

CITY OF FREDERICTON – OPERATING PROCEDURE

PROGRAM:	MOBILITY	PROCEDURE NO.:	TRA-XX-XXX
SERVICE:	TRANSPORTATION NETWORK MANAGEMENT	ISSUE NO:	1.1
SUB-SERVICE:		ISSUE DATE:	YY/MM/DD
SUBJECT:	TRAFFIC CALMING	PAGE NO.:	1 OF

1. **PURPOSE** This procedure will provide clear criteria on what streets are eligible and ineligible for traffic calming, establish a warrant process to determine the need and suitability of traffic calming, and provide the Mobility Committee, Ward Councillors and residents an opportunity to give feedback on proposed traffic calming projects.

2. **DEFINITIONS**

- 2.1 “85th percentile speed” means the speed at or below which, 85 percent of vehicles on a roadway are travelling;
- 2.2 95th percentile speed” means the speed at or below which, 95 percent of vehicles on a roadway are travelling;
- 2.3 “Capital Works” means those projects which the Municipality undertakes to extend, improve, or restore municipal infrastructure;
- 2.4 “Director” refers to the Director of Engineering and Operations;
- 2.5 “emergency services” means any fire station, police station, ambulance depot, or hospital;
- 2.6 “key corridor” for the purpose of assessment and evaluation, means the street within a neighborhood that is considered by the Director of Engineering & Operations to be a critical emergency response route in or out of a neighborhood;
- 2.7 “residential 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;
- 2.8 “School Zone” An area designated and signed under the authority of the New Brunswick Motor Vehicle Act 140.1 (1.1)
- 2.9 “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;
- 2.10 “Mobility Committee” A special committee established by Council and directed to advance transportation priorities and initiatives.
- 2.11 “Municipality” means the City of Fredericton;
- 2.12 “neighbourhood” means a group of nearby and/or connecting streets;
- 2.13 “staff” means employees of the Director of Engineering & Operations
- 2.14 “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;
- 2.15 “Traffic Calming Warrant Analysis” means a process that is used to assess whether traffic calming measures are justified for a particular roadway. This procedure is based on determining warrant values to identify and prioritize roadway facilities to systematically determine where traffic calming measures are warranted;

3. **RESPONSIBILITY**

It is the responsibility of the Director of Engineering and Operations to ensure this procedure is followed.

4. **PROCEDURE**

4.1 Application

This procedure only applies to streets owned by the City of Fredericton that meet ALL the following conditions:

- 4.1.1 streets that are primarily residential in character or contain school zones;
- 4.1.2 classified as (i) residential streets; (ii) minor collector streets at the discretion of the Engineer, where they are functioning as a minor collector street;
- 4.1.3 have a posted speed limit not greater than 50 kilometers per hour;
- 4.1.4 connect 2 or more streets
- 4.1.5 do not provide direct access to emergency services; and
- 4.1.6 not a key corridor for emergency response.
- 4.1.7 do not have a vertical grade exceeding 8%

4.2 Initiation of Traffic Calming Assessments on Municipal Streets

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

- 4.2.1 Residents of the street, or section thereof, for which traffic calming measures are being requested;
- 4.2.2 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;

4.3 Pre-Screening

- 4.3.1 Upon receipt of a request, staff shall undertake a screening process to determine if the requested street would be eligible for consideration of traffic calming measures based on the conditions identified in this policy;
- 4.3.2 If, based on the pre screening, If the street does not qualify the applicant shall be notified and the process is deemed completed.
- 4.3.3 If the request passes the pre screening process, an assessment shall be conducted by staff.

