



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:

York Region Transit (YRT) 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:

YRT wishes to ensure that buses can negotiate traffic calming schemes in a satisfactory manner without damaging 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:

YRT suggests to the local municipalities that when installing traffic calming devices on present and proposed bus routes that they will consider the following:

YRT opposes the installation of vertical traffic calming devices on roads which have transit services.

YRT accepts the installation of horizontal obstacles where their design takes into account bus type used on that route, including their length, width, and turning radius.

Recommendations to implement new transit routes on roads which already have vertical traffic calming devices would be conditional upon the removal of these devices.

See Schedule A of this policy for preferred traffic calming devices.

These guidelines remain general. They must be adapted to the local situation and the type of bus running.

RESPONSIBILITIES:

In general, YRT proposes that:

- 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.
- 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.

NON-COMPLIANCE WITH POLICY:

Non-compliance with this policy may 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

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APPROVAL INFORMATION**CAO Approval Date:****Committee:****Clause:****Report No:****Council Approval:****Minute No.****Page:****Date:**

Schedule ‘A’

YRT’s preferred list of traffic calming measures:

1. Reduced speed limits;
2. Nub or hourglass shaped bus stops.
3. Speed Cushions – Designed to YRT’s Specifications
4. Gateway treatments, warning signs and other boulevard landscape approaches;
5. Roundabouts, medium to large circles at intersections*;
6. Chicanes;
7. “Neotraditional” street design, shorter blocks, T-intersections and other design features to control traffic volumes.

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

The above is not necessarily numbered in order of preference.