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COUNCIL POLICY

Policy Title: **Traffic Calming Policy**
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Approved by: **City Council**
Effective Date: **2003 January 20 & 21**
Business Unit: **Transportation Planning**

BACKGROUND

This document presents a recommended Traffic Calming Policy for the City of Calgary. The material in this document provides guidance regarding activities involved in identifying and implementing traffic calming measures, as well as technical information regarding the design and construction of traffic calming devices. This policy is intended to address existing situations, and is not intended to be a design guideline for new subdivision construction.

PURPOSE

The primary intent of the Traffic Calming Policy is to address concerns which residents, Council and staff have regarding negative impacts of traffic on local neighbourhood streets. Guidelines are also presented for applying traffic calming measures on major roads and collector roads to mitigate the negative impacts of traffic, while still maintaining the ability of these roads to effectively transport goods and people.

POLICY

Please see the attached Policy document: [Traffic Calming Policy](#)

PROCEDURE

Please see the attached Policy document: [Traffic Calming Policy](#)

AMENDMENTS

Revisions June 2014

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THE CITY OF CALGARY TRAFFIC CALMING POLICY



The City of Calgary Traffic Calming Policy

A policy report prepared by
Urban Systems Limited for
The City of Calgary
Revised 2014 June

Acknowledgments

This document has been developed in consultation with the following participants:

- Members of City Council
- Community Association Representatives throughout Calgary
- The Federation of Calgary Communities
- Staff from the operating divisions of The City of Calgary
- Interested individuals

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TRAFFIC CALMING POLICY

KEY MESSAGES

Traffic calming is an effective approach to address existing traffic issues on residential and low volume collector roads. This Traffic Calming Policy provides clear direction on the types of traffic calming measures to be considered in Calgary, and appropriate circumstances for their use. Refer to Table 4.1 for a summary of traffic calming measures. Traffic calming measures are usually appropriate for area wide traffic issues such as short cutting and speeding, etc. “Other Issues,” identified in Section 3.2 do not generally warrant traffic calming measures.

There are approximately 200 communities in Calgary and limited staff resources to investigate traffic issues, complete traffic studies and implement trial and permanent traffic calming measures. This report identifies a process for responding to traffic issues so that communities with the most severe traffic issues will be dealt with on a priority basis.

Section 3.3, “Community Initiatives,” highlights some of the resources available to help individuals and community groups address their own traffic issues. Some of the initiatives include a speeding awareness program, portable educational signs, trip reduction programs and plain language publications that address frequently asked traffic questions. One of the most cost-effective approaches to address traffic concerns is the reduction or elimination of auto trips. The City's website - www.calgary.ca/gettingaroundcalgary - has extensive information on alternative forms of transportation including; walking, cycling, transit, flexible work arrangements, carpooling and working from home. We encourage individuals to promote these transportation alternatives at home, at work and in the greater community.

The City of Calgary is committed to ongoing improvement and welcomes your comments regarding this traffic calming policy. Contact 311

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1 INTRODUCTION

This document presents an approved Traffic Calming Policy for the City of Calgary. The material in this document provides guidance regarding activities involved in identifying and implementing traffic calming measures. This policy is intended to address existing situations, and is not intended to be a design guideline for new subdivision construction.

The primary intent of the Traffic Calming Policy is to address concerns which residents, Council and staff have regarding negative impacts of traffic on local neighbourhood streets. Guidelines are also presented for applying traffic calming measures on collector roads to mitigate the negative impacts of traffic, while still maintaining the ability of these roads to effectively transport goods and people.

1.1 WHAT IS TRAFFIC CALMING?

Most streets in Calgary are considered safe and pleasant streets along which to, walk bicycle, or drive and along which to live. On some streets, however, speeding vehicles, short-cutting traffic and conflicts among various road users detract from the safety and liveability of the street. If problems are severe enough, residents and others may no longer consider that streets are safe or their neighbourhood is liveable.

In these cases, traffic calming offers a means of resolving traffic and conflict issues, and preserving and enhancing neighbourhood liveability. Traffic calming describes a range of techniques which are used to influence motorist behaviour and prevent undesirable driving practices. Typically, traffic calming involves physical devices constructed in a roadway such as speed humps, traffic circles and directional road closures, and may also include regulatory changes such as turn prohibitions. The Institute of Transportation Engineers has developed a definition of traffic calming which sums this up:

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.

1.2 WHY A POLICY IS NEEDED

As in most urban municipalities, traffic has become an issue on neighbourhood streets in Calgary. With increasing traffic congestion on major roads, some motorists begin looking for short-cuts along residential streets. As a result, many residents have become concerned about speeding, short-cutting and safety for pedestrians, cyclists and motorists on their streets.

Many municipalities have responded to these concerns by implementing traffic calming measures - speed humps, traffic circles, curb extensions, diverters and a range of other measures intended to slow, discourage or obstruct unwanted traffic. Although most municipalities have been successful with traffic calming efforts, some municipalities have created more problems than they have solved. Typically, this has happened when traffic calming measures have been applied in a piecemeal manner, without an overall policy or plan, and without consideration of the implications of traffic calming.

To avoid this, Council and staff have developed this Traffic Calming Policy to address traffic problems, to ensure that funds spent on traffic calming are spent cost-effectively, that problems are resolved, and that no new problems are created in the process.

The Traffic Calming Policy was prepared with input from community representatives, the Federation of Calgary Communities (FCC), and a working group comprised of staff representatives from all business units directly involved with traffic calming measures, including Transportation Planning (Liveable Streets), Roads (Design, Assessment, Traffic Safety), Fire, Police, Calgary Transit, and Waste and Recycling.

1.3 SCOPE OF TRAFFIC CALMING

The focus of traffic calming is to address traffic problems on City streets. This means, for example, speeding problems, short-cutting traffic through neighbourhood streets, and pedestrian and cyclist issues. Although the primary focus of traffic calming is residential streets, traffic calming can be used on almost all types of streets (see Table 4.1).

There are other uses of traffic calming measures which are not encompassed by this policy, including:

- **New developments.** Developers sometimes wish to include traffic calming devices in new developments, either as a means of preventing traffic problems from occurring in future, to mitigate known impacts of development, or as an aesthetic enhancement. Examples include traffic circles, roundabouts, curb extensions and raised crosswalks.

The use of traffic calming devices in new developments may be appropriate, provided that they would not unduly affect access for emergency vehicles, transit buses, trucks and other vehicles, and would not create safety concerns. Although the planning process described in Section 3 of this policy document would not apply in this case, the applicability guidelines and technical guidelines described in Section 4 should be applied to any traffic calming devices proposed as part of new developments.

- **Future problems.** Traffic calming measures should generally only be used for existing traffic problems. Using traffic calming to address potential future problems should only be considered as part of an area-wide traffic calming plan as a means of avoiding problems which might be created by traffic diverted from other streets as a result of traffic calming measures implemented on those streets. In some cases, traffic calming measures which have no significant negative implications - such as curb extensions - can be used to prevent future problems.
- **Project-related works.** Traffic issues sometimes arise as a result of road construction and other transportation projects. Traffic calming measures may be used as part of these projects, during construction to mitigate impacts of detoured traffic or congestion. Although the planning process described in Section 3 of this policy document would generally not apply to project-related works, the applicability guidelines described in Section 4 should be applied to any traffic calming devices proposed as part of transportation projects.

1.4 TRAFFIC CALMING RESOURCES

Calgary's Traffic Calming Policy was developed based on a review of traffic calming policies and programs in the following Canadian and U.S. communities:

- | | | |
|-----------------------|-----------------|-----------------------|
| • Vancouver, BC | • Toronto, ON | • West Sacramento, CA |
| • North Vancouver, BC | • Seattle, WA | • Boulder, CO |
| • Delta, BC | • Bellevue, WA | • Santa Fe, NM |
| • Coquitlam, BC | • Portland, OR | • Fairfax, VA |
| • Saanich, BC | • Palo Alto, CA | • Arlington, VA |
| • Kelowna, BC | • Berkeley, CA | • Asheville, NC |
| • Whistler, BC | • Ventura, CA | • Mobile, AL |

The City's Traffic Calming Policy is intended to supplement the information contained in the *Canadian Guide to Neighbourhood Traffic Calming*, which was published in December 1998. The Guide was prepared for the Transportation Association of Canada and the Canadian Institute of Transportation Engineers, and is intended to provide consistent guidelines for traffic calming measures in Canada.

