City of Kelowna
Regular Council Meeting
AGENDA

Monday, January 20, 2025

9:00 am

Council Chamber

City Hall, 1435 Water Street

Pages

1. **Call to Order**

2. **Confirmation of Minutes** 2 - 3

   Regular AM Meeting - January 13, 2025

3. **Reports**

   3.1 **Traffic Calming Policy** 45 m 4 - 29

   To review and provide direction on updates to Council Policy No. 300, retitled Neighbourhood Traffic Calming Program.

4. **Resolution Closing the Meeting to the Public**

   THAT this meeting be closed to the public pursuant to Section 90(1) (e) and Section 90(2) (b) of the Community Charter for Council to deal with matters relating to the following:

   - Acquisition and Disposition of Land

   - Confidential Information from the Provincial and Federal Government

5. **Adjourn to Closed Session**

6. **Reconvene to Open Session**

7. **Termination**

City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, January 13, 2025
Location:	Council Chamber
	City Hall, 1435 Water Street

Members Present: Deputy Mayor Luke Stack, Councillors Ron Cannan, Gord Lovegrove, Mohini Singh, Rick Webber and Loyal Wooldridge

Members Participating Remotely: Councillor Charlie Hodge

Members Absent: Mayor Tom Dyas and Councillor Maxine DeHart

Staff Present: City Manager, Doug Gilchrist; City Clerk, Laura Bentley; Deputy City Clerk, Michael Jud*

(* Denotes partial attendance)

1. Call to Order

Deputy Mayor Stack called the meeting to order at 10:01 a.m.

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT the Minutes of the Regular AM Meeting of December 9, 2024 be confirmed as circulated.

Carried

3. Reports

3.1 Deputy City Clerk, Verbal Report, re: SILGA Nominations and Resolutions

Staff:
- Informed Council of the SILGA call for resolutions with a deadline of February 21, 2025 and call for nominations for the SILGA Executive with a deadline of February 28, 2025.
- Responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

THAT Council receive, for information, the verbal report from the Office of the City Clerk, dated January 13, 2025, regarding SILGA Nominations and Resolutions.

Carried

4. **Resolution Closing the Meeting to the Public**

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT this meeting be closed to the public pursuant to Section 90(1) (a) (d) (e) (f) (i) (k) and Section 90 (2) (b) of the Community Charter for Council to deal with matters relating to the following:

- Position Appointment
- Security of City Assets
- Expropriation of Land
- Law Enforcement
- Legal Advice
- Provision of a Municipal Service
- Confidential Information from the Provincial and Federal Government

Carried

5. **Adjourn to Closed Session**

The meeting adjourned to a closed session at 10:12 a.m.

6. **Reconvene to Open Session**

The meeting reconvened to an open session at 12:09 p.m.

7. **Termination**

The meeting was declared terminated at 12:09 p.m.

_____   _____
Deputy Mayor Stack   City Clerk

lb/acm

Report to Council

City of **Kelowna**

Date: January 20, 2025

To: Council

From: City Manager

Subject: Council Policy 300 Update - Neighbourhood Traffic Calming Program

Department: Integrated Transportation

Recommendation:

THAT Council receive, for information, the Report from the Integrated Transportation Department dated January 20, 2025, regarding proposed amendments to Council Policy 300, the Neighbourhood Traffic Calming Program Policy;

AND THAT Council directs staff to prepare an amended Council Policy No. 300 for Council consideration, as outlined in the report from the Integrated Transportation Department dated January 20, 2025.

Purpose:

To review and provide direction on updates to Council Policy No. 300, retitled Neighbourhood Traffic Calming Program.

Background:

The City has a long-standing commitment to addressing traffic-related neighbourhood issues. In 2001, Council adopted the Neighborhood Traffic Management Policy (Policy No. 300) in response to increasing community concerns about speeding, traffic congestion, and shortcutting in residential areas. This policy aligned with the best practices at the time and laid the groundwork for the City's current Neighborhood Traffic Calming Program.

Traffic calming encompasses a set of measures designed to mitigate the adverse effects of vehicle traffic on residential streets, resulting in a safer and more comfortable environment for all street users and adjacent residents. Examples of common traffic calming measures include speed humps and cushions, raised crosswalks, traffic circles, and curb extensions. These measures aim to reduce speeding, traffic cutting through local streets, and other related traffic concerns. Traffic calming is a common practice across Canada and the City draws on best practice guidelines from National organizations to inform design development.

