

Memo

Date: Monday, March 12, 2018

Project: Town of Innisfil Transportation Master Plan Update

To: Town of Innisfil

From: HDR

Subject: Traffic Calming Policy Framework

1. Introduction

This document presents a recommended traffic calming policy framework for the Town of Innisfil. Traffic calming is a tool available to the Town to address problematic traffic speeds on local and collector streets.

1.1 Definition of Traffic Calming

Traffic calming, as defined by the Institute of Transportation Engineers (ITE) Subcommittee on Traffic Calming, 1997 is, “The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.”

1.2 Scope

This policy framework establishes methods for the initiation, preparation, and completion of traffic calming projects. The main components of the policy framework are:

- A description of traffic calming measures to be considered for use in Innisfil,
- An analysis and approval process that incorporates key requirements of resident participation, agency consultation, Traffic Safety Advisory Committee Review, and allows for pilot projects,
- Warrant criteria based on traffic conditions, safety and technical considerations, and impacts to emergency services,
- A ranking process that is used to prioritize traffic calming proposals.

While the process outlined in this document is intended to be clear and consistent, it is recognized that each location and traffic issue may be unique. This policy framework is intended to guide Town staff in applying their professional judgment to each unique situation.

1.3 Relationship to Complete Streets Guidelines

It is further noted that this policy framework focuses on implementable solutions to address traffic issues on existing roadways. New roads in Innisfil should be proactively designed for lower speeds by incorporating measures contained in this policy and the *Complete Streets Guidelines*. Where possible, traffic calming measures should be designed in an integrated

manner with the public realm. Some examples of integrated designs are provided in later sections of this document.

1.4 Policy Goals

The primary goals of this policy are to:

- Reduce traffic speeds and decrease through-traffic to acceptable levels to enhance the liveability of residential neighbourhoods;
- Promote safety, accessibility, comfort, and mobility for all road users
- Provide a tool that Town officials and the public are confident is effective, fair, and consistent in evaluating and prioritizing issues related to traffic speeds and volumes on local and collector streets.
- Support the retrofit of streets to align with the desired functionality and characteristics outlined in the Innisfil *Complete Streets Guidelines*.

Where possible, consideration should be given to improving the aesthetics of the roadway.

2. Background

This policy was developed taking into account Town and Provincial policy. It was based on the *Canadian Guide to Neighbourhood Traffic Calming*, prepared by the Institute of Transportation Engineers (ITE) and the Transportation Association of Canada (TAC), in 1998. It also considered traffic calming policies used by other municipalities throughout Ontario and pilot projects underway in Innisfil.

2.1 Legislative Framework

This document is being prepared as part of the Town of Innisfil (Town) Transportation Master Plan (TMP) Update. The TMP Update aims to further the development of a multimodal, multipurpose transportation network that serves people of all ages and abilities. The Traffic Calming Policy supports this goal by addressing increased traffic speeds and volumes, which pose a safety risk for all road users. The Policy is accompanied by and should be read alongside two other targeted policies: the *Pedestrian Crossing Policy* and the *Complete Streets Policy*. The policy is also informed by and aligns with the Town's draft *Official Plan*, and the Town's 2016 *Trails Master Plan*. Projects of this type do not require approval under the Ontario *Environmental Assessment Act*.

2.2 Best Practice Review

The traffic calming measures included in this policy are informed primarily by the *Canadian Guide to Neighbourhood Traffic Calming* (the Guide) and supported by recommendations from the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide*.

Published in 1998 by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (CITE), the Guide provides guidance on the design and installation of traffic calming measures. An update to the Guide is currently underway.

NACTO's *Urban Street Design Guide*, published in 2013, emphasizes the role of streets as public places, rather than solely conduits for traffic. It provides guidance on how to design for safe driving, biking, walking, and public activity. The *Urban Bikeway Design Guide*, published in 2014, provides an extensive review of speed and volume management techniques.

2.3 Review of Other Jurisdictions

This policy is informed by other traffic calming policies throughout Ontario, including: the Town of Milton's 2011 *Traffic Calming Policy*, the City of Barrie's *Traffic Calming Policy*, the Town of Ajax's *Traffic Calming Warrant Update*, the City of London's *Traffic Calming Practices and Procedures for Existing Neighbourhoods*, and the City of Toronto's 2010 *Traffic Calming Policy*.

3. Application

This policy shall apply Town-wide primarily to existing roads eligible for the implementation of traffic calming measures as defined in the warrant criteria in **Section 5.1**. However this policy does not restrict the application on new streets or in street re-design projects.

4. Traffic Calming Measures

This section identifies the traffic calming measures to be considered for Innisfil. Measures are grouped into three categories: vertical measures, horizontal measures, and other. Where applicable, guidance on implementing the measure in a temporary manner for pilot projects is included. The selected measure(s) will depend on identified issues and the road's function, however all measures shall be considered, as opposed to the exclusive use of speed humps.

4.1 Vertical Measures

Vertical measures are meant primarily to reduce vehicle speeds, but they may also contribute to volume reductions as it can take motorists longer to get to their destination as a result of reduced speeds. Vertical measures applicable to Innisfil are summarized in **Table 1**.

4.2 Horizontal Measures

Horizontal measures, illustrated in **Table 2**, cause shifts in the horizontal alignment of the vehicle and forced turning movements, resulting in reduced vehicle volumes and short-cutting. Some horizontal deflection measures will also reduce vehicle speeds and conflicts between automobiles and other modes of travel.

4.3 Other Measures

Other measures are those that do not involve a horizontal or vertical change to the road surface, but still have an effect in changing driver behavior, most notably causing drivers to slow down. They are also effective in alerting drivers to the presence of people walking or cycling, and encouraging predictable road use by all users. Other measures applicable to Innisfil are illustrated in **Table 3**.

