



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 15.3.1
Halifax Regional Council
December 14, 2021

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Wayne Mason, Chair of Transportation Standing Committee

DATE: November 25, 2021

SUBJECT: Replacement of AO 2015-004-OP, Respecting Traffic Calming

ORIGIN

November 25, 2021 Transportation Standing Committee (Item 12.1.1):

MOVED by Councillor Outhit, seconded by Councillor Mancini

THAT the Transportation Standing Committee recommend that Halifax Regional Council adopt Administrative Order #2021-005-OP Respecting Traffic Calming, including repealing Administrative Order 2015-004-OP Respecting Traffic Calming, as set out in Attachment 1 of the staff report dated November 7, 2021.

MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

Transportation Standing Committee Terms of Reference, section 4 (a)(d) provides:

The Transportation Standing Committee shall oversee and review the Municipality's Regional Transportation Plans and initiatives, as follows:

- (a) overseeing HRM's Regional Transportation Objectives and Transportation Outcome Areas.
- (b) providing input and review of the Transportation Road network strategies and related Regional initiatives.

Halifax Regional Municipality Charter, Part XII, subsection 21(1) provides:

Standing, special and advisory committees

21 (1) The Council may establish standing, special and advisory committees.

RECOMMENDATION ON PAGE 2

Halifax Regional Municipality Charter, Part XII, subsection 321(8) provides:

Traffic authority

321 (8) The traffic authority for the Municipality has, with respect to highways in the Municipality, excluding those for which the Provincial Traffic Authority has authority, the powers conferred upon a traffic authority by or pursuant to the Motor Vehicle Act.

Halifax Regional Municipality Charter, Part XII, subsection 322(1) provides:

Street related powers

322 (1) The Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean and clear streets in the Municipality.

RECOMMENDATION

The Transportation Standing Committee recommends that Halifax Regional Council adopt Administrative Order #2021-005-OP Respecting Traffic Calming, including repealing Administrative Order 2015-004-OP Respecting Traffic Calming, as set out in Attachment 1 of the staff report dated November 17, 2021.

BACKGROUND/DISCUSSION

On November 25, 2021 the Transportation Standing Committee received and considered a staff recommendation report dated November 17, 2021 (Attachment 1). The Transportation Standing Committee approved the staff recommendation as outlined in this report.

FINANCIAL IMPLICATIONS

As outlined in the staff report dated November 17, 2021.

RISK CONSIDERATION

As outlined in the staff report dated November 17, 2021.

COMMUNITY ENGAGEMENT

As outlined in the staff report dated November 17, 2021.

ENVIRONMENTAL IMPLICATIONS

As outlined in the staff report dated November 17, 2021.

ALTERNATIVES

The Standing Committee did not provide alternatives. Alternatives are outlined in the staff report dated November 17, 2021.

ATTACHMENTS

Attachment 1 – Staff recommendation report dated November 17, 2021

A copy of this report can be obtained online at or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Krista Vining, Legislative Assistant, Municipal Clerk's Office, 902.490.6521



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 12.1.1
Transportation Standing Committee
November 25, 2021

TO: Chair and Members of Transportation Standing Committee

Original Signed

SUBMITTED BY:

Brad Anguish, Executive Director, Transportation and Public Works

Original Signed

Jacques Dubé, Chief Administrative Officer

DATE: November 17, 2021

SUBJECT: Replacement of AO 2015-004-OP, Respecting Traffic Calming

ORIGIN

April 15, 2021 – Transportation Standing Committee meeting, item 8.1 Presentation Regarding Potential Amendments to Traffic Calming Administrative Order.

March 24, 2021 – Budget Committee meeting, item 5 Proposed 2021/22 Transportation and Public Works Budget and Business Plan.

LEGISLATIVE AUTHORITY

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RECOMMENDATION ON PAGE 2

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council adopt Administrative Order #2021-005-OP Respecting Traffic Calming, including repealing Administrative Order 2015-004-OP Respecting Traffic Calming, as set out in Attachment 1.

BACKGROUND

In 2016 Halifax Regional Municipality adopted Administrative Order Number 2015-004-OP Respecting Traffic Calming (the AO). This purpose of the AO was to provide clear and concise criteria and methodology for assessing Municipal streets in order to determine the need and suitability of implementing traffic calming measures. The first traffic calming projects were implemented in 2017. The AO has undergone several changes since its initial implementation including removing a resident polling component, introducing reduced speed criteria for school zones, adding consideration for transit routes and reducing the minimum 85th percentile speed¹ threshold to 40 km/h. Details of the changes are summarized in Table 1 below.

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.