The Traffic Calming Program evaluates and prioritizes streets which have been submitted for consideration by residents for traffic calming measures. Traffic calming can also be implemented through capital projects, development and other programs, which are excluded from this policy.

Discussion:

Over time, the City's traffic calming program has evolved creating a need to update the Neighborhood Traffic Management Policy to align with current practice. This update also provides an opportunity to address key gaps such as clear criteria for eligible streets, prioritization, and reevaluation for the Neighbourhood Traffic Calming Program.

Current Process

The City of Kelowna's Neighbourhood Traffic Calming Program follows the steps below:

1. **Identification:** Traffic calming requests can be submitted via the City's Services and Requests Webpage, through staff identification, or by Council.
2. **Eligibility:** An initial review assesses whether the street is eligible for traffic calming through the Program.
3. **Evaluation:** For qualifying streets, site visits are conducted to observe existing conditions and user behavior. Traffic volume and speed data are typically collected.
4. **Prioritization:** Streets are prioritized for traffic calming based on several criteria including vehicular speeds, vehicular volumes, existing walking and biking infrastructure, pedestrian and cycling activity and the presence of a school.
5. **Delivery:** The scope of traffic calming projects are defined and Staff engage with residents directly impacted.

Updates

Below is a summary of proposed policy refinements:

- **Consistency and transparency:** The revised policy emphasizes a more consistent and transparent approach to traffic calming by refining procedures and eligibility criteria. Clear definitions of key terms are also introduced to help residents understand why streets are eligible or ineligible for traffic calming.
- **Delivery Method:** The previous policy emphasized neighbourhood-wide plans. Most traffic calming requests are at the individual street or block level. The new policy supports both approaches, allowing for solutions that best fit either context.
- **Engagement Approach**: While the previous policy included community involvement, the updated policy better defines this process. This standardized engagement approach includes criteria for the use of a community support survey, identifies households that will be consulted, and the threshold of support required for the project to advance.
- **Safety-Driven Projects:** In situations involving significant safety concerns, such as excessive speeding or a history of collisions, resident feedback will be used to select a preferred traffic calming measure from a set of viable options. The option receiving the most support will be implemented, balancing the need for timely action with meaningful community engagement.
- **Prioritization:** The updated policy maintains consideration of traffic speeds, volumes and the availability of walking infrastructure. In addition, it adds consideration of the level of pedestrian and cyclist activity, availability of cycling infrastructure and proximity to schools. These criteria prioritize areas with higher risks of collisions, promoting safer environments for all users.

- **Re-evaluation**: The updated policy introduces a process for evaluating streets that have previously been evaluated for traffic calming, including a five-year waiting period unless significant development occurs. This approach ensures the program is efficient.
- **Alignment with new plans:** This update brings the policy into alignment with the Official Community Plan (OCP) and updated road classifications, improving communication clarity.

Conclusion and Next Steps:

The proposed updates to the policy aim to improve traffic safety across Kelowna by establishing transparent criteria and prioritization methods, while maintaining community engagement. This approach allows for efficient resource allocation and promotes a safe transportation network as the city continues to grow.

Based on the feedback from Council discussion and direction, staff will bring the policy changes back to Council for future consideration.

Internal Circulation:
Development Engineering
Kelowna Fire Department
Infrastructure Operations
Infrastructure Delivery
BC Transit
Communications

Submitted by: A. Wood-Seems, Traffic Technician

Reviewed by: G. Foy, Transportation Engineering Manager
                                    B. Hallam, Integrated Transportation Department Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachments:

Attachment 1 – DRAFT Council Policy - Traffic Calming
Attachment 2 – Existing Neighbourhood Traffic Management – Policy 300

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City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4
250 469-8500
kelowna.ca

Council Policy
Neighbourhood Traffic Calming Program
ESTABLISHED June 18, 2001

Contact Department: Integrated Transportation

Guiding Principle

The 2040 Transportation Master Plan (TMP) sets the direction for a vibrant city where people are conveniently connected by diverse transportation options. The Neighbourhood Traffic Calming Program aligns with the TMP's vision and exists to enhance the safety, livability, and functionality of neighbourhood streets for all road users. It aims to balance the needs of pedestrians, cyclists, motorists, and other stakeholders by addressing concerns related to vehicular speed and short-cutting traffic, contributing to the broader goals of creating safe and connected communities.

