



STATUS

Council Approved

Y

N

CAO Approved:

Y

N

TITLE: Traffic Calming on Public Transit Routes	NO.: Approval Date: Last Updated:
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POLICY STATEMENT:

The Regional Municipality of York supports municipal introduction of well-planned traffic calming measures into the municipal landscape. It is, however, necessary to continue to provide bus services to all areas of York Region while maintaining a safe and comfortable environment for the general public, transit customers and bus operators.

APPLICATION:

This policy shall be applicable where traffic calming measures and public transit are to coexist.

PURPOSE:

The Region wishes to ensure that buses can negotiate traffic calming schemes in a satisfactory manner without damage to the buses and to maintain a safe and comfortable environment for both our customers and bus operators.

DEFINITIONS:

The definition of traffic calming is:

“The implementation of physical and visual measures that are intended to reduce vehicle speeds and subdue aggressive driving behaviour to improve road safety and create an environment where the needs of all road space users, not just motor vehicles, are enhanced.”

DESCRIPTION:

The Region supports non-physical and selected horizontal traffic calming devices and opposes the installation of vertical traffic calming devices on roads designated for transit.

The Region approves of non-physical type traffic calming devices. Where horizontal measures are to be installed, the Region requests that the local municipality work with Region to ensure the device design allows buses to negotiate through the scheme without damage to the buses or discomfort to our customers and bus operators.

The Region does not agree with the installation of vertical traffic calming devices on designated transit routes including roads that are deemed future transit routes.

As requested by the Town of Markham, the Region agrees to continue operating transit services on streets with vertical devices (speed humps/bumps) that were installed or approved prior to December 31, 2003. This is inclusive of all the local municipalities in the Region of York. If it is determined, however, that the vertical devices are causing significant service delays, damage to buses or operator and/or customer dissatisfaction, the Region reserves the right to request the removal of the devices. Refusal to remove the devices will result in the discontinuation of public transit service from the affected roadway.

RESPONSIBILITIES:

Local Municipality:

- At the earliest stage of development of a traffic calming scheme, YRT should be notified of the intent to introduce traffic calming on a particular road and where concerned, YRT should be consulted and be allowed to participate in the design of the scheme.
- Must ensure that vertical measures are not installed on roads where transit services exist and on roads designated for transit.

York Region Transit:

- YRT will make every effort to respond to the Region's and/or municipalities requests for comments within a reasonable amount of time so as not to delay the design and/or approval process.
- Will put in place a tool to assist municipal staff in predetermining roads that are designated transit roads.

NON-COMPLIANCE WITH POLICY:

Non-compliance with this policy will result in the removal of public transit service from the affected roadway.

REFERENCE:

City of Toronto Staff Report,

Subject: Traffic Calming Policy

City of Brampton

Traffic Calming Program

International Association of Public Transport

Traffic Calming Measures and Bus Traffic.
Victoria Transport Policy Institute
Traffic Calming Benefits, Costs and Equity Impacts.
City of West Sacramento
Community Development Department,
Residential Traffic Calming Program
Canada Safety Council
Traffic Calming Versus Safety

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APPROVAL INFORMATION

CAO Approval Date:

Committee:

Clause:

Report No:

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Schedule 'A'

The Region's preferred list of traffic calming measures:

Non-physical

Non-physical type traffic calming devices are the preferred methods of traffic calming on roads where transit operates service.

These devices do not alter the physical path of travel and do not require significant construction on the roadway. Examples of non-physical types:

- Speed Enforcement
- Photo Radar
- Radar Trailers
- Signage
- Pavement Markings
- Streetscaping
- Reduced Speeds
- High visibility crosswalks
- Gateway/Entryways
- Neighbourhood Watch

Horizontal

Select horizontal type devices are acceptable to transit. Lane widths and turning radii must be considered in the design of these devices. On-street parking would not be ideal for transit routes.

These devices decrease the width of the roadway through the use of physical measures and may not allow for straight-line travel. Examples of horizontal devices:

- Traffic Circles/Roundabouts*
- Chicanes
- Medians
- Centre Islands
- Choke points
- Realigning Intersections
- On-street parking

*Roundabout intersections may be more difficult for visually impaired pedestrians because they do not have straight traffic or regular breaks in traffic flow.