

Coquitlam

**City of Coquitlam
Traffic Calming Policy**

Transportation Services Division
Engineering and Public Works

Updated May 2007

BACKGROUND

City Council adopted the initial Traffic Calming Policy on April 27, 1999. On November 19, 2001, following a review of the Mundy/Dawes Hill Traffic Calming Plan, City Council made a number of changes to the Traffic Calming Policy, as follows:

- That future traffic calming initiatives be considered by Council on a petition-only basis where all costs of the program are borne by the benefiting properties;
- That the recommendations of the Joint-Infrastructure Management/Traffic Calming Panel Meeting be incorporated into a policy to guide future petition-based traffic calming initiatives;
- That a \$50 tax credit be applied in 2002 to those properties that had \$50 traffic-calming local improvement charges against the properties in 2001;
- That the Mundy/Dawes Hill traffic calming areas be analyzed to determine what traffic calming measures should remain or be removed and the Chineside area be analyzed to determine what measures should be installed or not, and
- That traffic calming measures be immediately removed from the following designated Emergency Service Routes: Brunette, Mundy, Dawes Hill and Cape Horn.

City Council has recognized the importance of traffic calming in the community and subsequently determined that the City of Coquitlam will fund 10% and benefiting property owners fund 90% of these costs.

The details of how the policy will be put into practice is separated into five sections as follows:

Section 1	Definitions
Section 2	Policy Principles
Section 3	Responding to Public Requests
Section 4	Acceptable Measures
Section 5	Emergency Response Routes

1. DEFINITIONS

- **Primary Emergency Response Routes:** These are critical emergency routes and include all arterial and collector streets (as identified in the Citywide Official Community Plan: Schedule B to the Northeast Coquitlam Area Plan, Schedules B-1 and B-2 to the Southwest Coquitlam Town Centre Area Plan, Schedule B to the Maillardville Neighbourhood Plan, and Schedule C-1 to the Northwest Coquitlam Area Plan). Also, the local streets listed in Section 5 are considered to be Primary Emergency Response Routes.

- **Benefiting Properties:** Properties that face, flank, or back onto the section of street that is to receive traffic calming and are liable to be specifically charged for this work. At a minimum, each block where a traffic-calming measure is proposed will be included in the street-section. Implementation costs are divided evenly among all benefiting properties, subject to the completion of a successful Local Improvement Petition, and adoption of appropriate bylaws.
- **Spillover** is considered to have occurred when an increase of vehicular traffic of 20% or more is detected on any street that is adjoining or adjacent to a street with traffic calming.

2. POLICY PRINCIPLES

- 2.1 That traffic calming be done on a petition-only basis.
- 2.2 That benefiting property owners and the City of Coquitlam share costs on a 90%-10% basis.
- 2.3 That the onus be placed on residents to become organized before traffic calming is considered.
- 2.4 That a Primary Emergency Response Route network be developed.
- 2.5 That no raised crosswalks be installed on Primary Emergency Response Routes.
- 2.6 That where traffic-calming plans are developed, the purpose of the plan is to reduce speeding.
- 2.7 That traffic-calming plans be designed so as to not cause spillover of the traffic from one street to another (non-arterial) street.
- 2.8 That the Strategic Transportation Plan and the Official Community Plans be considered when traffic-calming plans are being prepared.

3. PUBLIC PROCESS

There are five steps that need to be completed before traffic calming measures can be installed:

Step 1 - Respond to Public Initiatives

This step responds to enquiries and requests from the public for traffic calming:

- When individuals request traffic calming, they will be requested to form a representative group of residents from the block or blocks involved. When such a group is formed, staff will provide them with an information package and arrange an informal meeting to discuss the technical issues associated with traffic calming in the area of interest.

- If local traffic issues are such that a traffic-calming plan is technically feasible, and if the group is supportive; then City staff and the group will prepare a conceptual plan that meets the eight policy principles. For instance, the plan is intended to address speeding and be designed to discourage traffic spillover to other streets. City staff will then prepare a conceptual traffic-calming plan, with a preliminary cost estimate, and forward the information to the group.

Step 2 - Resident Petition

- Once the traffic calming concept and cost estimate are established, the resident-group may circulate a petition in an attempt to gain support from a minimum of 2/3rds of all benefiting property owners. City staff will provide a description of the process, a conceptual traffic calming plan, and preliminary cost estimates for individual properties.

