

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

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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, speeding etc. “Other Issues,” identified in Section 3.2 do not generally warrant traffic calming measures.

There are currently over 230 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 - 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.

Much of the information contained in the Traffic Calming Policy is available on an interactive CD, entitled Community Traffic Issues – Approaches and Solutions.

The City of Calgary is committed to ongoing improvement and welcomes your comments regarding this traffic calming policy. Call 3-1-1.

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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.

1.1 WHAT IS TRAFFIC CALMING?

Most streets in Calgary are considered safe and pleasant streets along which to drive, walk or bicycle, 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 livability of the street. If problems are severe enough, residents and others may no longer consider that streets are safe or their neighbourhood is livable.

In these cases, traffic calming offers a means of resolving traffic and safety problems, and preserving and enhancing neighbourhood livability. 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 proactively 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 Solutions, 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 and safety problems on City streets. This means, for example, speeding problems, short-cutting traffic through neighbourhood streets, and pedestrian and cyclist safety issues. It also means that traffic calming is used to address known problems. Although the primary focus of traffic calming is residential streets, traffic calming can be used on almost all types of streets.

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 Sections 4 and 5 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, or as part of the final project plans. 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
- North Vancouver, BC
- Delta, BC
- Coquitlam, BC
- Saanich, BC
- Kelowna, BC
- Whistler, BC
- Toronto, ON
- Seattle, WA
- Bellevue, WA
- Portland, OR
- Palo Alto, CA
- Berkeley, CA
- Ventura, CA
- West Sacramento, CA
- Boulder, CO
- Santa Fe, NM
- Fairfax, VA
- Arlington, VA
- Asheville, NC
- 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:

- **Safety.** Traffic calming can make streets safe 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%.
- **Livability.** Traffic calming can help to preserve and enhance the livability 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 livability as a result.

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 safety and livability, 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 safety and livability 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 livability 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 livability 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 livability 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 and public art.

Another important objective — although not directly related to the goals of improving safety and livability — 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.
- **Implement measures on a temporary basis.** Where possible, inexpensive temporary devices may be installed to ensure that traffic calming devices will achieve the intended results, prior to constructing the devices on a permanent basis. A temporary installation also provides an opportunity to alter the geometrics of a device or make other changes prior to permanent installation. Temporary measures should resemble permanent measures as much as possible. It should be noted that where traffic calming measures cannot be cost-effectively constructed on a temporary basis or where modifications to the traffic calming measures are unlikely to be needed, they can be constructed on a permanent basis. Examples of these include speed humps and curb extensions, respectively.
- **Monitor conditions.** Traffic patterns change, and consequently it is important that traffic volumes, vehicle speeds, accident rates and other indicators of potential traffic problems are recorded and analyzed on an on-going basis. City staff currently collect much of this information, and consequently on-going monitoring can be carried out without a significant increase in data collection efforts.

3 PLANNING

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

Traffic issues can be grouped into five categories, as described below. The first two categories — isolated and area-wide issues — are addressed through traffic calming plans, as described in Section 3.1. Other issues are addressed as described in Section 3.2.

- **Isolated issues.** In many areas of the City — particularly in more suburban areas — traffic calming issues will arise in isolated, localized locations. Examples include pedestrian safety 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.
- **Area-wide issues.** In some areas of the City — generally the inner-city areas — there will be a range of traffic calming issues on many streets within an area. For example, speeding and short-cutting traffic might be an issue on several streets, and pedestrian safety might be an issue at a number of locations throughout an area. In these cases, it is not appropriate to address each issue on an isolated basis, as a traffic calming solution intended to address one problem would likely create or exacerbate problems on adjacent streets. Instead, in this situation traffic calming solutions must be developed on an area-wide basis, considering all issues within an area. For the purposes of traffic calming, an area is defined by community boundaries, major roads and geographic (natural and man-made) barriers. If desired, two or more adjacent areas can be combined to create a single larger area for the purposes of developing traffic calming plans.
- **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 and area-wide issues are addressed through traffic calming plans, as described in this section. Other issues are addressed as described in Section 3.2.

