	POLICY	Owner Department: Engineering
	Traffic Calming Policy	
Effective Date: December 6, 2023	Last Reviewed Date: January 27, 2025	City Council Approval Dates: December 6, 2023 February 5, 2025
Approving Authority: Moncton City Council	Replaces No.: N/A	

1. Purpose Statement

The purpose of this Policy is to:

1. Establish priorities with respect to employing Traffic Calming Measures within the City of Moncton; and,
2. Establish the criteria that will be used in the prioritization of Traffic Calming Measures.

2. Application

This Policy applies to Traffic Calming Measures installed within the right-of-way of City roadways / municipal Streets, as well as educational methodologies.

3. Definitions

Arterial Street means a high-capacity urban road. The primary function of an arterial road is to permit vehicle traffic movement from collector roads to freeways, and between urban centers at the highest level of service possible. Many arterial roads have limited access, or feature restrictions on private access.

Collector Street means a low-to-moderate-capacity road which serves to move traffic from Local Streets to Arterial Streets. Unlike arterials, collector streets are typically designed with equal importance to traffic movement and land access.

Local Street means a low-capacity road with a primary function to provide access to abutting properties, typically residential properties.

Traffic Calming Measure means the use of either physical or educational traffic management

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techniques to reduce motor vehicle speeds on roadways, decrease traffic volumes, and/or alleviate conflicts between street users. Note: all-way stop signs are not considered traffic calming measures.

Traffic Calming Warrant Analysis means a process that is used to assess whether Traffic Calming Measures are justified for a particular roadway. This procedure is based on determining warrant values to identify and prioritize roadway facilities to systematically determine where Traffic Calming Measures are warranted.

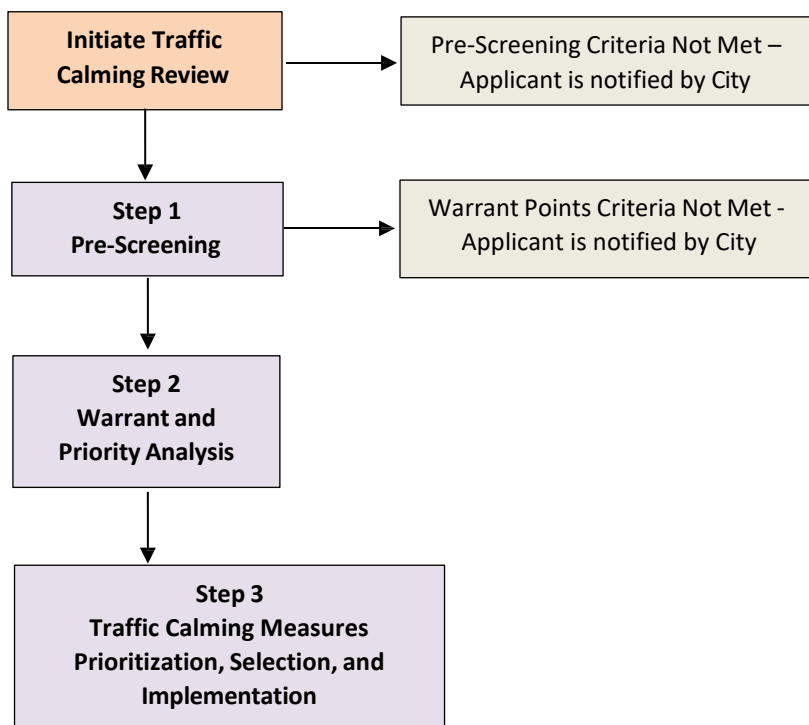
4. Policy

The City will evaluate a municipal street using the Traffic Calming Warrant Analysis Tool to determine if Traffic Calming Measures should be implemented on said street. The process can be initiated by either a request from a resident, elected official, or by an internal process which has identified the street as being part of a capital works program, adjacent to a new development or active transportation facility or for any other reason.