Table 1: Vertical Traffic Calming Measures


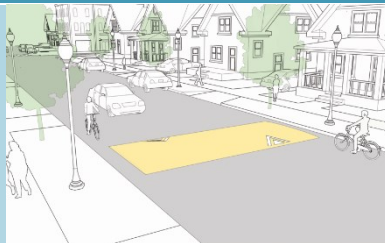

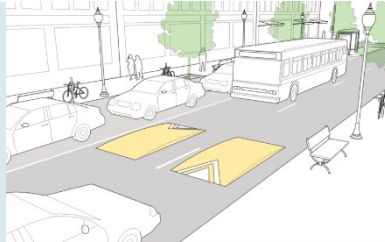


Vertical Measure	Description	Purpose	Applicability	Temporary Application	Examples
Speed Hump	A raised area of the roadway, which deflects both the wheels and frame of any traversing vehicle	<ul style="list-style-type: none"> Reduce vehicle speed 	<ul style="list-style-type: none"> Local streets Minor collector streets Avoid designated emergency access routes, unless acceptable to emergency services 	N/A	 <p>(NACTO, 2017)</p>  <p>(NACTO, 2017)</p>
Speed Cushion	A raised area of the roadway which deflects most traversing vehicles, but is too narrow to impact the wider wheel base of most emergency vehicles	<ul style="list-style-type: none"> Reduce vehicle speeds with minimal impact on emergency vehicles and buses 	<ul style="list-style-type: none"> Local streets Minor collector streets 	N/A	 <p>(NACTO, 2017)</p>  <p>(NACTO, 2017)</p>
Raised Crosswalk	A marked crosswalk at an intersection or mid-block location, constructed at a higher elevation than the adjacent roadway	<ul style="list-style-type: none"> Reduce vehicle speed Improve pedestrian visibility Reduce pedestrian-vehicle conflicts 	<ul style="list-style-type: none"> Local streets Collector streets Downtown streets 	N/A	 <p>(Port Townsend, 2006)</p>  <p>(FHA, 2017)</p>

Table 1: Vertical Traffic Calming Measures (continued)



Vertical Measure	Description	Purpose	Applicability	Temporary Application	Examples
Raised Intersection	An intersection including crosswalks, constructed at a higher elevation than the adjacent roadway	<ul style="list-style-type: none"> • Reduce vehicle speed • Better defined intersection • Reduce pedestrian-vehicle conflicts 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtown streets 	N/A	 <p>(FHA, 2017)</p>  <p>(NACTO, 2017)</p>

Table 2: Horizontal Traffic Calming Measures



Horizontal Measure	Description	Purpose	Applicability	Temporary Application	Examples
Traffic circles and roundabouts	A raised island located in the centre of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction	<ul style="list-style-type: none"> • Reduce vehicle speed • Reduce vehicle conflicts at intersections 	<ul style="list-style-type: none"> • Local streets • Collector streets 	N/A	 <p>(autonorth.com, 2009)</p>  <p>(Region of Waterloo, 2014)</p>

Table 2: Horizontal Traffic Calming Measures (continued)




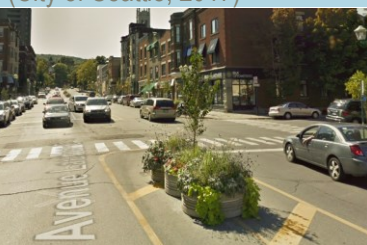


Horizontal Measure	Description	Purpose	Applicability	Temporary Application	Examples
Curb extensions / chokers	A horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway	<ul style="list-style-type: none"> • Reduce vehicle speed • Reduce pedestrian crossing distance • Increase pedestrian visibility • Prevent parking close to intersection 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtowns 	Can be delineated using temporary bollards, planters, stone features, jersey barriers, or coloured paint	 <p>(FHA, 2017)</p>  <p>(City of Seattle, 2017)</p>
Raised centre medians	An elevated median constructed on the centreline of a two-way roadway that reduces lane widths	<ul style="list-style-type: none"> • Reduce vehicle speed • Reduce pedestrian-vehicle conflicts • Provide pedestrian refuge on wide streets 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtowns 	Can be delineated using temporary bollards, planters, stone features, jersey barriers, or coloured paint	 <p>(Town of Innisfil, 2013)</p>  <p>(Google, 2017: Montreal, QC)</p>
Chicanes	A series of curb extensions on one side or on alternating sides of a roadway	<ul style="list-style-type: none"> • Reduce vehicle speed • Discourage through-traffic 	<ul style="list-style-type: none"> • Local streets • Collector streets 	Can be delineated using temporary bollards, planters, stone features, jersey barriers, or coloured paint	 <p>(NACTO, 2017)</p>  <p>City of Denver, 2017)</p>

Table 2: Horizontal Traffic Calming Measures (continued)

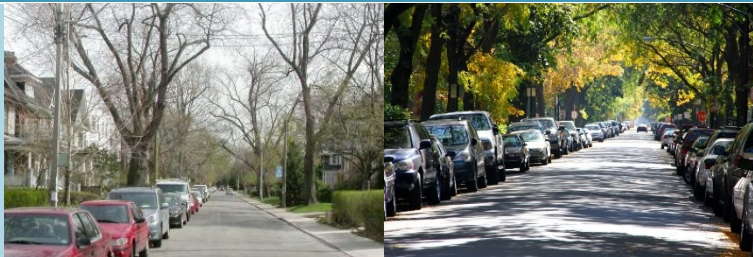
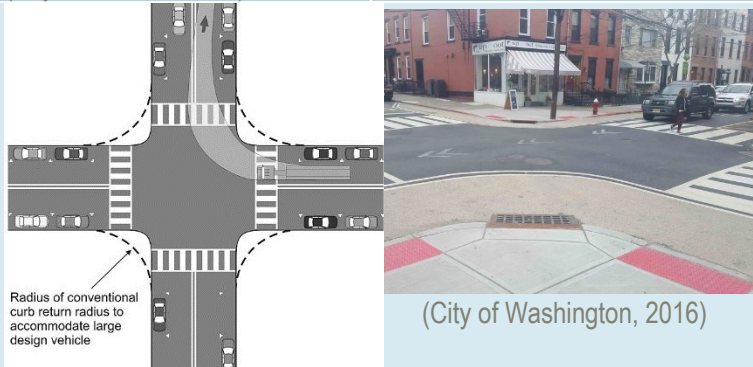
Horizontal Measure	Description	Purpose	Applicability	Temporary Application	Examples
On-street parking	Reduce available roadway width for vehicle movement by allowing motor vehicles to park adjacent to the traveled portion of the roadway	<ul style="list-style-type: none"> • Reduce vehicle speeds 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtowns 	Same as permanent application if space allows	 <p>(City of Toronto, 2015)</p> <p>(City of Chicago, 2017)</p>
Curb radii reduction	Designing an intersection corner with a smaller radius	<ul style="list-style-type: none"> • Slow right turning vehicles • Reduce pedestrian crossing distance • Improve pedestrian visibility 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtowns 	Can be delineated using temporary bollards, planters, stone features, jersey barriers, or coloured paint	 <p>(Institute of Transportation Engineers, 2006)</p> <p>(City of Washington, 2016)</p>

