

POLICY NAME: <b>Traffic Calming Policy</b>	
APPROVING AUTHORITY:	<input checked="" type="checkbox"/> Legislative (Council approved) <input type="checkbox"/> Administrative (CAO approved)
ISSUED BY:	DATE APPROVED: DD-MMM-YYYY
(Dept. Name <u>and</u> Engineering	NEXT REVIEW DATE: DD-MMM-YYYY
Dept. Mgr. Name):	DATE LAST AMENDED: DD-MMM-YYYY

**PURPOSE** To provide a process for the identification and prioritization of traffic calming projects on municipal roads within the District of Squamish.

**DEFINITIONS** **Local Road** means a road intended to provide access to adjacent properties. Local roads are identified in the District's Subdivision and Development Control Bylaw.

**Minor Collector Road** means a road where access to adjacent properties is balanced by a need to collect and distribute traffic travelling into and out of a neighbourhood. Minor collector roads are identified in the District's Subdivision and Development Control Bylaw.

**Major Collector Road** means a road intended more as a through route and to move traffic in the overall road network. Major collector roads are identified in the District's Subdivision and Development Control Bylaw.

**POLICY** This Traffic Calming Policy is intended to supplement the Transportation Association of Canada's "Canadian Guide to Traffic Calming" – current edition.

The objectives of Traffic Calming are to:

- Enhance Safety for All Users
- Reduce Vehicular Speeds to appropriate operating speeds
- Discourage Through Traffic and Short-Cutting on Local Streets
- Minimize Conflicts between all Street Users
- Improve the Neighbourhood Environment

The process for identifying and prioritizing traffic calming projects is described in the attached procedures document that forms part of this policy. Once prioritized, the top 3-5 projects will be costed and an implementation

schedule will be determined based on budget availability. Both the initial prioritization and the schedule of costed projects will be available publicly and updated annually.

**RESPONSIBILITY**    Engineering Department

**PROCEDURES**        Traffic Calming Policy - Procedures

**REFERENCES**        District of Squamish Traffic Bylaw No. 2220, 2012  
**AND RELATED**        District of Squamish Subdivision and Development Control Bylaw No. 2649,  
**POLICIES AND**        2018  
**LEGISLATION**

**DISTRIBUTION**      Online Policy Library

RECORD OF AMENDMENTS	DATE AMENDED	SUMMARY OF AMENDMENT(S)

DATE: November 1, 2024  
TO: Dora Gunn, RPP MCIP  
CC: Brent McMurtry, P.Eng  
FROM: Matt Zilinski, P.Eng  
FILE: 1928.0052.01  
SUBJECT: Traffic Calming Policy

## 1.0 OVERVIEW

The objectives of Traffic Calming include, but are not limited to:

- Enhance Safety for All Users
- Reduce Vehicular Speeds to appropriate operating speeds
- Discourage Through Traffic / Short-Cutting on Local Streets
- Minimize Conflicts between all Street Users
- Improve the Neighbourhood Environment

These guidelines are intended to provide a framework for the identification and prioritization of neighbourhood traffic calming requirements as well as the process for implementing interim and/or permanent traffic calming measures in a cost-effective manner that involves the participation of residents.

## 2.0 TRAFFIC CALMING APPROACHES

When applied appropriately, often in alignment with other actions, traffic calming can improve the safety and comfort of all transportation modes. This traffic calming policy consists of two different approaches, based on road classifications and the need to consider network-wide impacts:

- Community-initiated traffic calming: neighbourhood concerns on local and minor collector road classes will be assessed and actioned if warranted using a standard process, identified below. Concerns raised on major roadways will also be received, but traffic calming will be actioned following the District-initiated approach below.
- District-initiated traffic calming: consideration of traffic calming on major collector roadways will be undertaken by the District in coordination with other affected agencies or authorities, to ensure that the roadway will continue to serve its intended function for all users and stakeholders.

### 2.1 COMMUNITY INITIATED TRAFFIC CALMING REQUEST PROCESS

The five-step process below will be applied in response to traffic calming requests regarding local and minor collector roadways.

#### STEP 1: Submit Request to District Staff

Residents or business owners wanting to submit a request for traffic calming measures to be installed in their neighbourhood should communicate this to the District by completing an *Application for Traffic Calming Review Request Form*. If a traffic calming request and assessment by District staff had been previously undertaken within 5 years of a new request, the District may not proceed to Step 2.

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## STEP 2: District Staff Assess Conditions

Upon receiving a request for traffic calming, District staff will assess the request and collect and review technical information as required below.