Rather than replicate the information contained in the Guide, this document provides additional information specific to conditions in Calgary, such as goals for traffic calming, means of prioritizing reported issues and responses, and techniques for applying traffic

calming on major roads. The Traffic Calming Policy incorporates the practices described in the City's adopted policies on speed humps and traffic circles.

2 GOALS

This section describes the goals of the Traffic Calming Policy, and describes means of achieving these goals with specific objectives and principles. These goals, objectives and principles provide the basis for developing other aspects of the Traffic Calming Policy, described in subsequent sections.

2.1 GOALS AND OBJECTIVES

Residents, elected officials, City staff and other members of the community wish to achieve two key goals in undertaking neighbourhood traffic calming in Calgary:

- **Liveability.** Traffic calming can help to preserve and enhance the liveability of a neighbourhood by minimizing the negative impacts of traffic - noise, pollution and visual intrusion. Attractively designed and landscaped traffic calming devices can also enhance the streetscape, enhancing liveability as a result.
- **Safety.** Traffic calming can make streets safer for everyone, including all road users - pedestrians, cyclists, motorists and others. Many conflicts and collisions which occur on local streets are the result of excessive speeds and excessive through traffic - the very problems that traffic calming can correct. Research has shown that specific traffic calming devices can reduce collision rates by as much as 90%.

It is intended that these goals be pursued in a manner which is consistent with the City's transportation and land use plans. This means that traffic calming measures are applied to improve liveability and safety, while maintaining the effectiveness of the road network, particularly major roads and collector roads, for transporting people and goods.

Objectives to achieve the goals of improving liveability and safety include:

- **Reduce vehicle speeds.** Speeds which are suitable for one type of road - a major road, for example - may be considered excessive on a collector road or local street within a neighbourhood. Measures which reduce vehicle speeds help to improve safety on neighbourhood streets for pedestrians, cyclists, motorists and other road users, and also help to improve the liveability of a community by reducing noise and other negative impacts of traffic.
- **Discourage through traffic on local streets.** Local neighbourhood streets are primarily intended for access to properties, not for accommodating through traffic. Reducing through traffic helps to improve safety by reducing the potential for conflicts. Reducing through traffic also reduces delays for local traffic, pedestrians, cyclists and

- other road users, and helps to improve liveability by reducing noise and other negative impacts of traffic.
- **Minimize conflicts between street users.** Reducing conflicts among road users helps to improve safety by reducing the frequency of conflicts. Safety is also enhanced by reducing motor vehicle speeds, which reduces the likelihood and severity of a collision, should one occur.
- **Enhance the neighbourhood environment.** Reducing motor vehicle speeds, traffic volumes and conflicts helps to enhance the liveability of a community by reducing the apparent dominance of traffic. This means reducing noise from traffic, reducing air pollution and reducing other traffic impacts on neighbourhood streets. Traffic calming measures can also enhance the streetscape by providing opportunities for landscaping.

Another important objective - although not directly related to the goals of improving liveability - is to allocate funds cost-effectively. Ensuring that the costs of traffic calming are minimized and that the most cost-effective solutions are implemented will mean that traffic calming initiatives can be pursued as quickly as possible throughout the City, that the maximum number of traffic calming measures can be implemented, and that other transportation improvements will not be unnecessarily deferred as a result of traffic calming plans

2.2 TRAFFIC CALMING PRINCIPLES

The information presented in subsequent sections of this document - as well as the information presented in the *Canadian Guide to Neighbourhood Traffic Calming* - provides guidelines regarding the applicability, location and design of specific traffic calming measures. To provide overall direction and guidance in the application of traffic calming measures, this section identifies several “principles” of traffic calming which are relevant to all traffic calming measures. These principles are equally relevant in addressing isolated, localized issues at a single intersection or on a single road, as well as addressing a range of issues within a wider area. Applying these principles in Calgary will maximize the effectiveness of resulting traffic calming plans, and will help to avoid mistakes which others have made. Applying these principles will also help to build community support for traffic calming plans, rather than opposition, by ensuring that plans meet the community’s needs.

- **Involve the community.** Residents, business operators and others who live and work in a community must be involved in developing traffic calming plans. Their input is essential in identifying problems and in selecting traffic calming solutions. Involving the community builds support for a traffic calming plan, and enhances the credibility of a plan. Involving a broad cross-section of the community - with representation from key

streets and all geographical areas, as well as key stakeholders - minimizes the potential influence of special interest groups who might otherwise unduly influence the preparation of a plan. If the community is not adequately involved in preparing a traffic calming plan, residents and others in a community might oppose the plan - regardless of its technical merit - because they feel they were not properly consulted, that they were not listened to, or that the plan does not recognize the unique circumstances of their neighbourhood.

- **Identify the real problem.** Frequently, the perceived nature of a traffic problem is substantially different from the real problem. In some cases, the difference is so great that a solution intended to eliminate the perceived problem might make the real problem worse. For example, residents often mention both “traffic volume” and “speeding” as problems on their streets, but in many cases the problem is one or the other. It is important to identify the real problem, so as to select the appropriate measure. If the real problem is speeding, for example, a measure that significantly reduces the traffic volume on a street might inadvertently encourage speeding if fewer cars remain on the street to slow traffic. If the cause of a problem is a distance from where the problem occurs, it may be best treated by a solution at the source of the problem.
- **Quantify the problem.** Some problems are more significant than other problems. Some problems are all-day problems, whereas other problems occur only at certain times, in certain seasons or in certain directions. Some reported problems are not really problems at all. In order to ensure that appropriate traffic calming measures are implemented, it is essential that the extent of problems is quantified. This means collecting data, including traffic volumes, accident data, counts of pedestrians and cyclists, measures of delay and other data as appropriate.
- **Consider improvements to the major road network first.** No one shortcuts through a neighbourhood unless there's a reason to do so, and the reason is often congestion on adjacent major roads. There is a wide range of low-cost options available to improve operations on major roads, including fine-tuning signal timings, adding turn bays, and implementing turn prohibitions and parking restrictions. Improvements to the major road network should be considered first, as these might avoid or reduce the need for traffic calming measures on neighbourhood streets, and would enhance the effectiveness of a traffic calming plan.
- **Use self-enforcing measures.** These are measures which maintain a 24-hour presence, and do not require police enforcement to be effective. *For example, traffic circles should be used instead of 4-way stops, speed humps should be used instead of speed restrictions, and directional closures and diverters should be used instead of all-day turn prohibitions.* Measures that can be circumvented - such as a turn prohibition or a

- directional closure - should be used only at intersections with major roads, where visibility and the presence of traffic discourage motorists from circumventing these measures.
- **Minimize access restrictions.** Generally, residents and other members of the community will be more supportive of traffic calming measures that do not restrict their access into and out of a neighbourhood. Diverters, barriers and closures restrict access for people who live or work on a particular street, and support for such measures is directly related to the severity of traffic problems. Where problems can be addressed with other traffic calming measures that are not as restrictive to access, these should be considered instead, or residents should at least be given a choice of measures.
- **Target automobiles and trucks only.** The purpose in implementing traffic calming measures is to affect automobiles and trucks, but not other modes. Consequently, traffic calming devices should be designed to permit scheduled transit buses, cyclists and pedestrians to pass through, while obstructing automobiles and trucks. Similarly, traffic calming devices should be located and designed so as not to impede emergency and service vehicles.
- **Monitor conditions.** City will review representative data after the installation of measures when deemed appropriate.

3 PLANNING

This section describes a typical process of preparing and implementing traffic calming measures in the City. Traffic calming measures can be implemented on most roads, including local and collector streets. However, different approaches should be used for different types of issues.

Traffic issues can be grouped into four categories, as described below. The first category – isolated issues – is addressed through traffic calming plans, as described in Section 3.1. Other issues are addressed as described in Section 3.2.