¹ “85th percentile speed” means the speed at, or below which, 85 percent of vehicles on a roadway are travelling

	appeared to be in contrast with the general intent of the less restrictive qualification criteria.	
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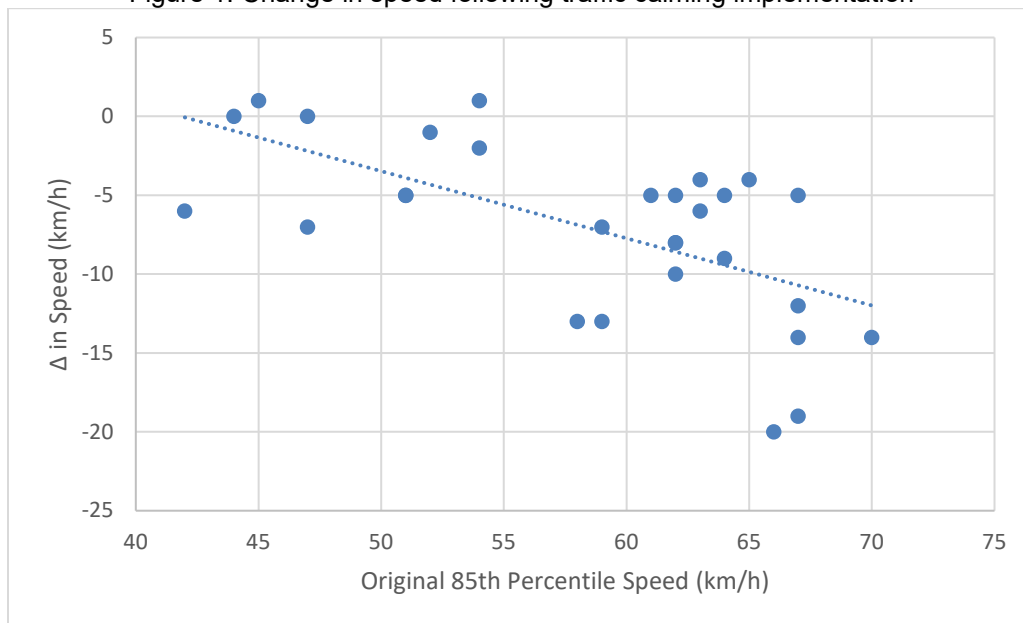
DISCUSSION

Following five years of implementation, and through the various iterations of the policy, staff have identified a number of lessons learned. The primary concern is the low speed threshold that currently allows streets to qualify for traffic calming measures. The low speed requirement has resulted in most local and minor collector residential streets within HRM qualifying for traffic calming. This has produced a ranking list that is unreasonably long, making it difficult to provide realistic timeframes for the implementation of measures. In practice it could take decades to implement measures on all streets within HRM that meet the qualification criteria outlined in the current AO.

In addition, and perhaps more importantly, traffic calming measures that have been implemented on low speed streets are showing minimal impact to the 85th percentile speed. The greatest impact has been observed on streets which had 85th percentile speeds above 55 km/h prior to the installation of traffic calming measures as shown in Figure 1 below.

The low speed threshold has led to spending resources on lower priority streets at the expense of higher priority pavement rehabilitations and road safety projects.

Figure 1: Change in speed following traffic calming implementation



The following Table 2 outlines a number of concerns that have been identified, as well as the proposed changes to mitigate those concerns.

Table 2 Concerns and Proposed Change

Item	Concerns	Proposed Change
Setting Expectations	The low speed threshold implies that there is a speeding problem on all streets with operating speeds above 40km/h. This may be setting unreasonable expectations for implementation on streets with low speeds and no other concerns (ex. low/no collision history, sidewalks present, etc.).	Reinstate 45km/h minimum speed threshold. Introduce minimum point threshold to qualify for ranking.
Low Speed Threshold	Measures implemented on low speed streets are showing minimal impact to the 85th percentile speed.	Reinstate 45km/h minimum speed threshold.
High Speed Concerns	85 th percentile speed is standard metric for assessing operating speed. Periodic high speeders are not directly captured.	Introduce criteria for 95 th percentile speed.
Vulnerable Road Users	As HRM shifts to prioritize vulnerable road users and building healthy walkable communities, the Traffic Calming Policy should evolve to further support that priority. The current policy isn't necessarily targeting locations where walking and bicycling are viable options for residents. Vehicle speed has the most weight under the current scoring system, resulting in rural cross sections with wide shoulders predominantly ranking at the top of the priority list, while streets with higher pedestrian activity are ranking low. The current policy does not speak to bicycle facilities.	Introduce a cap for each point category, including vehicle speed. Increase points for pedestrian generators and lack of pedestrian facilities. Introduce points for proximity and connections to designated cycling routes. Introduce points for mode share to prioritize areas where walking, cycling and transit are known modes of transportation.
Inadvertent Negative Impacts	Having a single-street approach is causing inadvertent negative impacts on adjacent streets. Staff attempt to proactively mitigate future impacts with the addition of measures on parallel streets; however, this can not always be achieved with individual project scopes.	Introduce neighbourhood assessments to give staff better flexibility when reviewing concerns on a neighbourhood level. See further details below.
Policy Alignment	The current traffic calming policy does not fully align with the goal of the Strategic Road Safety Plan to reduce fatal and injury collisions by 20% in 5 years. The number of fatal and injury collisions on local residential roads is very low, however the current policy does not prioritize those locations with injury collisions.	Increase points for total number of collisions with a higher emphasis on injury collisions.

