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# 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.

This policy does not apply to a street with a road classification of Minor Arterial or Major Arterial.

### **Definitions**

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

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

"Minor Arterial" means 'minor arterial' as defined in Kelowna 2040 – Transportation Master Plan.

"Major Arterial" means 'major arterial' as defined in Kelowna 2040 – Transportation Master Plan.

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

"Unit" means 'dwelling unit' or 'commercial unit' as defined in City of Kelowna Zoning Bylaw No. 12375.

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

"Agricultural Area" means land 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;
  - 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 higher recorded vehicle speeds;
  - b) A street with higher recorded vehicle volumes;
  - 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 neighbourhood-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. A proposed traffic calming concept will include consideration of the impacts on emergency services access .
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 unit can submit one response.
    - iii. If a directly impacted unit does not respond, their response is considered in favour.
    - iv. Traffic calming measures will not be implemented if 30 per cent or more of surveyed units 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. Directly impacted units will be provided with two or more traffic calming alternatives.
    - ii. Each surveyed unit can 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;
  - 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 dwelling 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