



THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

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| Section: | Roads, Traffic & Operations | | |
| Effective Date: | Click or tap to enter a date. | Date of Last Review: | Click or tap to enter a date. |
| Approval Authority: | Policy Owner: | | |
| Council | DCM, Public Works | | |

POLICY STATEMENT

This is a policy to identify and implement traffic calming measures within the City of Vaughan. The policy outlines the process for informing eligibility, identification, selection, prioritization, implementation, evaluation, and, if necessary, removal of traffic calming measures.

PURPOSE

To establish a comprehensive process with a consistent framework in determining the suitability of traffic calming measures across Vaughan. The policy reinforces the City's interest in enhancing road safety for all road users.

SCOPE

1. The policy applies to municipal roads with a posted speed limit of 60 km/h and lower, including public laneways and unassumed roads.
2. This policy does not cover regional roads and roads within private properties.

LEGISLATIVE REQUIREMENTS

- 1) Section 128 (1) of the Highway Traffic Act (HTA) R.S.O. 1990, c.H.8: Establishes regulations governing road usage in Ontario, including regulating the rate of speed on all roadways within the Province of Ontario.
- 2) Section 128 (6) of the HTA R.S.O. 1990, c.H.8 states that anyone exceeding the speed limit in a community safety zone faces doubled fines, calculated based on the degree of the speed limit violation.

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

- 3) Section 144 (7) of the Highway Traffic Act (HTA) R.S.O. 1990, c.H.8, mandates that drivers who are permitted to proceed must yield to pedestrians lawfully within a crosswalk in Ontario.
- 4) Accessibility for Ontarians with Disabilities Act (2005) establishes requirements for newly constructed or redeveloped infrastructure.
- 5) Section 13 of the Accessibility for Ontarians with Disability Act, 2005, c. 11, stipulates that any person or organization subject to an accessibility standard must comply with that standard within the specified time frame.

DEFINITIONS

- 1) **85th Percentile Speed:** The speed at which 85% of traffic is travelling at or below. This is used as an indicator of speeding in relation to the posted speed.
- 2) **95th Percentile Operating Speed:** The speed exceeded by the fastest 5% of vehicles under free-flow conditions. This is used as an indicator of high-end speeding in relation to the posted speed.
- 3) **Access Restrictions:** Measures that block or restrict vehicles' access to certain streets or areas to reduce traffic volumes or traffic infiltration.
- 4) **Built-up Area/Urban Areas:** As defined within section 1(1) of the HTA, where the roadways frontage is 50% occupied by buildings and/or as identified within the City of Vaughan Official Plan Section 2.2.1.3 and Schedule 1 and 1A.
- 5) **Education:** Measures that raise awareness about the need to slow down, such as signage and campaigns; while they are not physical changes to the roadway, they can be effective when used in conjunction with physical traffic calming treatments.
- 6) **Enforcement:** Penalties or fines used by police authorities to improve driver compliance with speed limits or Automated Speed Enforcement (ASE) that uses a camera and speed measurement device to detect and capture images of vehicles in excess of the posted speed limit.
- 7) **Horizontal Deflection:** Measures that cause a lateral shift in the travel pattern of vehicles, forcing them to slow down to navigate the measure comfortably.
- 8) **Intersection Treatments:** Measures specifically applied at intersections that may slow vehicular traffic through the intersection.
- 9) **Level 1 Quick-Build Traffic Calming Measures:** These measures are passive, use interim materials, and/or allow rapid implementation.