- **Isolated issues.** In most areas of the City traffic calming issues will arise in isolated, localized locations. Examples include pedestrian issues at intersections adjacent schools, speeding in playground zones, stop sign compliance at 4-way intersections, and conflicts at marked crosswalks. These issues can be addressed individually, on an isolated basis where there are no other issues or only a few other issues within the same area, and where there would be no chance of creating new problems or exacerbating other existing problems in the area.
- **Operational issues.** Some traffic issues can be addressed without the need for a traffic calming plan, or traffic calming measures. Some traffic issues require an operational solution, and can be addressed through existing City procedures. Typically, these involve problems that affect traffic movement, road safety and parking. Examples of traffic operational issues include sight distance problems created by on-street parking, operational problems at signalized intersections, parking problems, roadway geometric issues and enforcement issues. In all cases, operational issues should be addressed only where they can be resolved without creating new problems or exacerbating other existing problems in the area.
- **Project-related issues.** In some cases, a road construction project, development project or other project might affect traffic on adjacent streets and create traffic issues. In these cases, traffic issues should be addressed as part of the project plans and development review process, rather through a separate process of developing a traffic calming plan. Potential issues which might arise in the future as a result of a road project or development project should not be addressed with a traffic calming solution until such time as a problem actually occurs.
- **Other issues.** Other traffic issues might not require a traffic calming solution or might not be appropriate to address with a traffic calming plan. These include, for example, speeding and safety issues on major roads and collector roads, traffic calming devices proposed on new roads in new developments, issues associated with special events, and education issues such as drinking and driving.

3.1 PROCESS FOR RESPONDING TO ISSUES

- This section describes a process for responding to reported traffic issues, and prioritizing those issues which require a traffic calming plan as a solution. **Figure 3.1** illustrates the process of responding to reported traffic issues. Isolated issues are addressed through traffic calming plans, as described in this section. Other issues are addressed as described in Section 3.2.
- The majority of traffic calming measures will be planned and implemented under the direction of Liveable Streets staff. In the course of preparing traffic calming plans, Transportation staff will consult with staff in other City business units, and will circulate proposed plans to other business units for review as appropriate.

3.1.1 SCREENING

Screening is the first step in responding to reported traffic issues. Screening is undertaken for several reasons:

- To determine whether the issue is one which requires a traffic calming solution, or another response.
- For traffic calming issues, to identify the specific characteristics of the issue(s) - problem, location, time of day, duration, magnitude and so forth.
- For traffic calming issues, to determine whether others in the community agree that there is a problem, and to determine whether there is support for action to address the reported issue(s).

Figure 3.1 SEE EXCELL DOC IN THIS FILE FOLDER

To ensure that City staff and resources are directed to those issues for which action is necessary and appropriate, the screening process involves the following three activities:

1. Document the issue
2. Determine the appropriate response
3. Determine support for further action

The screening process is then followed by evaluation and prioritization activities, as described in Section 3.1.2.

DOCUMENT THE ISSUE

In order to effectively address a traffic calming issue, it is important that the issue be accurately described. Otherwise, a traffic calming solution might be developed which does not do enough to fully address the issue, or which does too much and is more restrictive than is needed to address the issue. For this reason, a means of reporting and documenting traffic calming issues is required.

The intent of this first activity in the screening process is for the residents to document traffic calming issues only, rather than document all traffic issues reported to the City. However, it is expected that some issues will be reported via this process which do not require a traffic calming solution. In this event, these issues will be forwarded to the appropriate City business unit or to the appropriate external agency.

The simplest and most effective means of documenting issues is a standardized reporting form, an example of which is included in Appendix I. Residents could download reporting forms from the City's web site, or contact 311. Residents would complete a reporting form, responding to questions regarding details of the issue(s). Residents would be asked to provide their names and contact information for follow-up, and would be required to obtain endorsements from their community association, councillor and police liaison.

Although it would be preferable for residents to complete reporting forms themselves, if appropriate City staff could assist in completing a reporting form in response to a complaint or request from a resident, based on information provided by the resident and supplemented with information provided by City staff as appropriate. Completed reporting forms would be submitted to Transportation Planning, Livable Streets Division.

Information requested on the reporting form would include a description of the location, magnitude, duration, times of day and other characteristics of the problem(s). In addition, residents would be asked to categorize issue(s) as:

- Pedestrian issue
- Speeding
- Short-cutting traffic
- Other

DETERMINE THE APPROPRIATE RESPONSE

Once an issue has been reported and documented, the next stage of the screening process is for staff to determine which of the four following responses is appropriate for the issue. In many cases, traffic issues can be addressed quickly without requiring a traffic calming solution. For practical reasons community support activities may be combined.

A traffic calming response is appropriate where there is one or more identified traffic issues which can be effectively addressed with a traffic calming solution. The screening process should continue to the next activity, which involves determining support for action.

In most cases, issues will be relatively isolated. These issues are typically limited to one or two blocks of one or two streets, with no reported issues on nearby streets, and can be addressed in isolation from other issues. In a few cases, there will be several reported issues within a contiguous area (e.g. a community). In this latter case, these issues will be treated as isolated problems, and not be grouped together. Each issue will be ranked independent of the other..

In some cases, it would not be appropriate to respond to a reported issue with a traffic calming solution. Instead, other responses would be more appropriate, including:

- **Operational response.** Significant safety issues might require an immediate response. Other operational issues can be addressed by contacting 311. In either case, these operational issues can be addressed without requiring a traffic calming solution, and the remainder of the screening process does not apply.
- **Project response.** Traffic calming issues related to specific projects should be addressed through the project. Examples might include issues related to new developments, issues along a major road corridor, issues related to road network development, issues resulting from traffic diverted by a road construction project, and

issues associated with special events. Reported issues should be directed to the appropriate City business unit or external agency responsible for the project. In some cases, it may be appropriate for Transportation staff to liaise with staff in other business units regarding project-related traffic calming solutions.

- **Other response.** Issues for which a traffic calming solution would not be required nor would be appropriate should be directed to the appropriate City business unit or external agency. These might include, for example, issues related to land use, commercial operations, road maintenance, traffic engineering, transit service, utilities, and bylaw enforcement.
- **No further action.** For issues for which no actions are determined to be required, administration will communicate with the community describing the reasons why no further action is being taken. A similar letter should be sent to the community in response to issues for which a traffic calming solution is not the appropriate action.

In all cases, once the appropriate response has been determined, Transportation staff will advise the community association and other community representatives of the selected response.

DETERMINE SUPPORT FOR FURTHER ACTION

It is important to determine whether there is a minimum level of support within the community for action to address the issue. This helps to avoid situations where residents might consider a solution more of a problem than the issue it was intended to address. It also helps avoid City staff spending time and funds to respond to a reported issue that is only considered a problem by a small number of people.

At this stage in addressing reported traffic calming issues, it is not necessary to demonstrate majority support within the community for a traffic calming solution. Rather, it is only necessary to demonstrate that a sufficient number of people within the community who are affected by the reported issue, and who would be affected by the solution to consider examining the issue further. Consequently, a sufficient level of community support is required. Affected households are typically those within the block(s) of the street(s) where problems are reported, as well as all households within one block of the block(s) where problems are reported.

Residents would be responsible for documenting community support, rather than City staff. The simplest means of indicating community support is a form which lists the addresses of all affected households, and includes space for signatures of residents. An example of such a form is included in Appendix I. Residents would then contact persons in affected households to obtain these signatures. The larger the number of signatures obtained, the higher the priority of that issue. This means that residents should obtain signatures from as many affected households as possible.

3.1.1 Minimum Speed and Traffic Volume

Requests related to speed or volume will require at least one minimum value to be met. For speeds, City data collection must indicate that the 85th percentile speed for a 50 km/h zone be in excess of 58 km/h. **Or** for a 30 km/h speed zone (playground or school) speeds must be in excess of 36 km/h. Volumes for a local or residential road will need to be in excess of 2,000 vehicles per day and local collectors will require a minimum of 8,000 vehicles per day. There may be circumstances where exceptions are granted.

3.1.2 EVALUATION AND PRIORITIZATION

After the screening process has been completed and community support has been demonstrated, the next step for the City is to evaluate and prioritize the issues. This involves assigning a numerical rating to an issue based on a set of evaluation criteria, and then determining the relative priority of all reported issues based on their ratings.

The evaluation and prioritization process ensures that the community with the most serious and most extensive issues are addressed first depending on staffing and funding availability. It ensures that traffic calming funds are allocated where they will provide the greatest benefit. And it ensures that all areas of the City are treated equally and fairly.