4.4 Assessment

- 4.4.1 Identification of site-specific areas of concern with input from the requestor;
- 4.4.2 Conduct preliminary evaluation of speeding with police to determine root cause of the complaint and identify short term enforcement options.
- 4.4.3 Identification of appropriate project limits based on the surrounding and connecting roadway network; and
- 4.4.4 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 48 hours of continuous data.
 - 4.4.4.1 If the 85th percentile speed identified as part of the assessment on the project street is 50km/h or above, the request shall be carried forward for the warrant process and project ranking.
 - 4.4.4.2 If the 85th percentile speed identified as part of the assessment on the project street is below 50km/h, the project street does not qualify for further consideration of traffic calming measures. The applicant shall be notified, and the process is deemed completed.
 - 4.4.4.3 Requests to reassess a project street that did not pass the assessment will not be considered until:
 - 4.4.4.3.1 a minimum of 3 years from the date that determination was made; or
 - 4.4.4.3.2 staff determines there have been significant changes to the street characteristics.

4.5 Warrant Process and Project Ranking

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

Factor	Point Criteria	Maximum Points
85 th Percentile Speed	2 Points for every 1 km/h over 45	20
Pedestrian Generators	Presence of Schools, Parks, Other, (5 points for each generator)	15
Average Daily Traffic Volumes (AADT)	Collector (Max 10) (1 point for every 500 over 500) - Local (1 point for every 200 over 200)	10
Collisions	Points for each reported vulnerable road user collision (5 Injury, 10 Fatal) 2 points for each reported motor vehicles collision with property damage only	10
Sidewalks	Absence of sidewalk 10 points, sidewalk only on one side 5 points, sidewalk present on both sides 0 points	10
95 th Percentile Speed	5 Points for every 5 km/h over 55	5
No On-Street Bike Lanes	(Painted 3, Nothing 5, Separated 0)	5

- 4.5.1 The ranking score shall be the sum of the number of points awarded under point criteria in Table 1.
- 4.5.2 Each project shall be included on a prioritized list, based on its ranking score. This ranking shall be made public information on the City of Fredericton website.
- 4.5.3 Projects that have a ranking score of less than 10 points will not be included on the prioritized list. The applicant shall be notified, and the process is deemed completed.
- 4.5.4 Where there is an opportunity to combine the project with a scheduled Capital Works project, the project will be given priority, as long as it is within the top 20 projects on the list.
- 4.5.5 Where possible, parallel or alternate neighborhood streets within close proximity to each other in a neighborhood will be implemented together in order to mitigate negative impacts on other streets.
- 4.5.6 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.
- 4.5.7 Staff shall prepare a traffic calming plan and cost estimate for each project on the annual proposed implementation list and shall consider the physical characteristics of each street.
- 4.5.8 In developing a traffic calming plan, staff shall consult with Fire Services, Police, Road Operations and Transit to gather input and identify any specific concerns based on their operational requirements.
- 4.5.9 Staff shall submit the traffic calming plan for approval by Mobility Committee for the February meeting.
- 4.5.10 If the Mobility Committee approves the traffic calming plan, staff shall move the traffic calming plan forward for implementation in that calendar year.
- 4.5.11 Traffic calming approved by Mobility Committee shall be communicated to residents of the street through a mailout; residents will be directed to ways they can provide feedback on the proposed traffic calming project.
- 4.5.12 The Director may order the installation of any traffic calming measures regardless of this policy if, in their opinion, the installation of such measures is deemed necessary to address an urgent safety issue.

4.6 Review & Assessment

- 4.6.1 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.
- 4.6.2 If data collection results indicate a vehicle speed reduction has been achieved, no further action is required, and the process is completed.
- 4.6.3 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.
- 4.6.4 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.

4.7 Removal of Traffic Calming Measures

- 4.7.1 The Director 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 policy.
- 4.7.2 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 policy, removal shall be considered only:
 - 4.7.2.1 After receipt of a petition containing support for removal by a minimum of 75 percent of civic addresses within the original study area; or
 - 4.7.2.2 If traffic calming measures are removed from a street.
- 4.7.3 Subsequent traffic calming requests shall not be considered for the street for a period not less than ten years.

5. RELATED DOCUMENTATION

5.1 Policy MOB-POL-021 Traffic Flow Control

6. PROCEDURE CHANGES:

Issue #	Issue Date	Describe Change(s)
1.1	YY/MM/DD	First version of this Procedure.

AUTHORIZATION:	TO BE COMPLETED BY THE QUALITY COORDINATOR
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