

# Traffic Calming Policy Update

**Transportation Engineering  
(August 10, 2022)**

# Traffic Calming Policy Update

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## Outline

- Traffic Calming Policy 2011
- Jurisdiction Review
- Council Recommendations (DN March 2021)
- Public Engagement (DN March 2022) and Stakeholder Consultation
- Updated Traffic Calming Policy

# Traffic Calming Policy Update: Background

## Why Traffic Calming Policy?



- To provide a standardized application process for all requests
- Encourage public involvement in the traffic calming activities
- Quantify the problems through screening and scoring system
- Provide a fair, reasonable, consistent and cost-effective process
- Reduce staff workload and duplication of effort

## Why update the policy?

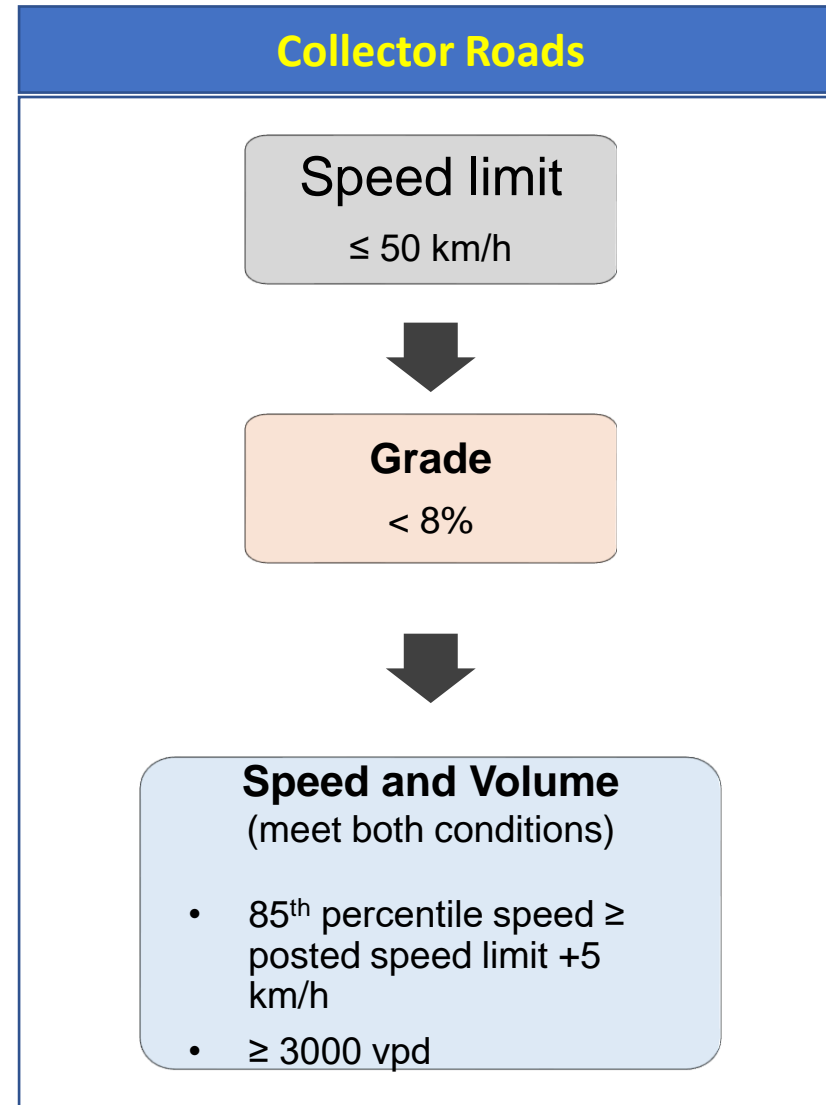
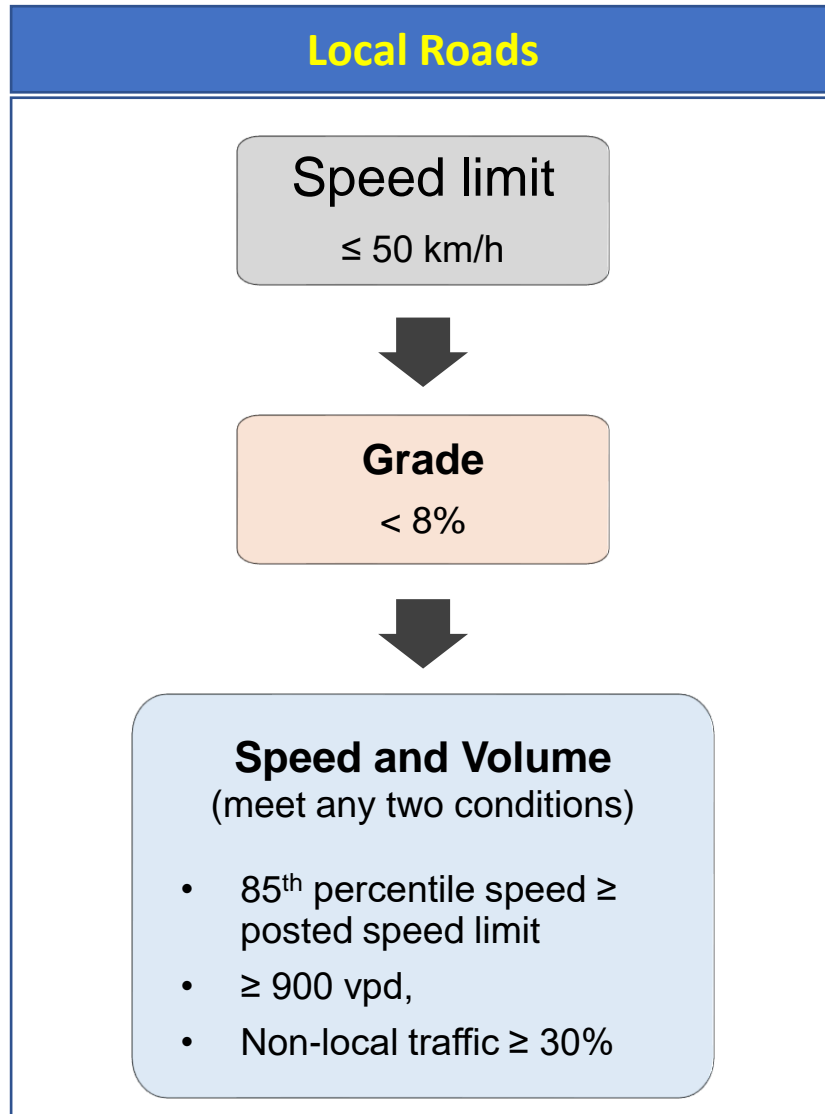
- Formalize current practices and improve traffic calming process
- Improve project screening and selection criteria