All complete traffic calming submissions will be evaluated for three consecutive years. After which a resubmission will be required for any additional evaluation. Evaluations are carried out once a year, typically during the months of December and January. It has been shown that after three unsuccessful evaluations the issue(s) may have become resolved through external factors or the scoring for the request may be at such a level that the submission will likely never be high enough to qualify for action.

ROAD CHARACTERISTICS

Residential streets have different characteristics and functions than collector roads. Consequently, different criteria are used to evaluate traffic calming issues on residential streets as compared with collector roads. Because there are currently several adopted and proposed road classifications for collector and arterial roads in the City, within the scope of this Traffic Calming Policy it is necessary to define what is meant by a “residential street” and a “collector” road. **Table 3.1** indicates typical conditions for each type of road. It should

be noted that this information is provided as a general indication of conditions on residential streets and collector roads, and that these conditions may vary.

Table 3.1
Characteristics of Local Streets and Low-Volume Collector Roads

Typical Conditions	Residential Street	Collector
Function	Provide access to residential properties and other uses	Provide access to properties, accommodate traffic travelling to/from other neighbourhood streets
Volume	Typically up to 2,000 vehicles/day	Typically 2,000 to 8,000 vehicles/day
Existing Speed limit	30 to 50 km/h	30 to 50 km/h
Centreline	Only where required for safety or operations	Continuous centreline
Parking	One or both sides, may be prohibited for safety or operations	One or both sides where additional road space is provided
Bicycle facilities	No designated space for bicycles - cyclists and motorists share the road	Designated space for bicycles - cyclists and motorists share the road
Transit service	No	Permitted

TRAFFIC CALMING ISSUES

Table 3.1 summarizes evaluation criteria for traffic calming issues. Issues are evaluated according to criteria which reflect the goals of traffic calming described in Section 2 - specifically liveability - as well as objectives of reducing speed and short-cutting volume, and minimizing conflicts between road users.

Because the number, type and extent of issues will vary from one area to another, it is not possible to use a quantitative means of assigning ratings to each area. Instead, each criterion is evaluated on a subjective basis, on a scale **of zero to five, ten or twenty**, depending on the relative importance of each criterion. In each case, a higher score represents a more significant issue.

In all cases, worst case conditions are to be considered in evaluating the issues. See Table 3.2 for evaluation criteria.

Rankings are re-evaluated on an annual basis, to account for changes in traffic and road conditions, and to incorporate additional data not currently available.

Table 3.2
Evaluation Criteria - Traffic Calming Issues

Criteria	Measurement	Rating	
		Scale	Indicator
Speed	24-hour 85 th percentile speeds in both directions (School and Playground zone speeds counted during zone hours only)	0 to 20	20 represents area with highest recorded speed differentials
Volume	Daily traffic volume	0 to 20	20 represents area with highest daily traffic volume relative to road classification
Collisions	Collision rate and severity of reported collisions in 3 years at most significant location (most recent data available)	0 to 20	20 represents area with highest number and severity of collisions
Conflict reduction	<u>Pedestrian</u> Number of schools and major pedestrian generators in area Number of pedestrians Proportion of neighbourhood streets with continuous sidewalks on at least one side	0 to 10	10 represents area with highest number of pedestrian generators and highest level of pedestrian use while looking at pedestrian facilities
	<u>Cyclists</u> Roadway is a designated (or planned) 'route' Number of cyclists		
Community support	Percentage of households supporting requested action	0 to 20	20 represents area with highest level of support

3.1.3 IMPLEMENTATION

The community traffic project process begins once a location is identified as the highest priority according to the evaluation process described in Section 3.1.2.

City staff and Community Traffic Committee (CTC) members will jointly determine the most appropriate traffic calming measures to address the identified issues. Table 3.3 summarizes the steps involved in the community traffic project process (excluding iSLOWS).

**TABLE 3.3
PROCESS FOR CONDUCTING A COMMUNITY TRAFFIC PROJECT**

STAGE	PROJECT INITIATION	DEVELOP TRAFFIC PLAN	EXTERNAL ENGAGEMENT	IMPLEMENTATION
KEY PROCESS STEPS	<ul style="list-style-type: none"> CITY INITIATES PROJECT BY CONTACTING SUCCESSFUL COMMUNITY CITY STAFF WILL MEET WITH 	<ul style="list-style-type: none"> CITY STAFF COLLECT SITE SPECIFIC DATA CITY IDENTIFIES POTENTIAL TRAFFIC CALMING MEASURES 	<ul style="list-style-type: none"> CITY STAFF DETERMINE LEVEL OF ENGAGEMENT REQUIRED FOR THE TRAFFIC PLAN INFORMATION COMMUNITY ENDORSEMENT OF THE 	<ul style="list-style-type: none"> CITY STAFF MEET WITH COUNCILLOR TO GO OVER ENGAGEMENT RESULTS AND GET FINAL APPROVAL
KEY OBJ.	DETERMINE TRAFFIC PROJECT	FINAL PLAN READY FOR COMMUNITY	COMMUNITY ENDORSEMENT OF THE	INSTALLATION OF THE TRAFFIC
TIME LINE	~3 MONTHS TYP. MARCH-MAY YEAR 1	~4 MONTHS TYP. JUNE - SEPTEMBER YEAR 1	~4 MONTHS TYP. OCTOBER YEAR 1 - JANUARY YEAR 2	CONSTRUCTION SEASON YEAR 2 APRIL-OCTOBER

3.1.3 FUNDING

Traffic calming measures are currently funded by the City from general revenues, and should continue to be funded in this manner. The rationale for doing so is that other road and transportation improvements are funded from general revenues, and that causes of traffic problems within neighbourhoods are typically city-wide in nature or caused by traffic congestion in a nearby corridor, and are not specific to a neighbourhood.

3.2 OTHER ISSUES

Although the majority of traffic calming measures will likely be implemented on residential streets and collector roads, following the process described in Section 3.1, there are other situations in which it may be desirable to implement traffic calming measures. This section describes other approaches to implementing traffic calming measures in the City and are the responsibility of Divisions outside Liveable Streets.

- **Alleys.** Speeding and short-cutting can be issues in some alleys, usually as a result of congestion on nearby roads or commercial traffic. The City responds to speeding and short-cutting issues in alleys by installing modified speed humps designed for use in alleys, and with other solutions such as one-way operation or access restrictions as appropriate. Speed humps or other appropriate measures can be installed in any alley where two-thirds of property owners who abut the alley segment support their installation. The cost of installation is assessed to all abutting property owners. Alleys which are not paved would also need to be paved, and the cost of paving assessed to all abutting property owners. All alley issues should be referred to 311.
- **Arterial roads.** Some traffic calming measures can be implemented on major roads and collector roads with traffic volumes of more than 15,000 vehicles per day. A different approach should be used in implementing measures on major roads than the approach for residential streets and collector roads. On arterial roads, traffic calming should be undertaken on a project basis, which typically encompasses a corridor or area of the city. Ideally, traffic calming initiatives should be part of a larger project which considers other traffic and transportation options, such as changes to traffic signals and roadway laning, improved pedestrian facilities and crossings, space for bicycles and parking, and streetscape enhancements. Generally, only those traffic calming measures should be considered which would not affect the capacity of a arterial road, and which would not reduce traffic speeds below the posted speed limit.
- **Road construction projects.** Where traffic is diverted or delayed as a result of a construction project on a major road, there is the potential for traffic to divert to adjacent neighbourhood streets. As part of construction plans, temporary traffic calming measures may be identified on adjacent local streets and low-volume collector roads as

needed to mitigate any effects of diverted traffic. These issues should be referred to 311.

- **Special events.** As with road construction projects, delays and diversions to traffic as a result of special events can divert traffic to nearby neighbourhood streets and create problems on these streets. Transportation plans for special events should include temporary traffic calming measures on adjacent local streets and low-volume collector roads as needed to mitigate any effects of diverted traffic. Where possible, preparation of a temporary traffic calming plan should be required as part of the permit process for a special event. In all cases, the costs of temporary traffic calming measures associated with a special event should be paid entirely by the organization(s) hosting the event. These issues should be referred to 311.
- **New developments.** Frequently, developers propose traffic calming devices as features in new developments, to improve aesthetics, to prevent speeding and for other reasons. In all cases, these devices should conform to the guidelines for applicability and design presented in Sections 4 of this document. Permits and other agreements between the City and developer should also address the issue of the responsibility for and costs of any on-going maintenance needs. These issues should be referred to 311.
- **Paint the Pavement** is a volunteer-led program that promotes community through neighbourhood art. The primary focus is to help groups of neighbours design and create their own public place on low traffic volume streets. Neighbours come together for a “paint day” in order to create and celebrate their community. Requests for this program should be referred to 311.

