

## **PART 2: What policies are in place to support safer streets?**

### **a. Traffic Calming Policy**



Speeding traffic on residential roads is likely the most common safe street issue you are hearing during your door-to-door campaign.

Residents have legitimate concerns that need addressing - so what needs to happen?

Halifax has a traffic calming policy that enables residents to [request a traffic calming assessment](#) for qualifying roads. This can be initiated by residents using the 311 service.

The most likely way a road will qualify for traffic calming is if it is;

- 1) classified as a residential or minor collector road, and
- 2) following speed assessments, the majority of drivers are travelling at higher speeds of 40kph + (or 30kph+ during school arrival and dismissal times for an eligible road within a school zone).

If deemed eligible for traffic calming, a road will then be priority ranked for traffic calming based on the speed of traffic, collision history, volume of traffic, infrastructure and the number of pedestrian generating services in the area, for example schools.

The full traffic calming procedure can be reviewed [here](#).

Issues we and residents have raised with the policy include:

- a. Insufficient weighting/priority given to roads which lack sidewalks. These often cause concern, especially if residents need to walk in the middle of the road to get around parked vehicles on the sides of the road.

Proposed 2020 Implementation**			
Street Name	Limit From	Limit To	District
Joffre St	Sinclair St	Portland St	5
Karels Dr	Jamieson Dr	Marantha Dr	1
Winley Dr	Windsor Junction Rd	Ingram Dr	1
Portland Hills Dr	Portland St	Portland Estates Blvd	3
Hillsboro Dr	Barbara Dr	Lundy Dr	4
Sandy Run	Thompson Run	White Hills Run	13
Blue Mountain Dr	Larry Uteck Blvd	Terradore Ln	13
White Hills Run	Pockwock Rd	Bishops Gate Rd	13
Montebello Dr	Waverley Rd	Colonna Pl	6
Crestfield Dr	Hammonds Plains Rd	End	13
Stuart Harris Dr	Mount Edward Rd	La Pierre Cres	3
Brentwood Ave	Johnson Ave	Greenwood Ave	12
Danny Dr	Beaverbank Rd	Barrett Rd	14
Concord Ave	Richardson Dr	Ingram Dr	1
Lexington Ave	Richardson Dr	Ingram Dr	1
Speed Humps in School Zones			
Street Name	Limit From	Limit To	District
Camden St	Fort Sackville Rd	Wardour St	16
Perth St	Fort Sackville Rd	Wardour St	16
Monarch Dr (N)	Majestic Ave	Amedee Dr	14
Sunnybrae Ave	Alex St	Hillcrest St	10
Central Ave	Alex St	Hillcrest St	10
Hillside Ave	Skyridge Ave	Cobequid Rd	15
Cavalier Dr	Polara Dr	Cavendish Dr	15
Kaye St	Devonshire Ave	Gottingen St	8
Russell St	Devonshire Ave	Gottingen St	8
Edgewood Ave	Connaught Ave	Oxford St	8
Connolly St	Hawk Terr	Cloverdale Rd	8
Norwood St*	Connaught Ave	Oxford St	9

\*Replace existing speed hump

\*\*List updated May 8, 2020

- b. A [large waiting list](#) (284 streets at the time of writing) and inadequate numbers of roads being calmed each year - [15 residential roads this year](#) plus school zones - see image. With so few roads calmed, it could be decades before traffic calming happens even for roads on the current waiting list.
- c. Roads on bus routes are currently ineligible, however these routes are used by vulnerable road users to access transit stops, also some bus routes are outside schools.
- d. Most collector and artery roads are not eligible for traffic calming of any kind - yet statistics have shown **vulnerable road users are most commonly hit and severely injured and killed on artery or collector roads** - see local pedestrian incident Halifax research [here](#) and [here](#), also pedestrian incident maps published every month by Halifax police. These wider roads often lack the fundamental safety requirements needed to protect vulnerable road users from multiple lanes of fast moving traffic.

