

Community Transportation Reviews

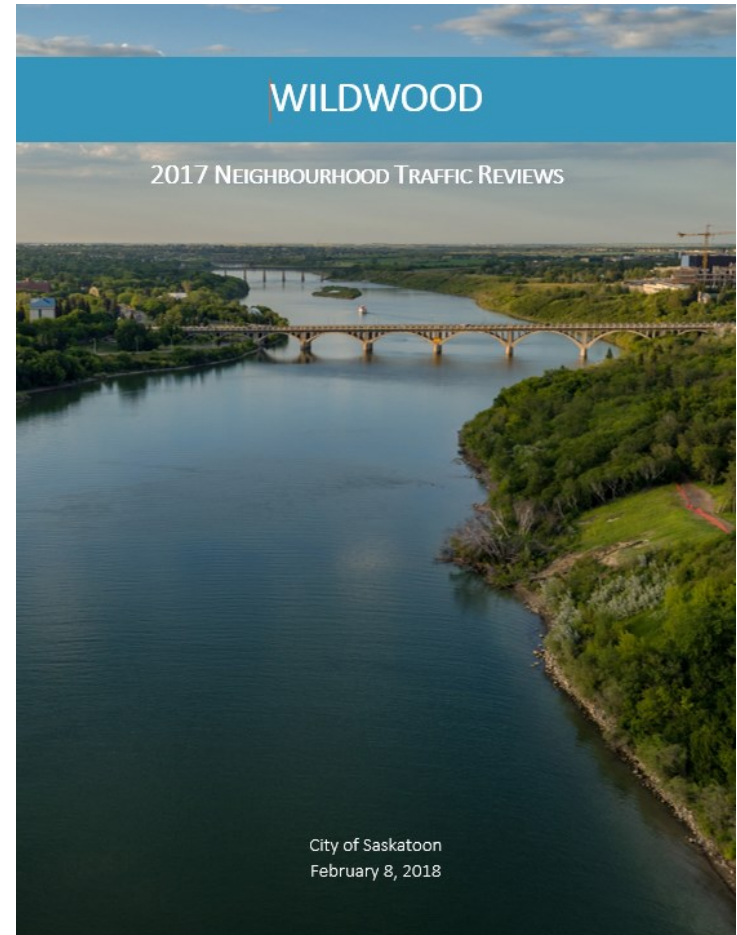
Traffic Calming Policy

Traffic Control at Pedestrian Crossings

Standing Policy Committee on Transportation
September 10, 2018

Why Change Traffic Reviews?

- Neighbourhood Traffic Review (NTR) program is expected to be complete in 2020.
- The existing program addresses local and collector roads only.
- Issues addressed for arterial streets are referred to the intersection improvement or corridor review programs.
- Complaints driven process.



What is a Community Transportation Review?