- 10) Level 2 Engineered Traffic Calming Measures:** Physical measures involving civil works that are permanent in nature, resulting in physical changes to streets, such as permanent speed cushions. They are typically lower in cost and have a faster timeframe for planning, design, and installation compared to Level 3 measures.
- 11) Level 3 Engineered Traffic Calming Measures:** Physical measures involving civil works are permanent in nature and result in physical changes to streets, such as curb extensions. They typically have higher costs and require a longer planning, detailed design, and construction timeline than Level 2 measures.
- 12) Local Roads:** A roadway typically intended to accommodate two traffic lanes, a parking lane and driveway access to residential properties. Local roads are designed to promote slow speeds and minimize pedestrian crossing distances.
- 13) Major Collector Roads:** A roadway that typically has four traffic lanes and is intended to be the main connecting point from a community to the arterial system. Generally, they accommodate more vehicular, cycling and transit traffic than minor collector roads.
- 14) Minor Collector Roads:** A roadway that typically has two lanes of traffic intended to be an important connecting point from a community to the arterial system. Usually, a collector is the primary route into or out of a neighbourhood, and it is used by all modes.
- 15) Neighbourhood Area:** A designated area where posted speed limits can be lower than 50 km/h within a bounded area in accordance with the City's Speed limit Policy using specialized speed limit signage in accordance with the Highway Traffic Act and Ontario Traffic Manual.
- 16) Pavement Markings and Surface Treatments:** Measures that use coloured, patterned, or textured materials on the road surface to promote slower vehicle speeds. They can enhance the street's aesthetic appearance and create a sense of place for the community. They can be applied across the full width of the roadway or at specific areas such as crosswalks, gateways, or intersections.
- 17) Pavement Width:** The width available on the roadway for vehicle travel, typically measured from curb to curb.
- 18) Posted Speed limit:** The maximum lawful vehicular speed for a section of the road as displayed on a regulatory sign, in accordance with the municipal bylaws.
- 19) Public Laneway:** A public vehicular-access route exclusively at the side and/or rear of one or more properties, whether such access route is privately or

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

municipally owned; however, this does not include private property not intended for such public access.

- 20) Roadway Width:** The width of the road measured from curb face to curb face.
- 21) Rural Roads:** All roadways within the City of Vaughan that are outside of the built-up area/urban areas.
- 22) Traffic Infiltration:** Traffic from one road or area that spills over or short-cuts into another road or area, usually due to congestion or other traffic-related issues.
- 23) Vertical Deflection:** Measures that use the vehicle's vertical (upward) movement to slow down its speed.
- 24) Vulnerable Road Users:** Non-motorized road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation
- 25) Warrant:** A consistent and uniform approach using criteria to implement traffic calming locations. It determines where traffic calming measures are needed, as defined by the Transport Association of Canada, Ontario Traffic Manual, and City standards.
- 26) Warrant Analysis:** The process of determining whether one or multiple traffic calming measures are required to manage speed reduction. The warrant analysis process uses a data-driven and consistent evaluation approach considering neighbourhood-level impacts associated with traffic calming.

POLICY

1) POLICY PRINCIPLES

- a) Traffic calming restores streets to provide safety, mobility, and access based on their intended purpose. This policy balances the need for transportation with the need to reduce operating speeds and traffic infiltration through neighbourhoods.
- b) Application of the Traffic Calming Procedures (see PRC.43) shall be consistent and uniform, with established criteria for identifying and evaluating locations for traffic calming, using a neighbourhood-level approach.
- c) Staff will assess and prioritize road segments eligible for traffic calming based on the criteria outlined in this Policy, including, where possible,

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

improving options on the arterial road network before implementing traffic-calming measures on municipal roadways (e.g., signal timing adjustments).

