

City of Prince Albert Statement of POLICY and PROCEDURE			
Department:	Public Works Department	Policy No.	84.1
Section:	Traffic & Transportation	Issued:	May 16, 2016
Subject:	Traffic Calming Policy	Effective:	November 29, 2021
Council Resolution # and Date:	Council Resolution No. 0434 of November 29, 2021	Page:	1 of 11
		Replaces:	Policy No. 84
Issued by:	Transportation Manager	Dated:	May 16, 2016
Approved by:	Director of Public Works		

1 POLICY

- 1.01 To create a balance between vehicle and pedestrian road users and to ensure roadways are safe for both.

2 PURPOSE

- 2.01 To establish clear guidelines when incorporating traffic calming devices in the City of Prince Albert, ensuring that each installation is appropriate for the circumstances and is supported by the local community.

3 SCOPE

- 3.01 This Statement of Policy and Procedure applies to:
- (a) The determination of the viability of Traffic Calming projects within City limits;
 - (b) The implementation of Traffic Calming devices within City limits; and
 - (c) All requests for Traffic Calming in specific areas within the City.

4 RESPONSIBILITY

- 4.01 The Director of Public Works or Designate is responsible for assessing, implementing, and ensuring compliance with this Policy and procedure.
- 4.02 City Council is responsible for approving budgets available for Traffic Calming.

5 DEFINITIONS

- 5.01 85th Percentile Speed – the speed at or below which 85% of vehicles travel.
- 5.02 Arterial Roadway – a high capacity urban roadway. River Street, 4th

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Street East, 15th Street, 28th Street, Marquis Road, 9th Avenue West, 10th Avenue West, 2nd Avenue West, 6th Avenue East, and 15th Avenue East.

- 5.03 Chicane – is a series of curb extensions on alternating sides of the roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane.
- 5.04 Collector Roadway - is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. 22nd Street, 6th Avenue West, Central Avenue, 10th Avenue East.
- 5.05 Curb extensions (Corner bulbouts) - street corners that are extended into the parking lane of the roadway to narrow the travel lanes at that location.
- 5.06 Crosswalk – that part of a roadway at an intersection included within the connection of the lateral lines of the sidewalks on the opposite sides of the highway measures from the curbs or, in the absence of curbs, from the edges of the roadway or that part of the roadway that is clearly marked as a crossing for the sole use of pedestrians whether at an intersection or not.
- 5.07 Curb Radius Reductions – reconstruction of an intersection corner with a smaller radius to slow right turning vehicles and reduce crossing distance for pedestrians.
- 5.08 Diverter – is a raised barrier placed diagonally across an intersection that forces traffic to turn and prevents traffic from proceeding straight through an intersection
- 5.09 Emergency Response Services – services involved in responding to emergencies including, police, fire and ambulance.

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- 5.10 Forced Turn island – a raised barrier placed at an intersection that forces traffic to turn and prevents traffic from proceeding straight through an intersection.
- 5.11 Full Closure – closing off the street to restrict through traffic.
- 5.12 Intersection Channelization – is the use of raised islands located in an intersection to obstruct specific traffic movements and physically direct traffic through an intersection
- 5.13 Median Island – a raised island along the centreline of the street that narrows the travel lanes at that location.
- 5.14 Neighbourhood Support – when traffic calming request is initiated by a resident, residents must demonstrate that 2/3 of the residents within 75 m of the proposed traffic calming area support installation of Traffic Calming
- 5.15 On Street Parking – is the reduction of the roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb. Angle parking is not appropriate as a traffic calming measure, due to the increased potential for conflicts.
- 5.16 Pedestrian Activated Signalized Crosswalk – a signalized crossing that is activated when a pedestrian wishes to cross.
- 5.17 Pedestrian Generators – schools, parks, retail stores, etc. that increase the number of pedestrians in an area.
- 5.18 Pedestrian Refuge Island - a raised island along the centreline of the street that allows pedestrians to walk through at a crosswalk and narrows the travel lanes at that location.
- 5.19 Roundabout – requires traffic to circulate counter clockwise around a centre island.

