

Neighbourhood Traffic Management – Vertical Traffic Calming Devices Criteria

ISSUE

Concerns have been expressed regarding the use of speed humps as vertical traffic calming devices. What criteria should the City of Saskatoon use for installing these devices?

BACKGROUND

At its Regular Business Meeting held on September 24, 2018, City Council considered a new Traffic Calming Policy that would be implemented for neighbourhoods with a completed Neighbourhood Traffic Review and resolved:

“That the proposed Traffic Calming Policy be approved.”

At its Regular Business Meeting held on February 25, 2019, City Council considered the Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update report and resolved:

“That the Administration report back with criteria on where vertical calming devices could be considered, and that the Administration continue to try different vertical traffic devices under different conditions.”

At its Regular Business Meeting held on May 27, 2019, Councillor M. Loewen made the following motion:

“That at the time of the forthcoming speed hump pilot project report to committee and/or council, the Administration provide a list of possible implementation locations for speed humps with specific comment on Glasgow Street including information on an expedited timeline.”

CURRENT STATUS

City Council, through Bylaw No. 8174, The City Administration Bylaw has delegated decision making authority to the Administration for traffic calming measures. The Traffic Calming Policy approved in September 24, 2018 lists technical criteria for determining whether a location is eligible for traffic calming. The warrant criteria are summarized in Appendix 1. If traffic calming is warranted, a toolkit of measures is available to select an appropriate traffic calming device. Device selection will depend on local, site specific conditions. The general order for the selection of traffic calming measures is to consider the least restrictive device that may be effective first, then considering more restrictive devices as follows:

- Education and enforcement;
- Signage and pavement markings;
- Horizontal deflections;
- Vertical deflections and
- Access restrictions.

DISCUSSION/ANALYSIS

Criteria Review

A jurisdictional review was completed to learn what other municipalities are using as warrant criteria for vertical traffic calming devices (Appendix 2). Many jurisdictions in Canada use the toolbox approach to traffic calming which uses eligibility criteria for traffic calming only. Development of the traffic calming plan is tailored for each situation. A few municipalities (i.e. Winnipeg, MB; Vaughan, ON; and Windsor ON) are using defined criteria to identify the appropriate traffic calming solution. The municipalities that use criteria specifically for vertical traffic calming measures all restrict the use of these devices to local roads with excessive speeds.

As demonstrated by the results of the Vertical Traffic Calming Devices Pilot Project, these types of devices do not guarantee a reduction in speed and/or volume, and are not considered appropriate for collector roads with transit and primary emergency services routes.

Defining criteria specifically for vertical traffic calming devices is not recommended. Meeting defined criteria would not ensure that the vertical traffic calming device would be effective at addressing the specific issue or neighbourhood concerns. Having defined criteria to specify the appropriate traffic calming measure would limit the flexibility to incorporate community input in the development of the traffic calming plan.

As a result of this review, the Administration will continue with the process outlined in the Traffic Calming Policy by providing eligibility criteria for traffic calming, and if traffic calming is warranted, provide a detailed toolkit for selecting the appropriate device. Vertical traffic calming devices are included in Saskatoon's traffic calming toolkit.

Vertical Traffic Device Applications

The back lane of Anderson Crescent, in the College Park Neighbourhood, has 85th percentile speeds of 37 kph. Speed limit signs showing the posted speed limit of 20 kph are present for both directions of travel. Due to the width of the back lane, it is not eligible for horizontal traffic calming measures. As a paved back lane, this may be a candidate for vertical traffic calming measures. Speed bumps were recommended through the College Park/East College Park Neighbourhood Traffic Review. The speed bumps will be monitored for effectiveness prior to permanent installation. The estimated cost to install temporary speed bumps at this location is \$2,000.

The traffic plan for the Avalon Neighbourhood has had limited success at addressing the traffic concerns for residents of Glasgow Street (i.e. speeding and shortcutting). Numerous traffic calming measures have been tested, the most recent being the pilot project of the directional closure at Clarence Avenue & Glasgow Street, which was removed at City Council's direction in Summer 2018. The neighbourhood has undertaken a petition in the past and the majority of residents on Glasgow Street are supportive of traffic calming to address their concerns. Many residents suggested speed humps as an alternative to the directional closure at Clarence Avenue & Glasgow Street.

As a result, the Administration intends to install speed humps at several locations along Glasgow Street between Clarence Avenue and Broadway Avenue. The costs for Glasgow Street speed humps are anticipated to be approximately \$40,000.

NEXT STEPS

- The Administration will proceed with the installation of speed bumps for the Anderson Crescent back lane as part of the implementation program for neighbourhood traffic review recommendations.
- The Administration will inform and involve key stakeholders to confirm both support for, and location of, the speed humps on Glasgow Street.
- The Administration is exploring funding options to expedite the installation of speed humps on Glasgow Street in 2019. If no options are available, a request will be included the 2020-21 Capital Budget submission for installation in 2020.

APPENDICES

1. Traffic Calming Warrant Criteria
2. Jurisdictional Review of Warrant Criteria for Vertical Traffic Calming

REPORT APPROVAL

Written by: Nathalie Baudais, Senior Transportation Engineer, Transportation
Reviewed by: David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Angela Gardiner, General Manager, Transportation & Construction
Department

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