## Previous Council Notes

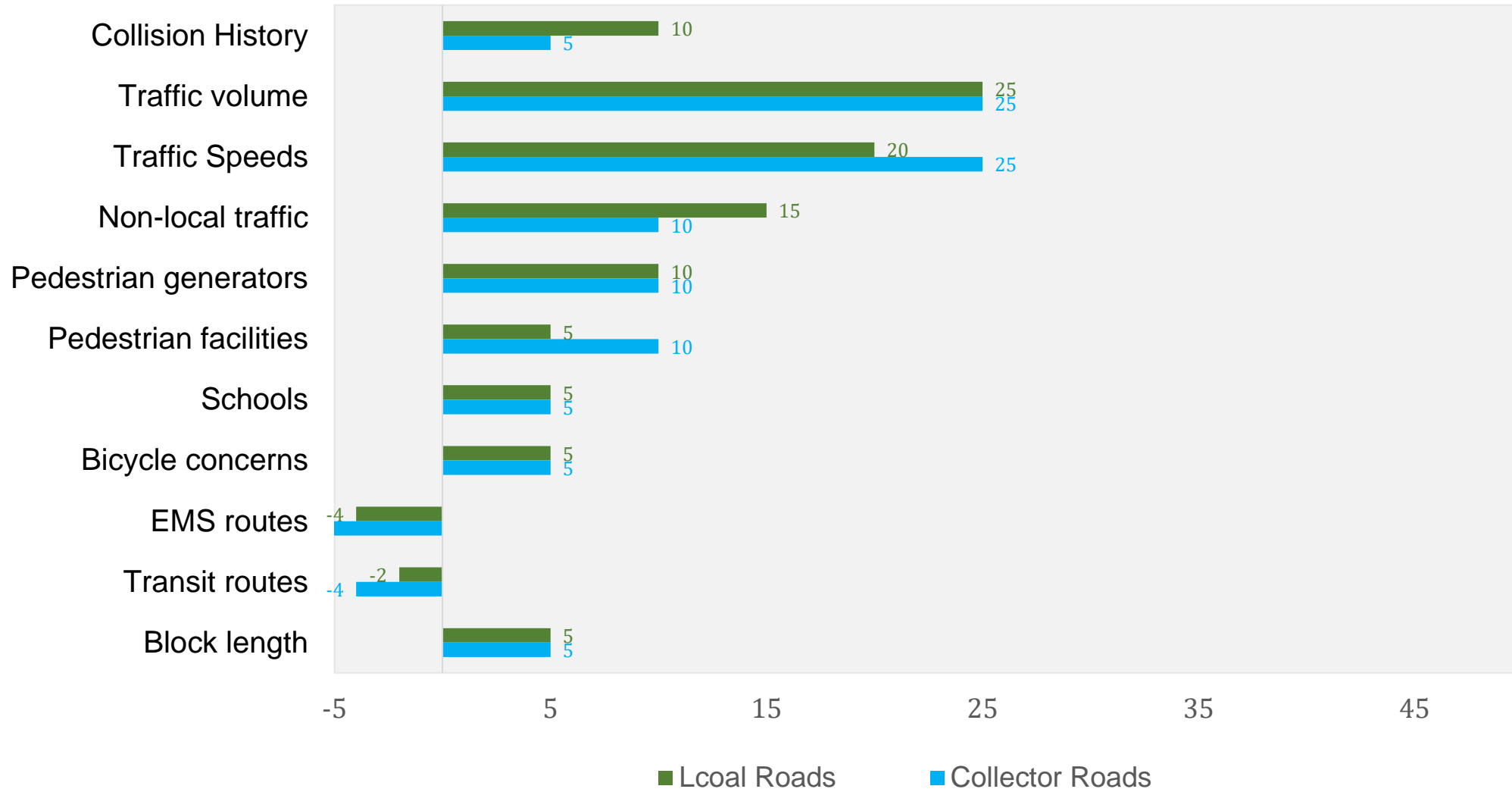
- **Information Note:** Traffic Calming Policy Overview, *June 2020*
- **Information Note:** Discussion on Review, *Dec 2020*
- **Decision Note:** Traffic Calming Policy – Update on Review, *March 2021*
- **Decision Note:** “What We Heard” Traffic Calming Policy Update- Public Engagement, *March 2022*