Table 3: Other Traffic Calming Measures







Other Measures	Description	Purpose	Applicability	Temporary Application	Examples	
Textured Surface	Used to define a crossing location for pedestrians, or provide greater visibility to an area	<ul style="list-style-type: none"> • Reduce pedestrian-vehicle conflicts 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtown streets 	Temporary application same as permanent.	 <p>(US Federal Highways Administration, 2017)</p>	 <p>(City of Redmond, Washington, 2017)</p>

Table 4: Other Traffic Calming Measures (continued)

Other Measures	Description	Purpose	Applicability	Temporary Application	Examples	
Pavement Markings	Pavement markings can be used to define driving, parking, and bicycle space. Clearer definition of space can induce drivers to reduce their speed.	<ul style="list-style-type: none"> • Reduce vehicle speed • Reduce pedestrian- and cyclist-vehicle conflicts 	<ul style="list-style-type: none"> • Local streets • Collector streets • Downtown streets 	Temporary application same as permanent.	 <p>(US Federal Highways Administration, 2016)</p>	 <p>(US Federal Highways Administration, 2009)</p>
Speed Feedback Signs	An interactive sign that displays approaching vehicle speed. Radar speed signs can slow cars down by making drivers aware when they are driving at speeds above the posted limits.	<ul style="list-style-type: none"> • Reduce vehicle speed 	<ul style="list-style-type: none"> • All streets 	Temporary application same as permanent	 <p>(Toronto Star, 2016)</p>	 <p>(Google, 2017: Innisfil, ON)</p>

4.4 Benefits and Disadvantages

Effects from the implementation of physical measures may be both positive and negative. **Table 4** provides a simplified, visual comparison of the potential benefits associated with traffic calming measures and **Table 5** the disadvantages.

Table 4: Potential Benefits of Traffic Calming Measures¹

Measures		Benefits			
		Speed Reduction	Volume Reduction	Conflict Reduction	Environment
Vertical Measures	Speed Humps & Cushions	●	◐	●	○
	Raised Crosswalk	●	○	◐	◐
	Raised Intersection	◐	○	◐	◐
Horizontal Measures	Traffic Circles & Roundabouts	●	◐	●	◐
	Curb extensions / chokers	◐	○	○	●
	Raised centre medians	◐	○	◐	○
	Chicanes	◐	◐	◐	◐
	On-street parking	◐	○	○	○
	Curb radii reduction	◐	○	○	○
Other	Textured Surfaces	○	○	◐	◐
	Pavement Markings	◐	○	◐	○
	Speed Feedback Signs	◐	○	○	○
Key: ● Substantial Benefits ◐ Minor Benefits ○ No Benefit					

Some of the positive impacts include reduced noise and air pollution and increased safety through reduced conflicts between automobiles and other modes.

¹ Adapted from the ITE and TAC Canadian Guide to Neighbourhood Traffic Calming (1998)

Table 5: Potential Disadvantages of Traffic Calming Measures²

Measures		Disadvantages					
		Local Access	Emergency Response	Other Travel Modes	Enforcement	Maintenance Cost	Implementation Cost
Vertical Measures	Speed Humps & Cushions	○	◐	◐	○	\$ - \$\$	\$-\$\$
	Raised Crosswalk	○	◐	◐	○	\$	\$-\$\$
	Raised Intersection	○	◐	◐	○	\$	\$\$\$
Horizontal Measures	Traffic Circles & Roundabouts	○	◐	◐	○	\$-\$\$	\$\$-\$\$\$\$
	Curb extensions / chokers	○	○	◐	○	\$	\$-\$\$
	Raised centre medians	◐	○	○	○	\$	\$-\$\$
	Chicanes	○	◐	○	○	\$	\$-\$\$\$\$
	On-street parking	○	◐	◐	○	\$-\$\$	\$-\$\$
	Curb radii reduction	○	○	○	○	\$	\$-\$\$
Other	Textured Surfaces	○	○	◐	○	\$-\$\$	\$
	Pavement Markings	○	○	○	◐	\$-\$\$	\$
	Speed Feedback Signs	○	○	○	○	\$	\$
Key: ● Substantial Disadvantage ◐ Moderate Disadvantage ○ No Disadvantage \$ Low Cost \$\$ Moderate Cost \$\$\$ High Cost							

Negative impacts may include restrictions to local access, increased response times for emergency services, and increased complexity for maintenance activities such as snow removal. Refer to the *Canadian Guide to Neighbourhood Traffic Calming* for a detailed description of the advantages and disadvantages associated with each measure.

² Adapted from the ITE and TAC Canadian Guide to Neighbourhood Traffic Calming (1998)

4.5 Supplemental Measures

The traffic calming measures outlined in this policy can be supplemented by other measures. These options may be applied together with physical traffic calming measures or on their own when physical measures are not warranted.

Education

Traffic calming can be supported by education to encourage safe driving behavior. This can include brochures, public meetings, advanced warning or information signs, and street signs.

Signage

Traffic control signs should only be used in isolation when warranted or where physical measures are not feasible. Signage alone tends to be ineffective and not possible to enforce.

The use of stop signs solely as a traffic control measure is also not recommended. For example, introducing unwarranted midblock stop signs to slow traffic can cause driver confusion and potential enforcement problems.