Purpose

To establish guidance for the Neighbourhood Traffic Calming Program.

Application

This policy applies to a street with a road classification of Local or Collector except for a street:

1. in an industrial area, or
2. with a grade steeper than 8 per cent.

Definitions

"Local" means 'local' as defined in Kelowna 2040 – Transportation Master Plan.

"Collector" means 'collector' as defined in Kelowna 2040 – Transportation Master Plan.

"Directly Impacted" means a property that is located on the street segment where a traffic calming measure is proposed or a property that accesses via a street segment where a traffic calming measure is proposed which has no alternative access route.

"Frequent Transit Network" means 'Frequent Transit Network' as defined in Kelowna 2040 – Official Community Plan Bylaw No. 12300.

"Speed Hump" means elevated road segment designed to reduce vehicle speeds by causing vertical movement. This traffic calming measure has a sinusoidal profile to minimize abrupt impacts while maintaining its traffic-calming function.

"Speed Table" means elevated road segment designed to reduce vehicle speeds by causing vertical movement. This traffic calming measure includes a flat top, providing a smoother transition for vehicles.

"Vertical measure" means a traffic calming measure that uses elevation changes on the roadway to manage traffic speeds. Examples include speed humps, speed tables, etc.

"Traffic Calming" means various measures aimed at mitigating the adverse effects of vehicular traffic in residential areas. These measures aim to deter speeding, shortcutting, or related issues.

"Industrial Area" means lands with a future land use designation of Industrial as as defined in Map 3.1 of Kelowna 2040 – Official Community Plan Bylaw No. 12300

"Agricultural Area" means lands with a future land use designation of Rural Agricultural and Resources as defined in Map 3.1 of Kelowna 2040 – Official Community Plan Bylaw No. 12300

Policy Statements

1. The objective of the Neighbourhood Traffic Calming Program is to support the creation and retention of vibrant, livable neighbourhoods by enhancing safety for all road users on residential streets.
2. A street will be considered for traffic calming by the following means:
   a. Issue identification by staff; or
   b. After receiving a request from a member of the public; or
   c. After receiving a request from City Council.

3. Prioritization of eligible streets will consider the following criteria, listed in order of importance:

   a. A street with recorded vehicle speeds that are higher than average for similar road classifications;

   b. A street with recorded vehicle volumes that are higher than average for similar road classification;
   c. Amount of pedestrians and cyclists;
   d. Proximity to a school; and
   e. Existing walking and biking infrastructure.
4. The criteria for determining whether to apply traffic calming at a street level or a neighborhood-wide level are as follows:
   a. Traffic calming is focused on one street or block if a change is unlikely to affect a nearby street; or
   b. A neighbourhood-wide approach will be used when traffic calming on a street will significantly impact nearby streets.
5. All traffic calming concepts shall be developed in consultation with the Kelowna Fire Department.
6. Prior to proceeding with traffic calming measures, the City will consult with residents directly impacted through a survey.
   a. If the City determines that traffic calming measures are prioritized:

      i. A community support survey will be conducted.
      ii. Each directly impacted property has the opportunity to provide one response.
      iii. If a directly impacted resident does not respond, their response is considered in favor.
      iv. Traffic calming measures will not be implemented if 30 per cent or more of residents surveyed are opposed.
   b. Where the City deems that traffic calming is required due to a safety concern such as excessive speeding or a history of collisions:
      i. Residents will be provided with two or more traffic calming alternatives.
      ii. Each directly impacted property has the opportunity to provide one response as to their preferred alternative.
      iii. The option receiving the most support will be implemented.
7. A street that has been previously evaluated for traffic calming will not be reconsidered until such a point that:
   a. A minimum of 5 years has passed since a street was previously evaluated; or
   b. The number of dwelling units on the street segment or directly serviced by the street has increased by more than 20 per cent and more than 20 residential units; or
   c. A new street connection has significantly changed travel patterns in the area.
8. Vertical traffic calming measures will not be implemented in agricultural areas with no alternative access routes.
9. A speed hump or speed table will not be implemented on a Frequent Transit Network or a Future Frequent Transit Network.

