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DATE 21 April 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **TRAFFIC CALMING IMPLEMENTATION PRIORITY
 RANKING POLICY**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee receive for discussion the draft priority ranking scheme outlined in this report for implementation of traffic calming measures.

BACKGROUND

According to the Transportation Master Plan, traffic calming measures may be considered as possible solutions to operational or safety problems stemming from excessive speeds or poor driver behaviour.

Traffic calming proposals originate from either comprehensive neighbourhood planning studies led by area municipalities or from safety and traffic studies along individual Regional roads resulting from safety concerns raised by affected residents or businesses. In either case, no traffic calming study should be undertaken without an assessment of the impact on other neighbourhood streets, almost all of which are the responsibility of the lower tier municipality. Therefore, all traffic calming studies, by definition, should be neighbourhood wide.

This proposed policy sets forth a system to rank traffic calming proposals which have been approved, in principle, by the Transportation Committee and Council for design and implementation. This system is required to effectively allocate the limited resources available for this programme.

DISCUSSION

The first consideration should be whether to allocate implementation funds in the Traffic Calming Measures account (30740) region-wide, by ward, or by completed study area. We recommend that implementation funds first be allocated equally to all approved neighbourhood plans (Centretown, Kirkwood-Churchill-Island Park, etc.). This would provide the implementation group for each neighbourhood, financial guidelines and the flexibility to consider less costly measures within the funding envelope.

Within each approved plan, traffic calming measures should, wherever possible, be implemented in conjunction with other construction (sewers, overlays, etc.).

Thus, Priority 1 projects include those projects to be implemented in conjunction with other work, by either the Region or another area municipality. Priority 2 projects include those projects to be implemented independently.

Within each of these two categories, each series of traffic calming measures (region-wide or within each neighbourhood depending on the model selected) would be awarded points based on identified criteria to determine the relative benefit and cost of the project. The highest priority would be given to the location with the highest number of points. This point system is partly based on systems used by the City of Nepean and the City of Portland, Oregon.

The points could be assigned using the following criteria:

Criterion	Points
• Speed	0 - 20
• Cost of Implementation	0 - 25
• Volume	0 - 5
• Collision rate (weighted for pedestrian and cyclist collisions)	0 - 10
• Pedestrian Volumes on the Street	0 - 10
• Cyclist Volumes on the Street	0 - 10
• Residential Frontage on the Street	0 - 10
• Type of Bicycle Facility on the Street	0 - 5
• Sidewalk Setback	0 - 5

TOTAL	100 (max.)

The point assignment for each criterion is as follows:

Speed

Free Flow Speed	Points	Basis for Point Assignment
>speed limit1	0-20	The 85 th percentile speed will be measured under free-flow conditions and a point assigned (20 max.) for each km/h the speed exceeds the speed limit.

Cost of Implementation

Construction Cost	Points
>50,000	0
40,000-50,000	5
30,000-40,000	10
20,000-30,000	15
10,000-20,000	20
<10,000	25

Volume

Peak Hour Volume (vehicles per hour per lane)	Points
< 600 vphpl	0
> 600 vphpl	5

Collision rate

Number of Collisions	Points	Basis for Point Assignment
No collisions	0	
Highest mid-block collision rate is 0-2 collisions /million veh-km/yr or highest intersection collision rate is 0-2 collisions/million entering veh/yr	5	Each cyclist collision is assigned a weight of 30 motor vehicle collisions and each pedestrian collision is assigned a weight of 30 motor vehicle collisions.
Highest mid-block collision rate is >2 collisions /million veh-km/yr or highest intersection collision rate is >2 collisions/million entering veh/yr	10	An average of 3 years of collision data should be used for the analysis.

Pedestrian Volumes on the Street

Pedestrian Volumes	Points	Basis for Point Assignment
<600	0	Volume represents the higher of the 12-hour pedestrian flow along one side of the street section or the highest pedestrian volume crossing the road at any intersection in the section.
600-1200	5	
>1200	10	

Cyclist Volumes

Cyclist Volume	Points	Basis for Point Assignment
<50	0	Use 12-hour summer 2-way counts
50-500	5	
>500	10	

Residential Frontage on Street

Proportion of Residential Frontage	Points	Basis for Point Assignment
	0-10	Points will be assigned in proportion to the total length of residential frontage along both sides of the subject street e.g. if 20% of frontage is open space, 40% commercial and 40% residential, the points assigned would be 4.

Type of Bicycle Facility

Type of Facility	Points
Exclusive Bike Lane	0
Wide Curb Lane	3
Narrow Curb Lane	5

Sidewalk Setback

Sidewalk Setback	Points
Sidewalk setback according to the Transportation Master Plan	0
No sidewalk setback or sub-standard sidewalk setback	5

Within an area to which implementation funds were allocated, all Priority 1 projects would be completed first, and any remaining funds would be allocated to Priority 2 projects.

An assessment of all outstanding projects will be carried out on a yearly basis with a report to Committee and Council. Individual projects must then undergo the detailed design and public consultation process as required by the *Ontario Municipal Act*

FINANCIAL IMPLICATIONS

The design, public consultation and construction phases of this programme will be carried out under the Traffic Calming Measures Capital Account #30740.

CONSULTATION

The Department is seeking the guidance of the Committee for the consultation phase of this policy's development.

*Approved by
Doug Brousseau*

PP/sc