



REQUEST FOR A DECISION

Mobility Committee – June 15, 2023

To: Bruce Grandy, Chair and Members of the Mobility Committee

From: Tyson Aubie
Traffic Engineer

Jon Lewis
Transportation Engineer

Date: June 08, 2023

Title: Admin Report – Traffic Calming Update for Policy Direction

ISSUE:

Staff seek direction from the Mobility Committee to develop and advance a new Residential Traffic Calming Policy. The policy will require approval of the City Council following input from the Mobility Committee.

RECOMMENDATION(S):

A. Recommendation:

It is recommended that the following resolution be forwarded to City Council for consideration: Be it resolved that the Mobility Committee directs City Staff to develop and formalize a new Residential Traffic Calming policy. This Policy is to be based on the principles presented to the Mobility Committee on June 15, 2023 and incorporate committee feedback. The proposed policy is to be advanced to City Council for consideration of adoption as a new Corporate Policy.

B. Other options: Mobility Direction may choose to provide other direction to staff.

C. SITUATION, BACKGROUND & DISCUSSION:

Based on ongoing discussions between engineering staff, City Councillors and various members of the public, the existing traffic calming policy, approved in 2010, does not appear to currently be meeting the needs and desires of the public. The existing traffic calming policy evaluates streets on a rigid eligible/ineligible basis where a residential street must feature very high traffic speeds (85th percentile speeds > 60 km/h) and / or very high traffic volumes to be considered eligible for traffic calming. The policy does not consider other factors that might make a street a good candidate for traffic calming including the collision history, the presence of pedestrian generators (schools, parks, wadding pools, etc.), or the presence (or lack there of) of sidewalks, crosswalks or trail crossing. Based on the existing Policy, engineering does not believe there are many streets left in the City that would warrant traffic calming, despite many new requests each Spring.

The existing policy also requires a neighbourhood liaison to collect signatures via a petition to show support for potential traffic calming before any data is actually collected to help determine if a street might be eligible. This has resulted in numerous occasions where significant effort was undertaken to petition the neighbourhood, ultimately to find out that traffic data would show that the street was not close to warranting traffic calming.

Over the past year, Engineering staff have had several presentations/feedback sessions with the Mobility Committee and has worked closely with Corporate Communications to better understand how Engage Fredericton could be utilized to improve on the Traffic Calming evaluation process. Ultimately it appeared that a new policy should be developed based on the following three principles:

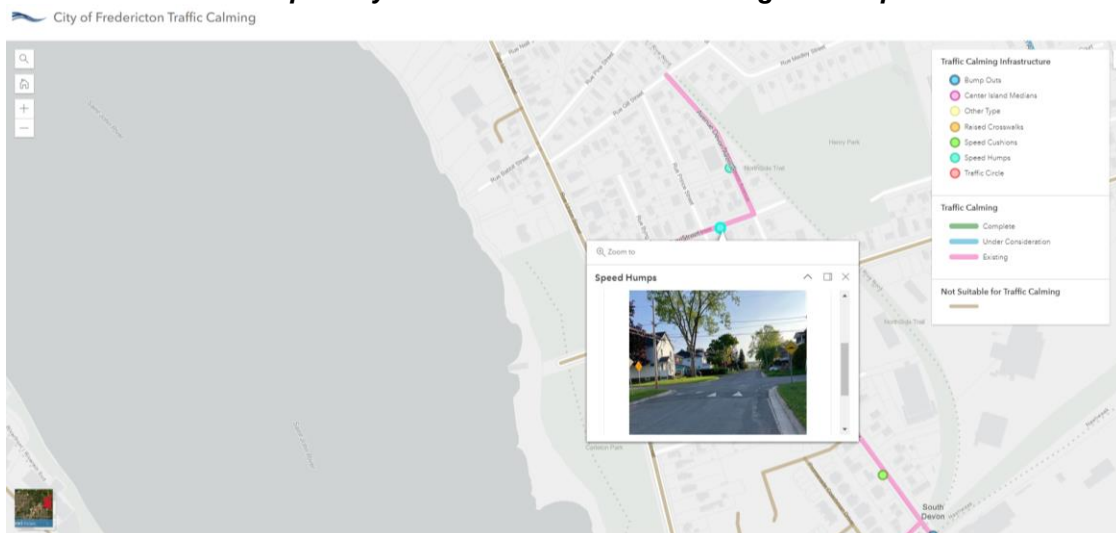
1. Transparency
2. Consistency
3. Accountability

These objectives are summarized as part of the attached presentation to Mobility Committee on June 15th, 2023. The proposed traffic calming policy is proposed to be outlined as follows:

Transparency

A new dedicated webpage on Fredericton.ca and a permanent presence on Engage Fredericton will be created. This will enable the public to better understand the overall traffic calming process and typical timelines, what streets are eligible, the types of traffic calming the City uses as well as see previous data collected on travel speeds and volumes. It is anticipated that an interactive web map will be created where a resident can zoom-in on individual streets to see data and pictures on existing traffic calming and requests.