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- 5.20 Residential Roadways – local roadways that are primarily meant for access and not traffic conveyance.
- 5.21 Right in / Right Out Island – island that restricts movements at an intersection to right turns only.
- 5.22 Raised Crosswalk – a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.
- 5.23 Raised Intersection – an intersection constructed at a higher elevation than the adjacent roadways.
- 5.24 Raised Median Island – an elevated median constructed on the centreline of a two-way roadway to reduce the overall width of the adjacent travel lanes.
- 5.25 Rumble Strips – are raised buttons, bars or grooves closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle.
- 5.26 Speed Hump/Table – is a traffic calming device designed as a long speed hump with a flat section in the middle to minimize the impact on emergency vehicles.
- 5.27 Speed Bump – a raised area of roadway that deflects both wheels and frame of a traversing vehicle. Speed humps should only be considered if other traffic calming measures are not applicable or if there is excessive speed on a street.
- 5.28 Textured Crosswalk – a crosswalk incorporating a textured an/or patterned surface which contrasts with the adjacent roadway in order to better define the crossing location.

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5.29 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 measures are intended to be self-enforcing.

5.30 Traffic Circle – a raised island located in the centre of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island.

6 CRITERIA

6.01 Any Traffic Calming Installation shall follow the principles and guidelines outlined in the Transportation Association of Canada “*Canadian Guide to Neighbourhood Traffic Calming*”.

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6.02 Traffic Calming installations on Residential, Collectors and Arterial roadways shall following the guidelines in the table below.

Traffic Calming Measures		Residential Streets < 1500 AADT	Residential Collectors 1500 - 3000 AADT	Designated Collectors	Designated Arterials
Vertical Deflection	Speed Hump/Speed Table	✓	✓	◇	×
	Speed Bump	×	×	×	×
	Raised Crosswalk	✓	✓	◇	×
	Textured Crosswalk	✓	✓	×	×
	Rumble Strips	×	×	×	×
	Raised Intersection	×	×	×	×
Horizontal Deflection	Curb extension (Neck Downs)	✓	✓	✓	×
	Traffic Circle	✓	◇	×	×
	Raised Median Island	✓	✓	×	×
	Corner Radius reduction	✓	✓	✓	◇
	Chicane - 1 lane	✓	✓	×	×
	Chicane - 2 lane	×	×	×	×
	Forced Turn Island	✓	✓	×	×
	On Street Parking	✓	✓	✓	◇
Obstruction	Directional Closure	✓	✓	×	×
	Raised Median Barriers through Intersection	✓	✓	◇	×
	Intersection Channelization	✓	✓	×	×
	Diverter	✓	✓	×	×
	Full Closure	✓	✓	×	×
Signage	Turn prohibited	✓	✓	×	×
	Through Traffic prohibited	◇	◇	◇	◇
	One Way	◇	◇	◇	×
	Maximum Speed	×	×	×	×
	Yield	×	×	×	×
	Stop	×	×	×	×
	Speed Monitoring Signage	✓	✓	✓	✓
✓ = Appropriate Measures		×		◇ = Use with Caution	

6.03 Traffic Calming will be considered in areas that meet the following criteria:

- The 85th percentile of observed speeds must be a minimum of 10km/hr over posted speed limits.

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- b) If the 85th percentile of observed speeds is over 15km/hr over posted speed limits, Traffic Calming may be considered even if other factors are not met.
 - c) There must be sidewalks on at least one side of the street for residential streets or on both sides for residential collectors.
 - d) Residential streets must have more than 1,000 but less than 5,000 vehicle trips per day.
 - e) The block length must be more than 100m.
 - f) The street width must be wider than 10m.
 - g) The extent of Traffic Calming installations should not exceed an area longer than 5 standard city blocks for one project.
 - h) The neighbourhood must be mature and have stable and established traffic patterns for permanent measures to be installed.
 - i) To be considered for permanent measures, the area to be considered for Traffic Calming must not have vacant properties that when developed will change the characteristics of the neighbourhood.
 - j) The area to be considered for permanent Traffic Calming measures shall have a reasonable close proximity to pedestrian generators.
 - k) Permanent Traffic Calming measures will only be installed where Traffic Calming is adequately supported in the neighbourhood.
- 6.04 Traffic Calming may be considered when an area does not meet all of the criteria in Section 6.03 above if the 85th percentile speed is 15km/hr over the posted speed limit. City administration will use their discretion in applying traffic calming in this case.
- 6.05 All Traffic Calming measures will be subject to consultation with Emergency response providers, Public Transit, schools, businesses and other institutions within the surrounding area prior to installation.
- a) If consultation determines that their services will be adversely affected beyond a reasonable standard the project will not go ahead.