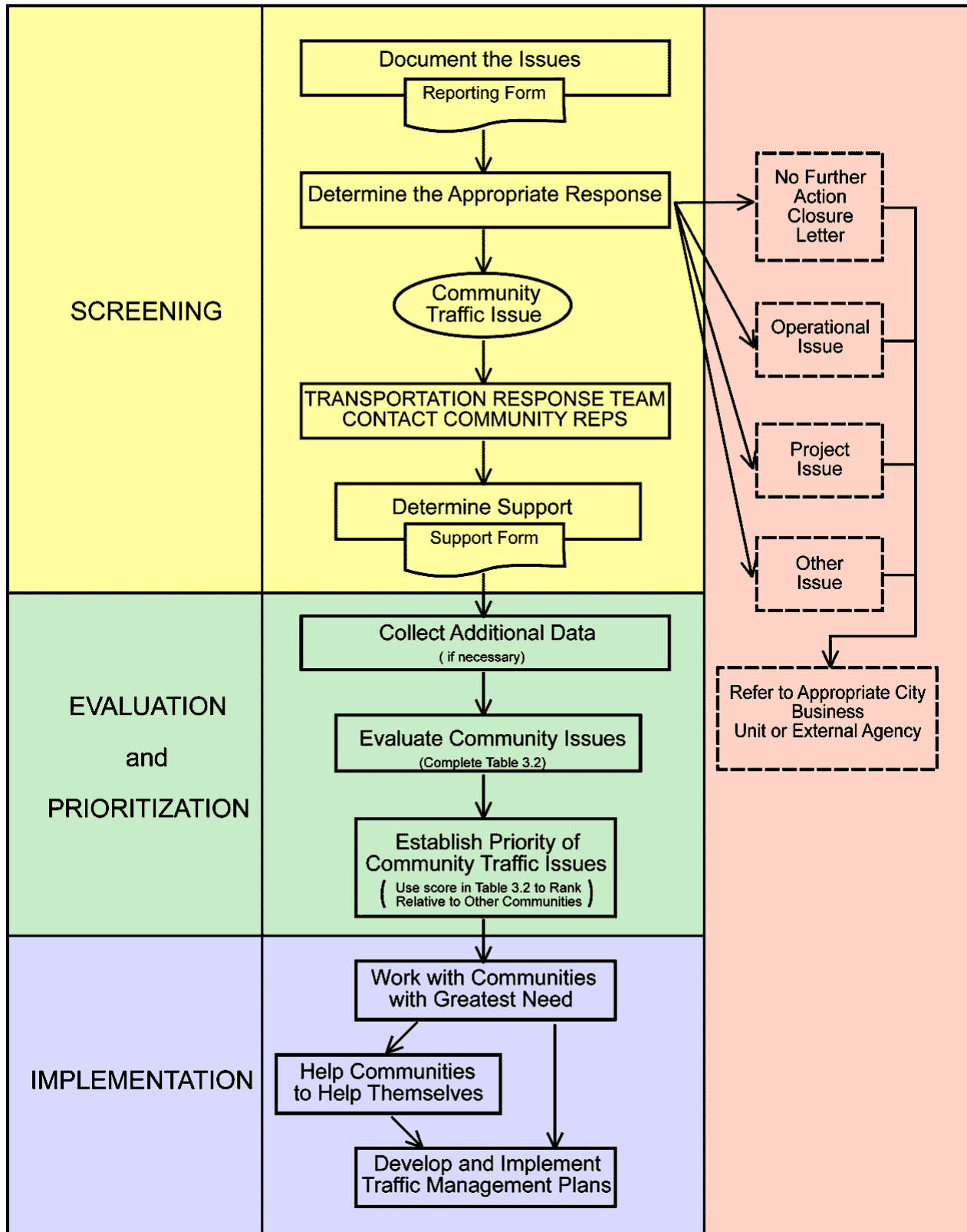
The majority of traffic calming measures will be planned under the direction of Transportation Solutions staff. In the course of preparing traffic calming plans, Transportation Solutions staff will consult with staff in other City business units, and will circulate proposed plans to other business units 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
Process for Responding to Traffic Calming Issues**



- 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 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 the Appendix. Residents could download reporting forms from the City's web site, or call 3-1-1. 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, alderman 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 Solutions.