**Traffic Calming Policy 2011**  
**(Pre-screening and Scoring Criteria)**

# Pre-Screening Criteria (TCP, 2011)

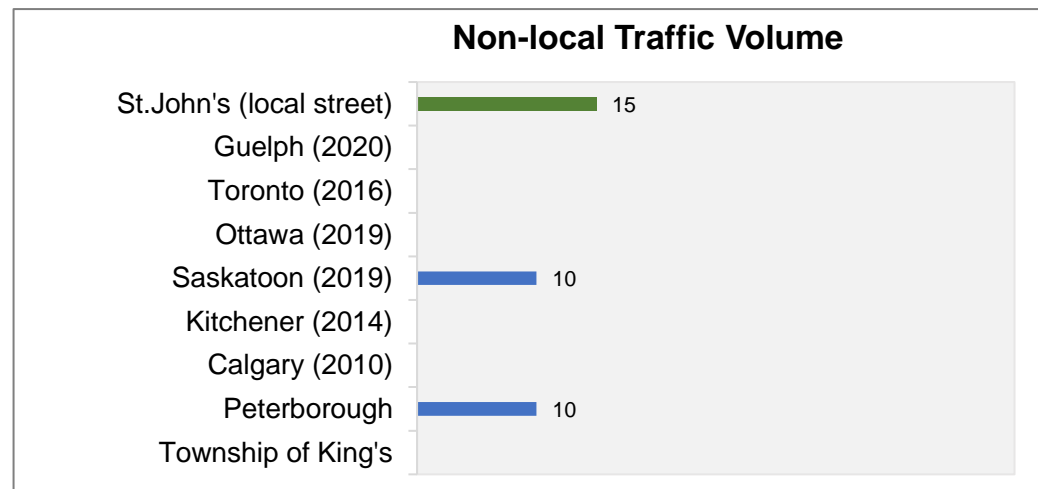
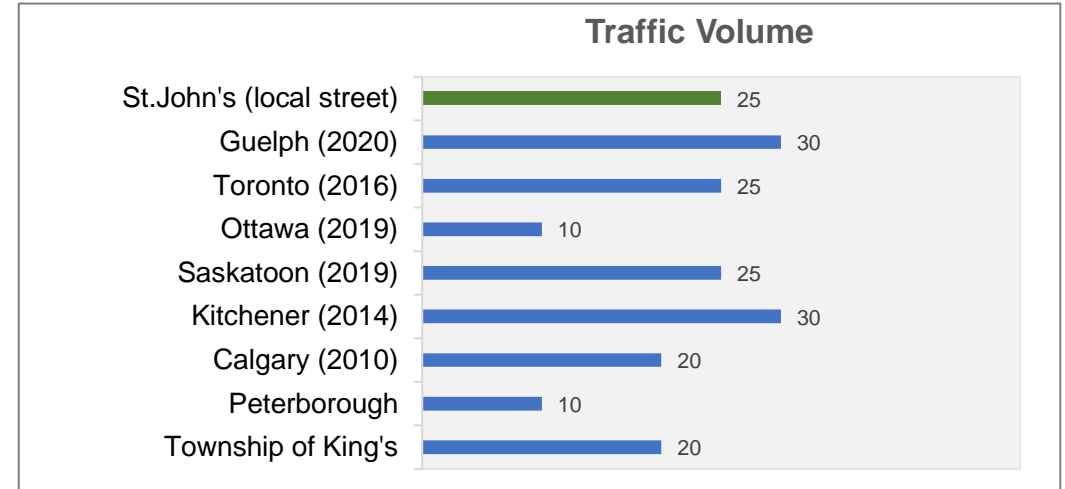
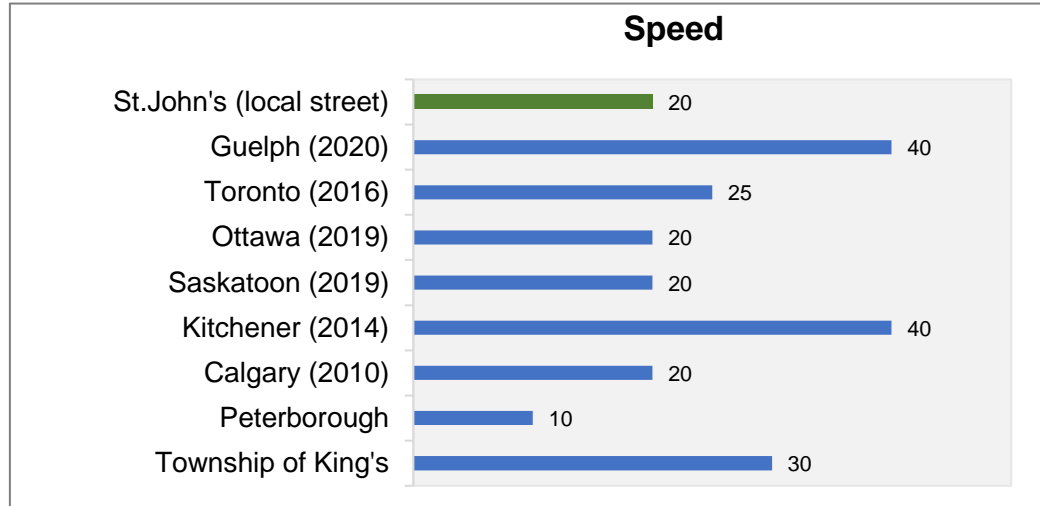