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- 6.07 Traffic Calming design and project selection shall take into consideration other existing traffic control devices within the area and the general focus or theme of traffic management within the neighbourhood. Any new installation should complement existing features to ensure that vehicles move in the directions intended within neighbourhood level traffic planning and/or City wide master planning, and should not conflict with any existing infrastructure.
- 6.08 Traffic Calming design will fall under the discretion of the Public Works Department. For installations requested that involve over 5 city blocks the Public Works Department will determine at its discretion whether a neighbourhood traffic study should be completed.
- 6.09 Traffic Calming design shall focus on the following Traffic Calming options:
- a) Corner Bulbs
 - b) Pedestrian Activated Signalized Crosswalk
 - c) Pedestrian Refuge Islands
 - d) Roundabout
 - e) Median Island
 - f) Full Closure
 - g) Right In/Right Out Island
 - h) Raised Crosswalks
 - i) Speed Tables
- 6.10 Priority for Traffic Calming installations will be determined based on:
- a) Speed of vehicles
 - b) Vulnerable users affected
 - c) Cost

Priority will be given to areas where there are a large number of vulnerable users. If projects are considered equal with regards to number of vulnerable users affected, speed will be used to determine

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priority, with the higher speed area receiving higher priority. Cost will be the final determinant of priority.

- 6.11 Traffic Calming shall be reasonably supported within the neighbourhood where Traffic Calming is to be installed. This helps to avoid situations where residents might consider a solution more of a problem than the issue it was trying to address. It also will help to avoid spending time and resources to respond to an issue that is only considered to be a problem by a small number of residents and is not in the best interest of the neighbourhood as a whole. When a Traffic Calming request is initiated by residents will be asked to gather community support by way of a list of all affected households and signatures of support. When initiated solely by Council or administration a letter will be distributed to the neighbourhood with proposed plan and opportunity for the residents to indicate their support. Reasonable support shall consist of at least 2/3 of residents supporting the traffic calming within a 75m area of installation of the project.
- 6.12 As an exception to Clause 6.02, additional Traffic Calming measures may be considered and used with caution along designated collector streets in regions that contain Elementary School Zones, Parks, and Community Centres. Council may request that administration provide additional reports to Council regarding effective options for traffic calming in the aforementioned regions.

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7 PROCEDURE

- 7.01 Traffic Calming request is received by administration or City Council.
- 7.02 Administration will utilize mobile speed monitoring signs in the area to collect speed and volume data in this area to be used to determine whether Traffic Calming is warranted.
- 7.03 The Public Works Department will install speed monitoring signs and coordinate with the Prince Albert Police Service to monitor locations and issue tickets when required.
- 7.04 Administration will determine whether the request meets requirements for Traffic Calming listed in Section 6 above.
- 7.05 Resident requesting traffic calming shall show adequate neighbourhood support through collection of signatures.
- 7.06 If the request meets the criteria as discussed in Section 6 of this Policy a preliminary design will be completed by the Public Works Department. The preliminary design will take into account other existing traffic control devices within the area, and the general focus or theme of traffic management within the neighbourhood. Any new installation shall complement existing features to ensure that vehicles move in the directions intended within neighbourhood level traffic planning and/or City-wide master planning and should not conflict with existing infrastructure. This preliminary design will undergo a consultation process, as described below:
 - a) Consultations with Emergency Response services will be completed to ensure that Emergency Response services are not be adversely affected (to a reasonable standard) with the preliminary design.

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- b) Consultations with the City's Transit Service will be completed to ensure that the City's Transit Service will not be adversely affected (to a reasonable standard).
 - c) Consultations with businesses, schools or other institutions within the surrounding area to determine whether there will be adverse effects
 - d) If the design is different than what was originally supported by the neighbourhood a further letter of support is required.
- 7.04 After Consultations have been completed and a final design determined a report will be provided to City Council for final approval and inclusion in the City's annual Budget.
- 7.05 If the request for Traffic Calming is denied by administration at any point in the Traffic Calming process the applicant may refer their request to City Council.