The *Ontario Traffic Manual* provides the designer with the general requirements for most signing applications including islands, pedestrian crossings, object markers, lane lines and advance warning signs. The *Canadian Guide to Neighbourhood Traffic Calming* also provides direction with respect to the appropriate signage for specific traffic calming applications.

Enforcement

An increase of police presence is a viable solution to minimizing speeds and traffic related violations on the Town's roadways. Police visibility can reduce traffic-related issues on neighbourhood roadways. However, the effect of enforcement is limited to the resources available.

Roadside Design

A motorist's perception of the appropriate driving speed is influenced by the design aspects of the roadway. Research indicates that vehicle speeds are slower in areas where the vertical elements (such as street trees, adjacent buildings, light poles designed in a visually appealing manner), are greater than the width of the road. These elements can be implemented either separately or in conjunction with other traffic calming measures and have the added benefits of improving aesthetics and creating a sense of place as opposed to a vehicular thoroughfare.

5. Proposed Implementation Framework

The Traffic Safety Advisory Committee

The Traffic Safety Advisory Committee (TSAC) is a committee that advises and makes recommendations to Council on matters respecting traffic safety within the Town of Innisfil.

The role of the committee is to review traffic safety concerns as identified by various stakeholders including Council, staff, residents, South Simcoe Police Services, and other interested Parties. The Committee shall meet as required to evaluate potential solutions and to prepare recommendations or a plan of action for the approval of Council.

The goal of the Committee is to promote and support the implementation of strategies and solutions to alleviate traffic safety concerns through the use of public education and awareness, the recommendation of by-laws, and other methods that will have the effect of improving the general safety of the public at large.

Town Staff will engage with stakeholders to provide agenda items for Committee consideration, and the Committee shall meet as required to evaluate potential solutions. When required, the Committee will prepare recommendations or a plan of action for the approval of Council. If potential solutions are minor in nature and are within the scope of current Council-approved operating and capital budget amounts, Engineering and Operations staff may implement such solutions as suggested by the Committee without further approval from Council.

Project Initiation

The traffic calming review process can be initiated proactively by Town Staff to investigate areas of potential concern, or reactively, in response to a complaint from the general public, community associations, school boards, or businesses.

PROACTIVE

Identify problems or opportunities based on the measured volumes, speeds, collision history, the possibility of future capital projects, or other Staff observations.

REACTIVE

A traffic calming concern could be raised directly in person, by letter, by telephone, by e-mail or via fax. A process must be established to record and track the issue so that it cannot be lost or set aside. A request form should be created and made available on the Town's website. A formal response to the originator is required at this point, to acknowledge receipt of their communication and to advise as to how the issue is to be handled.

Initial Screening

The concern is to be compared to recent or outstanding requests for a traffic investigation. If similar requests have been made and an investigation completed within the last year, the investigation should be reviewed to determine if the findings are still pertinent and/or if there are any substantial changes between the old request and the current request.

If it is determined that the scope of a previous investigation was inadequate to address the problem, supplementary measures were implemented but ineffective, or new concerns have arisen, then the process for consideration of a physical traffic calming measures review should be initiated.

Investigation

Review any past concerns and past traffic count data if not older than five years, otherwise conduct new counts (volume and speed). Speed and volume data may be collected using traditional on-the-ground studies using video analytics, radar, or manual studies. Alternatively, commercially available GPS and location-based services data (collected from smartphone apps) may be used.

Warrant Criteria Screening

Refer to the warrant criteria in **Table 6**. If warrants are met, proceed. If no warrants are met, then request speed enforcement or implement a selection of the supplementary measures outlined above.

Development of Alternatives

Develop traffic calming alternatives. Temporary measures as detailed in **Section 4** may be implemented on a trial basis to gauge the impact of their permanent equivalent in an adjustable and cost-effective manner. Evaluate the proposals to determine if there may be significant traffic impacts on adjacent streets. If there is this potential, the review of the traffic calming proposal should be modified to include the adjacent, impacted streets.

Finalize Concept

Develop final traffic calming concept.

TSAC Review

Conduct Traffic Safety Advisory Committee (TSAC) Review of the traffic calming proposal. The TSAC makes all traffic calming recommendations to Town Council.

Prioritization

Determine ranking of installation as outlined in **Table 7**.

Council Review

Present proposal to Council, either as part of the regular, two-year Capital Budget, or as a mid-year request. If approved by Council, proceed to implementation.

Evaluation

Conduct an after study of speed and volume following the implementation of a measure using the same methods outlined in the investigation stage. Both temporary and permanent measures shall be monitored for a period of six months to a year after implementation to determine their effectiveness.

The evaluation will assess the project's effectiveness in mitigating the traffic related problem and impact on the surrounding road network. An information report shall be prepared for the TSAC, summarizing effectiveness. The report will identify those projects that may require follow-up measures and reintroduction into the traffic calming program. Modifications to permanent or temporary traffic calming measures, or the conversion of temporary measures to permanent measures will require the same process as implementation of a new project.

The findings of post implementation studies will be used to make refinements to the Traffic Calming Policy. As more local experience is gained, the effectiveness of various traffic calming measures and impacts will be valuable in gauging their applicability in future projects.

5.1 Warrant Criteria for Traffic Calming

The warrant criteria for traffic calming measures are shown in **Table 6**. All requirements must be met to meet the warrant and be eligible for traffic calming.

Table 6: Warrant Criteria for Traffic Calming Measures

Warrant Item	Requirement
Class of Roadway	Local or minor collector residential roadway or Downtown Commercial Street
Road Grade	Road grade less than 5%
Block Length	Block length greater than 120 metres between controlled intersections
Transit Route	Roadway not a transit route (fixed-route transit only)
Vehicle Speed	85th percentile speed is 15km/h over the speed limit
Vehicle Volume	Above 400 vehicles per day
Emergency Response	Impacts on Emergency Services will not be significant (as determined in consultation with Emergency Services (Fire, Ambulance, and Police) staff).

5.2 Project Ranking Framework

The point-based ranking system to be used for implementation is outlined in **Table 7**.