# Scoring System: Maximum Allocated Points (TCP, 2011)



**Jurisdiction Scan of Traffic Calming Policy  
(Canadian Municipalities)**

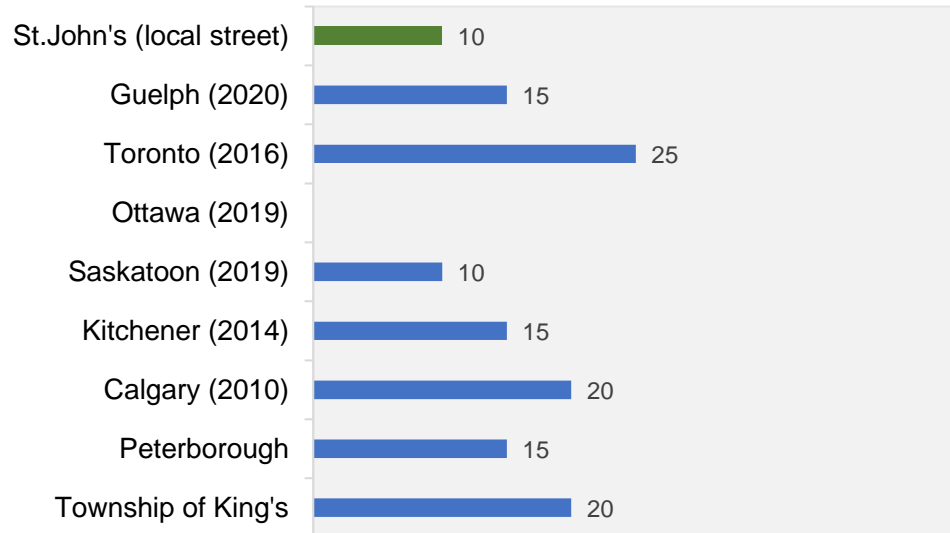
# Traffic Calming Policy: St. John's vs Other Municipalities in Canada