Item	Concerns	Proposed Change
Policy Alignment, Continued	<p>The Integrated Mobility Plan promotes a healthy transportation system that supports comfortable, convenient, and safe opportunities for active living. This means providing transportation infrastructure designed to reduce the frequency of collisions and the severity of injuries. The current policy facilitates better comfort for vulnerable road users, however it does not focus efforts on areas with a higher presence, or potential presence, of vulnerable road users.</p>	<p>Introduce a cap for each point category, including vehicle speed.</p> <p>Increase points for pedestrian generators and lack of pedestrian facilities.</p> <p>Introduce points for suggested cycling routes and connections to cycling routes.</p> <p>Introduce points for mode share to prioritize areas where walking, cycling and transit are known modes of transportation.</p>
School Zones	<p>A lower speed criteria was previously introduced for school zones during arrival and dismissal times in an effort to increase priority of school zones.</p> <p>In recent years Regional Council has directed staff to install speed humps in school zones where appropriate, regardless of the ranking list.</p>	<p>Continue to install speed humps in school zones where appropriate, regardless of measured speed or ranking. If speed humps or speed tables are not appropriate within the school zone, streets will remain on the ranking list for future implementation of horizontal deflections.</p> <p>The current speed criteria for evaluating schools as street corridors will be maintained when speed humps or speed tables are not appropriate.</p>
Equity	<p>The policy does not address inequities present within the municipality.</p>	<p>Introduce points for socioeconomic inequalities. See further details below.</p>
Vehicle Volume	<p>Points for vehicle volume do not align with other jurisdictional practices in Canada.</p>	<p>Update point system for vehicle volumes.</p>
Geometry	<p>Points allotted for road geometry are showing little benefit and do not align with other jurisdictional practices in Canada.</p>	<p>Remove points for geometric elements that reduce the Stopping Sight Distance below 50m.</p>
Street Classification	<p>Some major collector residential streets function as minor collector streets and have been impacted by measures installed on nearby streets. Speeding concerns may be present on these streets but there are limited other programs available to mitigate those concerns.</p>	<p>Adding Engineers discretion to install traffic calming measures on Major Collector streets that function as minor collector streets.</p>

Major Proposed Changes

The major proposed changes within the AO are:

Assessments

The new policy has three assessment streams available:

1. Street Assessment – If speeding concerns are isolated to an individual street, with little to no anticipated impacts to the surrounding area the street assessment will be similar to current practice, using the updated ranking system
2. Neighbourhood assessment – If speeding concerns extend throughout an area, or if it is likely that installing measures on one street will negatively impact nearby streets in the area, the street will be assessed using a neighbourhood approach. Staff will select a key corridor within the neighbourhood to be used for assessment and ranking. The overall size of the study area will be limited and should avoid the inclusion of multiple major streets.
3. School zone assessment – School zones may be addressed one of two ways:
 - a) Vertical Deflections: Staff will continue installing speed humps and speed tables within a number of school zones annually pending budget availability. Vertical deflections will be installed in school zones regardless of vehicle speed, ranking, or request status.
 - b) Horizontal Deflections: If staff determine that horizontal deflections, or a combination of horizontal and vertical deflections are more appropriate, the street will be ranked as a street assessment, using reduced speeding criteria in the school zone.

Vulnerable Road Users

Under the current scoring system rural cross sections with wide shoulders predominantly ranking at the top of the priority list and while speeding is a concern in these areas, the use of other modes of transportation may not be as prevalent.

To better allocate resources where they will have the most benefit the traffic calming policy should evolve to better prioritize vulnerable road users.

It is not feasible to conduct pedestrian and cycling counts for each street that is assessed so staff will use HRM's Mode Share App to estimate the percent of road users that are walking, cycling and using transit to get to their destination.

The presence or potential presence of pedestrians will continue to be estimated based presence of pedestrian generators, such as schools, playgrounds, senior facilities, community centres and shopping centres, but the amount of points available to those will be increased. Schools and playgrounds will be further prioritized by receive a higher number of points. Additionally, points will be allocated for the absence of sidewalks on streets so pedestrians walking on the road will be further prioritized.

The presence or potential presence of cyclists will be estimated based on the cycling network. Streets will receive points for being cycling routes or connected to cycling routes to further encourage cycling as a mode of travel.

Equity Lens

Current practice will be to use data available from the Canadian Index of Multiple Deprivation (CIMD) which is an Index produced by Statistics Canada. The CIMD combines several variables into four domains: Economic Dependency; Residential Instability; Ethno-cultural Composition, and Situational Vulnerability. Each of the domains are scored to create a more holistic understanding on inequities.

The CIMD serves as an area-based (ie community scale, using Dissemination Areas as the areal unit) measure of socio-economic conditions and, as such, it can help to better understand social inequalities

across HRM's communities. More information about the CIMD can be found at [Canadian Index of Multiple Deprivation: Dataset \(statcan.gc.ca\)](#).

New resources may be used in the future to update the equity lens as new data and measurement tools become available.