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 safety
- Other safety (motorists, cyclists, etc.)
- Speeding
- Short-cutting traffic
- Other (parking, etc.)

DETERMINE THE APPROPRIATE RESPONSE

Once an issue has been reported and documented, the next stage of the screening process is for Transportation Solutions staff to determine which of the following responses is appropriate for the issue. In many cases, traffic issues can be addressed quickly without requiring a traffic calming solution.

A traffic calming response is appropriate where there is one or more identified traffic or safety 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 some 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 other cases, there will be several reported issues within a contiguous area bounded by major roads and/or physical barriers (geographic or man-made). In this latter case, these issues should not be treated as isolated problems, but rather should be grouped together and treated on an area-wide basis.

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 calling 3-1-1. 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 Solutions 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, a closure letter should be sent to 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 Solutions staff will advise the community association and other community representatives of the selected response.

DETERMINE SUPPORT FOR FURTHER ACTION

For isolated and area-wide issues, 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 to 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 consider that there is a need to examine the issue further. Consequently, a sufficient level of community support would be indicated by a minimum of one third of affected households in cases of isolated issues, and a minimum of 20% of affected households in cases of area-wide issues. Where a community has greater than 40% apartments, lower levels of support and alternative methods of demonstrating support will be considered for isolated and area-wide issues. For isolated issues, 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 of at least 20% of these households. An example of such a form is included in the Appendix. City staff would identify affected households and would provide forms with addresses of these households included on the form. Residents would then contact persons in affected households to obtain the minimum required number of signatures. It should be noted that although a minimum of 20% of households are required to indicate support, in the subsequent evaluation and prioritization process, issues for which more than 25% support is obtained are given greater weight in determining priorities. This means that residents should seek to obtain signatures from as many affected households as possible.

In addition to the support of residents in the area, agreement that community traffic issues need to be addressed is required from the community association, alderman and police representatives. Agreement from these groups and persons should be documented in writing, with a letter or e-mail.

3.1.2 EVALUATION AND PRIORITIZATION

After the screening process has been completed and community support for further action has been demonstrated, the next step is to evaluate and prioritize the issue. As described in this section, 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 most serious and most extensive issues are addressed first. 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.

City staff would address issues in order of priority, as funding and resources permit. Highest priority issues would be addressed first, and other issues would be addressed once higher-priority issues had been resolved. In general, City staff would address as many issues each year as possible, depending on staffing and funding availability.

ROAD CHARACTERISTICS

Local streets have different characteristics and functions than low-volume collector roads. Consequently, different criteria are used to evaluate traffic calming issues on local streets as compared with low-volume collector roads. Because there are currently several adopted and proposed road classifications for collector and major roads in the City, within the scope of this Traffic Calming Policy it is necessary to define what is meant by a “local street” and a “low-volume 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 local streets and low-volume collector roads, and that some conditions on some roads may vary from these typical conditions. Traffic calming issues on other types of roads — major roads, higher-volume collector roads and industrial roads, for example — are addressed on a project basis as described in Section 3.2.

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

Typical Conditions	Local Street	Low-Volume 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 1,500 vehicles/day	Typically 1,500 to 5,000 vehicles/day
Speed limit	50 km/h, may be reduced to 40 km/h or 30 km/h	50 km/h, may be reduced to 40 km/h or 30 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	No designated space for bicycles — cyclists and motorists share the road
Transit service	No	Permitted

TRAFFIC CALMING ISSUES

Table 3.2 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 safety and livability — as well as objectives of reducing speed and short-cutting volume, and minimizing conflicts between road users. Community support is also considered in the evaluation, as a basis for assigning higher priority to areas with higher levels of community support.

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.

The types of issues to be evaluated using the criteria in **Table 3.2** include both isolated and area-wide traffic issues. In all cases, worst case conditions are to be considered in evaluating the issues.