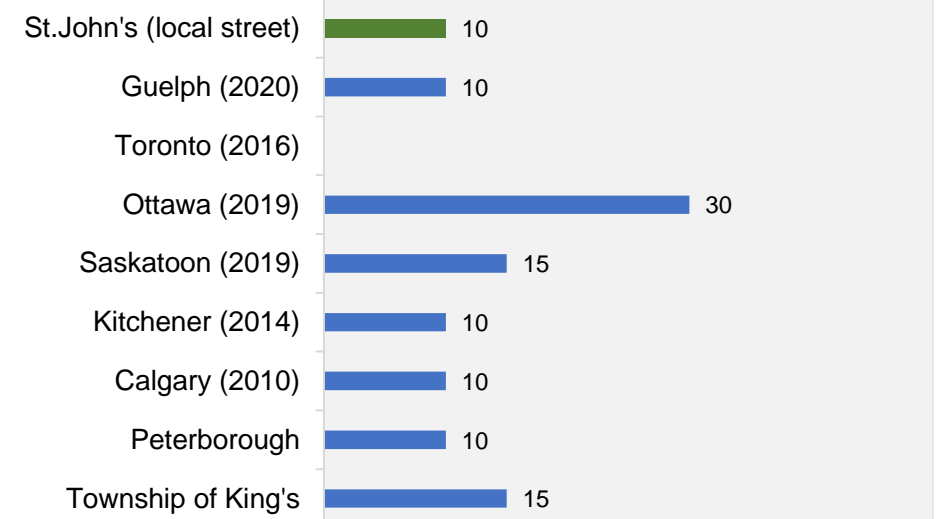


# Traffic Calming Policy: St. John's vs Other Municipalities in Canada

### Collision History



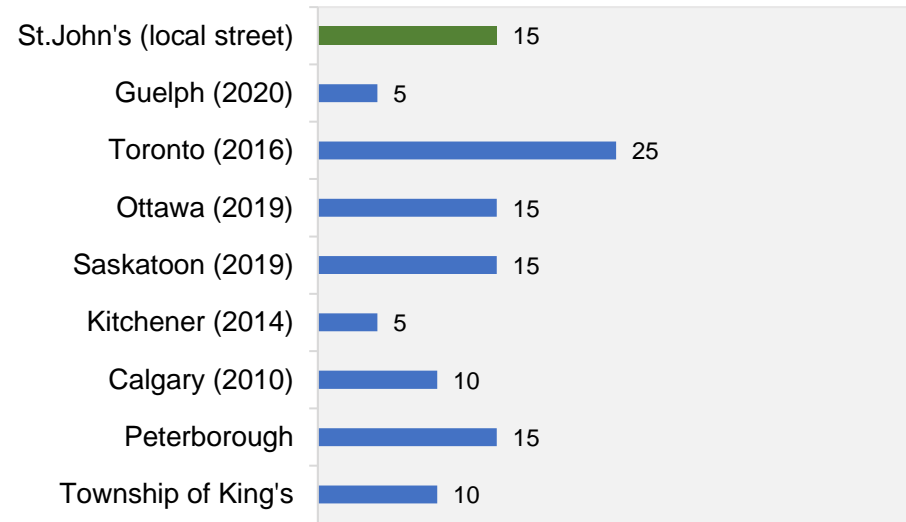
### Active Transportation Facilities



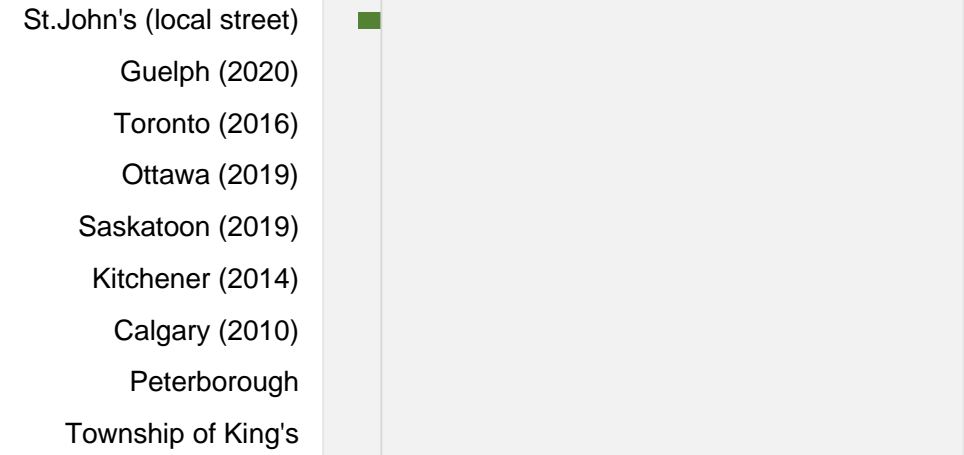
**Toronto** requires the sidewalk presence to be checked as part of warrant. If there is no sidewalk, priority is given to install it first.

# Traffic Calming Policy: St. John's vs Other Municipalities in Canada

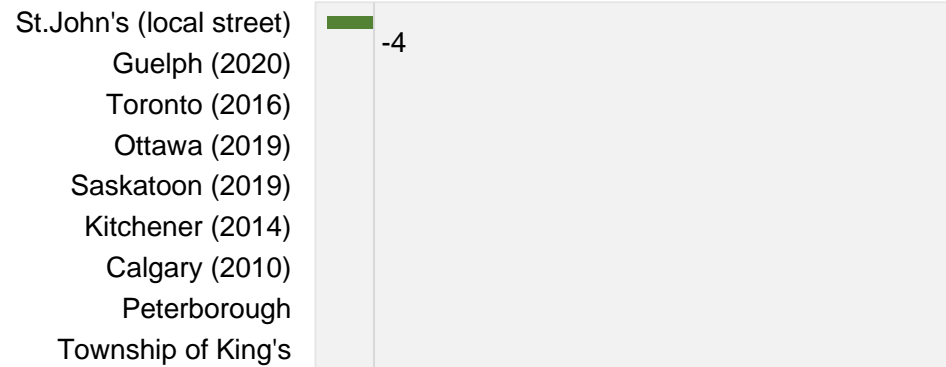
### Pedestrian Generators



### Transit Route



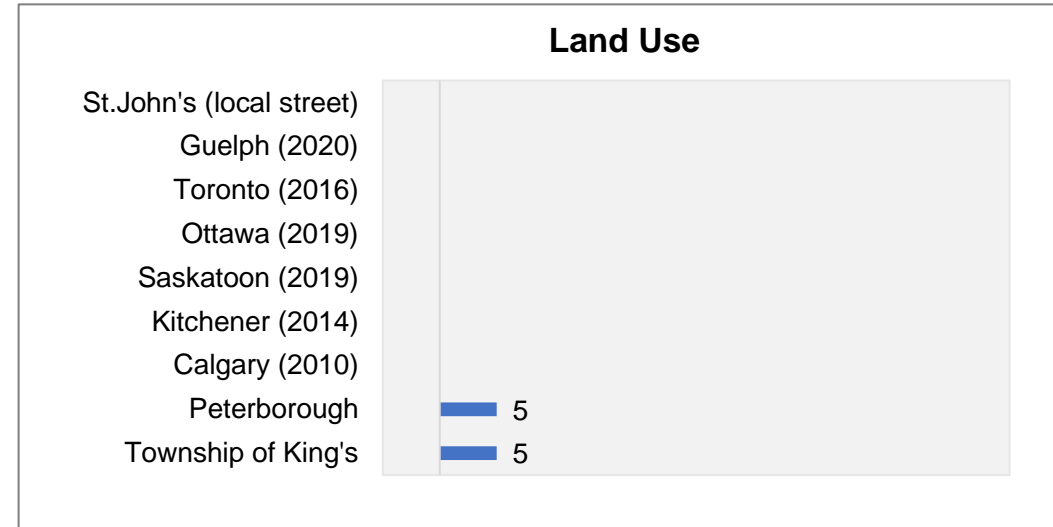
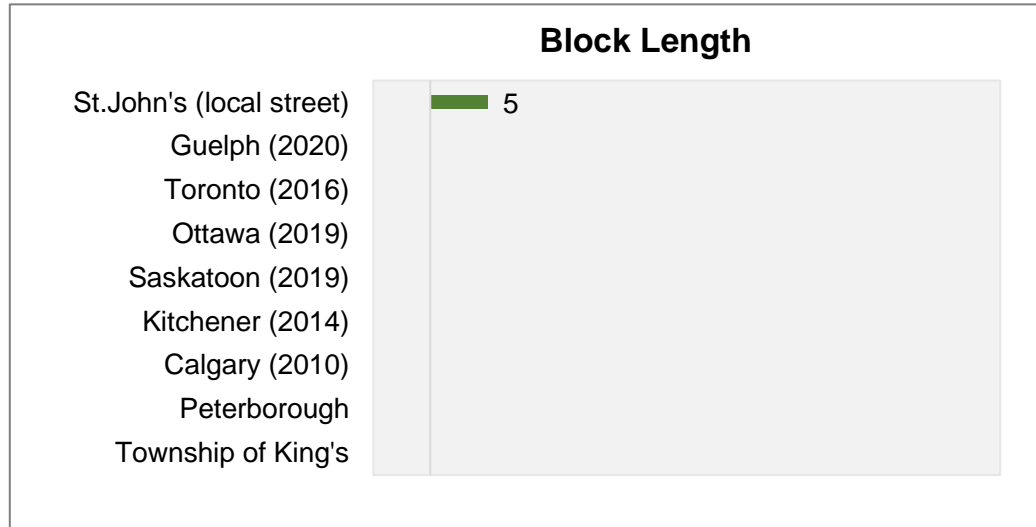
### EMS Route