Table 7: Ranking Criteria for Traffic Calming Project Prioritization

	Local Road	Collector Road
Speed	<ul style="list-style-type: none"> 2 points for each km/h that the 85th percentile speed is above the minimum Vehicle Speed threshold outlined in Table 6 	<ul style="list-style-type: none"> 1 point for each km/h that the 85th percentile speed is above the minimum Vehicle Speed threshold outlined in Table 6
Volume	<ul style="list-style-type: none"> 1 point for every 100 vehicles of daily traffic (0-2500 vehicles per day) 	<ul style="list-style-type: none"> 1 point for every 220 vehicles of daily traffic over 2500 (2500-8000 vehicles per day)
Collisions	<ul style="list-style-type: none"> 5 points for 1 preventable collision(s)³ recorded by police in the past 3 years; or 10 points for 2 or more preventable collisions recorded in the past 3 years; or 10 points for 1 or more preventable collision(s) recorded resulting in personal injury in the past 3 years. 	
Pedestrian and Bicycling Factors	<ul style="list-style-type: none"> 5 points for each pedestrian generator (e.g. park, school, seniors centre, recreation centre, church, or other public institution, etc.) 10 points for on-road bicycle network / crossed by bicycle network segment⁴ 	

5.3 Removal Process

The process to have traffic calming device(s) removed permanently is as follows:

- A citizen, agency, or stakeholder may request that traffic calming devices be removed.
- A petition form must be obtained through the Town where the Town staff would outline a study area corresponding with the properties abutting the roadways forming the study area of the original traffic calming proposal. The petition must then be signed by a minimum of 60% of study area residents, agencies, and businesses, and property owners in support of the removal.

³ Preventable collisions are those that are considered preventable through the use of traffic calming measures (e.g. speed-related collisions)

⁴ Bicycle network refers to routes designated by the Town's Trails Master Plan, or in other Town Policy

- Once the petition form is completed and submitted to the Town, staff would review the project's effectiveness and potential problems associated with its removal and submit a formal report to Council with their recommendations.
- If recommended for removal and approved by Council, property owners within the study area would share the cost of the removal.
- If removed, no request a traffic calming study will be considered at that location for at least three years.

6. Program Planning & Resource Requirements

Resource requirements encompass a variety of factors and shall be considered upon the start of all traffic calming projects. The number of traffic calming initiatives undertaken annually will depend on the Town's Capital Budget allocation for traffic calming projects and availability of staff resources. The list of approved projects and their priority ranking will be maintained and updated annually. Depending on the types of traffic calming measures installed, materials used and extent of their application, the cost of implementation will vary. Where funding is limited, a phased project implementation plan shall be considered.

The evaluation of new traffic calming requests shall be coordinated with the annual construction schedule, or two times per year.

The following sections outline the costs associated with a traffic calming program.

6.1 Administration Costs

Administration Costs include staff time to obtain and analyze data, ongoing prioritizing of requests, public consultation and design of traffic calming measures. The associated costs for administration would fall under the normal operating budget by utilizing existing staff and resources.

6.2 Capital Costs

Capital Costs relate to the construction of traffic calming devices. Traffic calming capital costs will be solely the responsibility of the Town.

6.3 Operations and Maintenance Costs

The costs for maintaining the traffic calming device shall be the responsibility of the Town. However, if the device in the future has a request for removal than the associated cost shall be the responsibility of the residents and stakeholders affected.

Winter Maintenance of Traffic Calming Devices

The design and implementation of traffic calming devices must include a consideration of winter maintenance to ensure their year-round effectiveness and safety, and to ensure plowing and other winter maintenance activities are not unduly impacted. The *Canadian Guide to Traffic Calming* includes notes on the experiences of other Canadian municipalities with similar winter conditions to the Town of Innisfil and their approach to traffic calming. In general, devices can be used successfully in all four seasons, with the following considerations:

Vertical Deflection

- Snow clearing time may be increased.
- Plow operators must slow at edge of vertical deflection devices to avoid damage. Some plows may be required to lift the blade.
- Locations of vertical deflection devices should be marked by signage.

Horizontal Deflection and Obstructions

- Signage or vertical delineators should be employed to mark edges of irregular curbs.
- The design of traffic circles or roundabouts should include radii that plows can circulate.
- On-street parking should be restricted during and/or after snowfalls to facilitate plowing.
- Little or no increase in snow clearing time expected, depending on the device employed.

The temporary alternatives outlined above may also be removed during winter months, recognizing that their associated traffic calming benefits would then also be lost.



TOWN OF INNISFIL CORPORATE POLICY

POLICY: Speed Limits	COUNCIL APPROVAL DATE: _____ RES. NO.: CR-...XX – (<i>Indicate Council Resolution Number here</i>)
POLICY NO.: XX.XXX-XX (<i>Number assigned by Clerk Services</i>)	REVISED DATE: January 23, 2018 RES. NO.: CR-...XX

1. PURPOSE

The objective is to implement consistent, enforceable and safe speed limits in urban areas; and in rural areas, to set speed limits consistent with driver expectation, roadway environment, road function, and in consideration of community needs.

2. SCOPE/APPLICATION:

2.1 Background

Speed regulations and controls aid the motorist in selecting speeds that are safe for the prevailing conditions. The maximum safe speed at any location will vary as road geometry, traffic demands and road environment change.

The decision of defining specific speed limits must take into consideration legislative limitations, public recognition and understanding, ease of implementation, capital and maintenance costs, and adherence to recognized engineering standards and practices.

2.2 Highway Traffic Act

The **Highway Traffic Act of Ontario** (the “HTA”) Section 128.1 provides that roads within a city, town, village, police village or built-up area have a statutory speed limit of 50 km/hr, unless otherwise designated. Outside of these areas, the statutory speed limit is 80 km/hr, unless otherwise designated. The HTA requires that signage be placed where the speed limit varies from the statutory requirement.

2.3 Existing Conditions

Many urban roads have no regulatory speed signage and as such, implicitly have a 50 km/hr limit. Lower speed limits have been implemented adjacent to elementary schools, in order to address site specific concerns. Speed limits of 60 km/hr are typical on higher order roads with limited or no access/egress points between intersections. Many rural roads also have no regulatory speed signage and as such, implicitly have an 80 km/hr speed limit. Lower speed limits have been implemented in order to address site specific concerns.



