

Jurisdictional Review of Warrant Criteria for Vertical Traffic Calming

Municipality	Warrant Criteria for Vertical Traffic Calming
Vancouver, BC	<p>The City installs and pays for speed humps on local streets, especially streets:</p> <ul style="list-style-type: none"> • Near schools and parks • With bike routes where there is excessive speeding. <p>The City won't install speed humps on streets that are:</p> <ul style="list-style-type: none"> • Bus routes • Collector or arterial streets • Cul-de-sacs or dead-ends • Emergency response routes • Next to fire halls and hospitals • Sharply curved • Steep • Used by trucks in industrial areas. <p>Speed hump requests require support from at least 30% of neighbours. Requests are then prioritized based on score. Typically, they can construct speed humps on 20 to 30 streets per year.</p>
Edmonton, AB	Develop traffic calming plans on a neighbourhood wide basis.
St. Albert, AB	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device.
Calgary, AB	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device.
Winnipeg, MB	<p>Speed hump specific warrant as follows:</p> <p>Warrant #1: The street is a local residential street and is not a Transit route, snow route or a residential collector street.</p> <p>Warrant #2: Submission of a petition representing a minimum of 70% of the residents in the block (one signature per residence) on both sides of the street in support of the installation/removal of speed humps.</p> <p>Warrant #3: At least one of the following criteria is met:</p> <ul style="list-style-type: none"> (i) Average speed exceeds the speed limit (50 km/hour); or (ii) At least 15% of vehicles exceed the speed limit by 5 km/hour or more (55 km/hour); or (iii) At least 10% of vehicles exceed the speed limit by 10 km/hour or more (60 km/hour).

Municipality	Warrant Criteria for Vertical Traffic Calming
London, ON	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device.
Toronto, ON	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device. The most common traffic calming measure used in the City of Toronto is the speed hump because of its effectiveness and low cost.
Vaughan, ON	<p>Speed humps and raised crosswalks will only be considered on local roads in existing residential areas when three of the four warrants are met:</p> <ol style="list-style-type: none"> 1. The street is not a primary emergency response route. The determination of whether a street is a primary emergency response route shall be made in consultation with the Engineering Services and Fire & Rescue Services Departments. 2. The speed limit is 50 km/h or less. 3. The 85th percentile speed on the street is measured to be 10 km/h greater than the speed limit. 4. Traffic volume: local roadways greater than the trip generation rate of 9.57 trips/household/day. Source: Institute of Transportation Engineers (ITE), Trip Generation Manual – 8th Edition.
Windsor, ON	Points are assigned based on various criteria. Traffic calming solutions are directly related to the number of points. Vertical traffic calming is appropriate for local roads receiving a points score >76. Points relate to excessive 85 th percentile speed, excessive volume, bicycle route, collisions, pedestrian generators, and total percentage of residential frontage.
Halifax, NS	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device.
St. John's, NL	Criteria are used to determine eligibility for traffic calming. Criteria are not used to determine the type of device. Higher ranked projects receive physical traffic calming measures, lower ranked projects may receive signage.