- d) New developments shall mitigate the need for retrofits, including traffic calming interventions, by following the Complete Streets Guide and Traffic Calming Toolbox and Guidelines as part of the development review process.
- e) A neighbourhood approach will be considered when assessing and determining the type of physical traffic calming measure(s) to minimize adverse impacts on adjacent streets.
- f) Traffic calming measures will be planned and implemented to balance the needs of municipal service delivery services with slowing traffic on roadways through consultation with affected service stakeholders, including Fire and Rescue, Police and Emergency Services, York Region Transit and other municipal services (e.g. waste collection, winter maintenance, etc.).
- g) Modifications to on-street parking will be assessed as needed and where required to accommodate the installation of a traffic calming measure.
- h) To ensure compliance, traffic calming measures will be recommended and implemented in accordance with the City's transportation plans. Locations will be prioritized based on neighbourhood characteristics, safety, traffic conditions, land use, and available budget.
- i) Implementation of traffic calming measures will adhere to the latest version of all applicable design and construction standards and specifications of the City of Vaughan. As of the date of enactment of this policy, these are: Traffic Calming Procedures (2024); Traffic Calming Toolbox and Guidelines (2024); Transport Association of Canadian Guide to Traffic Calming (2018); and pertinent provincial Acts such as the Accessibility for Ontarians with Disabilities Act (2005) and the Highway Traffic Act (1990).
- j) Usage of access restrictions, including diverters, barriers and closures, will be limited and assessed accordingly per Traffic Calming Procedures (see PRC.43) to minimize impacts on emergency services, public transit or other municipal services.
- k) New and innovative traffic calming methods will continue to be investigated, considered, and used where feasible, with subsequent amendments to the 2024 Traffic Calming Toolbox and Guidelines.

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

- l) The Traffic Calming Policy will be updated every five years and/or following changes in legislation (e.g., Highway Traffic Act).

2) ROLES AND RESPONSIBILITIES

a) Transportation and Fleet Management Services

Responsible for managing and administering the Traffic Calming Policy in accordance with the mandate given by Council.

b) Infrastructure Planning and Corporate Asset Management

Supports Transportation and Fleet Management Services in reviewing applicable measures to assess program requirements and recommending their incorporation in future transportation projects, where appropriate.

c) Project Management Office

Supports Transportation and Fleet Management Services in coordinating the planning of applicable measures for capital projects.

d) Infrastructure Delivery

Supports Transportation and Fleet Management Services in designing and delivering applicable measures.

e) Development Engineering

Mitigates the need for traffic calming interventions and other retrofits by requiring that development follows the necessary City guidelines as part of the development review process.

3) ELIGIBILITY CRITERIA AND SELECTION

a) The Policy includes a five-stage process as follows:

- i) Stage 1: Initiation and Issue Validation

- ii) Stage 2: Warrants

- iii) Stage 3: Plan Development

- iv) Stage 4: Plan Implementation

v) Stage 5: Monitoring and Evaluation

b) The course of actions to be completed at each stage differs depending on the level of traffic calming measures to implement. The Traffic Calming Procedures (PRC.43) establishes the details.

c) Eligibility Criteria

i) For a roadway to be eligible for traffic calming, it must meet all of the following criteria:

- (1) City Road (including public laneways) and unassumed roads (by providing input and assistance to the developer).
- (2) Reported issues, including speeding, traffic infiltration or road safety for vulnerable road users.
- (3) Previous request for traffic calming received more than 24 months (physical measures may take at least two years to implement subject to budget approvals, design, and construction).
- (4) The road segment is a through street and not a cul-de-sac
- (5) The posted speed limit is 60 km/hr or lower.
- (6) Road grade is lower than 8%.
- (7) Road segment length is >150m between stop-controlled intersections or signalized intersections.
- (8) No overlapping capital project on road segment underway or planned to affect the implementation of traffic calming measure.

d) Measure Selection

- i) Determining the appropriate traffic calming measure requires applying a Risk Scoring Matrix to assess each candidate's location based on various factors established in the Traffic Calming.
- ii) A road segment must meet a technical assessment based on having an 85th percentile speed sufficiently higher than the posted speed limit. 85th percentile speed is established in the Transportation Association of Canada's "Canadian Guide to Traffic Calming" when determining the need for traffic calming measures.
- iii) Additional factors considered to determine if traffic calming measures are warranted and to prioritize installation include