TOWN OF INNISFIL CORPORATE POLICY

POLICY: Speed Limits	COUNCIL APPROVAL DATE: _____ RES. NO.: CR-...XX – (<i>Indicate Council Resolution Number here</i>)
POLICY NO.: XX.XXX-XX (<i>Number assigned by Clerk Services</i>)	REVISED DATE: January 23, 2018 RES. NO.: CR-...XX

2.3.1 Considerations in Selecting Speed Limits

Speed regulations and controls aid the motorist in selecting speeds that are safe for the prevailing conditions. The maximum safe speed at any location will vary as road geometry, traffic demands and road environment change.

The decision of defining specific speed limits must take into consideration legislative limitations, public recognition and understanding, ease of implementation, capital and maintenance costs for the design speed geometric requirements and adherence to recognized engineering standards and practices.

The system of road hierarchy allocates different functions and roles for local, collector and arterial roads (see **Attachment A** that summarizes the characteristics of urban road classifications and **Attachment B** that summarizes the characteristics of rural road classifications according to the **Transportation Association of Canada's Geometric Design Guide for Canadian Roads**). Where higher order roads have appropriate capacity and mobility (including operating speed), higher order roads will continue to serve their primary function of traffic movement, and reduce the likelihood of traffic infiltration through lower order roads.

On urban arterial roads with higher design speeds, consideration should be given to speeds of 60 km/hr. On urban local and collector roads, a preferred speed of 50 km/hr should be kept in mind.

Local roads typically have equal or lower operating speeds reflecting the primary role of facilitating land access. A 40 km/hr speed limit should be considered where location specific conditions dictate, such as:

- School frontage of elementary schools, or
- Geometric characteristics contributing to road elements with a design speed (e.g. sight distance or horizontal or vertical curvature) of less than 60 km/hr.
- Local residential roads located in settlement areas.

Whenever possible, design speed should exceed the posted speed limit by 20 km/h.

Posted speeds on some sections of the Town's road network have been lowered to address community concerns or better reflect the road environment or design. In some instances, in rural road environments, Town of Innisfil roads have higher posted speeds than adjacent Simcoe County roads. In these circumstances, traffic may be encouraged to travel on Town roads rather



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than the adjacent County roads, despite that the latter may have a higher design standard and higher road function.

2.3.2 Enforcement

Law Enforcement is a fundamental part of speed management. It reinforces the effectiveness of speed zoning by the enforcing of posted speed limits. The charges applied (e.g. fines, demerit points) act as a deterrent. The visible presence of police reminds people to behave less aggressively. Law Enforcement plays a vital role in enforcing posted speed limits, both in terms of charges applied (e.g. fines, demerit points) and public presence.

Enforcement in the Town of Innisfil is provided by South Simcoe Police Service (North Division) and by Ontario Provincial Police. These officers are the front line in speed enforcement.

It is recognized that enforcement is an essential element to the speed management strategy, however, the policy should reflect that Police resources are limited and do not permit enforcement to be a sole solution to speeding issues.

3. EXCEPTIONS

None

4. RESPONSIBILITY

Capital Engineering Services

5. DEFINITIONS:

Speed Limit – the maximum vehicular speed allowed within any given posted or unposted Speed Zone.

Local Road – A street or road primarily for access to residence, business or other abutting property.

Collector Road – A road for which vehicle movement and access are of equal importance. Direct access to adjacent properties may be permitted in some cases, typically in lower-density residential areas. Intersections are spaced at varying intervals



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and are typically only signalized where the collector road intersects an arterial road or in some cases another collector road.

Arterial Road – A Major Road, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement. Intersections are spaced relatively far apart and are frequently signalized.

Heritage Conservation District – A District designated by the Town of Innisfil pursuant to subsection 41(1) of the *Ontario Heritage Act*, R.S.O. 1990, c.O.18, as amended.

Unprotected Shared Use Pathway – An active transportation pathway (for use by pedestrians, bicyclists, and others) which is adjacent to the travel lanes of the road and is not separated from those travel lanes by a curb, buffer, guiderail, plantings, or structures.

School Zone – A school zone is defined by first the abutting streets that are used for the drop-off and pick-up of students adjacent to the school property. Secondly the school zone may encompass one or more blocks beyond the school property where school crossings may exist or it is determined that prior notice of the school area is necessary.

Urban Area – For the purposes of this policy, an urban area shall be defined as:

- 1) Any part of the Town of Innisfil which falls within the settlement boundaries of Alcona, Cookstown, Lefroy Belle Ewart, Sandy Cove, Innisfil Heights, Stroud, or Big Bay Point.
- 2) Any area which meets the definition of a “built-up area” in the Highway Traffic Act:
 - a. not less than 50 per cent of the frontage upon one side of the highway for a distance of not less than 200 metres is occupied by dwellings, buildings used for business purposes, schools, or churches,
 - b. not less than 50 per cent of the frontage upon both sides of the highway for a distance of not less than 100 metres is occupied by dwellings, buildings used for business purposes, schools or churches, or
 - c. not more than 200 metres of the highway separates any territory described in clause (a) or (b) from any other territory described in clause (a) or (b),

Rural Area – For the purposes of this policy, a rural area shall be defined as any area which does not meet the definition of an Urban Area

6. POLICY STATEMENT



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The following policy is for the setting of speed limits on Town roads. A checklist is provided in **Attachment C**.

6.1 Urban Speed Limits

The Highway Traffic Act (HTA) of Ontario provides that roads within a city, town, village, police village or built-up area have a statutory speed limit of 50km/hr unless otherwise designated. Based on the Highway Traffic Act, signage is required on urban Town roads where the speed limit varies from the statutory 50km/hr.

The Made in Innisfil urban road speed limits policy endeavors to set speeds that are consistent with the HTA. In urban areas, posted speed limits will continue to be 60 km/h on urban arterial roads and 50 km/h on urban local and collector roads.

