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**File #: IR-25-016, Version: 1**

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**TAMRMS#: B05**

## **INFORMATION REQUEST (IR) - Traffic Calming and Neighbourhood Surveys**

Requested by: Mayor Heron

Date of Request: June 3, 2025

Date Response Due: July 3, 2025

Confidential Response: No

### **QUESTION**

What would it take policy or bylaw wise to move the Traffic Calming away for neighbourhood surveys and into our engineering standards? This is now established and proven good practice and every neighborhood in the city should be able to take advantage of these measures.

### **RESPONSE**

Neighbourhood Traffic Calming is captured currently within municipal council policy and is also referenced within the Municipal Engineering Standards. Application of Traffic Calming from the Engineering Standards enables proactive construction of measures within new developments; whereas, the Traffic Calming Policy enables Traffic Calming to be applied retroactively within existing neighbourhoods.

Administration is currently working on developing the City's Mobility Strategy, with the anticipated completion of this long-range strategy in Q1 2026. Within scope of the Mobility Strategy is a review of the current policy and process for Traffic Calming and it is the intent that this work will inform us on potential updates to both the Engineering Standards and existing Council Policy. The efforts will allow for documented background and rationale on the recommended changes, which may be shared with Development stakeholders in association with the Standards and Council for recommendations of change to the Policy. One specific aspect of review is the application and integration of such heavy public engagement, with consideration of when engagement may be required in comparison to when Administration (with approval via an updated Council Policy) may enact Traffic Calming without formal survey / public engagement.

- Amendments to the Traffic Calming Policy will require a presentation and recommendation from Administration to Council and ultimately Council's approval to finalize any changes or updates.
- The Engineering Standards are developed by Administration and seek input from key stakeholders, but do not require formal "approval" from stakeholders nor Council.

For further details, the following provides the current state and considerations of changes.

1) Municipal Engineering Standards

Recognizing that traffic calming is being applied retroactively in existing communities, the Municipal Engineering Standards were updated in 2021 to include reference to Traffic Calming and require proactive planning, design, and construction of measures in new communities.

- a. The current standards state (in different sections):
- i. "Traffic calming or improved pedestrian crossing design (i.e.: pedestrian curb extensions) shall be provided at all known or anticipated key crossing points such as Neighbourhood roadway trail - trail crossings, crossings at or in vicinity to park / school space, Neighbourhood to Neighbourhood intersections (if not a roundabout intersection design)";
  - ii. "Design of traffic calming measures for roadways shall be in accordance with TAC's Canadian Guide to Neighbourhood Traffic Calming, latest edition. Traffic calming measures include vertical changes in the road (speed humps, speed bumps, speed tables, raised intersections), lateral changes in the road (chicanes, offset intersections, lateral shifts), constrictions (narrowings, pinch points, islands, parking), entrance features (gates, signs, surface treatments), and other measures intended alter driver behaviour, improve conditions for non-motorized road users, and improve the quality of life for residents on traffic calmed streets."
  - iii. "Traffic calming measures are required on all collector (neighbourhood) roadways."
  - iv. "The location of transit stops should align with potential traffic calming (such as curb extensions) to allow safer and easier access / exits from public transit. All transit stops must abide by accessibility standards."

Administration believes that the intent of delivering Traffic Calming within new communities is attainable by applying the current Municipal Engineering standards; however, there may be further updates that will result from the best practice and design reviews that are in process.

To update the Engineering Standards, Administration will apply information and preferences found through the best practice review being done through the Mobility Strategy. As part of the Implementation Strategy of the Mobility Strategy, it is expected that Administration will take actions to update the Standards as needed. Steps to do so include:

- Minor updates to the standards occur annually and subject to the nature of the recommended changes, there may be simplistic updates that can be incorporated as part of the annual process.
- Substantial updates are compiled and recommended as part of the larger five-year update, which is currently planned for completion in 2027, subject to budget approval. These updates would be anticipated by Q4 2027 and would be applicable to 2028 construction.
  - o A consideration is that the City of Edmonton is in process of updating their own Complete Streets Guidelines and likely their Traffic Calming requirements. This work will help to inform on potential opportunities or considerations for the City of St Albert

and would be timed well for inclusion to the 2027 updates.

For Engineering Standards updates, Administration engages with Development partners (BILD) to seek feedback on proposed changes; however, this group does not formally “approve” the standards updates as the interests are in the City’s protection of its built environment.

## 2) Traffic Calming Policy & Process

City Council Policy C-TS-02 Neighbourhood Traffic Calming was developed to respond to resident reported and validated traffic related safety concerns in a uniform and consistent approach and is shared as an attachment.

Traffic Calming Guidelines were developed that communicate the “process” of delivering on C-TS-02; and public engagement is extensive from the alignment to the Policy statement - “Involve the Community: Public engagement and community support is a requirement throughout multiple stages of the process. Actions associated with current engagement include:

- a. Traffic Calming Support Survey: This initial survey confirms that residents believe traffic safety is an issue and a minimum number of residents desire Traffic Calming to be applied.
- b. Location and Issue Identification: This engagement seeks resident input on where and what issues exist. This information informs towards Traffic Calming Plan development.
- c. Traffic Calming Plan Preference Engagement: This engagement is performed after Traffic Calming Plans are shared to residents and feedback on preferences or concerns of the “plans” informs towards the development of a final Traffic Calming Plan.
- d. Final Traffic Calming Plan Support Survey: This final engagement identifies whether the community supports the proposed final plan to advance for construction (subject to budget approval).

