



## **A001-13**

# **TRAFFIC CALMING POLICY**

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## **PART 1 – INTRODUCTORY**

### **Policy statement**

- 1 The City
  - (a) is committed to safe roads for all users,
  - (b) is committed to utilizing traffic calming devices in a needs-based manner across the City,
  - (c) is committed to prioritizing locations for traffic calming that may experience the greatest road safety risk, and
  - (d) acknowledges that travel time is not a key determinant of traffic operations on local classification roadways.

### **Purpose of this policy**

- 2 The purpose of this policy is to
  - (a) establish a procedure for determining the appropriateness of installing a traffic calming

- device, and
- (b) allocate financial resources to the implementation of traffic calming devices.

### Interpretation

- 3 The *Interpretation Bylaw* and the *Street and Traffic Bylaw* apply to this policy.

### Application

- 4 This policy does not apply to arterial roads, rural roads or industrial roads.

### Definitions

- 5 In this bylaw:

**“agricultural area”** has the same meaning as in the *Street and Traffic Bylaw*;

**“arterial road”** means a roadway identified as an “arterial” in the *Official Community Plan* and the Transportation and Transit Master Plan, and has the same meaning as “arterial highway” as defined in the *Street and Traffic Bylaw*;

**“collector road”** means a roadway identified as a “collector” in the *Official Community Plan* and the Transportation and Transit Master Plan;

**“emergency services”** means fire, police or ambulance services, and includes all vehicles driven by these services;

**“engineer”** means the City’s director of transportation;

**“horizontal deflection”** means changes in horizontal alignment of the roadway caused by a traffic calming device, including, but not limited to, curb extensions, chicanes or roadway narrowing;

**“industrial area”** has the same meaning as in the *Street and Traffic Bylaw*;

**“industrial road”** means a roadway in an industrial area;

**“laneway”** has the same meaning as in the *Street and Traffic Bylaw*;

**“local road”** means a roadway identified as a “local” in the *Official Community Plan*, Transportation and Transit Master Plan;

**“minor collector road”** means a collector road where the annual average daily traffic is more than 1,000 vehicles per day but does not exceed 5000 vehicles per day;

**“operational service”** means

- (a) a vehicle owned or operated by the City, or
- (b) a designated contractor

for the purpose of maintaining public infrastructure;

**“owner”** has the same meaning as in the *Street and Traffic Bylaw* or means a strata corporation in the case of a strata property;

**“peak hour”** means the series of 4 consecutive 15-minute intervals in a given day that a roadway experiences the highest volume;

**“person”** has the same meaning as in the *Interpretation Bylaw*;

**“playground area”** means the roadway adjacent to a playground, typically marked by signage and pavement markings;

**“playground zone”** means the roadway adjacent to a playground which has

- (a) a speed limit of 30 kilometres per hour, or
- (b) a reduced speed limit, marked by signage or pavement markings;

**“property”** has the same meaning as in the *Interpretation Bylaw*;

**“requestor”** means the person who requests the installation of a traffic calming

device;

**"resident lead"** means the requestor, or a person who is designated as such by the requestor;

**"roadway"** has the same meaning as "highway" as defined in the *Street and Traffic Bylaw*;

**"rural area"** means areas that are located outside of the urban development boundary as prescribed in the *Official Community Plan* and the *Zoning Bylaw*;

**"rural road"** means a roadway in an agricultural area or rural area;

**"school district"** means the Abbotsford School District;

**"school area"** means the roadway adjacent to a school, typically marked by signage and pavement markings;

**"school zone"** means the roadway adjacent to a school which has

(a) a speed limit of 30 kilometres per hour, or

(b) a reduced speed limit, marked by signage or pavement markings;

**"short-cutting traffic"** means traffic which travels through a residential neighbourhood for the purpose of bypassing congestion on an arterial road or collector road, and does not originate from, nor is destined to, a location within the residential neighbourhood;

**"speed"** means the 85<sup>th</sup> percentile speed of all vehicles passing along a roadway during a 24-hour period;

**"speed limit"** means the speed limit established by a sign posted at the side of a roadway or, in the absence of such, the speed limit established by the *Motor Vehicle Act*;

**"staff"** means employees of the City who are part of the engineering department;

**"traffic calming device"** means a physical feature of the roadway, constructed for the purpose of affecting the movement of motor vehicles, bicycles and/or pedestrians and includes any device outlined in the Transportation Association of Canada's Canadian Guide to Traffic Calming;

**"transit"** means a vehicle operated by BC Transit;

**"typical speed threshold"** means a comparator value used to evaluate the need for traffic calming that is either the speed limit or the typical regulatory speed limit of a roadway regardless of the existing posted speed and is usually 50 kilometres per hour;

**"vertical deflection"** means changes in vertical alignment of the roadway caused by a traffic calming device, including but not limited to speed humps, speed cushions or raised intersections;

**"volume"** means a measure of the number of vehicles that travel along a section of a [roadway](#) during a specified period of time.

