

Town of Upper Island Cove

Traffic Calming Policy

Adapted from the Town of Carbonear, Traffic Calming Policy

Introduction

Residential streets are meant to be shared by pedestrians, cyclists and motorists alike. On local and collector residential streets, users should be able to co-exist in harmony and do so in a relatively safe manner. In neighbourhoods with this dynamic, the streets feel safe and are a pleasure to walk, cycle, and drive over. These are the streets and neighbourhoods that we want to create for all residents to enjoy.

Unfortunately, both real and perceived problems exist that may be related to traffic volumes, speeds, and general operations. These issues result in local streets that are not perceived as being pleasant or safe for children, pedestrians, cyclists, or motorists. It is in the best interest of municipalities to address traffic and pedestrian safety issues in a consistent manner. Many municipalities throughout Canada and North America are putting "Traffic Calming" policies in place to deal with neighborhood traffic and speeding concerns in a consistent and appropriate manner.

Traffic Calming – Definition

Traffic calming, as defined by the Institute of Transportation Engineers (ITE) Subcommittee on Traffic Calming, 1997, is:

"The combination of mainly physical measures that reduce the negative effects of motor vehicle use alter driver behavior and improve conditions for non-motorized street users.

According to the Canadian Guide to Neighborhood Traffic Calming, prepared by the Institute of Transportation Engineers (ITE) and the Transportation Association of Canada (TAC), December 1998:

"The purpose of traffic calming is to restore streets to their intended function".

The primary purpose of traffic calming under this policy is to educate the public and motorists and alter motorist behavior to reduce high traffic speeds within residential neighbourhoods and thus improving safety and conditions for pedestrians and area residents.

Traffic Calming Process

The following process will be used to manage traffic calming issues throughout the Town of Upper Island Cove.

The process has been organized into 8 basic steps, which are as follows:

- Step 1- Initial request for traffic calming
- Step 2 - Initial screening process
- Step 3 - Ranking requests, once the request passes Step 2
- Step 4 - Prioritized candidate list produced for council approval and funding allocation.
- Step 5 - Initial residential support - 70 % support.
- Step 6 - Plan development.
 - *Toolbox of available options*
- Step 7 - Final council approval and implementation.
- Step 8 – Council follow-up.
 - *Council to verify that the traffic calming measures effectively addressed the issues that prompted the original request.*

Step 1: Initial Request for Traffic Calming

The traffic calming process is most often initiated by a resident or group of residents representing a neighborhood or street, and the concerns are most often related to the speed of and/or the traffic volumes on a particular street(s) in a neighborhood.

To begin the traffic calming process, the resident(s) concern(s) must be made in writing using the Town's "Traffic Calming Request Form" and added to the Council meeting agenda. The "Traffic Calming Request Form" should be made available on the Town's webpage, or in hard copy at the Town Hall.

Step 2: Initial Screening Process

The initial screening process that will be undertaken by the Town of Upper Island Cove Council and/or staff regarding the classification of the street(s) under consideration = grade, observed average daily traffic volume and speed. The specific considerations include:

- **Grade** - If the grade of the roadway being considered exceeds 8%, then traffic calming should not be considered any further. This approach would be consistent with many other jurisdictions and stems back to the fact that implementing traffic calming measures on

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roadways with steep grades could result in safety-related issues, especially under inclement weather conditions.

- **Volumes on Local Roadways** -The observed traffic volume on the street shall be used in conjunction with other criteria (grade and observed speed) to determine the potential usefulness of traffic calming.
- **Speed on Local Residential Streets** - The observed traffic speed on the street shall be used in conjunction with other criteria (grade and traffic volume) to determine the potential usefulness of traffic calming.

Table 1 - Initial Screening Criteria for Traffic Calming Requests

Criteria	Thresholds			Notes
	Local Streets	Collector Streets	Arterial Roadways	
Grade	<8%			Traffic Calming is not permitted on roadways with grades exceeding 8%.
Volume	50 vpd	n/a	n/a	Reported Observed Daily Heavy Traffic Volume
Speed	5 km/hr over posted speed	n/a	n/a	Reported Observed Speed in Excess of the Posted Speed Limit

Step 3: Ranking Requests

The Town of Upper Island Cove, like all municipalities throughout the Northeast Avalon, has limits on the financial resources that it has available to provide services to residents that live in the community. Traffic calming will be one of many programs that Council will have to carefully consider in allocating funding. If Council decides to fund traffic calming initiatives, and there are multiple requests, it is important to rank all requests that pass the initial screening process to ensure the more serious cases receive funding priority, if necessary.