Amendments

Last Revised:

Replacing: R375/10/04/26; R498/01/06/18

City of Kelowna
1435 Water Street
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250 469-8500
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Council Policy
Neighbourhood Traffic Management
APPROVED June 18, 2001

RESOLUTION: R375/10/04/26
REPLACING: R498/01/06/18
**DATE OF LAST REVIEW: April 2010**

A. BACKGROUND

The City Of Kelowna recognizes that there are a range of neighbourhood traffic related issues that may arise and that many of the current functions within the City administration already address these issues (ie. safety at intersections, pedestrian crossings, etc.). However, issues such as high vehicular traffic volumes, short-cutting and speeding vehicles on residential roadways are not addressed through any current functions of the City Transportation Services Branch and may require a comprehensive approach to develop solutions beyond spot treatments.

The solutions to neighbourhood traffic issues and concerns may include education, awareness and enforcement programs as well as traffic calming measures. These strategies, to be developed for individual neighborhoods, are essentially intended to address concerns by restoring the local residential streets to their intended function by slowing traffic, discouraging short-cutting and reducing conflicts. Due to the requirement for mobility within the community, this policy does not apply to roadways classified as major collectors or arterials.

B. RESPONDING TO PUBLIC REQUESTS

The City will utilize the following customer-friendly process for handling requests for neighbourhood traffic management on an ongoing basis. In general, the process is designed to ensure that all requests in the community and other neighbourhoods are considered in a fair and equitable manner, and that the concerns of all residents and other members of the community are considered together. The process is illustrated and briefly summarized below.
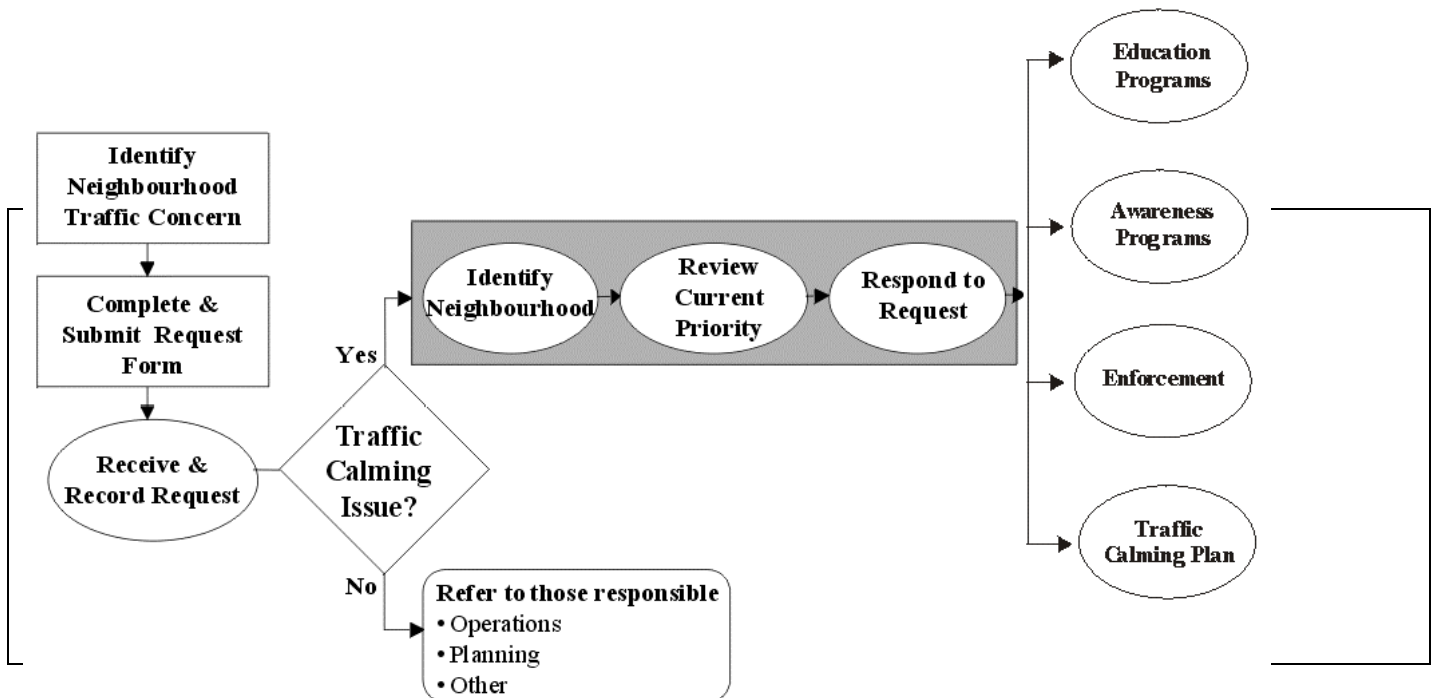
B. RESPONDING TO PUBLIC REQUESTS CON'T

a. Residents may identify neighbourhood traffic issues to the City Transportation Services Branch in writing, by phone, fax or email.