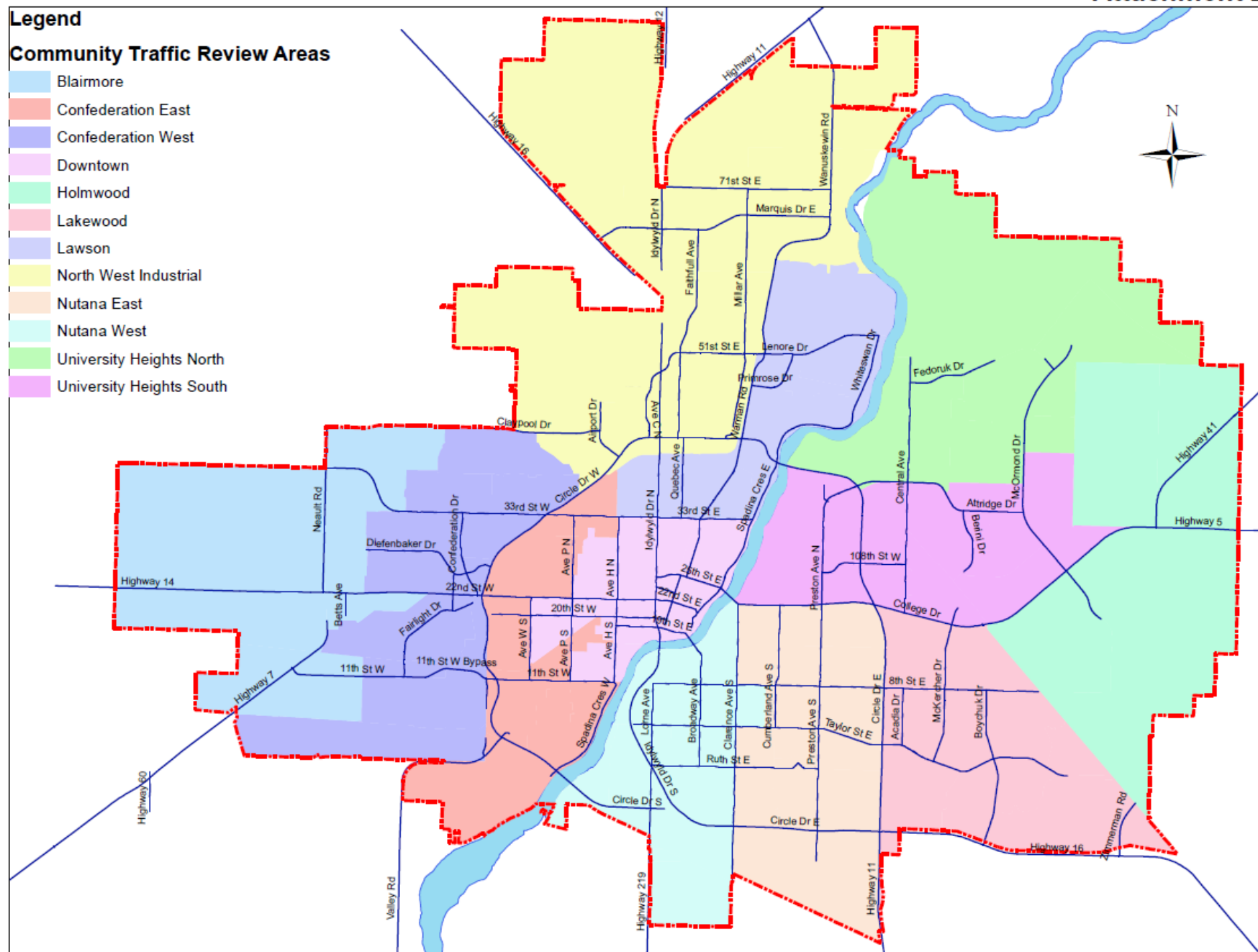
- Broader community level than the NTR program.
- To address transportation safety issues along major collectors and arterials.
- Focus on evidence-based for traffic, cyclist, and pedestrian safety issues and trends (through collision data or other research studies).
- This program will complement the intersection improvement and corridor review processes.



Photo courtesy of Global news

Community Traffic Review Areas

- | |
|--------------------------|
| Blairmore |
| Confederation East |
| Confederation West |
| Downtown |
| Holmwood |
| Lakewood |
| Lawson |
| North West Industrial |
| Nutana East |
| Nutana West |
| University Heights North |
| University Heights South |



What are the Implications of Community Transportation Reviews?