Minimum Point Threshold

Based on data collected to date, measures on low speed streets have had minimal impact on vehicle speeds. This indicates that work on low impact streets is being conducted at the expense of higher priority traffic calming and road safety projects or pavement rehabilitation projects. A minimum point threshold will be introduced for streets to qualify for traffic calming measures so resources can be focused on streets that will have the greatest impact.

Jurisdictional Review

In addition to reviewing HRM's Traffic Calming Program to date, staff have also conducted a jurisdictional scan to review traffic calming policies in similar cities across Canada. Policies from Ottawa, Hamilton, St. John's, Saskatoon, Calgary, London, Kingston and Winnipeg were reviewed. Details of the jurisdictional scan are provided in Attachment 2.

Similarities - Overall, the traffic calming policies reviewed have a similar goal of reducing vehicle speeds in residential areas. Some other similarities that were found between HRM's current policy and others in Canada include: street classifications, a need to not impede emergency services, direction to integrate traffic calming measures within other Capital projects, and the use of primarily permanent measures.

Differences - Most other jurisdictions have either neighbourhood-based programs or a combination of neighbourhood-based and street specific programs. All areas reviewed have minimum 85th percentile speed thresholds at or above the posted speed limit. Most other jurisdictions allocate more points for pedestrian generators and pedestrian infrastructure. Some assign points for cycling routes. These cities also cap the number of points available for vehicle speed to better distribute emphasis on all road users.

Additionally, all areas reviewed have some form of community engagement, typically petitions before assessments are completed to gauge community interest and surveys and/or public engagement sessions to confirm community support before measures are installed. It is staff's understanding that it is Council's desire to remain nimble in the implementation of this policy, and to maintain and even increase the current pace of installations. Incorporating petitions or polling will greatly decrease the rate at which projects can be completed and is inconsistent with previous direction from Regional Council, therefore staff does not recommend reinstating these requirements at this time.

The proposed changes to HRM's Traffic calming policy will better align it with other jurisdictions in Canada.

Transition Plan

Once the new policy is in place all currently ranked streets and outstanding requests will be reviewed under the new criteria and the list will be reranked. This may mean that some streets currently on the ranked list will not be included in the reranked list, if they do not meet the minimum points threshold required under the new Administrative Order. In order to meet planning deadlines all 2022/23 traffic calming projects will be selected from the current ranked list.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. All activities are anticipated to be carried out as part of existing capital and operating budgets.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report. The risks considered rate low.

COMMUNITY ENGAGEMENT

Community engagement was not undertaken following the direction of Council to remove the requirement for resident polling from the original Administrative Order.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

1. The Transportation Standing Committee could recommend that Regional Council adopt the Administrative Order as set out in Attachment 1 with amendments. This may require a supplemental staff report.
2. The Transportation Standing Committee could recommend that Regional Council decline to adopt the Administrative Order as set out in Attachment 1. This would result in Administrative Order 2015-004-OP remaining in force.

ATTACHMENTS

Attachment 1: Administrative Order #2021-005-OP Respecting Traffic Calming.

Attachment 2: Jurisdictional Scan

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Jody DeBaie, Program Engineer, Road Safety and Transportation
Transportation & Public Works, 902.237.3851

**ADMINISTRATIVE ORDER NUMBER 2021-005-OP
RESPECTING TRAFFIC CALMING**

BE IT RESOLVED AS AN ADMINISTRATIVE ORDER of the Council of the *Halifax Regional Municipality* under the authority of the *Halifax Regional Municipality Charter* and the *Motor Vehicle Act*, as follows:

Short Title

1. This Administrative Order may be cited as the “*Traffic Calming Administrative Order*”.

Purpose

2. The purpose of this Administrative Order is to:

(a) establish the process for residents to make requests to have a street assessed for installation of traffic calming measures;

(b) provide clear and concise criteria and method for assessing Municipal streets in order to determine the need and suitability of implementing traffic calming measures; and

(c) provide information to the Traffic Authority for consideration when assessing applications for the installation of traffic calming measures.

Application

3. This Administrative Order applies only to streets owned by the Municipality that meet the following conditions:

(a) are within neighbourhoods that are primarily residential in character or contain school areas;

(b) are classified as

(i) local streets;

(ii) minor collector streets; or

(iii) major collector streets at the discretion of the Engineer, where they are functioning as a minor collector street;

(c) are not multi-lane roads;

(d) have a posted speed limit not greater than 50 kilometres per hour;

(e) are greater than 150 metres in length; and

(f) do not provide direct access to an emergency services building.

