

 M O N C T O N	POLICY		Owner Department: Engineering
	Installation of Traffic and Parking Control Devices		
Effective Date: April 4, 2022	Last Reviewed Date: March 21, 2022	City Council Approval Dates: March 21, 2022	
Approving Authority: Moncton City Council	Replaces No.: N/A		

1. Purpose Statement

This policy establishes procedures to be followed for determining where traffic control devices or parking control devices will be installed, modified, or removed on City Highways.

2. Application

This policy applies to traffic control devices or parking control devices, installed in the right-of-way of City Highways.

3. Definitions

Mail-out: printed bilingual notification sent to residents within 50 m of proposed change either through Canada Post or by hand delivery. Residents may or may not be invited to an online survey tool such as Let’s Chat.

Parking Control Device: as defined in the Traffic By-Law.

Right-of-way: an allowance of property for the installation, construction, and maintenance of infrastructure such as sewers, water mains, underground utilities, streets, roads, curbs, ditches, drainage systems, poles, municipal signage, sidewalks, etc.

Traffic Control Device: as defined in the Traffic By-Law.

Traffic Calming Measure: use of mainly physical traffic management techniques to reduce the impacts of traffic on neighbourhood communities and may include such measures as curb extensions

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(sharrows) and raised intersections. Note: all-way stop signs are not considered traffic calming measures.

Traffic Signal Warrant Analysis: method of analyzing if traffic signals are justified at an intersection by inputting vehicle and pedestrian volumes, number of lanes, and collision history. Based on various calculations and often determined by conflicting main street and side street volumes, a number of warrant points is assigned. Generally, at or above 100 points, traffic signals are justified or warranted.

4. Policy

The City will install traffic control devices based on engineering best practices. The following methodology will apply for various traffic control devices, subject to the approval of the City Manager or their delegate:

- a) Traffic signals – assessed based on Transportation Association of Canada (TAC) Traffic Signal and Pedestrian Signal Head Warrant Handbook (2014 or latest version). Intersections will be considered for traffic signals if signals are warranted based on current volumes or forecast five-year volumes. Other locations may be considered if more than one movement at the intersection experiences operational delays or approaches capacity as determined through traffic operations analysis.
- b) Stop signs – assessed based on TAC Manual of Uniform Traffic Control Devices guidance for installation of stop signs (including two-way stop signs and all-way stop signs).
- c) Crosswalks – assessed based on TAC Pedestrian Crossing Control Guide (2018 or latest version).
- d) Traffic calming measures – assessed based on the warrant methodology in the City of Moncton Traffic Calming guidelines.
- e) Speed zones – assessed based on TAC Speed Management Guide.
- f) Driver feedback signs – subject to availability, may be installed in locations where the 85th percentile speed is greater than 15 km/h over the posted speed limit.
- g) Other signage – installed based on the TAC Manual of Uniform Traffic Control Devices.

Traffic signals and traffic calming measures will be subject to approval by Council through the capital works planning approval process

5. Policy – Parking Control Devices

Parking control devices may be implemented based on an operational requirements or by resident request. For each, the policy differs.

Operationally required installations and modifications to parking control devices will be determined based on one of the following conditions:

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- 1) Road width does not accommodate appropriate number of driving lanes (typically 3.5 m width) and parking lanes (typically 2.5 m width) and has a daily volume greater than 1,500 vehicles per day.
- 2) Public Works and/or Codiac Transpo have identified an operational issue with the existing road width.
- 3) Changes required to the parking meters or City parking lots deemed necessary for safety or operational efficiency by Engineering or By-Law Enforcement.
- 4) To accommodate other street uses such as bicycle lanes or turning lanes at an intersection.

For operational changes, residents impacted will be notified by mail-out prior to the change being implemented. The Mayor, Councillors-at-Large and Ward Councillors will be copied on the notification.

If changes to parking control are requested by residents, the changes will be reviewed by the Engineering Department. The review will be based on engineering standards (TAC, CITE, etc.) and best practices in regards to on-street parking. The review may also require the collection of data such as traffic volumes and speeds, parking utilization surveys and field observations. If the review determines that there is merit to the request, the potential changes will be further assessed to confirm:

- 1) No operational or engineering concerns are identified through review of the proposed change.
- 2) If no operational or engineering concerns are identified, a mail-out resident poll will be conducted with response of the majority of respondents being used to address preference for the proposed change.

Any parking control changes are subject to approval by the City Manager or their delegate.

6. Communication and Tracking

Ward Councillors, Councillors-at-Large, and the Mayor will be notified of changes by email prior to installation. A summary of all changes will be presented to City Council on a biannual basis.

As per the Traffic and Parking By-Law, a GIS inventory of all signage, traffic control devices, and parking control devices will be kept and maintained with new changes. The inventory will be available to the public upon request.

7. Administration and Contact

City Clerk's Office

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Email: info.clerk@moncton.ca