## Need for traffic calming

- 6 (1) The need for traffic calming is evaluated by comparing the observed speed against the typical speed threshold or the speed limit.
- (2) When using the speed limit as a method for evaluating the need for traffic calming referred to in subsection (1) disproportionately benefits streets that historically benefited from reduced speed limits, staff may use the typical speed threshold to evaluate the need for traffic calming to ensure parity in evaluating traffic calming requests for similar classes of streets.

## **PART 2 – SCHOOL AREAS AND SCHOOL ZONES**

### **Request made in school areas and school zones**

- 7 (1) A request for the installation of a traffic calming device for a roadway in a school area or school zone must be made
- (a) in writing to the City's engineering department, and
  - (b) by a school district representative or the principal of the school that is adjacent to the roadway for which the traffic calming device is requested.
- (2) If the request referred to in subsection (1) (b) is not made by a school district representative or the principal of the school that is adjacent to the roadway for which the traffic calming device is requested, staff will direct the requestor to contact the principal of the affected school about the request.

### **Consideration for school areas and school zones**

- 8 (1) When the engineering department has received a request referred to in section 7 (1) [*request made in school areas and school zones*], staff will analyze the roadway for which the traffic calming device is requested to determine whether the roadway meets the following conditions:
- (a) if a vertical deflection traffic calming device is requested, the grade of the roadway is 8% or less;
  - (b) the impact to emergency services, transit or operational services would not be significant if a traffic calming device is installed at the proposed location.
- (2) If staff determine that the conditions set out in subsection (1) are met, staff will
- (a) develop a traffic calming device plan for the roadway,
  - (b) include in the traffic calming device plan any measures that will be implemented for roadways that may be adversely affected by the installation of the traffic calming device, and
  - (c) implement the traffic calming device in accordance with section 24 [*priority of traffic calming device implementation*].

## **PART 3 – PLAYGROUND AREAS AND PLAYGROUND ZONES**

### **Petition required for playground areas and playground zones**

- 9 (1) When staff receive a request for a traffic calming device for a roadway in a playground area or playground zone, staff will direct the requestor to submit a petition to the engineering department.
- (2) The petition referred to in subsection (1) must be signed by, whichever is less,
- (a) at least 10 of the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested, or
  - (b) at least one-third of the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested.
- (3) If the property referred to in subsection (2) is
- (a) owned by more than one person, only one of the owners of the property may sign the petition, or
  - (b) a strata property, only the strata corporation may sign the petition.

(4) Subject to subsection (3), if a person owns more than one property referred to in subsection (2), the person may sign the petition for as many properties as owned by that person on that roadway.

### **Consideration for playground areas and playground zones**

- 10** (1) When the engineering department has received a petition referred to in section 9 (1) [*petition required for playground areas and playground zones*], staff will
- (a) verify that the petition complies with section 9 (2) [*petition required for playground areas and playground zones*], and
  - (b) analyze the roadway for which the traffic calming device is requested to determine whether the roadway meets the following conditions:
    - (i) if a vertical deflection traffic calming device is requested, the grade of the roadway is 8% or less;
    - (ii) the impact to emergency services, transit or operational services would not be significant if a traffic calming device is installed at the proposed location;
    - (iii) the volume of the roadway is at least 500 vehicles per day;
    - (iv) the speed of traffic in one or both directions on the roadway is
      - (A) at least 5 km per hour over the typical speed threshold, or
      - (B) short-cutting traffic on the roadway is 100 vehicles per hour for the peak hour of the roadway, or 30% or more of the total volume on the roadway for the peak hour of the roadway.
- (2) If staff determine the conditions in subsection (1) are met, staff will
- (a) develop a traffic calming device plan for the roadway,
  - (b) include in the traffic calming device plan any measures that will be implemented for roadways that may be adversely affected by the installation of the traffic calming device, and
  - (c) implement the traffic calming device in accordance with section 24 [*priority of traffic calming device implementation*].

### **Survey required for playground areas zones**

- 11** (1) Subject to section 20 [*staff may waive requirement for survey*], when a traffic calming device plan referred to in section 10 (2) [*consideration for playground areas and playground zones*] is developed, staff will mail [via Canada Post] a survey to the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested to determine whether the owners support the traffic calming device plan.
- (2) The owners must respond to the survey referred to in subsection (1) within 45 days from the day the survey is issued.
- (3) The owners are deemed to support the traffic calming device plan if
- (a) the survey has a response rate of at least one-third, and
  - (b) at least two-thirds of the responses to the survey indicate support for the traffic calming device.
- (4) If the requirement in subsection (3) (a) is not met, staff will communicate that information to the resident lead.