Interpretation

4. In this Administrative Order,

(a) “85th percentile speed” means the speed at, or below which, 85 percent of vehicles on a roadway are travelling;

(b) “95th percentile speed” means the speed at, or below which, 95 percent of vehicles on a roadway are travelling;

(c) “emergency services building” means any fire station, police station, ambulance depot, or hospital;

(d) “Engineer” means the Engineer as defined in section 3(ac) of the *Halifax Regional Municipality Charter, S.N.S. 2008, c. 39*;

(e) “key corridor” means for the purpose of assessment and evaluation, the street within a neighbourhood that is considered by the Engineer to be of the highest concern relative to others within the neighbourhood as defined by the Engineer;

(f) “local street” means a street, as classified by the Municipality, in a primarily residential area, designed and constructed with the primary purpose of providing access to properties directly fronting the street;

(g) “major collector street” means a street, as classified by the Municipality, designed and constructed with the primary purpose of providing traffic movement, with limited access to properties directly fronting the street;

(h) “minor collector street” means a street, as classified by the Municipality, in a primarily residential area, designed and constructed with the intended purpose of providing traffic movement into and out of an area, with equal importance of providing access to properties directly fronting the street;

(i) “multi-lane road” means a street having more than one lane of travel per direction;

(j) “Municipality” means the Halifax Regional Municipality;

(k) “neighbourhood” means a group of nearby and/or connecting streets;

(l) “school zone” means a school area as designated pursuant to the *Motor Vehicle Act*;

(m) “staff” means employees of the Municipal department in which the Engineer is situated;

(n) “street” means a public street as defined in section 3(bu) of the *Halifax Regional Municipality Charter, S.N.S. 2008, c. 39*;

(o) “Traffic Authority” means the Traffic Authority of the Municipality appointed by the Council pursuant to the *Halifax Regional Municipality Charter* and the *Motor Vehicle Act*;

(p) “traffic calming” means a combination of primarily physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour, and improve conditions for all street users; and

(q) “vpd” means vehicles per day.

Initiation of Traffic Calming Assessments on Municipal Streets

5. Requests to initiate a traffic calming assessment for a street may be made by:

(a) residents who live on the street, or section thereof, for which traffic calming measures are being requested;

(b) Councillor(s), on behalf of a resident or residents who reside on a particular street, or within a particular neighbourhood, for which traffic calming measures are being requested;

(c) resident associations on behalf of residents who live on a particular street, or within a particular neighbourhood, for which traffic calming measures are being requested; or

(d) a school principal for the school zone in which their school is located.

6. Upon initiation, the time frame to complete a full project assessment will depend on the timing of the request, availability of staff resources, complexity of the subject street(s) and project area, measures identified for implementation, and available funding.

Process for Undertaking Traffic Calming Assessments on Municipal Streets

Screening

7. Upon receipt of a request, staff shall undertake a screening process in order to determine if the requested street would be eligible for consideration of traffic calming measures based on the conditions identified in Section 3, Application, of this Administrative Order.

8. If, based on the screening process, it is determined that the street is not eligible for traffic calming measures, staff shall provide notification to the requestor and the process is complete.

Assessment

9. If the request passes the screening process, an assessment shall be conducted by staff and shall include:

- (a) identification of site-specific areas of concern;
- (b) identification of appropriate project limits based on the surrounding and connecting roadway network; and
- (c) a review of speed and volume data. If there is no recent data on file that meets the needs of the request, data collection equipment shall be installed at locations within the identified project limits such that the resulting data will provide a representative indication of typical traffic conditions and shall be left in place to collect a minimum of seven (7) days of continuous data.

10. As part of the assessment, staff will classify the request as one of the following three project types, based on the site-specific areas of concerns identified in the assessment:

(a) Street Assessment – a project will be assessed as a street if the area of concern is limited to one street and there is minimal potential for unintended negative impact on nearby or parallel streets;

(b) Neighbourhood Assessment – a project will be assessed as a neighbourhood if the area of concern extends beyond one particular street, and staff identifies that installing measures on one street could negatively impact vehicle speed and volumes of nearby streets in the same neighbourhood, subject to the following conditions:

(i) the neighbourhood is contained within major collector or arterial streets, or within geographic boundaries;

(ii) the overall size of the neighbourhood is limited and avoids the inclusion of multiple minor collector streets; and

(iii) a key corridor within the neighbourhood is identified by staff to be used for assessment and ranking; or

(c) School Zone Assessment – a project will be assessed as a School Zone if the area of concern is within a school zone.

11. (1) For a request classified as a street assessment under section 10, the project is defined as the street that is the area of concern.

(2) If the 85th percentile speed identified as part of the assessment on the project street is above 45km/hr, the request shall be carried forward for project ranking;

(3) If the 85th percentile speed identified as part of the assessment on the project street is equal to or below 45km/hr, the project street does not qualify for further consideration of traffic

calming measures. Notification of the results shall be provided to the requestor and the process is complete.

12. (1) For a request classified as a neighbourhood assessment under section 10, the project is defined as the streets that fall within the project limits as determined under section 9.

(2) Staff will identify a key corridor from the streets included in the project, which will be used to represent the project for the purposes of ranking.

(3) If the 85th percentile speed identified as part of the assessment of the key corridor is above 45km/hr, the request shall be carried forward for project ranking.

(4) If the 85th percentile speed identified as part of the assessment of the key corridor is equal to or below 45km/hr, the project street does not qualify for further consideration of traffic calming measures. Notification of the results shall be provided to the requestor and the process is complete.

13. (1) For a request classified as a school zone assessment under section 10, the project is defined as the street within a school zone.