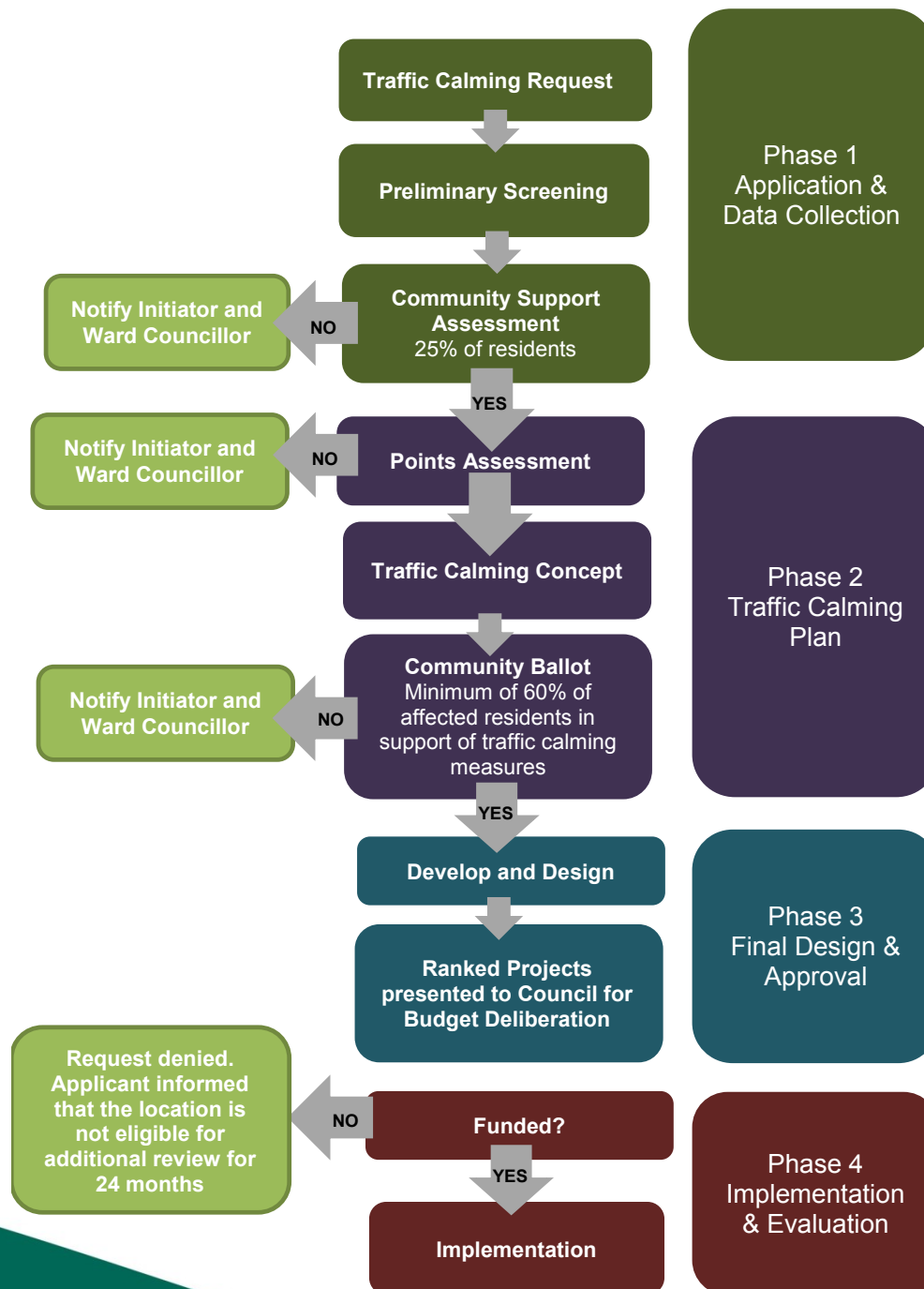
- Engagement Plan is in development.
- An annual meeting for each of the 12 communities is proposed to:
 - Discuss ongoing or upcoming transportation initiatives and projects;
 - Present the CTR program and priorities;
 - Identify barriers to walking and cycling; and
 - Listen to public input, and, where appropriate, refer them to ongoing programs.
 - Each year will include a progress report for each Community.
- Resource needs less than NTR program.



