on the ranking list.	Council approved the revisions and requested a supplementary report to consider reducing the minimum street length to 100m and the minimum 85 th percentile speed threshold to 40km/h, and 30km/h in school zones during arrival and dismissal times. Council also asked staff to commit to posting request and ranking lists on the Halifax.ca website.
November 13, 2018	A supplementary report was submitted to Regional Council, recommending maintaining a minimum street length of 150m, and minimum 85 th percentile speed thresholds of 45km/h and 35km/h in school zones during arrival and dismissal times.	Council approved maintaining a minimum street length equal to 150m and directed staff to reduce the minimum 85 th percentile speed thresholds to 40km/h and 30km/h in school zones during arrival and dismissal times.
February 26, 2019	A revised AO was submitted to Regional Council, changing the minimum 85 th percentile speed thresholds to 40km/h and 30km/h in school zones during arrival and dismissal times. Staff also removed the 10 point minimum threshold from the AO, as it	Council adopted the revised Administrative Order.

The annual cycle of traffic calming failure

- 1) People speed and/or drive the speed limit → Speed humps are installed → People still speed and/or drive the speed limit.

- 1) At budget council asks about the traffic calming AO → Staff say they follow it because they have to follow the AO → Council asks if the speed humps do anything → Staff says they don't study it, but probably not since most problems are at intersections → Council asks why we're spending money on speed humps if they're not effective → Staff again say they have to follow the AO and the AO can only be changed by council → Council is unhappy about wasting money on ineffective humps → Council doesn't change the AO between budgets

- 1) AO instructs staff to come up with a plan for each street and submit it to HRM's traffic authority → ????????? → Staff redesign the road with speed humps

- 1) Go back to the top and start again

Why bother amend the AO?

- 1) To achieve council's stated priorities
- 2) To stop undermining council's stated priorities
- 3) To stop undermining other council spending
- 4) To stop wasting money (differently than number 3)
- 5) To prevent climate change
- 6) To reduce healthcare spending (provincial jurisdiction, same taxpayers)
- 7) To make roads safer
- 8) To get re-elected
- 9) To benefit small businesses

Why keep the AO as is?

- 1) Safer for 85% of drivers, sometimes
- 2) Making roads safer will delay drivers*
- 3) We've always (since 2016) done it this way

2) Making roads safer will delay drivers*

***Another way to say this is that the only way to make roads safe is make drivers slower. Right now Halifax tends to make roads safer for drivers by allowing for more margin of error for drivers, which is wider, straighter roads. Wider straighter roads lead to faster, more fatal roads. In 2018, 14 annual road deaths were enough to generate a strategy to reduce road deaths to zero. Who knew that 8 years after first passing the road safety strategy we'd be longing for the days of 14 annual road deaths.**

Municipal Duty of care; Nelson vs. Marchi

A woman in BC drove on city plowed streets into a city plowed parking spot and tried to walk to a city plowed sidewalk over an unplowed snowbank.



Supreme court says Nelson City is responsible for the knee injury, because that snowbank is pretty obviously an issue and there's no reason the city couldn't have also plowed the snowbank, since it plowed everything else around it.

Halifax often builds infrastructure that is at high risk of failing to meet the expanded duty of care set by this recent, 2021, decision.

Why fix instead of scrap?

You don't just scrap an annual, dedicated, funded road improvement process.

In 2016 creating this program was a good political decision for the same reason, prioritizing intersection in the capital budget was last year and for the same reason trying to fix it today is.

We want our money to be spent changing our roads. We just want the changes to be better for everyone, not just 85% of drivers.

The fix: Update the AO to build roads that make Halifax safer

The ask of you: Request a staff report for options to update the traffic calming to better align with council priorities

Suggestions: Amend clause 21(1) to read:

Staff shall prepare an **evidence based** traffic calming plan **in line with Integrated Mobility Plan and/or Vision Zero and/or HalifACT and/or BRT's desired outcomes** for each project on the annual proposed implementation list and shall **align council priorities and** the physical characteristics of each street **when trying to determine how to reduce the danger of car traffic.**

Other suggestions

Given what we know and understand about vehicle speed and its impact on severity of injury and likelihood of fatality coupled with interest and discussion about speed management, **we think including a focus on speed management would strengthen the SRSP.** Much research demonstrates that vulnerable road users have a much higher chance of survival and less severe injuries the slower the vehicle is moving upon collision.⁴ In 2014, the City of Calgary harmonized their school zone speed limits into a more comprehensive category called “playground zones”.⁵ We encourage the Project Team to