Reduced speed limit designation will be given to areas such as:

- School zones or proximity to schools which will be set at 40km/h during school hours where signed; and
- Locations with unfavourable geometric characteristics contributing to road elements with design speeds of 60km/h or less (sight distance, horizontal or vertical curvature). The speed limit shall be set at or below the speed indicated by the geometric restriction. Local roads located within settlement areas.
- Where Town roads are within the area of influence (1.5 km) of a County Road with lower posted speeds, a reduction of 10km/hr on the Town road speed limit is to be considered.
- Heritage Conservation Districts
- Locations with unprotected shared use pathways

Transitions between one speed limit and another shall be no less than 500m apart for arterial roads and 250m for collector and local roads.

6.2 Rural Speed Limits

The HTA of Ontario provides that roads outside of the above designation of roads are 80km/h. Based on the HTA, signage is required on a rural Town road where the speed limit varies from the statutory 80km/h.

Rural road speed limit designation will not divert from the HTA as the current speed limits are reasonable for the Town of Innisfil rural roads.



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Rural roads shall have a speed limit of 80 km/h, unless reduced speed designation is appropriate due to:

- A school zone. In an 80 km/h zone, the speed limit may be reduced to 60 km/h in the vicinity of the school. In a 60 km/h zone, the speed limit may be reduced to 40km/h;
- Unfavourable geometric characteristics contributing to road elements with design speeds (sight distance, horizontal or vertical curvature) of 90 km/h or less. The speed limit shall be set at or below the speed indicated by the geometric restriction;
- Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds, the Town may consider increasing or decreasing the speed limit by 10 km/h on the Town road, bringing the Town road closer to the speed of the County road; Reduced speed limit designations may also be considered in locations with unprotected shared use pathways.

Transitions between one speed limit and another shall be no less than 1.0 km apart for arterial roads and 500m for collector and local roads. The speed differential between to speed limits within the transition shall be no greater than 20 km/h.

6.3 School Zone Signing

Illuminated or flashing school zone signs are for use where reduced speed limits only apply during certain hours of the day. The timing of the flashing lights shall be limited to the operating times of the adjacent school. These times are typically no earlier than 8:00am and no later than 5:00pm on weekdays. Such signs shall also be accompanied by signage stating that the lower speed limit is only in force while lights are flashing.

6.4 Heritage Conservation Districts

Speed limits lower than those identified in section 6.1 may at times be appropriate in a Heritage Conservation District. Speed limits in Heritage Conservation Districts should be compatible with the intent of the relevant Heritage Conservation District Plan and the *Ontario Heritage Act*, and should reflect the pedestrian focus of most Heritage Conservation Districts. However, traffic volumes, 85th percentile speed, speed limits on neighbouring road sections, and infiltration onto neighbourhood streets should be considered before enacting any speed limit adjustment.



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For arterial roads in Heritage Conservation Districts, the designer shall consider 40 km/h and 50 km/h as well as the standard 60 km/h. For local and collector roads, the designer shall consider 40 km/h as well as the standard 50 km/h.

6.5 Unprotected Shared Use Pathways

In locations with unprotected shared use pathways, whether in urban or rural areas, the Town may consider decreasing the speed limit by 10 km/h to a speed no less than 40 km/h.

6.6 Local Residential Roads Located in Settlement Area Speed Limits

To further improve the safety of local residential roads in settlement areas for all users who walk, cycle, or drive, the speed limits should be no higher than 40 km/hr. Signage notifying of the speed reduction should be accompanied by flashing signal indications or dynamic speed signs, as well as road designs to reduce the speed of vehicles and traffic calming measures.

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Attachment A: Characteristics of Urban Roads (Transportation Association of Canada, 1999)



Geometric Design Guide for Canadian Roads

Table 1.3.4.2 Characteristics of Urban Roads

	Public Lanes Residential Commercial	Locals Residential Indust./Comm.	Collectors Residential Indust./Comm.	Arterials Minor Major	Expressways	Freeways
traffic service function	traffic movement not a consideration	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement major consideration	traffic movement primary consideration	optimum mobility
land service / access	land access only function	land access primary function	traffic movement and land access of equal importance	some access control	no access	no access
traffic volume (veh/day) (typical)	<500	<1000	<8000	5000 – 20 000	>10 000	>20 000
flow characteristics	interrupted flow	interrupted flow	interrupted flow	uninterrupted flow except at signals and crosswalks	uninterrupted flow except at signals	free-flow (grade separated)
design speed (km/h)	30 - 40	30 - 50	50 - 80	50 - 70	80 - 110	80 - 120
average running speeds (km/h) (off-peak)	20 - 30	20 - 40	30 - 70	40 - 60	60 - 90	70 - 110
vehicle type	passenger and service vehicles	passenger and service vehicles	passenger and service vehicles	all types	all types up to 20% trucks	all types up to 20% trucks
desirable connections	public lanes, locals	public lanes, locals, collectors	locals, collectors, arterials	collectors, arterials, expressways, freeways	arterials, expressways, freeways	arterials, expressways, freeways
transit service	not permitted	generally avoided	permitted	express and local buses permitted	express buses only	express buses only
accommodation of cyclists	no restrictions or special facilities	no restrictions or special facilities	no restrictions or special facilities	lane widening or separate facilities desirable	prohibited	prohibited
accommodation of pedestrians	pedestrians permitted, no special facilities	sidewalks normally on one or both sides required	sidewalks provided where both sides required	sidewalks may be provided, separation for traffic lanes preferred	pedestrians prohibited	pedestrians prohibited
parking (typically)	some restrictions	no restrictions or restrictions one side only	low restrictions other than peak hour	peak hour restrictions	prohibited	prohibited
min. intersection spacing ¹ (m)	as needed	60	60	200	800	1600 (between interchanges)
right-of-way width (m) (typical)	6 - 10	15 - 22	20 - 24	20 ² - 45 ³	>45 ³	>60 ³

- Notes:
1. Further information on intersection spacing is provided in Chapter 2.3, Intersections.
 2. Arterial rights of way 20 m in width applicable to retrofit conditions only.
 3. Wider rights of way are often required to accommodate other facilities such as utilities, noise mitigation installations, bikeways, and landscaping. For new streets, the immediate provision of wider rights of way may be considered to accommodate such facilities.