Priorities should be 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 (during daytime hours for school and playground zones)	0 to 20	20 represents area with highest recorded speed differentials and greatest number of streets with speeding
Volume	Percentage short-cutting traffic in peak 2-hour period, in peak direction, on most significant short-cutting route, and daily traffic volume	0 to 20	20 represents area with highest volume of short-cutting and 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
Safety	Sidewalks — proportion of neighbourhood streets with continuous sidewalks on at least one side	0 to 5	5 represents area with fewest sidewalks
	Pedestrian — number of schools and major pedestrian generators in area, and numbers of pedestrians	0 to 10	10 represents area with highest number of pedestrian generators and highest level of pedestrian use
	Cyclists — number of designated bicycle routes in area, and number of cyclists	0 to 5	5 represents area with highest number of bicycle routes and highest level of bicycle use
Community support	Percentage of households supporting requested action	0 to 20	20 represents area with highest level of support

3.1.3 IMPLEMENTATION

The traffic study process begins once a community or isolated location is identified as the highest priority according to the evaluation process described in Section 3.1.2. City staff and community Traffic Committee 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 study process.

Table 3.3
Process for Conducting Community Traffic Studies

	Activity	Duration
Stage 1 Problem identification	<ul style="list-style-type: none"> • Establish Traffic Committee • Identify traffic concerns • Collect and analyze traffic and safety data (weather dependent) • Establish study goals and objectives. 	2 to 6 months
Stage 2 Traffic Plan	<ul style="list-style-type: none"> • Identify potential solutions • Develop proposed Traffic Plan • Determine community support for traffic plan, typically through a survey • Review Traffic Plan and identify changes as appropriate • Present the final version of Traffic Plan to community for approval. 	2 to 5 months
Stage 3 Implementation	<ul style="list-style-type: none"> • Present Traffic Plan to Standing Policy Committee on Land Use Planning and Transportation for approval, if necessary • Implement traffic calming measures. 	12 months
Stage 4 Project completion	<ul style="list-style-type: none"> • Monitor traffic conditions following construction; assess benefits and impacts to the neighbourhood and transportation network. 	2 to 4 months

Should the demands for community traffic work exceed the abilities of the City staff and available resources, it is possible to supplement City-funded implementation of priority projects with the assistance of a professional transportation consultant, subject to available funds. The transportation consulting contract would be with the City of Calgary. Traffic calming measures identified by a transportation consultant would conform to this policy and would be implemented in order of priority. In exceptional circumstances, this approach may be used in a timely fashion to provide communities the opportunity to address issues of concern. This approach would not divert staff resources from higher-priority issues elsewhere in the City.

3.1.4 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 local streets and low-volume 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.

- **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.
- **Major roads.** Some traffic calming measures can be implemented on major roads and collector roads with traffic volumes of more than approximately 5,000 vehicles per day. A different approach should be used in implementing measures on major roads than the approach for local streets and low-volume collector roads. On major 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 major 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. Although the intent would be to remove the temporary measures when the road construction project is completed, in some cases it may be desirable to leave measures in place permanently.
- **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.
- **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 Section 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.

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. It is recommended that Transportation Solutions staff or other City representatives be invited to community events to contribute to the discussion of traffic issues, options and means of addressing problems.
- **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 TIPS brochures, print-ready material, electronic material, maps and documents. Most of these are available free of charge to the public by calling 3-1-1. 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 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. Call 3-1-1.
- **Portable speed advisory signs.** This City program involves placing a series of five 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. Call 3-1-1.

- **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. Call 3-1-1.
- **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, flextime 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, carpool.ca and teletrips.com.

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 a total of 25 traffic calming measures, including several measures — such as stop signs — that are used in some municipalities for traffic calming purposes, although this is not their intended function. The 25 traffic calming measures identified in the Guide are listed in **Table 4.1**, plus speed cushions, 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 local streets and low-volume collector roads. As described below, several vertical deflection measures do not provide significant traffic calming benefits, and therefore should not be used as traffic calming measures.

