

# Report to Council



**Date:** January 20, 2025  
**To:** Council  
**From:** City Manager  
**Subject:** Council Policy 300 Update - Neighbourhood Traffic Calming Program  
**Department:** Integrated Transportation

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**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

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**Approved for inclusion:** M. Logan, Infrastructure General Manager

**Attachments:**

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