## **PART 4 - LANEWAYS**

### **Petition required for laneways**

- 12** (1) When staff receive a request for a traffic calming device for a laneway, staff will direct the requestor to submit a petition to the engineering department.
- (2) The petition referred to in subsection (1) must be signed by at least one-third of the owners of the properties that are adjacent to the laneway for which a traffic calming device is requested.
- (3) If the property referred to in subsection (2) is
- (a) owned by more than one person, only one of the owners of the property may sign the petition, or
  - (b) a strata property, only the strata corporation may sign the petition.
- (4) Subject to subsection (3), if a person owns more than one property referred to in subsection (2), the person may sign the petition for as many properties as owned by that person on that roadway.

### **Consideration for laneways**

- 13** (1) When the engineering department has received a petition referred to in section 12 (1) [*petition required for laneways*], staff will analyze the roadway for which the traffic calming device is requested to determine whether the roadway meets the following conditions:
- (a) if a vertical deflection traffic calming device is requested, the grade of the roadway is 8% or less;
  - (b) the impact to emergency services, transit or operational services would not be significant if a traffic calming device is installed at the proposed location.
- (2) If staff determine that the conditions set out in subsection (1) are met, staff will
- (a) develop a traffic calming device plan for the laneway,
  - (b) include in the traffic calming device plan any measures that will be implemented for roadways that may be adversely affected by the installation of the traffic calming device, and
  - (c) implement the traffic calming device in accordance with section 24 [*priority of traffic calming device implementation*].

### **Survey required for laneways**

- 14** (1) Subject to section 20 [*staff may waive requirements for survey*], when a traffic calming device plan referred to in section 12 (2) [*consideration for laneways*] is developed, staff will mail a survey to the owners of the properties that are adjacent to the laneway for which a traffic calming device is requested to determine whether the owners support the traffic calming device plan.
- (2) The owners must respond to the survey referred to in subsection (1) within 45 days from the day the survey is issued.
- (3) The owners are deemed to support the traffic calming device plan if
- (a) the survey has a response rate of at least one-third, and
  - (b) at least two-thirds of the responses to the survey indicate support for the traffic calming device.
- (4) If the requirement in subsection (3) (a) is not met, staff will communicate that information to the resident lead.

## **PART 5 – LOCAL ROADS AND MINOR COLLECTOR ROADS**

### **Petition required for local roads and minor collector roads**

- 15** (1) When staff receive a request for a traffic calming device for a local road or a minor collector road, staff will direct the requestor to submit a petition to the engineering department.
- (2) The petition referred to in subsection (1) must be signed by, whichever is less,
- (a) at least 10 of the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested, or
  - (b) at least one-third of the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested.
- (3) If the property referred to in subsection (2) is
- (c) owned by more than one person, only one of the owners of the property may sign the petition, or
  - (d) a strata property, only the strata corporation may sign the petition.
- (4) Subject to subsection (3), if a person owns more than one property referred to in subsection (2), the person may sign the petition for as many properties as owned by that person on that roadway.

#### **Consideration for local roads and minor collector roads**

- 16** (1) When the engineering department has received a petition referred to in section 15 (1) [*petition required for local roads and minor collector roads*], staff will
- (a) verify that the petition complies with section 15 (2) [*petition required for local roads and minor collector roads*], and
  - (b) analyze the roadway for which the traffic calming device is requested to determine whether the roadway meets the following conditions:
    - (i) if a vertical deflection traffic calming device is requested, the grade of all or a portion of the roadway is 8% or less;
    - (ii) the impact to emergency services, transit or operational services would not be significant if a traffic calming device is installed at the proposed location;
    - (iii) the volume of the roadway is at least 500 vehicles per day;
    - (iv) the speed of traffic in one or both directions on the roadway is
      - (A) at least 5 km per hour over the typical speed threshold, or
      - (B) short-cutting traffic on the roadway is 100 vehicles per hour for the peak hour of the roadway, or 30% or more of the total volume on the roadway for the peak hour of the roadway.
- (2) If staff determine the conditions in subsection (1) are met, staff will
- (a) develop a traffic calming device plan for the roadway,
  - (b) include in the traffic calming device plan any measures that will be implemented for roadways that may be adversely affected by the installation of the traffic calming device, and
  - (c) implement the traffic calming device in accordance with section 24 [*priority of traffic calming device implementation*].

#### **Survey required for local roads and minor collector roads**

- 17** (1) Subject to section 21 [*staff may waive requirement for survey*], when a traffic calming device plan referred to in section 16 (2) [*consideration for local roads and minor collector roads*] is developed, staff will mail a survey to the owners of the properties that are adjacent to the roadway for which a traffic calming device is requested to determine whether the owners support the traffic calming device plan.