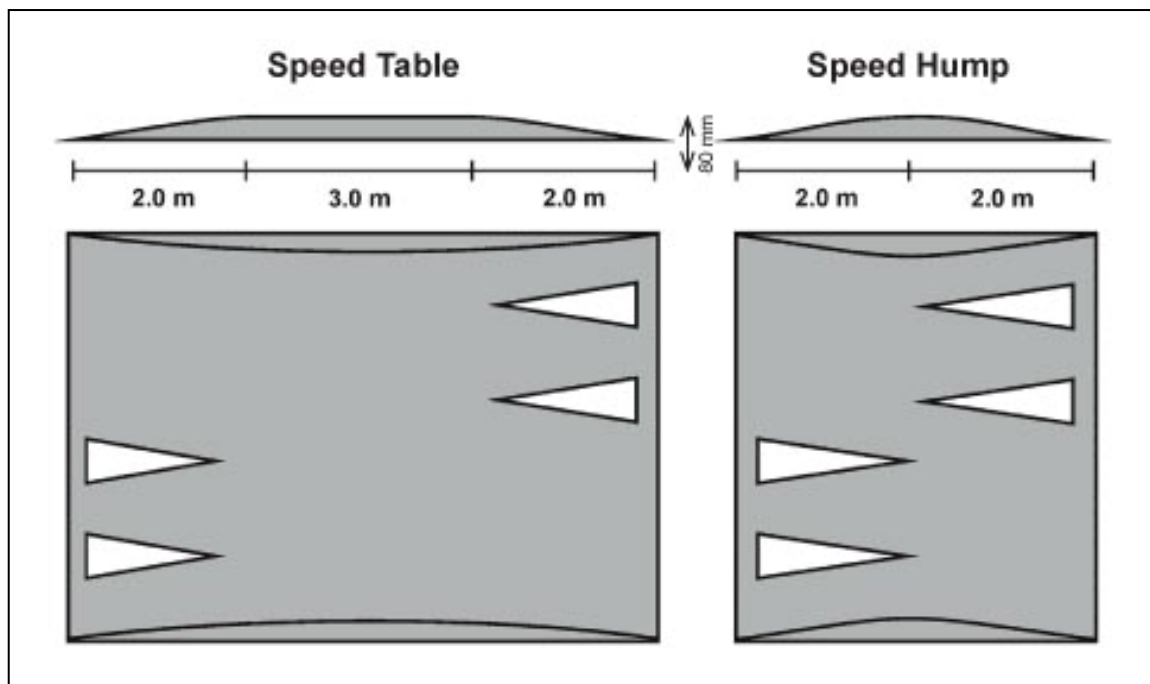
- **Speed humps, speed cushions and speed tables** guidelines for application are found in Appendix 2:
 - Speed humps should not be used on primary emergency response routes, or on transit routes with frequent service. If a form of vertical deflection is necessary to discourage speeding on local streets that are primary emergency response routes or transit routes, speed cushions or speed tables should be considered instead.
 - The Guide indicates that speed humps can be used on grades of up to 8%. However, 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		Local Street <1,500 vpd	Low-Vol. Collector 1,500-5,000 vpd	Other Collector 5,000- 10,000 vpd	Major > 10,000 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	~	✗	✗	✗
Signage (when used primarily for traffic calming purposes)	• Traffic-calmed neighbourhood	✓	✓	✗	✗
	• Turn prohibited	~	~	~	~
	• Through traffic prohibited	~	~	~	~
	• One way	~	~	✗	✗
	• Maximum speed	✗	✗	✗	✗
	• Yield	✗	✗	✗	✗
	• Stop	✗	✗	✗	✗
✓ = Appropriate measures		~ = Use with caution		✗ = Not recommended	

- **Speed humps** (illustrated in **Figure 4.1**) can be used on Local streets and low-volume Collector roads where traffic volumes are less than 2,500 vehicles per day. “**Speed tables**” (illustrated in **Figure 4.1**) should be used on roads with traffic volumes of 1,500 - 5,000 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.

Figure 4.1
Collector Road “Speed Table” and Local Street “Speed Hump”



- **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 frequent service, and on local streets and low-volume collector roads where it is desirable to avoid unduly delaying large vehicles.

Figure 4.2
Speed Cushions with Transit Bus



- **Raised crosswalks** should be used only on local streets and low-volume 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.