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Attachment B: Characteristics of Rural Roads (Transportation Association of Canada, 1999)

Design Classification



Table 1.3.4.1 Characteristics of Rural Roads

	Rural Locals	Rural Collectors	Rural Arterials	Rural Freeways
service function	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement primary consideration	optimum mobility
land service	land access primary consideration	traffic movement and land access of equal importance	land access secondary consideration	no access
traffic volume vehicles per day (typically)	<1000 AADT	<5000 AADT	<12 000 AADT	>8000 AADT
flow characteristics	interrupted flow	interrupted flow	uninterrupted flow except at	freeflow (grade separated) major intersections
design speed (km/h)	50 - 110	60 - 110	80 - 130	100 - 130
average running speed (km/h) (free flow conditions)	50 - 90	50 - 90	60 - 100	70 - 110
vehicle type	predominantly passenger cars, light to medium trucks and occasional heavy trucks	all types, up to 30% trucks in the 3 t to 5 t range	all types, up to 20% trucks	all types, up to 20% heavy trucks
normal connections	locals collectors	locals collectors arterials	collectors arterials freeways	arterials freeways



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Attachment C: Checklist for Setting Speed Limits

The following check list is to be used in conjunction with the Speed Limit Policy document when considering changing the statutory speed limit.

Location of Road in Question: _____

Date Inquiry was received: _____

Date Inquiry was completed: _____

Name of Reviewer: _____

Section 1

What is the road type? Urban ☐ Rural ☐

What is the road class? Arterial ☐ Collector ☐ Local ☐

Please continue to appropriate subsection of Section 2.



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Section 2

2.1 Urban Arterial

Posted speeds shall be set at 60 km/hr and signed as such unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone ☐
 - Speeds shall be reduced to 40 km/hr in school zones. Transition space required is 500m. Flashing lights indicating when the reduced speed zone is in effect shall accompany the reduced speed zone sign.
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 50 km/hr is to be considered. Transition space required is 500m.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds ☐
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered. Transition space required is 500m.
4. Within a Heritage Conservation District or where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered (20 km/h may be considered for a Heritage Conservation District). Transition space required is 500m.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

1. The speed limit shall remain at 60 km/hr. ☐
2. The speed limit shall change to 50km/hr. ☐
3. The speed limit shall change to 40 km/hr. ☐



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2.2 Urban Collector

Posted or statutory speeds shall be set at 50 km/hr unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone ☐
 - Speeds shall be reduced to 40 km/hr in school zones. Transition space required is 250m. Flashing lights indicating when the reduced speed zone is in effect shall accompany the reduced speed zone sign.
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 40 km/hr is to be considered. Transition space required is 250m.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds. ☐
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered. Transition space required is 250m.
4. Within a Heritage Conservation District or where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered. Transition space required is 250m.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

4. The speed limit shall remain at 60 km/hr. ☐
5. The speed limit shall change to 50km/hr. ☐
6. The speed limit shall change to 40 km/hr. ☐



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2.3 Urban Local

Posted or statutory speeds shall be set at 50 km/hr unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone ☐
 - Speeds shall be reduced to 40 km/hr in school zones. Transition space required is 250m. Flashing lights indicating when the reduced speed zone is in effect shall accompany the reduced speed zone sign.
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 40 km/hr is to be considered. Transition space required is 250m.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds ☐
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered. Transition space required is 250m.
4. Within a Heritage Conservation District or where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered. Transition space required is 500m.
5. Local Residential Roads Located in Settlement Areas ☐
 - A reduction to 40 km/hr is to be considered.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

7. The speed limit shall remain at 50 km/hr. ☐
8. The speed limit shall change to 50km/hr. ☐
9. The speed limit shall change to 40 km/hr. ☐



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2.4 Rural Arterial

Posted speeds shall be set at 80 km/hr unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone
 - Speeds shall be reduced to 60 km/hr in school zones. Transition space required is 1km. Flashing lights indicating when the reduced speed zone is in effect shall accompany the reduced speed zone sign. ☐
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 60 km/hr is to be considered. Transition space required is 1km.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered. ☐
Transition space required is 1km.
4. Where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered. Transition space required is 500m.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

1. The speed limit shall remain at 80 km/hr. ☐
2. The speed limit shall change to 70km/hr. ☐
3. The speed limit shall change to 60 km/hr. ☐



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2.5 Rural Collector

Posted speeds shall be set at 80 km/hr unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone
 - Speeds shall be reduced to 60 km/hr in school zones. Transition space required is 500m. Flashing lights indicating when the reduced speed zone is in effect shall accompany the reduced speed zone sign. ☐
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 60 km/hr is to be considered. Transition space required is 500m.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds ☐
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered. Transition space required is 500m.
4. Where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered. Transition space required is 500m.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

10. The speed limit shall remain at 80 km/hr. ☐
11. The speed limit shall change to 70km/hr. ☐
12. The speed limit shall change to 60 km/hr. ☐



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2.6 Rural Local

Posted speeds shall be set at 80 km/hr unless reduced speed designation is appropriate.

The following are reasons for reduced speed designation. Please check those that apply to the road section being examined.

1. School Zone
 - Speeds shall be reduced to 60 km/hr in school zones. Transition space required is 500m. Flashing lights indicating when the reduced speed zone is in effect shall ☐ accompany the reduced speed zone sign.
2. Geometric characteristics that contribute to road elements (sight distance or horizontal or vertical curvature) ☐
 - A reduction to 60 km/hr is to be considered. Transition space required is 500m.
3. Where Town roads are within the area of influence (1.5 km) of a County Road with lower or higher posted speeds ☐
 - A reduction or increase of 10km/hr on the Town road, to bring it closer to the County Road speed limit, is to be considered.
Transition space required is 500m.
4. Where there is an unprotected shared use pathway ☐
 - A reduction of 10km/h is to be considered. Transition space required is 500m.

If concern has been addressed, please move onto recommendations sections. If concern has not been addressed, then no recommendations can be made at this time.

Recommendations

1. The speed limit shall remain at 80 km/hr. ☐
2. The speed limit shall change to 70km/hr. ☐
3. The speed limit shall change to 60 km/hr. ☐