b. The City will review comments and requests, which will then be combined with the overall requests for that neighbourhood and/or referred to other related departments for appropriate actions (i.e., Operations, Planning, etc.).

c. The City will respond to all requests, and, if applicable, inform the resident of the process for considering neighbourhood traffic issues and indicate the City's current priorities.

C. STUDY AREAS

Although measures can be implemented at a single point of concern, the City will develop plans at a neighbourhood level. The experience of other municipalities strongly suggests that the success in developing and implementing neighborhood traffic management plans is influenced by the involvement of the entire community. In general, this approach recognizes the whole system of streets and land uses within the area and treats the road network as a community facility.

a. The City has established boundaries for approximately 50 neighbourhoods for the purpose of recording community traffic concerns on an ongoing basis. While the boundaries generally follow the arterial and major collector street system as well as other natural features, they are designed to incorporate those areas where the implementation of traffic management measures on a given street may impact residents on adjacent streets within the area.

b. It is not the City's intent to develop neighbourhood traffic management plans in every neighbourhood. The neighbourhood boundaries outlined in the Policy merely facilitate the collection and monitoring of community concerns as part of the annual review process.

c. For the purpose of undertaking the development of neighbourhood traffic management plans, the City may combine areas that are in close proximity and / or with similar issues in order to deliver overall economies of scale with the level of effort required to develop the plan.

D. PRIORITIZING STUDIES

Each of the neighbourhoods will be prioritized based on primary and secondary criteria as follows:

a. The primary criterion is limited to the request for neighbourhood traffic management. In other words, if there are no requests to address such issues the neighbourhood would not be considered. The secondary criteria would be applied to those areas where requests for neighbourhood traffic management measures have been made. The secondary criteria include quantitative and qualitative factors such as:

i) *Number of Request Locations*. The number of locations within a community in which traffic calming concerns have been identified. NOTE that what is being referenced is the number of locations or separate issues within a neighbourhood, and not the number of individual requests.

ii) *Reported Collisions*. The number of reported collisions within each neighbourhood not including the arterial road system (if data is available).

iii) *Availability of Sidewalks in Pedestrian Areas*. The presence, or lack thereof, of sidewalks in key pedestrian zones.

iv) *Difficult Road Geometry*. Locations in which neighbourhood traffic issues have been raised and the road geometry is known to be poor.

v) *Pending Road Improvements*. Any changes to the major road network that may alleviate some of the neighbourhood concerns and therefore delay (perhaps indefinitely) the need to develop a traffic management plan.

vi) *Road Rehabilitation Programs*. Any planned rehabilitation of neighbourhood streets that may accelerate the need to address concerns and combine the implementation of traffic calming measures.

Each secondary criterion will be rated for each neighbourhood on a scale of 1 through 5, where 1 indicates that the criterion is not significant within a particular community, and 5 indicates that it is very significant, and the potential projects will be ranked accordingly.

E. FUNDING

The City of Kelowna will fund neighbourhood traffic issue assessment, neighbourhood plan development, implementation of measures, on-going monitoring, and operations and maintenance of any neighborhood traffic management priorities that have been delivered through the scope of this policy. The activity level in any given year will be dictated by budget limitations.

