

# Community of Predator Ridge Multi Year Traffic Calming Strategy

## Creating Safer Neighborhoods for Our Residents

### Introduction

#### Objective

To develop and implement a traffic calming strategy that helps reduce traffic speed and manages traffic volume in identified problem areas within Predator Ridge, ensuring public safety, emergency access, and long-term infrastructure sustainability.

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#### Step 1: Identify the Issues & Data Collection

**Purpose:** Identify areas of concern or high-risk areas and gather data/information to inform decision-making.

#### Data Collection Methods:

- **Community Input:** Collect community concerns and feedback through community/neighbourhood meetings, emails, and or surveys.
- **Traffic Counters:** Install automated counters to measure vehicle volume and speed.
- **Speed Surveys:** Conduct radar speed studies at peak hours.
- **Emergency Response Consultation:** Assess how traffic conditions affect emergency vehicle access.

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#### Step 2: Solution Development

**Purpose:** Work with Community/neighborhoods to develop appropriate solutions.

#### Actions:

- Host **community/neighborhood meetings** to discuss findings and potential solutions.
- Provide **data-driven presentations** to illustrate traffic patterns and risks.
- Collect additional **feedback on proposed solutions** to ensure community buy-in.

#### Potential Traffic Calming Solutions:

- **Speed Humps:** Installed on high traffic volume and speed roads
- **Radar Speed Display Signs:** Deployed at problem locations to encourage speed compliance.
- **Enhanced Signage & Road Markings:** Improve visibility of signs at critical intersections or road ways
- **Cross Walks:** To ensure safe transitions for resident, cross walks are strategically located.
- **Education:** Provide additional information and education material to community on the traffic safety challenges that the community are facing and the role of residents to help ensure our community residents safety.
- **Enforcement:** Work with the RCMP to implement road side check and speed checks

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### **Step 3: Prioritization of Areas for Improvement**

**Purpose:** Rank problem areas based on risk, traffic data, and community input.

**Priority Criteria:**

- **High Accident/Near-Miss Frequency**
- **Excessive Speeding Trends**
- **Emergency Response Impact**
- **Resident Concerns & Complaints**

Using these criteria, develop a **traffic calming priority list** for phased implementation.

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### **Step 4: Approvals & Implementation**

**Purpose:** Work with the City of Vernon and Wesbild to formalize and implement solutions.

**Approval Process:**

- Submit findings and proposed solutions to **City of Vernon Planning & Transportation Departments**.
- Coordinate with **Wesbild** to align with community planning.
- Secure funding and city approvals for infrastructure changes.

**Implementation Phases:**

1. **Further Education on Traffic Challenges** – Temporary traffic calming measures (e.g., education out to the community in the form of letter and notices as well as first few speed cushions installed in the high risk area.
  2. **Permanent Installations** – Install physical traffic calming measures based on effectiveness.
  3. **Ongoing Monitoring** – Continue data collection to assess success and make adjustments as needed.
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### **Conclusion**

By systematically assessing traffic issues, engaging the community, prioritizing interventions, and working with city officials, we can create a safer, more efficient traffic environment in Predator Ridge. Proactive planning will help prevent future infrastructure strain while maintaining emergency access and resident safety

APPENDIX 1 – Traffic Calming Programs Through out B.C.

North Vancouver: <https://www.dnv.org/streets-transportation/traffic-calming-program#9f49a6fa>

Maple Ridge: <https://www.mapleridge.ca/community-safety/road-safety-programs>

Port Coquitlam: <https://www.portcoquitlam.ca/services/roads-transportation/traffic-calming>

Kelowna Traffic Calming Document Links:

<https://www.kelowna.ca/roads-transportation/traffic/traffic-calming>

Traffic Calming Vancouver:

<https://vancouver.ca/streets-transportation/traffic-calming-and-safety.aspx#:~:text=Traffic%20calming%20helps%20encourage%20safe,humps%20on%20their%20local%20street>

Traffic Calming Vernon:

<https://www.vernon.ca/roads-transportation/driving-carpooling/road-safety>

<https://www.castanet.net/news/Vernon/334956/Vernon-council-debates-moving-traffic-calming-at-Paddlewheel-Park-after-learning-signs-hit-multiple-times-a-year>

<https://www.vernonmorningstar.com/news/traffic-calming-strategies-called-for-after-child-clipped-in-armstrong-crosswalk-3325366>