- e. There are no obvious **resident-led options** that allow those most affected by traffic issues to select measures they believe are appropriate for their concerns, and fundraise to part fund those measures. Kitchener, ON has developed a [resident-led traffic calming policy](#). The photo below is a resident led traffic calming effort in the UK.



- f. An overly **formal traffic calming policy** prevents some circumstances and resident concerns from being appropriately considered in their context. Some Canadian cities have a flexible policy which does not prevent any road or area from being assessed for appropriate calming. In St John, NB, staff and the community work together to develop a [neighbourhood traffic calming scheme](#) that addresses all roads in the community where there are speeding or conflict issues with vulnerable road users. In Vancouver, residents can [pay for some or all measures they require for traffic calming](#).
- g. Roads in school zones should be allocated higher scores, also artery and collector roads in school zones should be eligible for road class appropriate safety adaptations, such as the resident implemented road diet shown below. [Windsor Ontario's traffic calming policy](#) provides significantly greater weighting/priority to roads in the vicinity of schools: 7.5 points versus Halifax's 1 point allocation.



(h) Modern Canadian city traffic calming policies include a **tool-kit** of appropriate measures for all types of roads. [Ottawa's traffic calming policy](#) "toolbox" includes simple **road diets for artery roads**, and measures such as raised intersections (see image) that may be appropriate for arterial roads that are used extensively by vulnerable road users, such as main shopping streets.

Appropriate measures to traffic calm collector and arterial roads are also included in Transportation Association of Canada's comprehensive and recently released [Canadian Guide to Traffic Calming](#). Staff should have a copy of this guide for councillors to review on request.

### **How could Halifax's traffic calming policy better serve the needs of residents?**

Halifax's traffic calming policy could be a **flexible tool that serves the needs of local residents**, which enables them to effect approved improvements themselves if they so wish.

It could allow residents to take action to resolve issues on any road that presents danger to them, and which prevents them from accessing local services or enjoying their own community as a vulnerable road user.

It could allow residents to be inventive and to address more than one issue, for example by placing planters in no-parking zones to ensure compliance, traffic calming and make their road look more attractive.

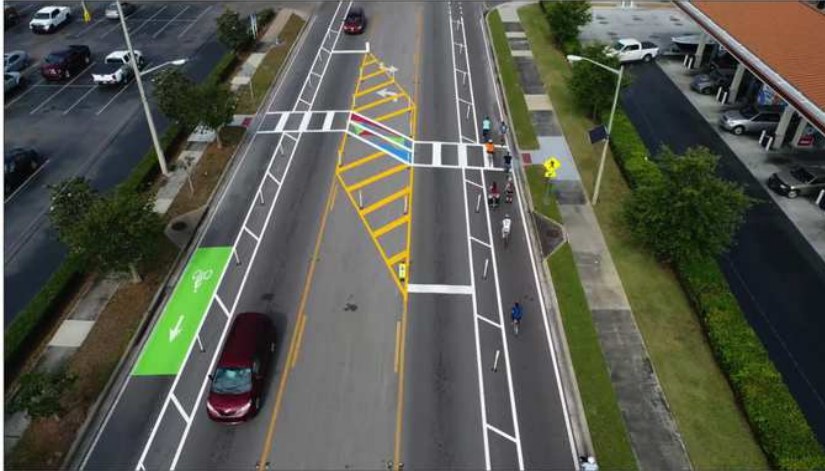


Photo credit: Smart Growth America

If residents are unable to cross a multiple lane artery road safely to get to services or a bus stop, our traffic calming policy could offer options for them to lead the way to change - see for example this incredible road transformation above, [initiated by residents in Orlando](#).

Without opening up our traffic calming policy so it is both more accessible for residents and flexible, we cannot address the most serious issues that prevent vulnerable road users from enjoying our community roads.

This issue is within Council's control - councillors can propose that our current policy is reviewed and modernised to reflect the policy flexibility and depth found in many other Canadian cities.

Do you have any ideas for traffic calming or safer streets? Please let us know!