Traffic Calming Policy

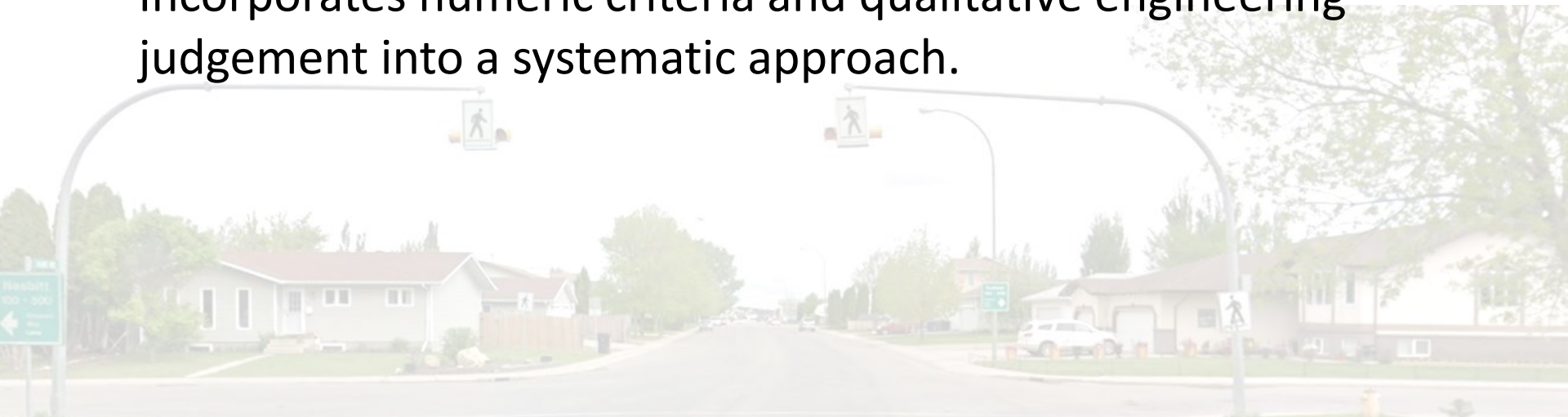
- For neighbourhoods that have a completed NTR.
- Residents with speeding and shortcutting concerns.





Traffic Control at Pedestrian Crossings

- Used to ensure safe pedestrian crossings (crosswalks, zebra crosswalks, RRFBs, APCs, PAS).
- The existing Traffic Control at Pedestrian Crossings Policy was approved in November 2004.
- National publication by TAC: *Pedestrian Crossing Control Guide*.
- Promotes a holistic perspective.
- Incorporates numeric criteria and qualitative engineering judgement into a systematic approach.