3.3 COMMUNITY INITIATIVES

This section identifies a range of initiatives which individuals and community groups can undertake as a means of addressing traffic issues. The intent of these initiatives is to help communities help themselves. Together with any actions undertaken by the City, these initiatives result in a balanced response to local traffic issues.

Experience in other communities has shown that information, education, and awareness initiatives can affect motorists' behaviour and can reduce speeding, short-cutting and other traffic problems. Individuals and community groups can work with the police, City staff and other agencies, and through these agencies can access services and resources at no or little cost. Examples of initiatives which community members can undertake are described below. These initiatives can be expanded over time, and new initiatives developed to further enable individuals and community groups to assist in addressing traffic issues.

- **Community publications.** Community newsletters, web sites, billboards, bulletins and the similar publications and information materials can be used to highlight traffic concerns and encourage more appropriate behaviour among motorists.
- **Community events.** Public meetings and community open houses involving residents and stakeholders can be an effective means of identifying traffic issues and options available to deal with problems. This will be helpful in future work with City staff in the traffic study process.
- **City of Calgary publications.** The City of Calgary has a wide range of material available on subjects related to traffic and traffic safety, including plain language Traffic Safety Tips brochures, print-ready material, electronic material, maps and documents. Most of these are available free of charge to the public by contacting 311. The City also maintains a web site (www.calgary.ca) with considerable information, much of which can be downloaded or printed for reference. Material available on the web site includes, for example, Traffic Safety Tips brochures, Calgary Transit maps, hazardous goods route maps, pathway and bikeway maps, road classification maps, and policy documents relating to traffic controls and traffic calming measures.

- **Community speeding awareness program.** Through this City program, community groups can borrow a portable speed display board connected to a radar unit, which is used to advise motorists of their speeds. The board displays the speed motorists are driving, and is intended to be a passive educational tool to encourage motorists to drive at or below the posted speed on neighbourhood streets. The speed display board is typically loaned to community groups for a one-week period. Contact 311 to initiate.
- **Portable speed advisory signs.** This City program involves placing a series of educational signs on a main access street into a community. These signs are a passive educational tool targeted to motorists, indicating the posted speed, advising motorists as to what speeding fines are, and including a thank you message from the community. Contact 311 to initiate.
- **Alley speed limit signs.** The speed limit in alleys in the City is 15 km/h, as established in City bylaws. Although the City does not typically sign alleys, where an alley speeding problem exists, the City makes available laminated cardboard alley speed limit signs that can be posted temporarily as a passive educational tool. Contact 311 to initiate.
- **Trip reduction initiatives.** A wide range of initiatives can be used to reduce vehicle trips and the amount of traffic on neighbourhood streets. Examples include carpool programs, work at home arrangements, car-sharing initiatives, flex time and compressed workweek arrangements with employers, special transit services, and use of the pathway and bikeway system for walking and cycling trips. Many of these initiatives also have significant health, environment and economic benefits. Information regarding these initiatives is available through the City of Calgary website, calgary.ca/gettingaroundcalgary.

LIAISON WITH POLICE

Communications with the police through community meetings and direct liaison can be an effective means of addressing local traffic issues. In many communities, police services have found that policing efforts planned and executed in consultation with the community are better able to target neighbourhood traffic issues. Some police officers are assigned traffic education duties and proactively meet and provide information and training to community groups. Other officers assigned to schools can assist in addressing traffic, parking and safety issues in and around schools. In all cases, to make the best use of police resources, information regarding traffic and safety issues provided to the police should be detailed, and should identify the times, locations and nature of the traffic issues.

LIAISON WITH SCHOOLS

Community groups can work with school board authorities and parent-teacher groups to discuss and highlight traffic issues that are of concern in the community, notably in and around schools. Concerns can be discussed and communicated to parents at community events and through newsletters. School-related safety issues typically include parking and congestion at schools, traffic generated by parents picking up and dropping off their children, improper traffic manoeuvres and similar concerns.

LIAISON WITH BUSINESSES AND INSTITUTIONS

Many neighbourhoods include not only residential dwellings but also commercial business and institutions. Sometimes, commercial and institutional traffic can be a problem on streets in the residential portion of a neighbourhood. In neighbourhoods in other communities where this has been the case, individuals and community groups have worked with business and institutions to develop workable solutions to traffic problems. In many cases, businesses and institutions did not realize that traffic which they generated was causing a problem in the neighbourhood. Even though residents may have complained among themselves and to City staff, residents had not directly contacted the businesses or institutions generating the traffic. Direct communication between residents, businesses and institutions is often the best way to draw attention to the traffic issues and subsequently identify and implement solutions agreeable to all parties. It may be advisable to include City staff in discussions and initial contacts to provide additional information and assist in considering solutions to traffic problems.

4 TRAFFIC CALMING MEASURES

This section identifies traffic calming measures which are appropriate for use in Calgary, and ones which are not. For those measures which are appropriate for use in Calgary, information is provided regarding the conditions in which each measure should be used, to supplement the information published in the *Canadian Guide to Neighbourhood Traffic Calming* (the Guide).

The Guide identifies several measures, such as stop signs, that are used in some municipalities for traffic calming purposes, although this is not their intended function. The measures identified in the Guide are listed in **Table 4.1**, plus speed cushions, bike lane road marking and iSLOW signs which are not identified in the Guide. Some of these devices are identified as “use with caution,” for the reasons discussed in the remainder of this section. Several devices should not be used *as traffic calming measures* - it should be noted that some of these devices are appropriate if used as they are intended (such as rumble strips). Reasons why these measures should not be used are discussed in the remainder of this section.

4.1 VERTICAL DEFLECTION

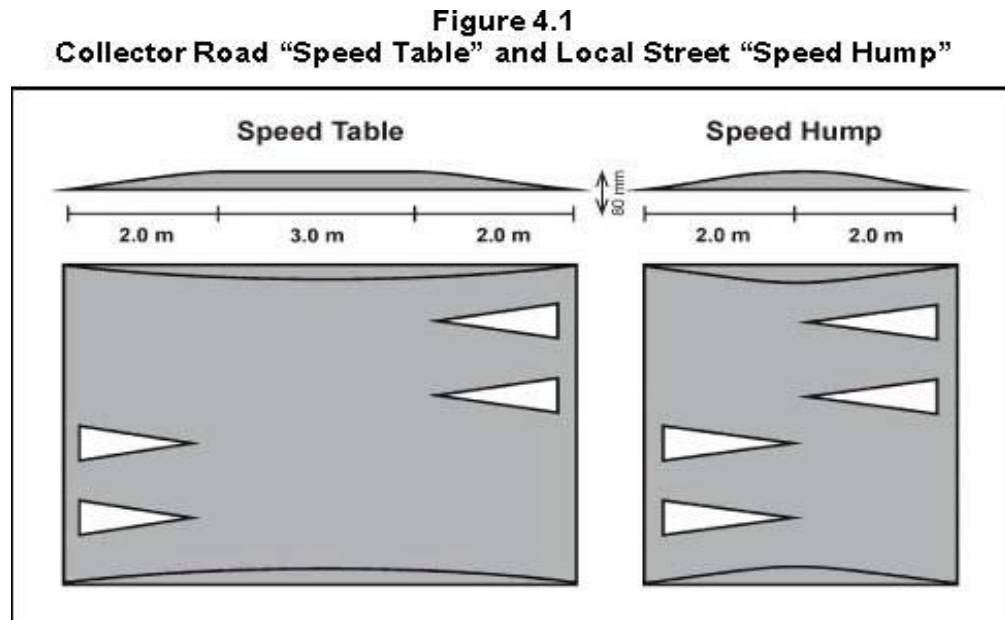
Vertical deflection measures are those which create vertical motion in a motor vehicle when it is driven over the device. Vertical deflection measures should be used only on residential streets and collector roads.

