Strathmore

TOWN POLICY

POLICY NUMBER: 3204

REFERENCE:
Resolution No. 211.09.26

ADOPTED BY:
Town Council

PREPARED BY: Infrastructure

DATE: August 18, 2026

TITLE: Traffic Calming & Safe Streets Policy

Policy Statement

The Town of Strathmore is committed to creating safe roads that prioritize pedestrians, residents, and community life. Traffic calming measures shall be applied based on road classification and proximity to residential areas, schools, senior's facilities, and parks.

Purpose

The purpose of the policy is to establish a proactive approach to traffic calming that enhances safety and supports walkability.

1.0 DEFINITIONS

1.1 "Arterial Roads" are roadways that carry high traffic volumes from neighbourhood to neighbourhood, as identified in the Town of Strathmore Transportation Master Plan or designated by future design.

1.2 "Collector Roads" are roadways that carry vehicles from residential or local roads to arterial roads.

1.3 "Local Roads" are roadways primarily intended o provide direct access to adjacent residential properties and local destinations with minimal through traffic

1.4 "Primary Pedestrian Access Point" is the location where pedestrians commonly enter or cross a site, including entrances, pathways, or desired lines of travel.

1.5 "Enhanced Crossing" is a pedestrian crossing that includes additional safety features such as lighting, signals, raised surfaces, curb extensions, refuge islands, or the similar.

1.6 "TAC" refers to the Transportation Association of Canada

1.7 "RRFB" refers to a Rectangular Rapid Flashing Beacon commonly used at pedestrian crossings

1.8 "Active Transportation" refers to human powered self-propelled transportation such as bikes, scooters, or the similar.

2.0 ROAD CLASSIFICATION FRAMEWORK

2.1 Local Roads

Function: Access and Community Use

Target Operating Speed: 20-40km/h

Posted Speed: 30-50 km/h

Local Streets shall be designed as shared environments where pedestrian safety and livability take precedence over vehicular movement.

2.2 Collector Roads

Function: Movement and Access

Target Operating Speed: 30-50km/h

Posted Speed: 30-50 km/h

Collector Roads shall balance mobility with safety and accessibility for all users.

2.3 Arterial Roads

Function: Mass Movement

Target Operating Speed: 40-60km/h

Posted Speed: 50-60 km/h

Arterial Roads shall prioritize efficient movement while providing safe and controlled pedestrian crossing opportunities.

3.0 PROXIMITY

3.1 A street shall be considered in proximity to a residential area, school, park, or similar land use where it lies within:

- 100 m (Local Roads), or
- 150 m (Collector Roads)

of the nearest site property line or primary pedestrian access point, whichever results in a greater area of influence.

4.0 DESIGN PRINCIPLES

4.1 Streets shall function as self-enforcing environments that achieve target operating speeds

4.2 Traffic calming shall rely on physical and visual design measures, not signage alone

4.3 Design shall be context-sensitive, reflecting surrounding land use and user needs

4.4 Measures shall be consistent and repeatable across the network

4.5 Designs shall consider winter maintenance, drainage, and emergency access

4.6 All measures shall align with TAC-recognized traffic calming practices

4.7 Traffic calming designs shall support calm, predictable, and inclusive streets that are comfortable for people of all ages and abilities, including children, seniors, people using mobility aids, and caregivers travelling with children.

5.0 SAFE SCHOOL JOURNEYS

5.1 The Town supports Safe School Journey principles by prioritizing calm, accessible, and comfortable travel environments for students, families, caregivers, and other community members walking, cycling, rolling, or otherwise travelling to and from school.

5.2 Traffic calming and pedestrian safety measures shall be prioritized within school proximity areas to:

- Reduce vehicle speeds
- Improve pedestrian visibility and crossing safety
- Support active transportation to and from schools
- Address accessibility limitations

5.3 Where feasible, school access routes shall be designed to minimize conflict between vehicles and pedestrians and to support safe, independent travel for students.

6.0 TRAFFIC CALMING WARRANT MATRIX

6.1 Traffic calming and pedestrian safety measures shall be applied where possible and appropriate utilizing the following suggested measures

6.2 Local Roads

Condition	Threshold	Suggest Measures
Pedestrian Access Point	School Entrance, Pathway, or Designated Crossing	Fully Signed Crossing RRFB for High Volume Crossings Curb Extensions where pedestrian/vehicle collision risk is increased
Block Length	≥ 120m	Additional measures to maintain spacing ≤ 60m
Straight Segment	≥ 80m without deflection or on-street parking	Visual narrowing measures, including curb extensions where appropriate.
No sidewalk present	Any segment	Sidewalk infill or defined walking path, where possible and appropriate

6.3 Collector Roads (within 150m of School)

Condition	Threshold	Suggest Measures
Pedestrian Access Point	School Entrance, Pathway, or Designated Crossing	RRFB Enhanced Crossing such as Curb Extension, Raised Crossing, or similar.
Block Length	≥ 150m	Encourage use of Pedestrian Access Points where designated
Posted Speed	≥ 40km/h	Visual narrowing measures, including curb extensions where appropriate.
Crossing Distance	≥ 10m curb to curb	Pedestrian Refuge Island, where possible and appropriate
School Frontage	Direct Frontage Along School Property	Fenced Property, where possible, or other access management measures, directing users to Pedestrian Access Point(s)

6.4 Arterial Roads (adjacent to, or serving school)

Condition	Threshold	Suggest Measures
Pedestrian Access Point	School Entrance or Pathway	Fully Controlled Crossing including Signals
Posted Speed	≥ 50km/h	Warning Signage & High Visibility Markings
Crossing Distance	≥ 12m curb to curb	Pedestrian Refuge Island, where not signaled
School Frontage	Direct Frontage Along School Property	Fenced Property, where possible, or other access management measures, directing users to Pedestrian Access Point(s)

6.5 School Site Access and Operations

Condition	Threshold	Suggest Measures
Designated Pick-Up/Drop-Off Area	Present	Defined Layout & Parking Controls
Bus Loading Zone	Present	Separation from Pedestrian or Controlled Crossings
Pedestrian Access Points	≥ 2	Reduce Access Points, where practical, to enhanced and marked locations.

7.0 TRAFFIC CALMING MEASURES

7.1 Traffic Calming Measures to be used in achieving this policy are:

- Marked Pedestrian Crossings
- RRFB Installations
- Curb Extensions
- Pedestrian Refuge Islands
- Visual Narrowing
- Raised Crosswalks or Intersections
- Speed Humps

8.0 IMPLEMENTATION

8.1 Traffic Calming Measures shall be prioritized in the following order:

- School Access Crossings
- Primary School Journey Corridors
- Roads within School Proximity Areas
- Roads within Proximity to Senior Living & Senior Facilities
- General Local Roads

END OF POLICY

APPROVAL

Mayor

Director of Strategic, Administrative
and Financial Services