Residents can make a request for Traffic Calming Measures by contacting the City at 506.853.3333, by email at transportation@moncton.ca

The following methodology will apply for various traffic calming requests and programs, subject to the approval of the Chief Administrative Officer or their delegate:

Traffic Calming Methodology



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Step 1 – Pre-Screening

The pre-screening is considered to be satisfied if one or more of the following conditions are met:

- There has been a reported collision involving a vulnerable user (pedestrian or cyclist).
- There has been a reported collision considered severe due to an injury or fatality.
- The measured 85th percentile vehicle speeds are above the posted speed limit:
 - by 3 km/h (Local Street), or
 - by 5 km/h (Collector or Arterial Street).
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Step 2 – Warrant and Prioritization Analysis

The City Engineering Department will calculate the number of traffic calming warrant points based on the criteria below. A calculation will be valid for a period of two years after completed unless there are special circumstances that change the character of the street (for example, a new development).

No.	Criteria	Point Criteria	Maximum Points
1	Average Daily Traffic Volumes (AADT)	Arterial – 0 points Collector – 1 point for every 500 vehicles over the initial 500 Local – 1 Point for every 200 vehicles over the initial 200	10
2	85 th Percentile Speed	If over the speed limit - 5 points For every additional 5 km/h over the speed limit – 5 Points	20
3	95 th Percentile Speed	If 10 km/h over speed limit – 5 points	5
4	Vulnerable User Collisions	Points for each reported collision where a vulnerable user was: Unharmd – 3 Points Injured – 5 Points Deceased – 10 Points	10
5	Severe Vehicular Collisions (injuries/Fatalities)	Points for each reported collision where a driver/passenger was: Injured – 2 Points Deceased – 5 points	5
6	Pedestrian Generators	Refer to Pedestrian Generator Point Rubric. Road Classification Factor: Arterial – 0.4 Collector – 0.8 Local – 1	15
7	No Sidewalks	Absence of sidewalk - 10 points Sidewalk on only one side of the street - 5 points Sidewalk on both sides of the street - 0 points	10
8	Cycling Facilities	Collectors/Arterials only Visually-Separated/Painted cycling lanes – 3 Points No cycling facility – 5 Points Physically separated cycling facility – 0 Points	5

Pedestrian Generator Point Rubric			
	0 meters (Abutting)	Within 250m	Within 500m
Category A Schools	6	5	4
Category B Public Transit Transfer Station Parks and Recreation Facilities Seniors Facilities Daycares Healthcare Facilities	4	3	2
Category C Commercial Areas Community Centers Religious Institutions Tourist Attractions Public Transit Bus Stops	2	1	0

Only roadways with a score of 30 points or higher will be included in the subsequent prioritization process. Roadways that do not meet the minimum threshold but have planned infrastructure renewal may be considered in the prioritization process based on engineering judgement. The City will develop a strategic traffic calming plan based on the prioritization analysis and planned road infrastructure renewal, as resources permit.

Step 3 – Traffic Calming Measures Selection and Implementation

There are a variety of Traffic Calming Measures that can be considered on municipal streets. The selection of appropriate measures must be evaluated on an individual basis, including the following considerations:

- Road Classification
- Existing road conditions (i.e. geometry, existing infrastructure layout, etc.)
- Budget
- All road users (domestic vehicles, pedestrians, cyclists, transit buses, maintenance equipment, etc.)

Traffic calming projects will be reviewed by interdepartmental group, including members of Public Works, Emergency Services, Codiac Transpo, Communications, and other departments as needed. Once implemented, the traffic calming measures will be monitored to evaluate their effectiveness.

5. Communication and Tracking

Residents on streets with a planned traffic calming project will be notified by hand delivered notification. Ward Councillors, Councillors-at-Large, and the Mayor will receive a copy of the notification either by email or through the Councillor Portal. For some projects, additional consultation may be conducted at the discretion of the project engineer / coordinator.

A GIS inventory of all Traffic Calming Measures will be kept and maintained. The inventory will be available to the public upon request.

6. Administration and Contact

City Clerk's Office

655 Main St., Moncton, NB E1C 1E8

Telephone: 506.853.3550

Email: info.clerk@moncton.ca