- **Speed humps, speed cushions and speed tables: guidelines for application are found in Appendix 2:**
 - Speed humps should not be used on primary emergency response routes, or on transit routes with regular service. If a form of vertical deflection is necessary to discourage speeding on local streets that are primary emergency response routes or transit routes, speed cushions or speed tables might be considered instead. Due to concerns regarding traction in winter conditions, at this time speed humps are approved for use on grades of up to 4% only. In the future, the City may test speed humps on grades of up to 6%. If the results of these tests are positive, then speed humps may be approved for use on grades of up to 6%, and the City may then test speed humps on grades of up to 8%, consistent with the *Canadian Guide to Neighbourhood Traffic Calming*.

Table 4.1 Traffic Calming Measures for Use in Calgary

Measures		Residential Street <2,000	Collector 2,000-8,000 vpd	Other Collector 8,000-15,000 vpd
Vertical Deflection	• Speed hump	✓	✓	✗
	• Speed table	✓	✓	✗
	• Speed cushion	✓	✓	✗
	• Raised crosswalk	✓	✓	✗
	• Sidewalk extension	✓	✗	✗
	• Textured crosswalk	✗	✗	✗
	• Rumble strips	✗	✗	✗
	• Raised intersection	✗	✗	✗
Horizontal Deflection	• Curb extension	✓	✓	✓
	• Traffic circle	✓	~	✗
	• Raised median island	✓	✓	✓
	• Corner radius reduction	✓	✓	✓
	• Chicane, 1-lane	✗	✗	✗
	• Chicane, 2-lane	✗	✗	✗
	• On-street parking	✓	✓	✓
Obstruction	• Directional closure	✓	~	✗
	• Right-in/right-out island	✓	~	✗
	• Raised median through intersection	✓	✓	✗
	• Intersection channelization	✓	✓	~
	• Diverter	✓	~	✗
	• Full closure	~	✗	✗
Road Marking	• Bike lanes	✗	✓	✓
iSIGN	• iSLOWS	✓	✓	✓
Signage (when used for traffic calming)	• Turn prohibited	✓	✓	✗
	• One way	~	~	~
	• Maximum speed	~	~	~
	• Yield	~	~	✗
	• Stop	✗	✗	✗
✓ = Appropriate measures		~ = Use with caution		X = Not Recommended

- **Speed humps** (illustrated in **Figure 4.1**) can be used on Local streets and low-volume Collector roads. **Speed tables** (illustrated in **Figure 4.1**) should be used on roads with traffic volumes of 2,000 -8,000 vehicles per day. Note that speed tables should not be used in 30km/h zones because motor vehicles can travel over speed tables at 40 km/h to 45 km/h local street speed humps should be used instead.



- **Speed cushions** (illustrated in **Figures 4.2 and 4.3**) enable trucks, buses and other large vehicles to pass over the cushions without having to slow as much as with speed humps. Large vehicles can travel over speed cushions at speeds of up to 50 km/h. Motorists in passenger vehicles typically slow to 30 km/h or less when traveling over speed cushions, in the same manner as they would when traveling over speed humps. Speed cushions should be considered as an alternative to speed humps on primary emergency response routes, on transit routes with regular service, and on residential streets and collector roads where it is desirable to avoid unduly delaying large vehicles.

See Appendix II Guidelines for the Application of Speed Humps, Cushion and Tables

Figure 4.2
Speed Cushions with Transit Bus



- **Raised crosswalks** should be used only on residential streets and collector roads, at intersections and in midblock locations where a marked crosswalk is warranted according to the City’s crosswalk policies. Raised crosswalks can be combined with horizontal deflection measures such as curb extensions and/or median islands.
- **Sidewalk extensions** should be used only on local streets. Sidewalk extensions can be used at intersections with other local streets, collector roads or major roads.
- **Textured crosswalks** are often used to improve the appearance of an intersection. Although appropriate for this purpose, they have no significant traffic calming benefit. Over time, the contrasting colour of the crosswalk may become less distinct, reducing the visual significance of the textured crosswalk. When constructed with interlocking pavers, textured crosswalks can also be a significant maintenance issue. As well, textured crosswalks also create discomfort for wheelchair users, in-line skaters and skateboarders. Consequently textured crosswalks should not be used as traffic calming measures.

Figure 4.3
Speed Cushion with Automobile



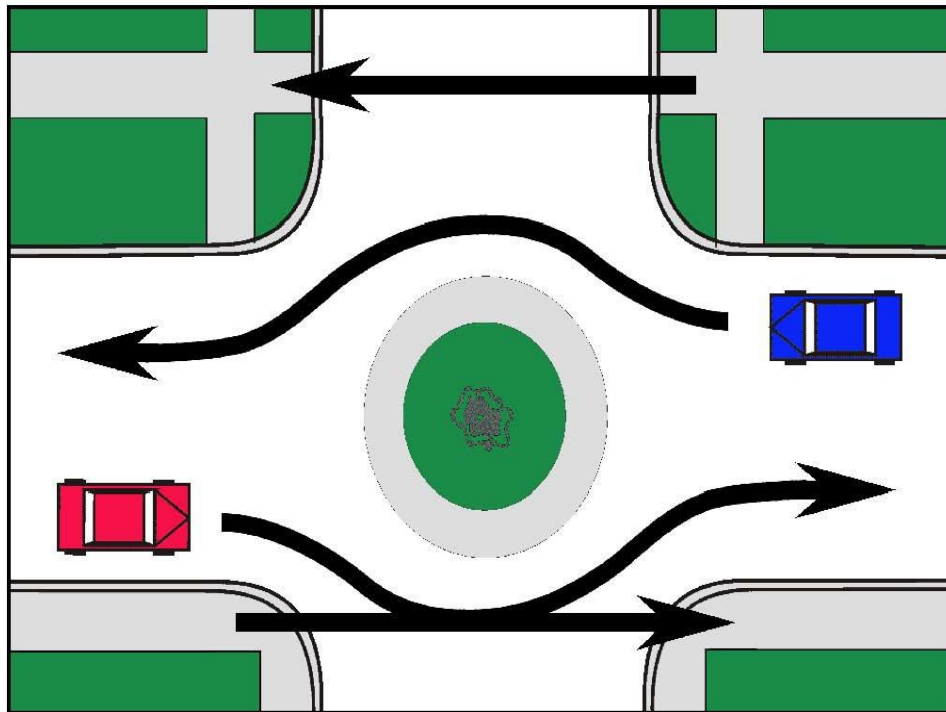
- **Rumble strips** are effective when used to alert motorists to the presence of a stop sign, crosswalk, reduced speed zone or potentially hazardous situation, however, experience has shown that rumble strips have no effect on vehicle speeds or volumes, however, and the noise and vibration created by rumble strips is significant. Consequently, rumble strips should not be used as a traffic calming measure.
- **Raised intersections** are not readily noticeable to motorists and other roadway users. Consequently, the effect of a raised intersection on vehicle speeds and traffic volumes is minor at best. Given the high cost of retrofitting raised intersections on existing roadways, raised intersections should not be used in the City as a traffic calming measure.

4.2 HORIZONTAL DEFLECTION

Horizontal deflection measures are those which require a motorist to steer around them. Devices which result in minimal deflection of a vehicle path - such as curb extensions and median islands - can be used on all roads. Devices which require significant deflection - such as traffic circles - should only be used on local streets.

- **Curb extensions** can be used on all roads. On residential streets and on collector roads with less than 3,000 vehicles per day, the width of the opening between opposing curb extensions can be as narrow as 6.0 m, depending on site-specific geometric conditions. Curb extensions can be used at intersections and at mid-block locations, and can be used in combination with median islands or traffic circles.
- **Traffic circles** can be used at intersections of two residential streets, with three, four or more approaches to the intersection. Traffic circles can also be used at intersections between collector roads and residential streets, provided that the volume on the collector road is not more than approximately three times the volume on the residential street, so as to avoid problems with traffic on the collector road not yielding to vehicles which have entered the circle from the residential street. Traffic circles should not be used on transit routes, and the use of traffic circles on primary emergency response routes should be minimized. Traffic circles should only be used on roads with monolithic sidewalks in retrofit situations to address identified traffic problems (monolithic sidewalks are adjacent to the curb, without a separating landscaped boulevard). Where traffic circles are constructed on new or upgraded roadways with no previous traffic problems, sidewalks should be separated from curbs with a boulevard at least 2 m in width. This separation will minimize conflicts between pedestrians and motorists, as illustrated in **Figure 4.4**.
- **Median islands** can be used on all roads where there is sufficient road width to incorporate an island at least 1.5 m wide. Median islands can be used at intersections and at mid-block locations, and can be used in combination with curb extensions.