- (2) The owners must respond to the survey referred to in subsection (1) within 45 days from the day the survey is issued.
- (3) The owners are deemed to support the traffic calming device plan if
  - (a) the survey has a response rate of at least one-third, and
  - (b) at least two-thirds of the responses to the survey indicate support for the traffic calming device.
- (4) If the requirement in subsection (3) (a) is not met, staff will communicate that information to the resident lead.

#### **Points assigned to traffic calming devices on local roads and minor collector roads**

- 18** (1) If the owners support a traffic calming device plan in accordance with section 17 (3) [*survey required for local roads and minor collector roads*], staff will
  - (a) assign points to the traffic calming device plan in accordance with subsections (2) and (3), and
  - (b) implement the traffic calming device in accordance with section 24 [*priority of traffic calming device implementation*].
- (2) The points referred to in subsection (1) will be calculated as follows:
  - (a) for speed on the roadway, 5 points are assigned for every kilometre that is 5 kilometres over the typical speed threshold, to a maximum of 25 points;
  - (b) for the volume of the roadway, 1 point is assigned for every 100 vehicles on the roadway counted during the period of time referred to in section 16 (1) (b) (iv) [*consideration for local roads and minor collector roads*], to a maximum of 25 points.
- (3) The points calculated under subsection (2) are added together to calculate the total number of points for a traffic calming device plan developed under this section, to a maximum of 50 points.

### **PART 6 - GENERAL**

#### **Resident lead**

- 19** The resident lead is responsible for
  - (a) canvassing the roadway where a traffic calming device is proposed,
  - (b) conveying to residents if a request for a traffic calming device is successful or not, and
  - (c) engaging owners for responses to the survey referred to in section 11 (1) [*survey required for playground areas and playground zones*], section 14 (1) [*survey required for laneways*], and section 17 (1) [*survey required for local roads and minor collector roads*].

#### **City not responsible for canvassing**

- 20** The City is not responsible for canvassing the roadway where a traffic calming device is proposed to obtain a response to a survey referred to in section 11 (1) [*survey required for playground areas and playground zones*], section 14 (1) [*survey required for laneways*], and section 17 (1) [*survey required for local roads and minor collector roads*].

#### **Staff may waive requirement for survey**

- 21** Staff may waive the requirement for a survey referred to in section 11 (1) [*survey required for playground areas and playground zones*] section 14 (1) [*survey required for laneways*], and section 17 (1) [*survey required for local roads and minor collector roads*] if
  - (a) horizontal deflection is proposed, and



- (b) the traffic calming device plan will not result in significant material changes to existing on-street parking or existing traffic operations other than speed or volume.

**Public request, petitioning or survey response not necessary**

- 22** Staff may consider installing traffic calming devices on
- (a) roadways in school areas or school zones,
  - (b) roadways in playground areas or playground zones,
  - (c) laneways,
  - (d) local roads, and
  - (e) minor collector roads

based on staff evaluation of existing traffic operations, traffic patterns and effectiveness of current measures, without reliance on public request, petitioning or survey response.

**Requests made for local roads and minor collector roads once every three years**

- 23** (1) Subject to subsection (2), the City's engineering department will consider a request for a traffic calming device for a local road or a minor collector road only once in every three-year period.
- (2) Despite subsection (1), staff may consider a request for a traffic calming device for a local road or a minor collector road more than once in every three-year period if significant changes in the land development have occurred in the subject area.

**Priority of traffic calming device implementation**

- 24** (1) As funds become available, staff will implement and prioritize traffic calming device plans in the following order:
- (2) Without limiting subsection (1),
- (a) if more than one traffic calming device plan has been developed in accordance with Part 2 [*School Areas and School Zones*], the traffic calming device plans developed under Part 2 are implemented in the order in which they were developed,
  - (b) if more than one traffic calming device plan has been developed in accordance with Part 3 [*Playground Areas and Playground Zones*], the traffic calming device plans developed under Part 3 are implemented in the order in which they were developed,
  - (c) if more than one traffic calming device plan has been developed in accordance with Part 4 [*Laneways*], the traffic calming device plans developed under Part 4 are implemented in the order in which they were developed, and
  - (d) if more than one traffic calming device plan has been developed in accordance with Part 5 [*Local Roads and Minor Collector Roads*], the traffic calming device plans developed under Part 5 are implemented in the order of points, from highest to lowest, assigned to them under section 18 [*points assigned to traffic calming devices on local roads and minor collector roads*].

**Approval of traffic calming device installations**

- 25** The engineer will approve all traffic calming device locations and installations.

ADOPTED on March 10, 2021  
LAST REVISED on June 16, 2025