**Toronto:** Consults with Emergency Services (Fire, Ambulance, and Police) staff

**Waterloo:** Consults with EMS and transit services prior to implementation

# Traffic Calming Policy: St. John's vs Other Municipalities in Canada



## Key Findings: Jurisdiction Scan

- ❑ Each scoring factor has same maximum score for **Local and Collector roads**.
- ❑ More weight given to **speed compared to traffic volume**.
- ❑ **Non-local traffic volume** factor is rarely used in scoring.
- ❑ **EMS and transit services are not considered** in scoring.
- ❑ **Block length** is not considered in scoring.

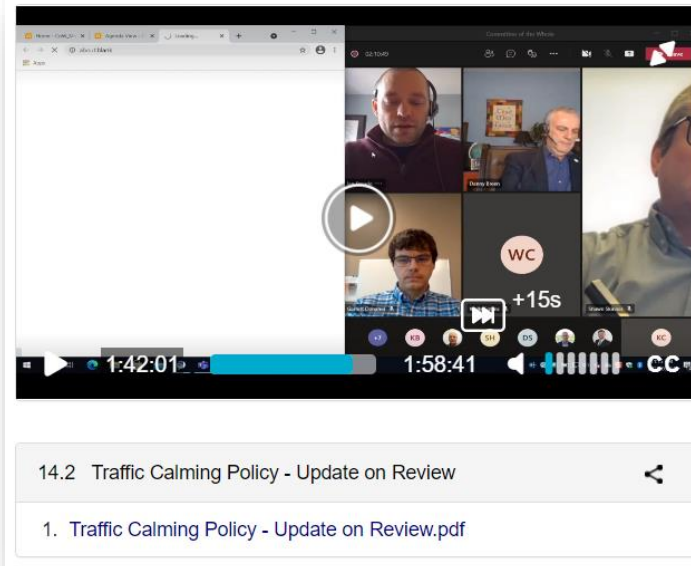
**Council Recommendations on Policy Update**  
**(DN of March 2021)**

# Council Recommendations on Policy Update (March 2021)

## Recommendation on 12 policy update areas

### Recommendations (DN March 2021):

- ✓ a) approve the 12 policy update areas noted above to proceed to public engagement prior to staff making final policy update recommendations,
- ✗ b) use funds available in the current Traffic Calming budget to hire an engineering consultant to complete the work required **for items 3 and 4 of part 2.**



### Meeting Outcome

- Approved all recommendations except hiring external team for addressing two update areas.
- Conduct Public Engagement to inform public of policy change and gather comments/feedback on 12 update areas.

## Part 1: Improve Traffic Calming Process

1. Formalize current practice (temporary implementation and others)
2. Change public response rate
3. Change public voting process
4. Consider traffic calming for new development/Rehab works
5. Set priority list (10 streets)
6. Increase re-evaluation timeframes (5 years)

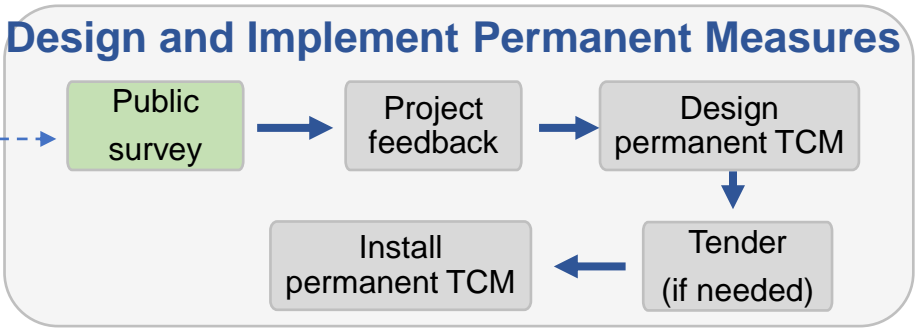
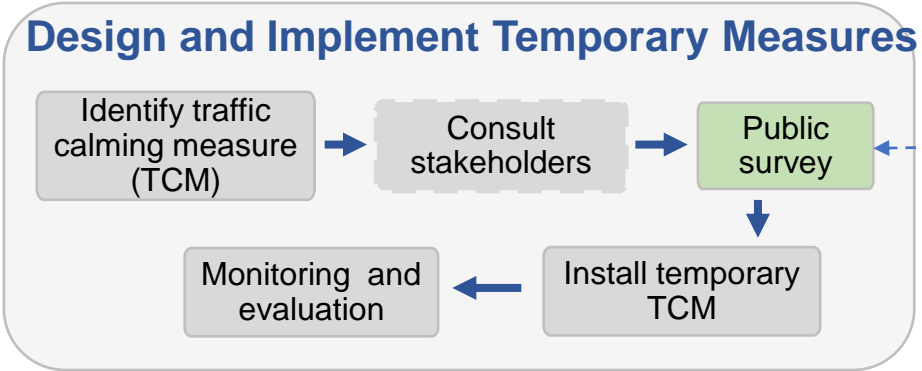
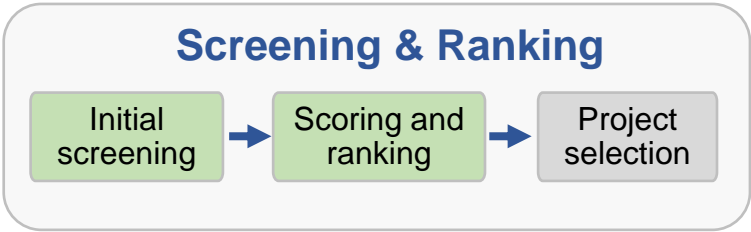
## Part 2: Improve Project Selection and Scoring Criteria