Figure 4.4
Pedestrian-Vehicle Conflict at Traffic Circle with Mono Sidewalks



- **Corner radii** should be as small as possible, in order to maximize safety for pedestrians. Small radii reduce the crossing distance for pedestrians, increase the visibility of pedestrians to motorists, and reduce the speeds of turning vehicles, thereby reducing the likelihood and consequences of a collision with a pedestrian. Corner radii should be designed only to accommodate a single-unit truck (technically an SU-9 or for example, a Waste and Recycling truck), except in locations where there are frequently larger trucks turning. At intersections where one or both roads is a residential street, it is acceptable for single-unit trucks to cross over the centreline of a residential street to complete a turn, as illustrated in **Figure 4.5**. This allows for a smaller corner radii can be used.

- **One and two-lane chicanes** have not proven to be effective in reducing vehicle volumes, and have only minor effects on vehicle speeds. These negligible benefits are offset by potential unsafe situations created when some motorists cross the centreline of the roadway in order to minimize horizontal deflection. Consequently, one and two-lane chicanes should not be used as traffic calming measures.
- **Parking** is an inexpensive and effective form of traffic calming, and consequently on-street parking should not be prohibited on residential streets and collector roads unless necessary. On other collector roads and on arterial with and without a bicycle facility roads, on-street parking should only be permitted where there is a minimum of 2.1 m available for on-street parking, plus a minimum of 3.3 m for the adjacent travel lane.

Figure 4.5
Single-Unit Truck Turning on Local Street



4.3 OBSTRUCTIONS

Obstructions should generally be avoided. Obstructions should only be used where a horizontal or vertical deflection measure will not adequately address a traffic problem. Obstructions should only be used on residential streets and on collectors where there is not a likelihood that traffic would be diverted to nearby local streets. The Calgary Transportation Plan also indicates that road connectivity is important and obstructions should be minimized.

- **Directional closures and right-in/right-out islands** should only be used at intersections with arterial roads. At other locations, there is typically not sufficient traffic nor on-street activity to deter motorists from circumventing the devices.
- **Raised median islands through intersections** can be used on all roads, but should only be used to obstruct through movements and left turns to and from residential streets, as well as collector roads with less than approximately 3,000 vehicles per day.
- **Intersection channellization** – Raised islands located at an intersection, used to obstruct specific traffic movements and physically direct traffic through an intersection..
- **Diverter**s should only be used at intersections of two local streets, and should not be used on transit routes nor primary emergency response routes. Diversers should be designed to be passable by pedestrians, cyclists and emergency vehicles with minimum delay.
- **Full closures** should be considered only as a last resort, as they restrict access for residents and others travelling to and from locations within a neighbourhood. Less restrictive measures should be considered first, as in many cases these can achieve the same results, without the severe impacts associated with a full closure. If a full closure is to be implemented, through access should be maintained for emergency vehicles, pedestrians, bicycles and transit vehicles (if located on a transit route).

4.4 SIGNAGE

Regulatory signs are generally not effective as traffic calming measures. Self-enforcing measures - horizontal and vertical deflection measures, and obstructions - should be used instead of signage where possible.

- **Stop, Yield and Maximum Speed signs** should not be used in the City as traffic calming measures. Stop, Yield and Maximum Speed signs are intended only for traffic control purposes. The unwarranted use of these signs has been shown to have little effect on vehicles speeds and volumes, and results in increased non-compliance with traffic regulations. Not only is the original problem not addressed, but a new

enforcement problem is often created. Consequently, additional installations of Stop, Yield and Maximum Speed signs for traffic calming purposes should be avoided, and existing installations of unwarranted signs should be evaluated when traffic calming plans are prepared, to identify traffic calming measures which could be implemented instead, with subsequent removal of unwarranted signs.

- **Turn prohibitions, through movement prohibitions and one-way signage** should only be used where it is not desirable to implement physical devices to obstruct these movements. Use of signage without accompanying obstructions can create an enforcement problem, and can be costly in terms of police resources.

4.5 Electronic signs (iSLOWS) should only be used where other more traditional traffic calming measures are not appropriate. Typically, emergency response and transit routes do not allow for traditional traffic calming measures. When administration determines the iSLOWS sign is the sole traffic calming option available they may be used (see glossary for additional information).



- Idle mode

Operating mode

GLOSSARY

Access	Access refers to modes of transportation which are permitted to enter or exit an area or pass a specific location (such as with an obstruction incorporating gaps to permit bicycle access), or specific movements which are permitted at an intersection (such as with an obstruction which permits right turn access only).
Barrier curb	A concrete curb in which the face of the curb is vertical. See <i>rolled curb</i> .
Channelization	Separation of vehicle movements at an intersection into defined paths through the use of physical roadway features and signs.
Chicane	A series of curb extensions on alternating sides of a roadway, which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane.
Collector road	A road for which vehicle movement and access are of equal importance. See <i>major road</i> and <i>local street</i> .
Community	A group of individuals with common interests. A community is often defined by neighbourhood boundaries, but may also include individuals who live outside neighbourhood, but who work or operate business in the neighbourhood, or whose children attend school in the neighbourhood. See <i>neighbourhood</i> and <i>stakeholder</i> .
Conflict	A collision or near-collision which requires evasive action on the part of one or more persons. Conflicts may occur between two motorists, between a motorist and cyclist, between a motorist and pedestrian, and between a cyclist and pedestrian, for example.
Corner radius reduction	Construction of an intersection corner using a smaller radius, typically less than 8 m.
Curb extension	A horizontal intrusion of the curb into the roadway, resulting in a narrower section of roadway.
Deflection	A vertical and/or horizontal change in the course or path of a vehicle as the result of a physical feature of a roadway. For example, a speed hump deflects the wheels, suspension and chassis of a vehicle in a vertical direction. A traffic circle requires that the vehicle be steered or deflected horizontally from its straight path to manoeuvre past the circle.

Device	A physical feature of the roadway, constructed for the purpose of affecting the movement of motor vehicles, bicycles and/or pedestrians. <i>See measure and regulation.</i>
Directional closure	A curb extension or vertical barrier extending to approximately the centreline of a roadway, effectively obstructing and preventing traffic movement in one direction.
Divert	To redirect traffic, typically through the use of physical obstructions in the roadway and/or regulatory signs.
Drop curb	A section of a concrete curb in which the height of the vertical face has been reduced to allow passage while maintaining positive guidance and drainage control. Also referred to as curb cut.
Full closure	A barrier extending across the entire width of a roadway, which obstructs and prevents all motor vehicle traffic from continuing along the roadway.
Geometry	When referring to roadway design, geometry refers to the physical characteristics and dimensions of parts of the roadway.
Guideline	A recommended practice, method or value for a specific design feature, but not a requirement. <i>See standard.</i>
Intersection channelization	Raised islands located in an intersection, used to obstruct specific traffic movements and physically direct traffic through an intersection.
iSLOWS	<p>iSLOWS is the City of Calgary name for Vehicle Activated Traffic Calming Signs (VATCS) which are electronic LED roadside signs proven to have an effect on lowering driver vehicle speeds.</p> <p>The signs use warning diagrams and are enhanced by having the wording "Slow Down" beneath and having flashing amber LED lanterns in each corner.</p> <p>The signs are important in that they are hazard-specific and targeted at only the speeding motorist. The sign will remain blank (black) until a vehicle approaches (approximately 70 to 100 m) exceeding the pre-set speed threshold. The sign will then illuminate for a 3- to 4-second configurable period, warning the driver to Slow Down.</p>
Jurisdiction	An agency or authority with responsibility and control for specific actions within a defined area.
Landscaping	Plants, shrubs, trees and other vegetation planted in a traffic

calming measure or along a roadway, instead of grass or a hard surface.