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

traffic volumes, collisions, traffic infiltration, pedestrian generators, cycling infrastructure, sightlines, parking generators, and operational factors, as established in the Traffic Calming Toolbox and Guidelines.

iv) Measures may be implemented alone or in combination as part of a bundling of traffic calming measures to manage speed.

v) Warranted locations will be evaluated and assigned a weighted score for points.

e) Prioritization

i) Warranted traffic calming measures are categorized into three levels based on a Risk Scoring Matrix.

ii) Prioritization will be determined based on points, approved funding, and resource availability established through the City's capital budget process for planning, design, and construction.

iii) Warranted Level 1 traffic calming measures will be processed for implementation in the same calendar year, dependent upon the City's budget and operational resources.

iv) Following the successful trial through Level 1 measures, Level 2 traffic calming measures will be implemented, subject to budget and resource availability.

v) Warranted Level 3 traffic calming measures may be further assessed through road reconstruction or rehabilitation projects, corridor reviews, traffic area studies, and stakeholder engagement.

vi) Requests for multiple traffic calming measures within a corridor or neighbourhood area will be assessed per the Traffic Calming Procedures for further evaluation through a corridor review and traffic area study.

vii) As part of a multi-layered approach to road safety, public education and awareness will be implemented regardless of whether road segments are eligible for traffic calming.

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

- viii) City staff will determine the number of projects for plan development and implementation based on available resources and budget.

4) REHABILITATION AND REMOVAL

- a) Existing permanent traffic calming measures will remain in place until the asset is subject to a condition assessment and/or lifecycle review (programmed every five years).
- b) Rehabilitation of existing traffic calming devices will be undertaken in accordance with applicable design and construction standards and specifications of the City of Vaughan, Traffic Calming Toolbox and Guidelines, and pertinent provincial Acts such as the Accessibility for Ontarians with Disabilities Act (2005) and the Highway Traffic Act (1990), as well as the Transport Association of Canadian Guide to Traffic Calming, 2018.
- c) The City reserves the right to remove traffic calming measures if they are ineffective in managing vehicular speed or have created a negative safety impact that cannot be corrected or rehabilitated.

5) COMMUNICATIONS

- a) The City's traffic calming program administration will consider an open, public process to ensure that residents' input and concerns are heard, and appropriate solutions are recommended for implementation.
- b) Community notification will be undertaken for warranted Level 2 measures.
- c) Public and stakeholder engagement will be undertaken to assess the level of support for warranted Level 3 measures through individual projects, a corridor review, or traffic area study and assessed in consultation with the respective Ward Councillors.

6) APPROVALS AND EVALUATION

POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

- a) Council approval is required to determine the removal of Level 2 or Level 3 traffic calming measures, subject to the availability of capital budget and resources.
- b) Warranted Level 1 and 2 traffic calming measures will be implemented through prioritization without a report to Council.
- c) An annual report will be brought to Council recommending the implementation of Level 3 traffic calming measures. The staff report will outline estimated costs and the anticipated timing for implementation based on budget and resource availability.
- d) Upon Council approval, notice will be circulated to Infrastructure Planning and Corporate Asset Management to assess programming requirements and the Project Management Office for coordination of Capital Projects. Design and Delivery is dependent upon resources and timelines.
- e) Following implementation, traffic calming measures will be monitored according to the Traffic Calming Procedures. Follow-up studies will assess effectiveness, and results will be communicated through the Annual MoveSmart Report.

ADMINISTRATION

Administered by the Office of the City Clerk.

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| Review Schedule: | 5 Years | Next Review Date: | Click or tap to enter a date. |
| Related Policy(ies): | 19.C.03 – Establishing Speed Limits on City Roadways | | |
| Related By-Law(s): | | | |
| Procedural Document: | PRC.43 – Neighbourhood Traffic Calming | | |

Revision History

| Date: | Description: |
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POLICY TITLE: NEIGHBOURHOOD TRAFFIC CALMING

POLICY NO.: 19.C.08

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