- Determine priority of the request by reviewing collision data, immediacy of the risk, and any similar recent requests.
- Collect traffic speed and volume data as required to confirm need for traffic calming. Traffic calming will be considered at locations based on the following criteria<sup>1</sup>:
  - Traffic Volume: where traffic volumes exceed desired levels for the road class. Established based on traffic counts.
  - Vehicle Speed: where the 85<sup>th</sup> percentile vehicle speed exceeds desired levels identified in the table below. Established based on traffic counts. The same threshold applies to locations where posted speeds are reduced, including school zones and playground zones.
  - Collisions: Where more than two collisions occur annually over a five-year period, measured using ICBC crash database.

Road Classification	Threshold
Residential (Local)	<ul style="list-style-type: none"><li>• <math>\geq 500</math> vehicles per day (ADT) or 120 vehicles per peak hour</li><li>• at the posted speed limit</li></ul>
Minor Collector	<ul style="list-style-type: none"><li>• <math>\geq 1000</math> vehicles per day (ADT)</li><li>• <math>\geq 5</math> km/h over the posted speed limit</li></ul>

- Candidate locations that exceed the speed thresholds identified above will be added to the District's list for speed reader boards and referred to the RCMP for possible enforcement while the traffic calming process is advanced.

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<sup>1</sup> Must meet either the collision criterion or the volume AND speed criteria.

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### STEP 3: Use Prioritization Matrix to Select Projects for Implementation

The following matrix will be used to prioritize requests qualifying for traffic calming:

Criteria	Points	Weighting	Evaluation
Vehicle speeds	1 – 5	20%	1 point for every 2 km/h more than 5 km/h over the posted limit (e.g., 1 point - up to 7 km/h over the 5 km/h threshold, 5 points - more than 13 km/h over the limit)
Dedicated space for pedestrians	1 – 5	20%	1 point for an elevated sidewalk or MUP, 3 points for a painted shoulder for walking & biking, 5 points if no dedicated pedestrian facility
Traffic volumes	1 – 5	20%	Average daily traffic volumes (1 point for every 500 vehicles, 5 points – more than 2500 vehicles.)
Collision history	1 – 5	20%	1 point – low collision history, 3 points – average collision history, 5 points – high collision history
Integration with active modes	1 – 5	20%	1 point for each pedestrian generator (e.g., schools, rec centres, parks, trails) within 400 metres. 1 point for locations on designated bicycle routes. To a maximum of 5 points.

A list of potential traffic calming treatments and a high-level budget will be developed for the top candidate projects based on prioritization to allow for internal capital budget planning. If more than 5 candidates are presented, the lower candidates may also be costed for future implementation depending on budget availability.

### STEP 4: Develop Traffic Calming Plan and Engage Community Members

A traffic calming plan for locations with validated neighbourhood concerns will be developed by District staff and/or their consultants. The plan will identify the location of any proposed traffic calming improvements, with a description of the intended impact of each and possible alternative treatments where applicable. Community engagement will be tailored to the location context and the level of impact from the traffic calming plan.

District staff will gather input provided by residents through engagement opportunities to identify any further changes to the plan and gauge the overall level of support.

### STEP 5: Implement Traffic Calming Treatments

Traffic calming measures considered for construction will be dependant on Council-approved budget for the year of implementation. Consideration will be given to opportunities for pilot projects in advance of permanent installation. Pilot projects are typically temporary, cost-effective traffic-calming solutions that imitate the effects of permanent infrastructure. Pilot projects can be an effective way to quickly improve safety, test changes in behaviour and street network function, and build community support for neighbourhood traffic calming. As they are lower cost, implementing temporary solutions can support achieving wider traffic calming results across a neighbourhood instead of focusing the allocated budget on fewer permanent projects. However, not all projects will be suitable for pilot projects and appropriateness will be assessed by staff.

## 2.2 DISTRICT-INITIATED TRAFFIC CALMING

Major collector roadways typically see higher traffic volumes and function primarily to move people throughout the District, as opposed to providing access to adjacent driveways and amenities. Any traffic calming measures on major collectors must be considered carefully since calming traffic may improve conditions in a particular neighbourhood but decrease the roadway's function or service level in other areas. Particularly important is the impact any traffic calming measures could have on emergency vehicles, transit, or snow clearing for these roadways. All traffic calming on major collector roadways will be initiated by District staff in collaboration with other stakeholders and may be funded through other capital fund streams or in conjunction with new development.