Local street	A street for which the primary function is access to adjacent properties. Local streets are not intended to carry significant amounts of through traffic. <i>See major road and collector road.</i>
Major road	A roadway for which the primary function is to provide for vehicle movement. Typically, major roads are multi-lane roads. <i>See collector road and local street.</i>
Measure	A physical device, regulation or action which affects the movement of motor vehicles, bicycles and/or pedestrians. <i>See device and regulation.</i>
Median island	<i>See raised median island.</i>
Mode	A means of transportation. Examples of modes of transportation include automobile travel, transit, cycling and walking.
Neighbourhood	A cohesive urban area defined by geographic features, the street network or socio-economic characteristics. With respect to traffic calming, neighbourhood boundaries are often defined by the arterial street network and geographic barriers, which typically create a significant barrier to travel and interaction. <i>See community.</i>
On-street parking	The reduction of the roadway width available for vehicle movement by allowing motor vehicles to park within the roadway adjacent the curb.
Parking restriction	A limitation which prevents vehicles from being parked in specific locations, at specific times, or for specific types of vehicles. Most often used to control on-street parking.
Plan	A formulated and sufficiently detailed description of how an objective or numbers of objectives are to be accomplished. A traffic calming plan typically describes measures to be used, where they are to be located, in what order and at what times they will be implemented.
Raised crosswalk	A marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadway.
Raised intersection	An intersection - including crosswalks - constructed at a higher

elevation than the adjacent roadways.

Raised median island	A raised island located on or near the centreline of a two-way roadway.
Raised median through intersection	A raised island located on or near the centreline of a two-way roadway, extending through an intersection, which prevents left turns and through movements to and from the intersecting roadway.
Regulation	A prescribed rule, supported by legislation. <i>See device and measure.</i>
Retrofit	The reconstruction of a roadway or other transportation facility with physical changes from the existing design.
Right-in/right-out Island	A raised triangular island at an intersection which obstructs left turns and through movements to and from the intersecting street or driveway.
Rolled curb	A concrete curb in which the face is sloped or curved away from the vertical. <i>See barrier curb.</i>
Roundabout	Similar to a traffic circle. Roundabouts are typically used on major and collector roads, and are distinguished by Yield signs and raised median islands on all approaches, and in some cases, flare of the entry approach to two or more lanes. <i>See traffic circle.</i>
Rumble strips	Raised buttons, bars or grooves closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle.
Self-enforcing	A traffic calming measure which does not require police enforcement in order to be effective. A speed hump is self-enforcing, for example, whereas a posted maximum speed is not self-enforcing.
Short-cutting	Traffic which is travelling through a neighbourhood to bypass congestion on the arterial street network, or to make use of a more direct route. <i>See through traffic.</i>
Side-walk extension	A sidewalk continued across a local street intersection, creating an appearance similar to a driveway.
Signalized	An intersection at which traffic signals have been installed, to

control vehicle movements on all approaches, or to stop traffic so that pedestrians may cross.

Speed hump

A raised area of a roadway, which deflects both the wheels and chassis of a traversing vehicle (local roads).

Speed cushion

As above but allows busses and other large vehicles to travel over without slowing as much as passenger vehicles (collector roads).

Speed table	A raised area of a roadway, which deflects both the wheels and chassis of a traversing vehicle (Collector roads).
Speed	The 85 th percentile speed of all vehicles passing along a roadway during a specified time period is typically regarded as the representative speed of traffic. The 85 th percentile speed is the speed exceeded by the fastest 15% of vehicles. When the 85 th percentile speed exceeds the maximum legal vehicle speed, this is generally considered as indicating a speeding problem.
Stakeholder	An individual or organization with an interest in transportation issues in a neighbourhood or specific location. Examples of stakeholders include residents associations, a chamber of commerce, a local transit agency, cycling advocates, an agency assisting disabled persons, and school boards. See <i>community</i>
Standard	A value for a specific design feature, which practice or theory has shown to be appropriate where the prevailing circumstances are normal, and where no unusual constraints influence the design. See <i>guideline</i> .
Streetscaping	A means of enhancing the street environment for all users of the right of way, and a means of modifying motorists behaviour, through the use of physical features which provide protection, coherence, security, convenience, community identify, way-finding and orientation, aesthetic quality and interest along an urban street.
Textured crosswalk	A crosswalk incorporating a textured and/or patterned surface which contrasts with the adjacent roadway.
Through traffic	Traffic on a main road that is not exiting or entering local community roads. See short-cutting
Traffic calming	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.
Turn prohibition	A regulation prohibiting a left turn or right turn at an intersection.
Volume	When referring to traffic, volume is a measure of the number of vehicles which travel along a section of roadway or make a particular movement during a specified time period. Most often, traffic volumes are indicated as vehicles per hour during the peak hour, or vehicles per 24-hour period.

Appendix 1



Community Traffic Issue Reporting Form

Use this form to report a community traffic problem. City Staff will follow up and determine whether traffic calming measures would be appropriate to address the problem, or whether another solution is required. If traffic calming is the appropriate solution, staff will prioritize the problem(s) you identify among all reported problems in the City. Community traffic studies are undertaken on a priority basis.

Location of problem(s). Be specific - indicate streets, intersections, addresses:

Type of issue(s). Check all which apply:

- | | |
|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Speeding |
| <input type="checkbox"/> Other | <input type="checkbox"/> Shortcutting |

Describe the issue(s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth:

The personal information is being collected under the authority of the Freedom of Information & Protection of Privacy Act, Section 33(c). It will be used to communicate with the signatory as required. It is protected under the privacy provisions of the FOIP Act. If you have any questions regarding the collection of this personal information please contact 311.

Your name: _____ Telephone: _____

Email: _____ Fax: _____

Date: _____

*Agreement

Community Name _____

Name of member of executive: _____

Association Position: _____

Signature: _____ Date Signed: _____

Councillor Signature: _____ Date Signed: _____

Police CLO Signature: _____ Date Signed: _____

*Signature indicates agreement that community traffic issues need to be addressed:

Mail To:
City of Calgary
Transportation Planning
PO Box 2100 STN M#8124
Calgary, AB T2P 2M5

Appendix II

Guidelines for Application of Speed Humps, Speed Cushions and Speed Tables

The Liveable Streets Division has created a set of guidelines for the appropriateness of speed humps, speed cushions, and speed tables. These guidelines will help to address objectivity, fiscal responsibility and traffic benefit. The guidelines below are the result of a review of North American practices examined in the context of Calgary.

If you want more information on the measures below please use www.calgary.ca and enter “Traffic Calming Policy document”, “Community Traffic Studies”, “Traffic Calming Policy”, and open pdf to section 4.0 (Traffic Calming Measures).

Guidelines for application of speed humps, speed cushions and speed tables

Criteria	Speed Hump (4.0 m wide)	Speed Cushion (as required)	Speed Table (7.0 m wide)
Street designation	Local Street >2,000 vehicles per day	Low Volume Collector <8,000 vehicles per day	Low Volume Collector <8,000 vehicles per day
Emergency routes	Avoid primary routes	Avoid primary routes	Avoid primary routes
Posted speed limit	Maximum 50 km/h	Maximum 50 km/h	Maximum 50 km/h
Speed	20 per cent greater than posted speed limit (discretionary high end speeding component*)	20 per cent greater than posted speed limit (discretionary high end speeding component*)	20 per cent greater than posted speed limit (discretionary high end speeding component*)
Traffic volume	As per road designation; no minimum	As per road designation; no minimum	As per road designation; no minimum
Shortcutting**	Not applicable	Not applicable	Not applicable
Street or segment length***	No restrictions	No restrictions	No restrictions
Truck routes	Not on truck routes	Not on truck routes	Not on truck routes
Transit routes	Not on transit routes	Transit routes	Transit routes
Bicycle routes	No restrictions	No restrictions	No restrictions
Road geometry	Maximum 4 per cent grade Street must have appropriate sight distance.	Maximum 4 per cent grade Street must have appropriate sight distance.	Maximum 4 per cent grade Street must have appropriate sight distance.
Stop signs and traffic signals	No restrictions	No restrictions	No restrictions
Intersections	Generally 25 metres from intersecting street or alley	Generally 25 metres from intersecting street or alley	Generally 25 metres from intersecting street or alley

Notes:

- * Occasions occur where high speeds are only infrequently recorded. An example is a local road adjacent to a bar where night/early morning patrons leave at high speeds, but in low numbers.
- ** The primary purpose of speed humps, speed tables and speed cushions is to reduce speeds not to reduce short-cutting.
- *** Minimum road length on its own will not preclude installation of measures.
- **** Speed cushions may require no parking zones for 10 metres before and after speed cushions.



Sidewalk extension



Diagonal Diverter