(2) If the school zone is on a local street or minor collector street, it will be automatically considered for vertical deflections, without being carried forward for project ranking.

(3) If the school zone is on a local street or minor collector street but vertical deflections are not viable:

(i) if the 85th percentile speed during the school arrival and dismissal times is greater than 30km/hr, the project street will be carried forward for project ranking;

(ii) if the 85th percentile speed during the school arrival and dismissal times is equal to or below 30km/hr, the project street does not qualify for further consideration of traffic calming measures.

14. Requests to reassess a project street that did not pass the assessment will not be considered until:

(a) a minimum of 5 years from the date that determination was made; or

(b) staff determines there have been significant changes to the street characteristics.

Project Ranking

15. (1) If a request passes the assessment, staff shall rank the project based on the criteria outlined in Table 1:

Table 1 – Priority Points for Ranking Traffic Calming Projects

Criteria	Measure	Maximum points available	Point Allocation
Vehicle Speed	85th percentile speed	20	All streets: 1 point for each km/h that the 85th percentile speed exceeds 45 km/h
	95th percentile speed	5	Streets within a school zone: 1 point for each km/h that the 85th percentile speed exceeds 30 km/h during arrival and dismissal times 5 points if 95th percentile speed exceeds 55km/h
Vehicle Volume	Daily Traffic Volume	10	Local Streets: 1 point for every 500 vpd over 500vpd
			Collector Streets: 1point for every 500 vpd over 1000 vpd on collectors
Collisions	Number of Collisions	20	2 points for each reported collision that occurred in the previous 3 year period preceding the request.
			2 additional points for each injury collision.
Pedestrian Generators	Nearby Facilities	15	1 point for each walkable pedestrian generator within 500 m of the project area (parks, senior’s facilities, community centres, etc.)
			5 points for each walkable playground within 500 m of the project area.
Infrastructure	Sidewalks	10	5 points for each missing sidewalk (standard is sidewalk on one side for local streets, sidewalk on both sides for collector streets)
Cycling Facilities	Suggested Cycling Routes	5	5 points if the street is a suggested cycling route or candidate cycling route
			2 points if the street directly connects to a secondary travel way (such as a MUP, an existing bikeway or a future bikeway)
Mode Share	Commuter Data	5	5 points if 25% of trips are made by walking, cycling or Transit
Equity		10	Staff shall consider the Canadian Index of Municipal Deprivation or such other equity lens as may be identified by the Engineer from time to time, and assign a score of 1-10 based on socio-economic conditions of the area of concern

(2) If the project street is classified as a school zone assessment, staff shall review the 85th percentile speed during the school arrival and dismissal times, and shall calculate the number of points awarded under the criteria for “vehicle speed” for both “all streets” and “within a school zone”, and shall use the greater of the two numbers in calculating the ranking score.

(3) If the project is classified as a neighbourhood assessment, only the key corridor will be ranked.

(4) The ranking score shall be the sum of the number of points awarded under each criteria in Table 1.

16. (1) Subject to subsection (2), each project shall be included on a prioritized list, based on its ranking score, for implementation as part of the annual Capital Works Program to be approved by Council.

(2) Projects that have a ranking score that is less than 10 points will not be included on the prioritized list.

17. (1) Where there is an integration opportunity with another scheduled street recapitalization project with a design component under the Capital Works Program, that project will take priority, regardless of its position on the prioritized list.

(2) All scheduled street recapitalization projects with a design component under the Capital Works Program will be evaluated in accordance with section 15, and if they achieve a ranking score of 10 points or more, traffic calming measures will be installed during the street recapitalization project.

18. Where possible, streets within close proximity to each other in a neighbourhood will be implemented together.

19. The number and timing of projects implemented shall be subject to capital budgets.

Traffic Calming Plan Development

20. Upon approval of the Municipality’s annual capital budget, staff shall create a proposed implementation list and identify potential traffic calming measures to be considered for installation.

21. (1) Staff shall prepare a traffic calming plan for each project on the annual proposed implementation list and shall consider the physical characteristics of each street.

(2) In developing a traffic calming plan, staff shall consult with Fire Services, Police, Road Operations & Construction, Project Planning & Design, Strategic Transportation and Planning, Emergency Health Services and Halifax Transit in order to gather input and identify any

specific concerns based on their operational requirements, and shall work to modify the design as necessary to address those concerns.

(3) Where specific concerns cannot be addressed to the satisfaction of all parties consulted, no further action will be taken, and the street shall be removed from the implementation list.

22. (1) Staff shall submit the traffic calming plan for approval by the Traffic Authority.

(2) If the Traffic Authority approves the traffic calming plan, staff shall move the traffic calming plan forward for implementation.

(3) If the Traffic Authority does not approve the traffic calming plan, no further action will be taken, and the street shall be removed from the implementation list.

Installation and Monitoring

23. Installations of traffic calming measures approved by the Traffic Authority shall proceed under the Capital Works Program.

24. Beginning no earlier than one month following the installation of traffic calming measures on a street, staff shall collect additional traffic data in order to determine their effectiveness.