Figure 4.3
Speed Cushion with Automobile



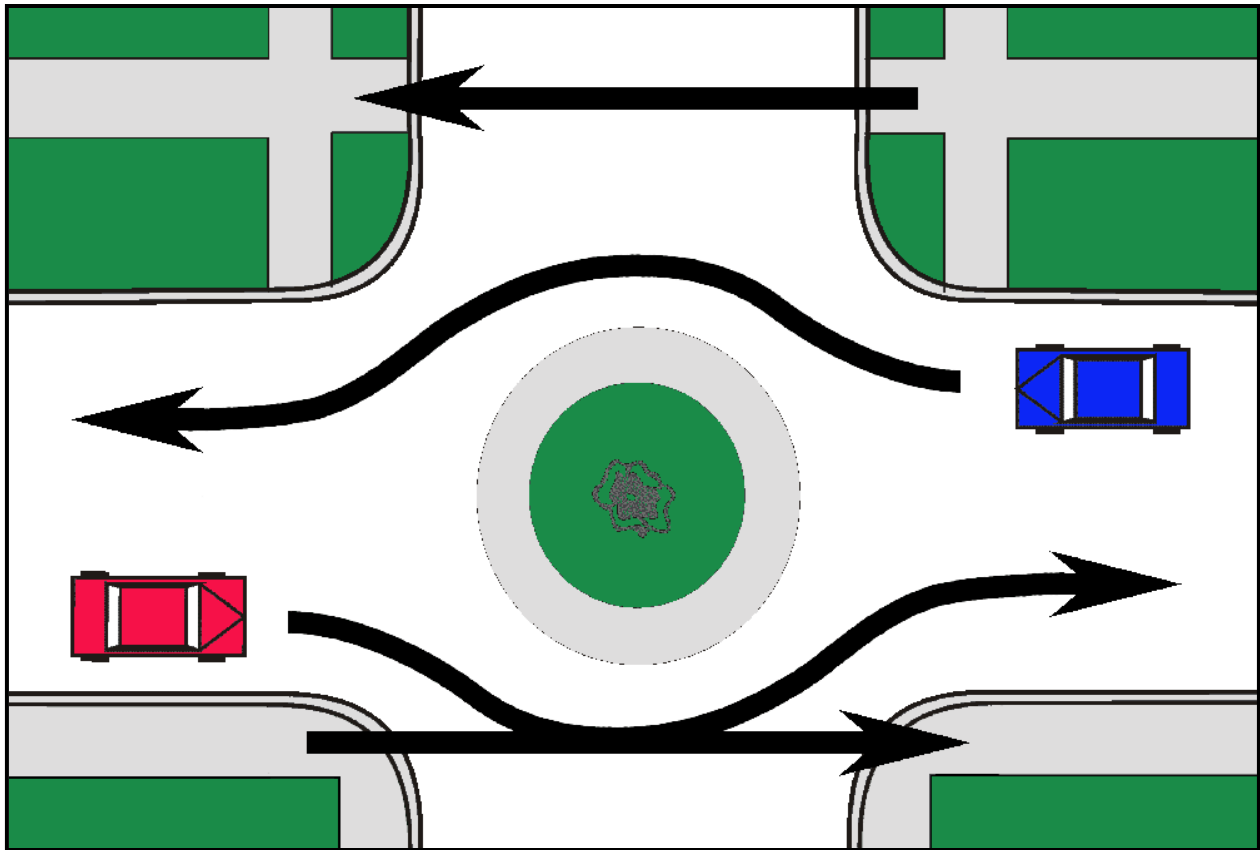
- **Rumble strips** are effective when used to alert motorists to the presence of a stop sign, crosswalk, reduced speed zone or potentially hazardous situation. Experience has shown that rumble strips have no effect on vehicle speeds or volumes, however, and the noise and vibration created by rumble 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 and chicanes — should only be used on local streets.

- **Curb extensions** can be used on all roads. On local streets and on low-volume collector roads with less than approximately 2,500 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. On major roads and on collector roads with more than approximately 2,500 vehicles per day, the width of the travel lane adjacent a curb extension should be at least 3.5 m, and should be 4.0 m to 4.3 m where it is desirable to provide space for cyclists. 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 local streets, with three, four or more approaches to the intersection. Traffic circles can also be used at intersections between low-volume collector roads and local streets, provided that the volume on the low-volume collector road is not more than approximately three times the volume on the local street, so as to avoid problems with traffic on the collector road not yielding to vehicles which have entered the circle from the local 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 the curb, without a separating 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.