² [file:///C:/Users/shavera/Downloads/1154_iUpXeTKoQ%20\(1\).pdf](file:///C:/Users/shavera/Downloads/1154_iUpXeTKoQ%20(1).pdf)

³ <http://centreplan.ca/>

⁴ www.who.int/violence_injury_prevention/publications/road.../speed_en.pdf

⁵ <http://www.calgary.ca/Transportation/Roads/Pages/Traffic/Traffic-safety-programs/School-zone-safety.aspx>



Attachment E

consider this addition – and other countermeasures related to speed management – in the next iteration of the SRSP.

< Traffic safety

Playground zones

Designated playground zones serve an important role keeping pedestrians – especially children – safe.

The City has consolidated school zones and playground zones into a single zone with fixed hours. This was done in consultation and with the support of the Calgary Police Service, the Alberta Motor Association, the Calgary Board of Education, Calgary Catholic School District and other municipalities in Alberta.

These fixed hours reflect the times pedestrians are using playground zones, and give motorists consistent and specific times that are easy to remember.

Success of playground zones with fixed hours

The University of Calgary, through the Urban Alliance Partnership, conducted an evaluation of School and Playground Harmonization to independently determine the impacts the changes had on safety.

The key findings indicated of the evaluation, [The Review of School and Playground Zone Harmonization in Calgary](#), are summarized below:

- The mean traffic speed in playground zones decreased from 36 km/h to 30 km/h.
- The number of collisions involving pedestrians within the new playground zones decreased by 33%, with a 70% decrease between 5:30 p.m. and 9:00 p.m.
- The collision rate decreased from 0.049 to 0.011 collisions per million vehicle kilometers of travel per year.
- 58% of respondents knew the exact start time of school and playground zone, whereas 73% knew the end time. More than 80% of the respondents find it easier to remember the zone times with single zone type that is consistent throughout the year.

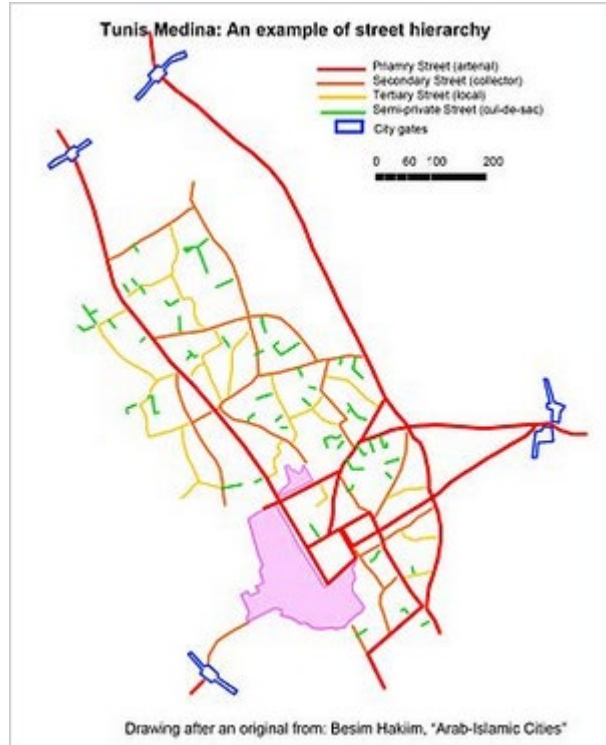


Playground zones:
30 km/h
7:30 a.m. to 9:00 p.m.,
7 days a week, year-round.

Related information

- [I got a ticket. Now what?](#)
- [Traffic Tips booklet](#)
- [Community speed watch program](#)
- [Pedestrian safety program](#)
- [Traffic safety programs](#)

Can an old ideas be updated for our modern world?



Expressway = Car priority?

Arterial = Bus priority?

Collector = Bike priority?

Local Street = Walking priority?

Fun fact: Ancient Rome also had street hierarchies; they had decumanus, cordo and vicinae streets.



Figure 10: Street Hierarchy Classification Map
Note: Not officially adopted by Council

The medina quarter of Tunis' street hierarchy

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Questions?