1. Revise traffic volume threshold
2. Eliminate non-local traffic
3. Develop score for interrelated factors
4. Develop score for target speed
5. Give more weights to street context
6. Screen out cul-de-sacs & P-loops

**Part 1: Improve Traffic Calming Process**  
**(Current Practices with Improvements)**

# Traffic Calming Process: Current Practices with Improvements

**Petition- Signatures**  
from 25% HH



Indicates decision points for traffic calming

**Response rate:**  
50% of HH +1

**Support rate:** 60%  
of responded HH  
(current practice)

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50% of HH +1

**Support rate:** 60%  
of responded HH  
(current practice)



# Part 1: Improve Traffic Calming Process (cont.)

## Other Improvements (DN March 2021)

4. Consider traffic calming for new developments and rehab projects.
5. Set priority list by selecting 10 streets for implementation.
6. Increase re-evaluation timeframes from 2 years to 5 years

## Proposed Enhancement to Current Traffic Calming Process

- Petition with signatures from at least 25% households required to initiate the traffic calming process
- For Public Survey, minimum response rate to be 50% of HH + 1

## **Part 2: Improve Project Selection and Scoring Criteria**

# Part 2: Improve Project Screening and Selection and Criteria: Proposed Changes

## 1. Modify volume threshold in scoring

- Existing thresholds are low and therefore the scoring has limited differentiating power to higher volumes.
- Local has same score for volume >2150 vpd
- Collector has same score for volume >5500 vpd

### Proposed Change

- Local roads are expected to carry up to 2150 vpd, keep **the same threshold**
- Collector roads are expected to carry from 3000 to 8000 vpd, **increase the threshold.**

## 2. Eliminate non-local traffic

- Difficult and expensive to measure non-local traffic volume accurately.
- Moreover, this factor is closely related to the total traffic volume, which is already part of the scoring.

### Proposed Change

- Not recommended as data collection is complicated (DN March 2021).

## 3. Develop score for interrelated factors

- From Jurisdiction scan, no other municipalities have scoring for interrelated factors.

### Proposed Change

- Not recommended to develop interrelated factors as it makes scoring process complex.

# Part 2: Improve Project Screening and Selection and Criteria: Proposed Changes

## 4. Develop score for target speed

- From Jurisdiction scan, all other municipalities have scoring for speed based on speed limit.

### Proposed Change

- Scoring will be based on the speed limit.

## 5. Give more weights to street context

### Proposed Change

- Points for pedestrian facilities increased by 5 points for Local street.
- Playgrounds, childcare centers, library and retail stores also identified as pedestrian generators.
- Streets with residential area given more points by adding Adjacent Land Use factor in scoring scheme.

## 6. Screen out cul-de-sacs & P-loops and crescent

### Proposed Change

- Screen out cul-de-sacs and P-loops and crescents with length <300 m (DN March 2021).

### Proposed enhancement to scoring factors (based on Jurisdiction Scan)

- Increase maximum scoring for speed factor.
- Remove scoring for EMS, transit service and block length.
- Design a single scoring table for collector and local roads.

# **Public Engagement and Stakeholder Consultation**

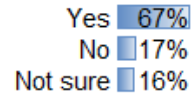
# Public Engagement Outcome (DN March 2022)

## Part 1: Project Selection and Scoring Criteria

1. Revise traffic volume threshold
2. Eliminate non-local traffic
3. Develop score for interrelated factors
4. Develop score for target speed instead of speed limit
5. Give more weights to street context
6. Screen out cul-de-sac & P loops

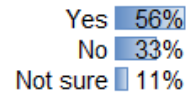
### 1. Modify volume threshold in scoring

Should the traffic volume thresholds be investigated, and appropriately changed, in the updated policy?



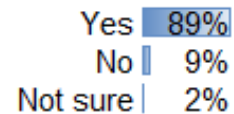
### 2. Eliminate non-local traffic

Should the non-local traffic volume factor be eliminated in the evaluation process?



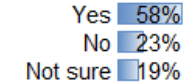
### 5. Give more weights for street context

Should more weights be given for street context in the updated policy?



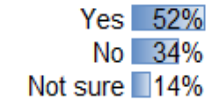
### 3. Develop score for inter-related factors

Should interrelated factors be considered in the updated policy?