Traffic Calming Survey

<https://www.surrey.ca/services-payments/parking-streets-transportation/roads-in-surrey/traffic-calming>

BC Road Safety Tool Kit:

<https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/consequences/vision-zero/resource-kit-community-road-safety-toolkit-module2.pdf>

## APPENDIX II – Speed Hump Usage in BC Interior

In the **Interior of British Columbia**, communities have also used speed humps as part of traffic calming strategies to control residential traffic speeds, particularly in areas with high pedestrian activity, near schools, or in neighborhoods with narrow roads. While the exact spacing of speed humps may vary, several communities have adopted such measures to enhance safety and reduce speeding. Here are some examples of communities in the Interior of BC that have used speed humps, along with typical spacing:

### 1. Kelowna

- **Location Example:** Residential neighborhoods such as Lower Mission and Glenmore.
- **Implementation:** Kelowna has used speed humps in areas where speeding is a concern, particularly in residential neighborhoods with a lot of foot traffic, such as near parks or schools. They have implemented traffic calming measures as part of their neighborhood traffic management programs.
- **Spacing:** In Kelowna, speed humps are typically spaced about **300 to 400 feet (90 to 120 meters)** apart, though this may vary depending on the specific area and street layout.
- **Reasoning:** These humps are placed to reduce traffic speeds while maintaining the flow of vehicles. The spacing allows for consistent speed reduction without causing congestion.

### 2. Kamloops

- **Location Example:** Residential streets such as those in the Aberdeen and Valleyview areas.
- **Implementation:** Kamloops has implemented speed humps in certain residential areas, especially in neighborhoods with a high concentration of pedestrians and cyclists. These measures are part of a broader initiative to slow down traffic and improve safety.
- **Spacing:** Speed humps in Kamloops are generally spaced about **250 to 400 feet (75 to 120 meters)** apart, depending on the area and traffic patterns.
- **Reasoning:** Similar to other municipalities, the goal is to ensure that vehicles do not exceed safe speeds, particularly near schools, parks, or pedestrian-heavy areas.

### 3. Penticton

- **Location Example:** Residential neighborhoods near schools and parks, such as those around Skaha Lake and Okanagan Lake.
- **Implementation:** Penticton has used speed humps and other traffic calming measures to control speed in residential neighborhoods, particularly on roads close to schools or recreational areas.
- **Spacing:** The spacing between speed humps in Penticton is typically around **200 to 300 feet (60 to 90 meters)** apart, which is fairly typical for residential streets with frequent pedestrian use.
- **Reasoning:** Speed humps are used to slow down traffic in areas where pedestrians, children, and cyclists are common. The closer spacing helps maintain slower traffic speeds over short distances.

#### 4. Salmon Arm

- **Location Example:** Residential areas such as the downtown and hill areas, where traffic calming is particularly needed.
- **Implementation:** Salmon Arm has implemented speed humps in neighborhoods with residential streets that experience high speeds. The city has adopted these measures as part of its traffic safety program.
- **Spacing:** In Salmon Arm, speed humps are typically spaced about **250 to 400 feet (75 to 120 meters)** apart, similar to other communities in the Interior.
- **Reasoning:** These measures help ensure that traffic slows down consistently in residential areas and near pedestrian activity centers.

#### **Summary of Typical Spacing in the Interior of BC:**

In communities across the Interior of BC, the spacing between speed humps generally falls within a range of **200 to 400 feet (60 to 120 meters)**. The exact spacing can vary depending on the specific goals of the traffic calming program, road conditions, and pedestrian activity levels. Generally, the closer spacing (e.g., 200 feet) is used in areas with more pedestrian traffic, while wider spacing (e.g., 400 feet) is used in less congested residential areas.

#### **Factors Influencing Spacing:**

- **Traffic Volume and Speed:** Areas with higher traffic volume or greater speeding concerns often have speed humps placed closer together.
- **Pedestrian Activity:** Neighborhoods with high foot traffic, particularly near schools, parks, or busy pedestrian crossings, tend to have humps spaced closer together to ensure effective speed reduction.
- **Road Geometry:** Narrower streets or streets with sharp turns may see closer spacing, while roads with better visibility and larger widths may have humps placed further apart.

These speed humps contribute to the overall goal of reducing speeding and improving pedestrian safety in residential neighborhoods in the Interior of BC.