

THE CORPORATION OF THE CITY OF WINDSOR PROCEDURE

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| Service Area: | Office of the City Solicitor | Procedure No.: | |
| Department: | Planning and Building Services | Approval Date: | |
| Division: | Transportation Planning | Approved By: | |
| | | Effective Date: | On Approval |
| Subject: | Arterial Roadway Traffic Calming Procedure | Policy Ref.: | Traffic Calming Policy |
| | | Pages: | Replaces: |
| Prepared By: | L. Ash, Policy Analyst | 5 | Date: |

1. PURPOSE

1.1. This procedure is intended to provide details for implementing traffic calming on arterial roadways.

2. SCOPE

2.1. This procedure provides the details of how traffic calming is to be implemented on arterial roadways for the purpose of reducing excessive vehicle speeds, alleviating conflicts between road users and eliminating inappropriate driver behaviour. Volume control is not desirable on arterial roadways, and therefore will not be studied.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Traffic Calming Policy.

4. PROCEDURE

- 4.1. Traffic calming may be considered on an arterial roadway when a traffic speed concern is identified by City, the Windsor Police Services, a Councillor, resident, business or group.
- 4.2. Administration will determine the appropriate location(s) to collect traffic speed data. The observed 85th percentile speed must be at least 10 km/h over the posted speed limit to be considered for traffic calming.
- 4.3. Administration will utilize the Traffic Calming Toolbox for Arterial Roadways provided in **Attachment A** to develop a Traffic Calming Plan.
 - **Table A-1** provides a brief description of each measure.
 - **Table A-2** provides cost estimate ranges used for each measure.
- 4.4. Administration will continue to explore new traffic calming measures and may test different measures as pilot projects to determine if they are suitable for installation.

- 4.5.** Applicable policies, guidelines and master plans should be considered during the review, including the City's Active Transportation Master Plan (ATMP), School Neighbourhood Policy and the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming. Any traffic calming construction work shall meet the requirements on the City of Windsor Development Manual and any relevant City of Windsor Engineering Standard Drawings.
- 4.6.** Other affected agencies, such as emergency services, the Windsor Accessibility Advisory Committee (WAAC), the Windsor Bicycling Committee (WBC), Bus Kids, any affected Business Improvement Areas (BIA) and the Windsor-Essex County Health Unit (WECHU) may be invited to provide comments and feedback.
- 4.7.** Projects will be put forward in priority sequence for approval to proceed with implementation. The number of projects put forward in any given year will depend on associated implementation cost and available budget. The length of time a project has been waiting for implementation funding will not influence whether it is constructed in the coming season. Practical considerations may affect the selection of projects, some of which include the availability of funds restricted to specific activities or areas, the potential to coordinate with other projects and the availability of alternate funding sources.
- 4.8.** Administration will present a report to Council for approval to fund and implement the Traffic Calming Plan. Other methods for presenting the results to Council may include an annual presentation as a part of the capital budgeting process.
- 4.9.** Administration will notify the public when a Traffic Calming Plan is to be presented to Council for approval. Notification may be provided by any of the following means:

 - A notice provided to adjacent households and commercial properties;
 - A notice posted at the location of the concern; or
 - Information posted on the City's website, local newspaper or other media.
- 4.10.** Outcome reviews will be undertaken 6-12 months following installation of traffic calming measures to evaluate effectiveness. The scope of outcome reviews will be dependent on the objectives of the project, and will generally include the collection of speed and collision data for comparison against pre-installation data.

 - Due to the types of roads for which traffic calming will be considered, it is highly unlikely that any significant collision trends will be identified over an analysis period of 6-12 months. Additional time may be required before collision data may be used to help evaluate the results of the traffic calming treatment.
 - The outcome review will in most cases not include a diverted traffic analysis. These may be considered if comparable data was collected prior to installation and this was a key objective for the installation.
- 4.11.** Success with traffic calming will be a reduction in vehicle speed and/or collisions. Depending on the outcome achieved, the City may choose to review the site to see if it still has a need and how it compares to other

potential sites. If the City decides that the traffic calming measures have not been effective, they may choose to undertake further amendments to the project. Prior to implementing changes, a report will be delivered to Council reviewing the performance of said traffic calming measures.




- 4.12. Some roadway sections or intersections may require further study beyond the scope of the Traffic Calming Policy and may be identified for further study.

5. RECORDS, FORMS, AND ATTACHMENTS

- 5.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.
- 5.2. Attachment A – Traffic Calming Toolbox for Arterial Roadways

ATTACHMENT A – Traffic Calming Toolbox for Arterial Roadways

Table A-1: Traffic Calming Measures for Arterial Roadways

| Item # | Measure | Example | Description | Est. Cost Range | Est. Annual Maint. Cost |
|--------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------|
| 1 | Radar Speed Feedback Signs |  <p style="text-align: center;">www.townofsananselmo.org</p> | <p>Post or pole-mounted radar speed feedback signs provide immediate feedback alerting the driver to their speed. Ideally this will encourage drivers to obey the speed limit. Additional enforcement or physical measures are encouraged to reinforce the treatment.</p> | \$\$ | \$ |
| 2 | Vehicle Activated Warning Signs |  <p style="text-align: center;">unipartdorman.com</p> | <p>Solar powered electronic signs equipped with radar speed detectors alert drivers of hazards ahead when activated by speeds surpassing a programmed threshold.</p> | \$ - \$\$ | \$ |
| 3 | Pavement Markings |  <p style="text-align: center;">ctre.iastate.edu</p> | <p>Pavement markings, such as traverse bars or chevrons, may be used to provide drivers more notice about their speed. These are only appropriate in certain areas, such as rural locations or transition zones</p> | \$ - \$\$ | \$ - \$\$ |




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| | |  alertdriving.co.nz | where drivers are being reminded of a change in roadway character. | | |
| 4 | On-Road Sign Pavement Markings |  google.com/maps (Queen St. S., Hamilton, Ontario)  google.com/maps (S. Sterling Ave., Tampa, Florida) | Sign pavement markings may be used to provide on-road messages, such as “MAX 50 km/h”, “Stop Ahead”, “School Ahead“, or “SLOW”. | \$ - \$\$ | \$ - \$\$ |

Table A-2: Cost Estimate Range

| Symbol | Range |
|----------|----------------------|
| \$ | \$0 - \$5,000 |
| \$\$ | \$5,000 - \$20,000 |
| \$\$\$ | \$20,000 - \$50,000 |
| \$\$\$\$ | \$50,000 - \$100,000 |
| \$\$\$\$ | > \$100,000 |