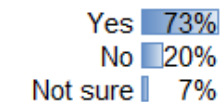
### 4. Develop score for target speed

- Should target speed be considered for scoring in the updated policy?



### 6. Screen out cul-de-sac & P-loops and crescent

Should cul-des-sacs and crescents/P-loops be screened out in the updated policy?



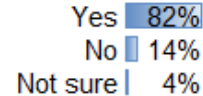
# Public Engagement Outcome (DN March 2022)

## Part 2: Improve Traffic Calming Process

1. Formalize current practice (temporary implementation and others)
2. Change public response rate
3. Change public voting process
4. New development to consider for traffic calming
5. Set priority list
6. Increase re-evaluation timeframes

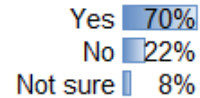
### 1. Formalize current practices

Q. Should the temporary implementation approach be adopted in the updated policy?



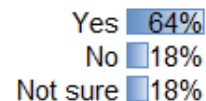
### 2. Public response rate

Q. Should the public response rate be changed from “60% of the affected residents” to “60% of the survey responses”?



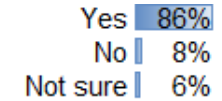
### 5. Priority list

Q. Do you agree that the policy should be changed to set a list annually of no more than 10 projects from the priority list?



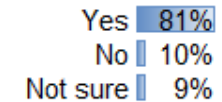
### 3. Public consultation process

Q. Should the updated policy formalize the process of City of St. John's staff distributing/conducting the public survey?



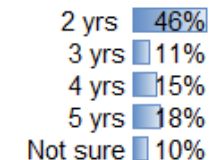
### 4. New development to consider for traffic calming

Q. Should this provision to consider new development and/or rehab work be included in the updated policy?



### 6. Re-evaluation timeframe

Q. What timeline for re-evaluation should be used?



# Stakeholder Consultation

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- ❑ Meeting with RNC (Dec 9, 2021)
- ❑ Meeting with Metro Bus (Dec 8, 2021)
- ❑ Meeting with Emergency Medical Service (EMS) - Eastern Health (Dec 14, 2021)



# Revised Scoring Table

Scoring Factor	Point Criteria	2011 Policy (Local)	2011 Policy (Collector)	Updated Policy	Comments for Modification
Collision history	<p><b>1 point for each Property Damage Only (PDO) collision in the past 3 years</b></p> <p><b>2 points for each injury/fatal collisions</b> or; 2 points for each collision involving vulnerable road users in the past 3 years</p>	10	5	10	<p>Updated policy considers scores for PDO and injury/fatal collisions too.</p> <p>Max points for local and collector are same.</p>
Traffic volume	<p><b>Local road:</b> 1 point for every 50 vehicle above 900 vpd</p> <p><b>Collector road:</b> 1 point for every <b>200 vehicle above</b> 3,000 vpd</p>	25	25	25	Scoring criteria changed for collector with threshold increased for Collector (DN March 2021); max score reaches at 8000 vpd.
Traffic speed	<p><b>Local road:</b> 1 point for each 1 km/h above posted speed</p> <p><b>Collector road:</b> 1 point for each 1 km/h above threshold (i.e., posted speed + 5 km/hr)</p>	20	25	<b>30</b>	Maximum point increased:10 points added to Local and 5 to Collector.
Pedestrian generators	<p>5 points for each high school, park, <b>playground, licensed child care centre, library, residential retail store,</b> community centre or senior facility within study area, to max of 10</p> <p>5 points if there is an elementary school or safe route to school within the study area, to max of 5</p>	15	15	15	More facilities added in the pedestrian generator list.
Active transportation facilities	<p><b>For sidewalk:</b> 0 if sidewalk existed on both sides, 10 points if missing on both sides, Give 2 points for each 20% sidewalk missing. That means:</p> <p><b>0 - sidewalk exists on both sides</b>  <b>2 pts - Approx 20% of sidewalk missing</b>  <b>4 pts - Approx 40% of sidewalk missing</b>  <b>6 pts - Approx 60% of sidewalk missing</b>  <b>8 pts - Approx 80% of sidewalk missing</b>  <b>10 pts - no sidewalks</b></p> <p><b>For bike route:</b> 5 points if there is an existing bike route or is part of <b>Bike Master Plan full network</b></p>	10	15	15	Weight increased for vulnerable road users (DN March 2021)
Adjacent landuse	<p><b>5 points if fully residential area; reduce 1 point for every 20% non-residential area. That means:</b></p> <p><b>5 points - All residential area</b>  <b>4 points - Approx 80% residential area</b>  <b>3 points - Approx 60% residential area</b>  <b>2 points - Approx 40% residential area</b>  <b>1 points - Approx 20% residential area</b>  <b>0 point - non-residential area</b></p>			<b>5</b>	Adjacent Landuse factor added to incorporate residential neighbourhoods along Collector roads (DN March 2021)
<b>Max Total Score</b>		<b>80</b>	<b>85</b>	<b>100</b>	

- Removed factors**
- Non-local traffic
  - EMS service
  - Transit service
  - Block length

Note: blue indicates changed items

# Progress/Plan

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- ✓ Review: City's Policy vs Current Practices
- ✓ Staff/Council Recommendations on Policy Update Areas
- ✓ Public Engagement
- ✓ Jurisdiction Review of other Municipalities Policies
- ✓ Revise Scoring Scheme for Updated Policy
- ✓ Draft Decision Note for Council Discussion and Approval
- Draft Updated Traffic Calming Policy document