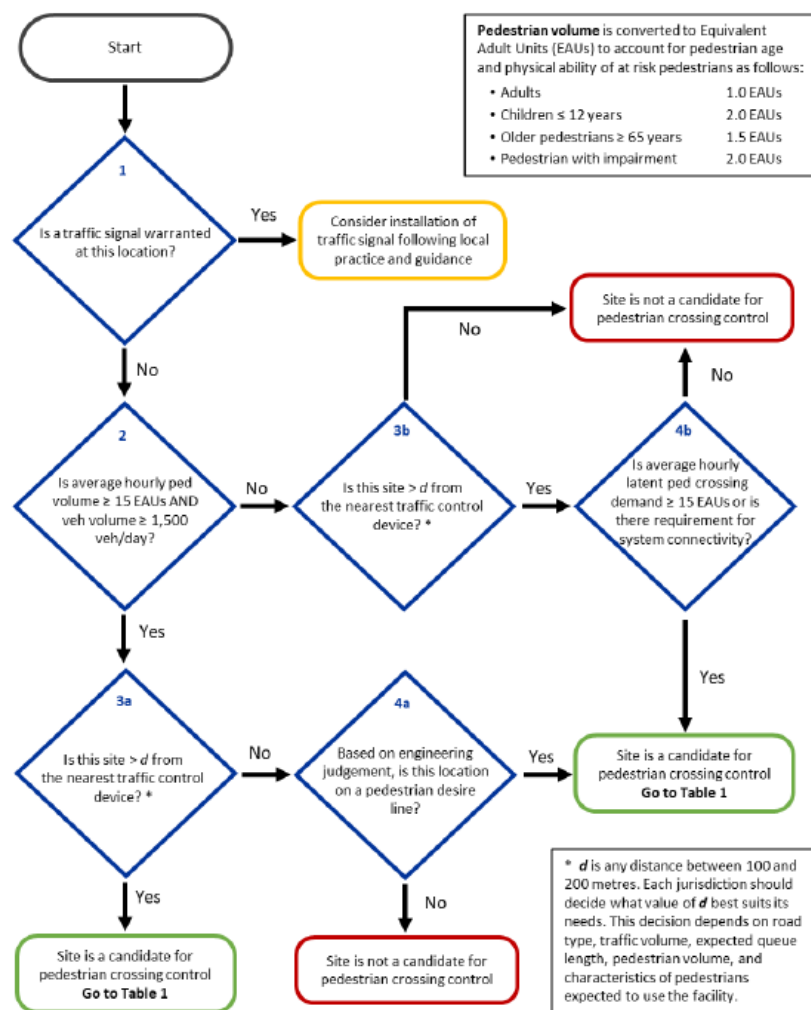


Figure 8: Decision Support Tool – Preliminary Assessment

Table 1: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit ² (km/h)	Total Number of Lanes ¹				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500	≤ 50	GM	GM	GM	GM	GM+
< ADT ≤ 4,500	60	GM+	GM+	OF	RRFB or OF ³	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500	≤ 50	GM	GM	GM	GM	RRFB
< ADT ≤ 9,000	60	GM+	GM+	OF	RRFB or OF ³	OF
	70	RRFB	OF	OF	OF	TS
9,000	≤ 50	GM	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 12,000	60	RRFB	RRFB	OF	RRFB or OF ³	TS
	70	OF	OF	OF	TS	TS
12,000	≤ 50	RRFB	RRFB	OF	RRFB or OF ³	OF
< ADT ≤ 15,000	60	RRFB	OF	OF	RRFB or OF ³	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF ³	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

¹ The total number of lanes is representative of pedestrian-exposed crossing distance. The following can help determine the applicable number of lanes for a given roadway:

- Travel lanes, two-way left turn lanes, other turning lanes, and part time parking lanes should each be considered as one lane.
- Full time parking lanes on one or both sides of the roadway should be considered as one lane. Curb extensions may be constructed to reduce the total crossing distance and hence, the number of lanes.
- Engineering judgement based on local conditions should be used to determine the lane equivalent associated with bicycle lanes.

² At roundabouts, the maximum design speed of entering or exiting vehicles is often lower than the approaching roadway speed and can be used in place of the roadway speed limit.

³ If three lanes per direction use OF.

Additional notes:

Treatment systems are hierarchical (GM → GM+ → RRFB → OF → TS). Higher order treatment systems may be substituted for lower order treatment systems. The rationale for substituting higher order treatment systems should be consistent throughout the jurisdiction. Remain consistent in application of DESIRABLE components of the GM+ system as best as possible.

Raised refuge may be a pedestrian refuge island or raised median. Raised refuge should be a minimum of 2.4 metres wide to accommodate groups of pedestrians, bicycles, and mobility aids such as wheelchairs and scooters.

A TS treatment system should be selected: (1) for cross-sections with greater than six lanes where a raised refuge is present; (2) for cross sections with greater than four lanes where no raised refuge is present; and (3) for speeds greater than 70 km/h.

Always ensure adequate sight distance at the site as per the TAC Geometric Design Guide for Canadian Roads, and if it is insufficient, create it by applying available tools.

A crossing location with a very wide (7m or more) pedestrian refuge area between opposing directions of traffic may be considered to divide the crossing into two independent sections and may be treated as two separate crosswalks. This may occur at locations with a wide raised refuge or offset crosswalk.

Passive crossing treatment systems		Active crossing treatment systems		Traffic signal systems
GM	GM+	RRFB	OF	TS go to Table 6 (pedestrian signal) or Table 7 (full signal)
Go to Table 2	Go to Table 3	Go to Table 4	Go to Table 5	



Improved safety for all road users