25. (1) If data collection results indicate a vehicle speed reduction has been achieved, no further action is required and the process is completed.

(2) If the process is completed in accordance with subsection (1), any future request to initiate further traffic calming measures shall be considered as a new request.

26. If data collection results indicate a vehicle speed reduction was not achieved, staff may consider additional measures. If there are no appropriate measures identified, staff may contact Police to discuss potential enforcement alternatives if deemed appropriate, and the process is complete.

Removal of Traffic Calming Measures

27. The Traffic Authority or the Engineer may order the removal of any traffic calming measures if, in their opinion, the installation of such measures resulted in an unforeseen operational or safety issue not identified through the development of the traffic calming plan carried out as part of this Administrative Order.

28. If a request is received to remove traffic calming measures installed on a street as a result of a completed project carried out under this Administrative Order, removal shall be considered only:

(a) after receipt of a petition containing support for removal by a minimum of 75 percent of civic addresses within the original study area; and

(b) if there is a capital works project being undertaken by the Municipality on that portion of the street where the traffic calming features are installed.

29. If traffic calming measures are removed from a street in accordance with section 28, subsequent traffic calming requests shall not be considered for the particular street for a period not less than ten years.

Transition

30. The prioritized list of streets under Administrative Order 2015-004-OP existing prior to the coming into force of this Administrative Order shall be used to select projects for the 2022-23 Capital Works Program.

31. Upon adoption of this Administrative Order, staff shall apply sections 9-19 of this Administrative Order to the streets listed on the prioritized list of streets under Administrative Order 2015-004-OP that exists prior to the coming into force of this Administrative Order, and a new prioritized list shall be created.

32. Any requests to initiate a traffic calming assessment that are in process at the time of the coming into force of this Administrative Order shall be assessed in accordance with this Administrative Order.

Repeal

33. Administrative Order 2015-004-OP Respecting Traffic Calming is repealed.

Done and passed in Council this _____ day of _____, 2021.

Mayor

Municipal Clerk

Attachment 2 - Traffic Calming Jurisdictional Review

	<i>City</i>	<i>Ottawa</i>	<i>Hamilton</i>	<i>Saskatoon</i>	<i>Calgary</i>	<i>London</i>	
Qualification Criteria	Street Classification	Local, Collector or Village Main.	Local and collector "neighbourhood" streets.	Local and collector streets.	Locals and collector streets. Major roads can be reviewed for operational issues.	Neighbourhood Collectors and Neighbourhood Streets.	
	Emergency Services			Applies to emergency response routes, however only horizontal measures permitted.	Avoid primary routes.	Cannot unduly impede emergency services unless alternative measures are agreed upon.	
	Posted Speed		Max. posted speed 50km/h	Max. posted speed 50km/h	Max. posted speed 50 km/h	Max. posted speed 50 km/h	
	Measured Speed	Average speed 45km/h or greater, OR 85th percentile speed 55km/h or greater.	No minimum threshold, however points will not be applied unless 85th percentile speed is greater than 7km/h above the posted speed limit.	Measured speed must be greater than or equal to the posted speed limit +5 km/h.		No minimum, however points will not be applied unless 85th percentile speed is greater than 10km/h above the posted speed limit.	
	Volume	Estimates of non-local vehicle volume are required. Thresholds must be met to be considered under the program.	ADT estimated to be >500vpd.	>1,000 vpd on local, >5,000 vpd on collectors.	No minimum, guidelines provided for street designations.	ADT estimated >500 vpd	
	Length		300m			300m	
	Neighbourhood	Neighbourhood program	Individual streets and a neighbourhood if negative impacts are anticipated.	Neighbourhood program for resident requests.	Neighbourhood program	Neighbourhood program	
	Street	Individual street program		Street program for Council or Administration to address individual streets.	Site-specific program	Site-specific program	
	Other	If capital work is planned in next 5 years, project does not qualify under this process. Measures should be considered under those projects.	If capital work is scheduled within the next 3 years traffic calming measures may be addressed during that project.		Maximum grade 8%	Truck routes not applicable.	Measures cannot unduly impede transit services unless alternative measures are agreed upon.
		The streets provide access to at least two significant sensitive land uses (schools, playgrounds, seniors facilities, etc).	Maximum 2 lanes. Adjacent land uses must be primarily residential.		Streets must have continuous sidewalk on one side or if no sidewalk present the installation of a sidewalk on one side must first be considered.		Maximum 2 lanes. Adjacent land uses must be primarily residential.
			Street must provide an obvious bypass to a major intersection.		Non-local traffic >= 20%		Street must provide an obvious bypass to a major intersection.
			Streets will not be re-assessed if a previous assessment has been completed within the last 36 months.				Traffic calming measures will be considered when there is a demonstrated safety, speed or short-cutting traffic concern and acceptable alternative measures have been exhausted.
				<i>All of the criteria must be met to pass screening.</i>	<i>All of the grade, volume, speed and non-local traffic criteria must be met to pass screening.</i>		<i>All qualification criteria must be met for a street or area to qualify for an assessment.</i>