Step 3 - Neighbourhood Consultation

- If the resident petition achieves two-thirds support, Council will be advised. Staff will mail a notification to the neighbourhood, which includes the blocks proposed for traffic calming; and adjoining streets. The borders of the consultation-area (the 'neighbourhood') will generally be defined by physical features such as collector roads, arterial roads, and natural features, like ravines and escarpments. The notification document will provide residents of the neighbourhood an opportunity to provide input into the traffic calming process. Results of the neighbourhood consultation will be reported to City Council.

Step 4 - Detailed Plan and Design

- Following the neighbourhood consultation, a detailed design for the traffic calming plan, with a cost estimate, are prepared by a consultant. The cost of these consultant services will initially be paid by the City, and recovered if the Local Improvement Petition is successful.
- Traffic Calming Plans will be designed to discourage spillover traffic from one street to another. 'Before and after' traffic counts will be taken on streets within the neighbourhood to verify that spillover does not happen.
- Where the potential for traffic spillover exists, temporary traffic-calming measures may be installed on a six month trial basis, on Council approval. The results of the trial will be reported to Council to determine if the project should proceed.

Step 5 - Local Improvement Petition

- Local Area Service Petitions are carried out in accordance with Provincial Legislation. City staff sends a petition package to all registered owners of benefiting properties. A petition package contains information about the work being proposed, cost per property, etc. For a petition to be certified, a minimum of 50% of all benefiting properties, representing a minimum of 50% of the land value, must sign in support for the petition to be certified. However, Council has set as a target a minimum of 75% support from property owners as a criterion for approval of a Local Area Service.
- If a project is ultimately approved, benefiting properties are assessed the annual or commuted costs necessary to recover 90 percent of the detailed design and construction costs.

4. ACCEPTABLE MEASURES

Since traffic calming measures will be done on a petition basis, it is likely that requests will arise on a street by street, or even a block by block basis. It is essential that measures be selected which do not cause spillover from one street to another. Therefore, measures should be selected so as to reduce vehicle speeds, rather than divert traffic.

Also, experience has shown that raised crosswalks are not acceptable on Primary Emergency Response Routes and corner bulges are not an acceptable measure.

The list of acceptable measures which fit the above criteria is as follows:

Arterials

- None

Local streets

- Textured Crosswalk
- Raised Median (with landscaping where feasible)
- Curb Radius Reduction
- Raised Crosswalk (see notes below)*
- Traffic Calmed Neighbourhood Signage
- Turn and Through Prohibitions – Signage (as long as spillover does not occur)
- Traffic Circle
- Road Narrowing

Lanes

- Speed Humps

Collector Streets

- Textured Crosswalk
- Raised Median (with landscaping where feasible)
- Curb Radius Reduction
- Road Narrowing

***Notes on raised crosswalks:**

1. Not acceptable on Primary Response Routes, which include arterials, collectors, and the local streets listed in Section 5.
2. Not recommended unless there is an existing marked crosswalk, or one is warranted
3. Design as per the Canadian Guide to Neighbourhood Traffic Calming, except that vertical dimensions are multiplied by 0.83 so that the top of the raised crosswalk is 67mm (2.5 inches).

5. EMERGENCY RESPONSE ROUTES

These routes are considered to be critical for emergency response and include all arterial and collector roads. However, there are also a number of local roads which are important emergency links. The following local streets are also considered to be part of the Primary Emergency Response Route network:

• Alderson Avenue, west of Lougheed Highway.	• Mara Drive
• Baker Drive	• Nelson, from Austin to Brunette
• Cedar Drive	• Oxford Street
• Cottonwood Avenue	• Pilot Drive
• Dartmoor Drive	• Poirier Street
• Dawes Hill Road	• Prospect Street
• Daybreak Avenue	• Ranch Park Way
• Eagle Mountain, Diamond to BC Hydro Substation	• Robinson Street, Foster to Appian
• Edgar Avenue, west of Blue Mountain	• Rochester Avenue, east of Blue Mountain
• Foster Avenue, Blue Mountain to Robinson	• Schoolhouse Street, Lougheed to Woolridge
• Fresno Place	• Shaughnessy Street, David to Karley
• Gatensbury Street, between Foster and Como Lake	• Smith Avenue, west of Blue Mountain
• Guilby Street	• Spuraway Avenue
• Harbour Drive	• Tanglewood Lane
• Hillcrest Street	• Westwood Street, Glen to Guildford
• Hornby Street	• Wilmot Street
• Laurentian Crescent, south of Austin	• Winslow Avenue