There are some communities that are simply applying Traffic Calming in a proactive effort of addressing traffic safety and quality of life to neighbourhoods; through strict engineering applications and evidence-based approaches, but with minimal or non “resident support required” processes.

This consideration is in recognition that traffic safety in terms of probability of motor vehicle collisions and severity of incidents when they occur are influenced by speeds. In addition, some municipalities have reduced neighbourhood speeds to 40 km/h (as St. Albert did in 2021) and without physical roadway design changes, conformance to reduced speeds may not be fully recognized. Redesign of the roadways to a “40 km/h design” through application of traffic calming measures may be a simplistic policy or standard to be considered.

To update the Traffic Calming Policy and Process, Administration will apply information and preferences found through the best practice review being done through the Mobility Strategy. As part of the Implementation Strategy of the Mobility Strategy, it is expected that Administration will develop and present recommendations to Council and seek approval. If approved, the Policy would take effect immediately upon approval and would be expected to be applied within the 2026 construction

year.

Any current communities engaged and taking part in the current Traffic Calming Process would be continued based upon the previous policy and work plan and the updates and changes would be applicable to “new” areas of Traffic Calming consideration.

Report Date: July 3, 2025

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# CITY OF ST. ALBERT CITY COUNCIL POLICY

NUMBER	TITLE
<b>C-TS-02</b>	<b>Neighbourhood Traffic Calming</b>
APPROVAL DATE	REVISION DATE
April 4, 2016	January 21, 2019

## Purpose

To establish a uniform and consistent approach for the initiation, assessment, public engagement, implementation and evaluation of Traffic Calming requests that address vehicular speeding and excessive vehicle volumes at the neighbourhood level, within the City of St. Albert.

## Policy Statement

Traffic Calming will be used to enhance the safety and functionality of the City's neighbourhood roadways, while ensuring access to properties and accommodating all modes of travel in a safe and appropriately designed environment.

## Definitions

- For the purposes of this policy:
  - Traffic Calming terms and definitions are identified within the City of St. Albert Neighbourhood Traffic Calming Guidelines, Appendix C: Glossary.

## Responsibilities

- City Council is responsible for:
  - Reviewing, as part of the annual budget process, project charters (funding requests) associated with neighbourhood traffic calming projects.
- Chief Administrative Officer or designate(s) is responsible for:
  - Receiving and responding to traffic-related concerns and requests for traffic calming.

- b. Establishing a system that outlines process actions and criteria for completion of a Neighbourhood Traffic Calming Program (Neighbourhood Traffic Calming Guidelines).
- c. Traffic data collection and management.
- d. Identifying potential Traffic Calming opportunities in new / planned developments and coordinating with development for implementation through design standards.
- e. Reviewing and evaluating Traffic Impact Assessments of new / planned development to identify potential transportation impacts to existing communities.
- f. Updating and maintaining city guidelines or standards involving Neighbourhood Traffic Calming.
- g. Completing and presenting to Council, related project charters (funding requests) associated with Neighbourhood Traffic Calming projects.

### **Service Standards/ Expectations**

1. Neighbourhood Traffic Calming is applicable to Collector and Local roadways only. Applicable roadways shall be as per classification within the City of St. Albert Transportation System Bylaw.
2. Traffic Calming application may present solutions to address neighbourhood level concerns surrounding motor vehicle speeds or volumes of vehicles short-cutting through communities. Eligibility of roadways for the Traffic Calming process shall be identified through Preliminary Screening requirements.
3. Traffic Calming reviews may be initiated by residents of a neighbourhood, City Council or Administration; however the actions for evaluation and criteria used to continue through the process shall be consistent and as per identified requirements of the Neighbourhood Traffic Calming Guidelines.
4. Traffic Calming devices or techniques shall align with best practices identified within:
  - a. Institute of Transportation Engineer's (ITE) Traffic Calming: State of the Practice (August 1999) publication; or most up to date version of.
  - b. Transportation Association of Canada (TAC) Canadian Guide to Neighbourhood Traffic Calming (December 1998); or most up to date version of.

## 5. Traffic Calming Guiding Principles:

- a. Identification of the problem: Traffic Calming is applicable upon confirmation of identifiable neighbourhood needs; through evaluation of recorded data for roadway operations (speed / volume / short-cutting) against required criteria and community support.
- b. Quantify the problem: Prioritization of implementation of Traffic Calming shall be evidence based through data collection and survey results used with a Priority / Severity Point System.
- c. Involve the Community: Public engagement and community support is a requirement throughout multiple stages of the process.
- d. Resolve zones; Not road segments: Clearly identified zones, and the surrounding road network, shall be analyzed and evaluated through the Traffic Calming Process.
- e. Accommodate and consider all users: Mitigation measures shall avoid restricting access and ensure continued accommodation of active modes of transportation, as well as service and emergency vehicles.
- f. Monitor, evaluate and adjust: Neighbourhoods shall be monitored for effectiveness of implemented measures (against representative “pre” and “post” data), and residents communicated with to evaluate applied traffic calming actions as well as the process itself. Appropriate actions shall be taken to update and improve field operations and the guidelines.

## Legal References

*Traffic Safety Act*

## Cross References

Traffic Bylaw 18/2005  
City of St. Albert, Neighbourhood Traffic Calming Guidelines

## Attachments

N/A

DATE REVIEWED	NEXT REVIEW DATE	REVISIONS
April 2016 - Engineering	2020 - Engineering	January 21, 2019 – AR-19-003