F. PREPARING PLANS

a). Community Involvement

For a neighbourhood traffic management plan to be successful, the community must be supportive of the plan. The only means of gaining this support is to involve the entire community from the earliest stages of developing the plan. In this regard, a neighbourhood advisory group will be established for each plan being considered. The community involvement strategy is consistent with the Transportation Division's Communication Guidelines.

b). Study Process

Neighbourhood traffic management plans will be developed through a four-step process that is comprised of technical activities as well as the involvement of the community. The four -step process is highlighted as follows:

      i   Study Initiation involves the preparatory activities and initiatives to increase awareness of the study as well as commitment from members of the community.

      ii   Problem Identification ensures that all issues are identified early in the study process through community involvement. Additionally, data is collected to confirm the actual problems and define patterns and locations as necessary.

      iii   Plan Development stage is designed to identify all traffic calming measures throughout the neighbourhood proposed to address traffic management issues. The community and key agencies are involved in identifying candidate measures and developing the preferred plan.

      iiv   Implementation Strategy involves the phasing and design of traffic calming measures, as well as defining a monitoring program subsequent to the installation of measures.

c) Range of Traffic Calming Measures

The Canadian Guide to Neighbourhood Traffic Calming, published jointly by the Transportation Association of Canada and the Institute of Transportation Engineers in 1998 is the primary reference for this policy where traffic calming measures are being considered. It provides details on the application (suitability and effectiveness) of traffic calming measures as well as guidelines for design. Additionally, as experience continues to develop, this document will be supplemented the City's Transportation Services Branch to provide further information in terms of selecting measures within the City of Kelowna and specific local design treatments.

REASON FOR POLICY

Guide the process of administering traffic management plans and developing and implementing traffic management measures on local and minor collector residential roadways..

LEGISLATIVE AUTHORITY

Council Resolution.

PROCEDURE FOR IMPLEMENTATION

As outlined in policy.

Neighbourhood Traffic Calming Program - Policy 300 Workshop

January 20, 2025

City of Kelowna

Purpose of the Workshop

- **Objective:** To review and discuss proposed updates to the Neighbourhood Traffic Calming Program Policy – Policy 300.

- **Key Focus Areas:**
  - Clarify the purpose and application of traffic calming measures.
  - Outline the steps and key evaluation criteria in the current traffic calming process.
  - Present updates to the draft policy.
  - Seek Council feedback on policy updates and strategic direction.

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What is Traffic Calming?

Definition: Traffic calming means various measures aimed at mitigating the adverse effects of vehicular traffic in residential areas, such as speeding and shortcutting.

Goals:

- Enhance safety for all road users.
- Improve the livability of residential streets.
- Support active transportation.

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Common Traffic Calming Measures

- **Vertical Deflections:** Speed humps, speed cushions, speed tables, raised crosswalks.

- **Horizontal Deflections:** Traffic circles, chicanes.

- **Road Narrowing:** Lane narrowing, curb extensions, median islands.

- **Access Restrictions:** Diverters, partial closures, medians

Speed Cushions

Chicane

Lane Narrowing Barriers

Partial Closure

City of **Kelowna**

Benefits of Traffic Calming

▶ **Safety:** Reduces vehicle speeds and collision risks.

▶ **Vehicle volume reduction:** Cut through traffic reduction.

▶ **Comfort:** Creates more welcoming environments for pedestrians, cyclists, transit riders and other active modes.

▶ **Livability:** Typically decreases traffic noise and emissions.
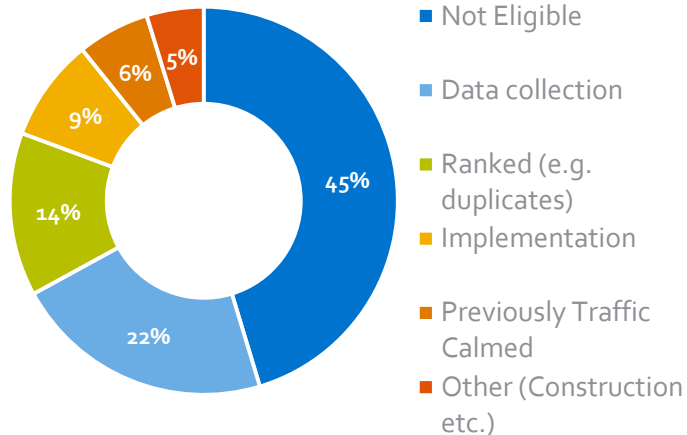
Traffic Calming: Step-by-Step Process

Receive and Record Service Requests	• Residents submit concerns. Requests are recorded in a database.
Initial Screening and Desktop Review	• Evaluate eligibility, assess basic conditions and constraints
Data Collection and Assessment	• Gather traffic volume and speed. Conduct site visit to identify issues.
Prioritization	• Rank requests based on data-driven criteria.
Traffic Calming Concept	• Develop preliminary design options.
Public Consultation	• Share concepts with the public, gather feedback and gauge support for projects.
Final Design	• Refine and finalize the chosen concept. Detailed design completed.
Construction	• Install / construct traffic calming measures.
Monitoring	• Evaluate effectiveness of measures. Adjust as necessary.