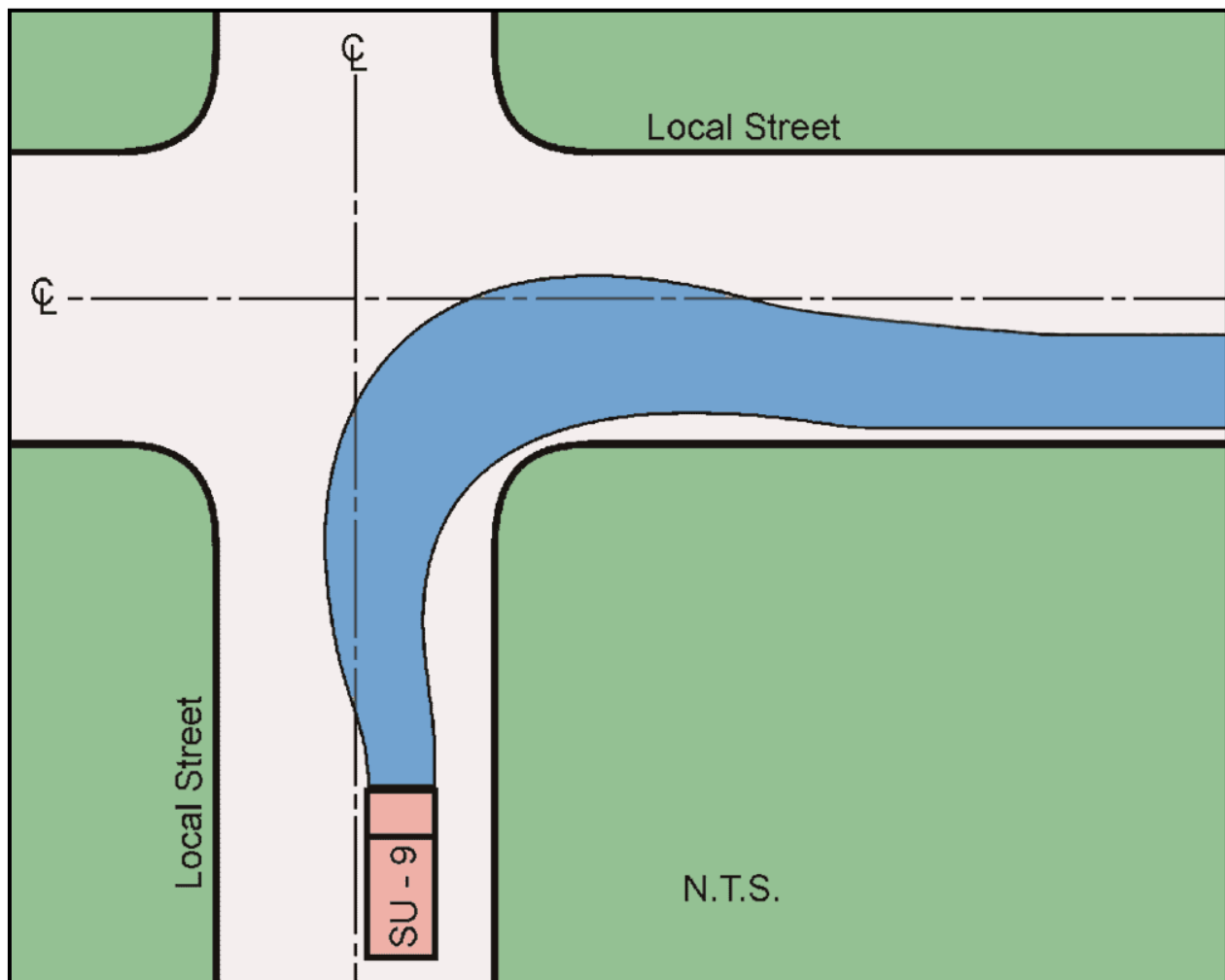
Figure 4.4
Pedestrian-Vehicle Conflict at Traffic Circle with Mono Sidewalks



- **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 (SU-9), except in locations where there are frequently larger trucks turning. At intersections where one or both roads is a local street, it is acceptable for single-unit trucks to cross to the left side of a local street to complete a turn, as illustrated in **Figure 4.5**. This means that smaller corner radii can be used.
- **One-lane chicanes** should be used only on local streets with traffic volumes of at least 1,500 vehicles per day, and with a peak period directional split within the range of 50/50 to 65/35. At lower traffic volumes or more lopsided directional splits, the effects of a one-lane chicane in deterring short-cutting traffic and slowing vehicles are reduced.