Sample City of Fredericton Traffic Calming web map



Consistency

Every eligible street that Engineering receives a traffic calming request for will be evaluated through a consistent two-phased approach. Initial evaluations will be undertaken in the order that requests are received as resources permit.

Phase 1 Assessment: An eligible street will have a preliminary speed assessment to ensure a street meets a minimum speed threshold for further detailed analysis. It is proposed that a fairly low threshold speed (such as an 85th percentile speed of 45 km/h) be utilized for the initial assessment to ensure most streets move on to the Phase 2 Assessment. This also ensures that resources are not further wasted on streets with very low overall speeds.

Phase 2 Assessment: A Traffic Calming Priority Point (TCPP) score will be evaluated for each street that passes the Phase 1 assessment. The TCPP generates a score based on how a variety of street characteristics contribute to overall risk on the street. The variables that are evaluated to generate an overall score include: traffic speeds, traffic volumes, collision history, presence of near-by pedestrian generators and pedestrian infrastructure (or lack there of). Overall, a score out of 100 will be generated for each street as part of the Phase 2 Assessment and the web map will be updated with the results of the evaluation for the public.

Engineering will maintain an on-going ranked list of all streets evaluated through the Phase 2 assessment.

Once a year (anticipated to be early in the calendar year), Engineering will present the up-to-date ranked list of TCPP scoring streets to the Mobility Committee. The top scoring streets will be advanced to the design stage; whereas the number of streets that are advanced will be a function of the approved annual traffic calming budget. Historically 2 to 3 traffic calming projects have been undertaken per year.

Engineering will develop a draft traffic calming plan and work with emergency services, transit and capital planning to help ensure any of their potential concerns are addressed before opening designs up for public feedback.

Engage Fredericton will be utilized to garner feedback from the public. Any City resident would have the opportunity to register for Engage Fredericton, review the proposed traffic calming designs and provide feedback. Engineering will review feedback from the public and may adjust final designs to incorporate feedback.

It is anticipated that the physical traffic calming will be constructed, as approved budgets permit, in the same calendar year as a project is shortlisted for design in the once a year update.

Within a year of construction, new traffic volume and speed data will be collected, and pictures taken such that the public web map can be updated.

Accountability

The combination of a new traffic calming webpage with a continually updated web map with traffic data and pictures as well as an annual update to the Mobility Committee will help ensure that roles and responsibilities between staff, the public, councillors, and stakeholders is understood from the get-go and through-out the process.

- **FINANCIAL:** Traffic calming is currently constructed as part of the approved Transport Safety Improvements capital budget. It is anticipated that there will not be any immediate changes in capital budgets going forward. Streets will be assessed on a first come-first serve basis, as existing resources allow.
- **LEGAL:** The Department/Division has determined that there are no legal considerations associated with this matter. The Office of the City Solicitor was not specifically consulted with respect to this administrative report.

- **COMMUNICATIONS:** Engineering will continue to work with Corporate Communications in the development and rollout of a proposed Residential Traffic Calming Policy.

- **CLIMATE LENS:**

Does this proposal move the City of Fredericton closer to its greenhouse gas (GHG) emissions reduction targets of 50% reduction by 2030 and net-zero by 2050 in line with the City's Corporate Energy & Emissions Plan and/or Community Energy Emission Plan?

- Moves us towards GHG reduction targets
- No change in GHG emissions
- Moves us away from GHG targets but there are trade-offs with other Council or Municipal Plan priorities (*identify which priorities*)

Does this proposal improve the City of Fredericton's resilience to the impacts of climate change in line with our Climate Change Adaptation Plan?

- Moves us towards climate resilience
- No change in resilience
- Moves us away from climate resilience but there are trade-offs with other Council or Municipal Plan priorities (*identify which priorities*)

SPOKESPERSON: Tyson Aubie, Traffic Engineer

Prepared by: *Tyson Aubie & Jon Lewis*

Approved by: *Dylan Gamble*

Attachments: *Traffic Calming Update*. Power Point Presentation from June 15 2023.