City of **Kelowna**

Annual Traffic Calming Activities

Service Requests

300 Service Requests Annually

- Not Eligible
- Data collection
- Ranked (e.g. duplicates)
- Implementation
- Previously Traffic Calmed
- Other (Construction etc.)

45%
22%
14%
9%
6%
5%

Site Visits

70-100 site visits per year which includes data collection and assessments

Engagement

500-1200 properties engaged per year

Implemented Traffic Calming

3-5 streets calmed annually or

1 neighbourhood wide traffic calming project

City of **Kelowna**

Policy Alignment

Imagine Kelowna

- **Encouraging Active Transportation**: Traffic calming measures create safer and more inviting streets for walking, biking, and other non-driving modes of travel, aligning with the goal to shift away from car dependency.

TMP Themes

- **Connected Communities:** Support for active transportation and safe, efficient mobility.
- **Vibrant Neighborhoods:** Traffic calming enhances neighbourhood livability.
- **Sustainable Growth:** Encourages walking, cycling, and reduced vehicle dependency.

OCP Policies

- **Create safe and comfortable Neighbourhood Streets:** Designing streets to prioritize walking, biking, and play.
- **Mitigating Neighbourhood Short-Cutting:** Reducing cut-through vehicle traffic in residential neighbourhoods

TMP Policies

- **Policy 1.2.1:** Implement neighborhood traffic safety programs to reduce injuries and improve safety.
- **Policy 4.2.5:** Prioritize traffic calming measures near schools for safer routes.
- **Policy 3.3.4:** Address speeding concerns using data-driven approaches.

City of **Kelowna**

Proposed Updates to the Policy

- Align with the 2040 TMP.
- **Key Updates:**
  A. Clarify eligibility criteria for traffic calming.
  B. Prioritization criteria.
  C. Community support survey.
  D. Safety-driven projects.
  E. Reevaluation process for previously assessed streets.
  F. Neighbourhood vs. Street Level.

Proposed Updates to the Policy

A. Eligibility Criteria for Traffic Calming

- **Current Issues:**
  - Lack of clarity on where traffic calming measures can and cannot be installed

- **Proposed Updates:**
  - Traffic calming measures apply to **Local** or **Collector** streets,
  - except for streets in **Industrial Areas** and streets with **Steep Grades** (greater than 8%).
  - Other restrictions; **Agricultural Areas** and the **Frequent Transit Network.**

- Clarifying what streets are eligible for traffic calming improves expectations of and communications with residents.

Proposed Updates to the Policy

B. Prioritization for Traffic Calming

- **Current Issues:**
  - Heavily relies on vehicular data, excluding other considerations (e.g. active transportation)
  - Does not account for schools

- **Policy Update to Align with Current Practice:**
  - **Specific Metrics**: Speed, Traffic Volume, and School Proximity.
  - **Active Transportation**: Account for infrastructure (eg sidewalks, bike lanes) and use.
  - **Collision Data Adjustment**: Removes consideration of isolated collisions.
  - **Data Based Decision Making**: Places more focus on data and field observations vs the number of service requests.

Proposed Updates to the Policy

C. Community Support Survey

- **Current Issues**
  - Lack of clarity on the number of directly impacted households are required to support a proposed traffic calming plan for it to proceed.

- **Policy Update to Align with Current Practice:**
  - When a traffic calming is recommended based on prioritization.
  - The City will engage residents directly impacted by traffic calming proposals through surveys to gauge their support.
  - Projects will not move forward if more than 30% express opposition to the project.

Proposed Updates to the Policy

D. Safety-Driven Projects

- **Current Issues:**
  - The requirement for community support surveys prevents the implementation of required safety improvements.

- **Proposed Updates:**
  - When a traffic calming project is **required** based on field observations and data collection, the City will shift to a s**afety-driven approach.**
  - Residents will be **invited to choose between two or more design alternatives**. The option with the highest community support will proceed to construction.
  - The City will provide clear explanations to residents, outlining the data and rationale behind these decisions.