- **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, two-lane chicanes should not be used as a traffic calming measure.
- **Parking** is an inexpensive and effective form of traffic calming, and consequently on-street parking should not be prohibited on local streets and low-volume collector roads unless necessary. On other collector roads and on major roads, on-street parking should only be permitted where there is a minimum of 2.4 m available for on-street parking, plus a minimum of 3.5 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 local streets, and on low-volume collectors where there is not a likelihood that traffic would be diverted to nearby local streets.

- **Directional closures and right-in/right-out islands** should only be used at intersections with major 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 local streets, as well as low-volume collector roads with less than approximately 2,500 vehicles per day.
- **Intersection channellization** — which describes the use of channellization to obstruct specific movements — can be used on all roads.
- **Diverters** should only be used at intersections of two local streets, and should not be used on transit routes nor primary emergency response routes. Diverters 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.

Figure 4.6
Traffic Calmed Neighbourhood Sign



- **Traffic Calmed Neighbourhood signs** — illustrated in **Figure 4.6** — should be installed on all streets entering an area where traffic calming measures have been installed on an area-wide basis, and on streets where traffic calming measures have been installed on an isolated basis.
- **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.

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 businesses 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. See <i>measure</i> and <i>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.
Diverter	A raised barrier placed diagonally across an intersection, which forces traffic to turn and prevents traffic from proceeding straight through the intersection.
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. See <i>standard</i> .
Intersection channelization	Raised islands located in an intersection, used to obstruct specific traffic movements and physically direct traffic through an intersection.
Jurisdiction	An agency or authority with responsibility and control for specific actions within a defined area.
Landscaping	Typically, plants, shrubs, trees and other vegetation planted in a traffic calming measure or along a roadway, frequently 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. See <i>major road</i> and <i>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. See <i>collector road</i> and <i>local street</i> .

Measure	A physical device, regulation or action which affects the movement of motor vehicles, bicycles and/or pedestrians. See <i>device</i> and <i>regulation</i> .
Median island	See <i>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. See <i>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 number 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, and how the costs of the measures will be funded.
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. See <i>device</i> and <i>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. See <i>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. See <i>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. See <i>through traffic</i> .
Sidewalk 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 allow buses 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.
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 or safety issue to the 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 problems. Check all which apply:

- Pedestrian safety
- Other safety (cyclists, motorists)
- Parking
- Speeding vehicles
- Shortcutting traffic
- Other problems

Describe the problem(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 phone 3-1-1.

Your name: _____ Telephone: _____
 E-mail: _____ Fax: _____
 Date: _____

Agreement*

Community Association	Name of member of executive: _____	
	Position: _____	
	Signature: _____	Data signed: _____
Alderman	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, Alberta T2P 2M5

APPENDIX 2

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

The Transportation Solutions 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.

Previously, The City’s Traffic Calming Policy identified both speed humps and speed tables as speed humps. One design (4.0 m wide) was a speed hump for local roads and the other (7.0 m wide) a speed hump for collector roads. This new distinction of speed hump and speed table (name change only) has recently been made for clarity. The design difference is readily apparent by referring to the City’s Traffic Calming Policy.

If you want more information of the measures below please use www.calgary.ca and follow links “City Transportation”, “Planning Transportation”, “Community Transportation”, “Traffic Calming Policy”; open PDF to section 4.1 (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 <1,500 vehicles per day	Low Volume Collector <5,000 vehicles per day	Low Volume Collector <5,000 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

Criteria	Speed Hump (4.0 m wide)	Speed Cushion (as required)	Speed Table (7.0 m wide)
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 late 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.