City	Ottawa	Hamilton	Saskatoon	Calgary	London
Total available points	100	110	100	100	110
minimum point threshold		35 pts for locals, 52pts for collectors			35 pts for locals, 52pts for collectors
Speed	10 pts max: 1 pt for every 1 km/h 85th speed is greater than 50km/h (or posted speed +5 km/h if posted speed is higher than 50 km/h).	35 pts max: starting at 48km/h for posted 40 of 58 km/h for posted 50. 5pts for every 2km/h above starting point.	20 pts max: 1 pt for every km/h above posted speed.	0-20 pts: 20 represents area with highest recorded speed differentials and greatest number of streets with speeding.	35 pts max: 5pts for every 2km/h 85th speed is greater than 10km/h over posted limit.
High Speed	10 pts max: 1 pt for every 1km/h 95th speed is greater than 55km/h (or posted speed +5 km/h if posted speed is higher than 50 km/h).	5pts max: 5 pts if minimum of 5% of daily traffic exceeds posted speed by 15-20km/h	5 pts max: 5 pts if speed is >15km/h above posted speed		5 pts max: 5pts if minimum of 5% of daily traffic exceed posted speed limit by 15-20 km/h.
Volume	10 pts max: 1 pt for every 10 vph above 120 vph on locals (1 pt for every 25 vph above 300 vph on collectors)	20pts max: 5 pts for every ADT>750 on locals, 5 pts for every ADT>2,500 on collectors.	25 pts max: 1 pt for every 100 veh over 1,000 ADT on locals, 1 pt for every 200 vpd over 5,000 ADT on collectors.	0-20 pts: 20 represents area with highest daily traffic volume relative to road classification.	20 pts max: 5pts for every 1,500 vpd on locals, 5pts for every 2,000 vpd on collectors
Short-Cutting Traffic		15 pts max for short-cutting traffic: 5 pts if 25% or more is short-cutting traffic, additional 5pts for every 10% over 25%.	10 pts max for short cutting traffic: 2 pts for every 10% or more of short-cutting vehicles in excess of ADT.		Short cutting traffic: 15pts max: 5 pts if 25% or more short-cutting traffic, additional 5pts for each 10% above 25%.
Pedestrians	15 pts max: 10 pts for each school or park, 5 pts for each community centre, long-term care and retirement home, and licensed childcare centre	15 pts max: 5 pts for each pedestrian generator on the street (school, playground, community centre, library, etc).	15 pts max: 5 pts for each nearby pedestrian generator (school, playground, community centre, library, etc).	0-10 pts: 10 represents area with highest number of pedestrian generators and highest level of pedestrian use.	15 pts max: 5 pts for each nearby pedestrian generator (school, playground, community centre, library, etc.)
Pedestrian Facilities	15 pts max: 10 pts for no facilities, 5 pts for insufficient facilities.	10 pts max: 10 points for no sidewalks and evidence of pedestrian activity, 5pts for sidewalks on only one side, 0pts for sidewalks on both sides.	10 pts max: 10 pts for no sidewalks with evidence of pedestrian activity, 5 pts for sidewalks on one side only.	0-5 pts: 5 represents area with fewest sidewalks.	10 pts max: 10 pts for no sidewalks with evidence of pedestrian activity, 5pts for sidewalk on one side only.
Cycling Facilities	15 pts max: 15 pts if existing cycling facility is two levels below what is recommended, 5pts if existing cycling facility is one level below what is recommended.		5 pts max: 5 pts if the road is an existing or planned cycle route.	0-5 pts: 5 represents area with highest number of bicycle routes and highest level of bicycle use.	
Equity	10 pts max: up to 5 points for streets primarily serving disadvantaged communities based on socioeconomic status. Up to 5 pts for population density.				
Collisions	Reviewed during preliminary investigation. Not considered for ranking.	10 pts max: 1 pt point for injury collisions and 2 pts for collisions involving a pedestrian or cyclist (over 3 yrs)	10 pts max: 1 pt per PDO collision, 2 pts for collisions involving vulnerable road users (over 3 yrs).	0-20 pts: 20 represents area with highest number and severity of collisions.	10 pts max: 1 pt for every 2 collisions/yr (over 3 yrs)
Other	15 pts max for street classification: 15pts for Local streets, 5pts for Collector streets, 7pts for Village Main streets.			0-20 pts: 20 represents area with highest level of community support.	
	5 pts max for pedestrian crossing spacing: 1 pt for every 50m above 200m.				

Assessment, Ranking/Prioritization

Jurisdictional Scan completed in January 2021

Winnipeg Traffic Calming Policy was introduced in 2020, the first pilot of a neighbourhood is ongoing.

St. John's Traffic Calming Policy is currently under review.

Kingston Traffic Calming policy was updated in June 2021 and each Councillor can select one local street per year for implementation of passive/seasonal measures.

Assessments in Calgary are completed once per year. Streets are compared to each other and points are allotted relative to conditions on all streets.

ADT: Average Daily Traffic

vph: Vehicles Per Hour

vpd: Vehicles Per Day

PDO: Property Damage Only