Proposed Updates to the Policy

E. Re-evaluation Process

- **Current Issues:**

  - There is currently no clear definition as to when the City will reevaluate a location that has previously been evaluated for traffic calming.

- **Policy Update to Align with Current Practice:**

  - Streets previously evaluated for traffic calming will only be reconsidered if:

    - **Time:** At least 5 years have passed since the previous evaluation.

    - **Growth:** The number of dwelling units on the street segment or directly serviced by the street has increased by **more than 20%** and includes **at least 20 additional residential units.**

    - **Traffic Patterns:** A new street connection has significantly altered travel patterns in the area.

  - This approach focuses resources on emerging issues while addressing significant changes.

Proposed Updates to the Policy

F. Traffic Calming Approach: Street Level vs Neighbourhood Wide

- **Current Issues:**
  - Current policy is focused on neighborhood-wide plans. Most traffic calming requests can be addressed at street segment level.

- **Policy Update to Align with Current Practice:**
  - Updated policy supports both approaches.
  - Street-Level: Applied when a change is unlikely to affect adjacent streets.
  - Neighborhood-Wide: Applied to prevent the unintended shift of traffic to nearby streets.
    - Provides flexibility for solutions that best match the scale and context of individual issues.

Next Steps
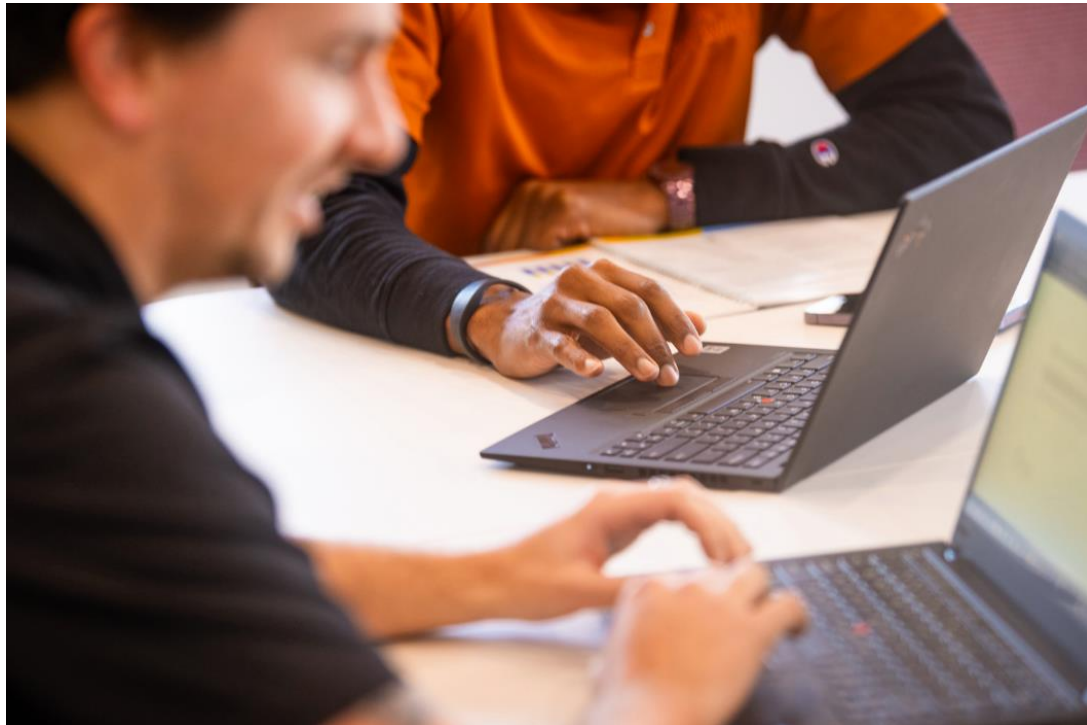
- Consolidate Council feedback.
- Updated the draft Neighbourhood Traffic Calming Program Policy.
- Return to Council for policy approval.

Summary of Workshop

This Policy Update is proposed to better reflect existing processes and make the Program more effective, efficient and transparent.

Key updates include;

- Better definition of exclusions,
- Updated prioritization considerations,
- Refined engagement process with options to address issues that require action.
- Balanced support for Neighbourhood and Segment/Street /Block level projects, and
- Clarify when streets will be reevaluated.

Questions?

For more information, visit **kelowna.ca**.