THE CORPORATION OF THE CITY OF WINDSOR
PROCEDURE

Service Area:	**Office of the Commissioner of Infrastructure Services**	Procedure No.:	
Department:	**Public Works Operations**	Approval Date:	**April 19, 2021**
Division:	Transportation Planning	Approved By:	**CR167/2021**
		Effective Date:	**April 19, 2021**
Subject:	**New Neighbourhood Traffic Calming Procedure**	Policy Ref.:	Traffic Calming Policy
		Pages:	Replaces:
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1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Traffic Calming Policy for new neighbourhoods.

2. SCOPE

2.1. This procedure provides the details about traffic calming measures to be implemented into the development of new neighbourhoods.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Traffic Calming Policy.

4. PROCEDURE

4.1. Traffic Calming will be considered in all new neighbourhoods and placed in accordance with the actual road classification in the official plan for the area. The designation of those streets will dictate the type of traffic calming devices that are to be implemented.

4.2. Developers will be required to include engineering design plans for approved traffic calming devices in plans of subdivisions and new development. Specifically, this may include the measures described in **Table 1**.

Table 1: Traffic Calming Measures for New Neighbourhoods

Item #	Measure	Example	Description
1	Traffic Circle or Roundabout	google.com/maps (35th & Raleigh St., Denver, CO) google.com/maps (Sandwich St., Windsor)	Traffic circles should be considered for intersections between two local roads. Modern roundabouts should be constructed at intersections of two collector roads.
2	Chicanes	en.wiktionary.org/wiki/chicane	Long straight sections of roadway segments longer than 300 m should be considered for one lane chicanes on local roads and two lane chicanes on collector roads.
3	Sidewalk/ Curb Extension	Contextsensitivesolutions.org	Curb extensions and special sidewalk treatments should be considered for intersections between local and collector roads, except where it is determined that they will have an adverse effect on transit or emergency services.

4	Lane Narrowing	www.fhwa.dot.gov	Lane narrowing (including curb bump outs and median islands) combined with pedestrian crossings at crucial locations where pedestrians may cross to utilize parks, or other pedestrian generators are required on both local and collector roads.
5	Raised Median Island	www.fhwa.dot.gov	Median islands should be used extensively throughout all neighbourhood designs especially on collector roads and at key locations on local roads
6	Raised Median Through Intersection	www.pedbikesafe.org	Median islands should also be used at key locations to prevent nearby traffic from utilizing local roads as short cuts. This can be achieved by placing medians at intersections with local roads where short-cutting may be a future problem.

4.3. The design and proposed location of traffic calming measures are required to be included in the application for a plan of subdivision or new development. Each device location shall include the following elements:

   4.3.1. Traffic calming devices should meet the design criteria included in the most current Canadian Guide to Traffic Calming – Transportation Association of Canada (TAC).

   4.3.2. Traffic calming devices should include all required signage and markings according to the Canadian Guide to Traffic Calming – TAC.

   4.3.3. Traffic calming devices must permit and allow for the potential enhancement of safe movements by all non-motorized modes of travel.

   4.3.4. The design should consider requirements outlined in the Active Transportation Master Plan (ATMP) and School Neighbourhood Policy.

4.4. Proposed design drawings will be circulated to other departments for comments.

5. RECORDS, FORMS, AND ATTACHMENTS

5.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.