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Local and Collector status streets will be ranked differently to reflect the intended functionality of the roadway. The following criteria (along with support from 70% of residents on the requested street, the grade, and observed traffic volume and speed) should be considered in ranking the requests:

- Pedestrian Facilities
- Non-Local Traffic
- Primary Emergency Route

Step 4: Prioritized Candidate List Produced for Council Approval and Funding Allocation

As traffic calming requests are received and evaluated by Council, the results should be recorded in an overall database. Records of the screening process and procedure for ranking should be recorded and date stamped for each individual street request. As requests are received and evaluated by the council, they should be included in the overall priority list for traffic calming. This list will provide Council and staff with an up-to-date priority listing of projects that require attention. Projects can be removed from the listing as they are addressed by staff with the funding made available by Council.

Step 5: Residential Support

For any traffic calming project to be successful, the community must support the process and be committed to the solutions that are put in place to resolve the problems that are being experienced. History has shown that where this support is not in place, the traffic calming measures that are put in place often must be removed because of opposition from area residents. The Town of Upper Island Cove needs to ensure that the initial resident support for traffic calming is sufficient to avoid any possibility of having to revisit a street to remove measures that have been put in place. The initial level of resident support **should be a minimum of 70% of households on the street.** When a request is made by a resident or group of residents, they should be advised of this requirement, which is necessary prior to final approval at Council. For traffic calming requests that do not receive the required threshold level of support of 70%, the process ends.

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Step 6: Plan Development

Council will need to consider the most appropriate Traffic Calming measures to implement. The following is a list of potential measures:

A. Raised Crosswalk

Description: Raised crosswalks are very similar to speed humps, speed cushions and speed tables, however raised crosswalks create a more visible crossing for pedestrians. The raised crossing is brought to the same height as the adjacent sidewalk, so the curb is flush at each end. This, however, blocks the path of surface water run-off uphill of the raised crosswalk therefore, additional drainage will need to be considered for roadways with curb and curb & gutter.

Approximate Cost: \$5,000 to \$20,000



Control: Reduce speed and volumes and increase pedestrian visibility

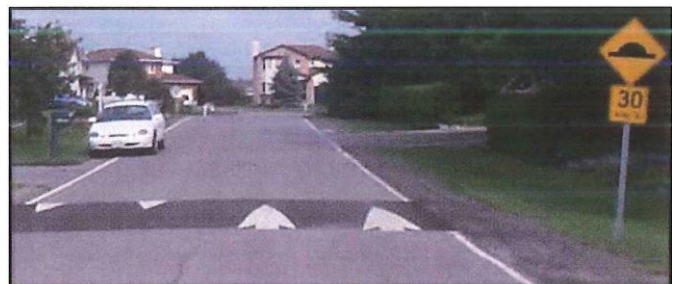
B) Speed Humps, Speed Cushions, & Speed Tables

1) Speed Humps

Description: A speed hump is a continuous raised pavement section which requires motorists to drive over the speed hump at a reduced speed. These typically are not used on a roadway that has a high volume of buses or is a primary route for emergency vehicles.

Approximate Cost: \$2,000 per speed hump

Control: Reduce speed and volume.



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2) Speed Cushions

Description: Speed cushions are multiple raised pavement sections in a line which requires motorists to drive over at a reduced speed. However, these pavement sections have a space in between to allow for the axles of buses and emergency vehicles to pass over without reducing speed or passing over the speed cushion.

Approximate Cost: \$300/linear meter

Control: Reduce speed and volumes

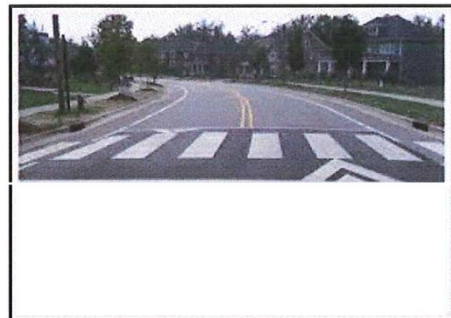


3) Speed Tables

Description: A speed table is a continuous raised pavement section which requires motorists to drive at a reduced speed. Speed tables are very similar to raised crosswalks; however, they have a space allotted on each side to allow for surface water run-off. These can also be used as a crosswalk for pedestrians, however there is a change in elevation from curb to speed table.

Approximate Cost: \$750/linear meter

Control: Reduce speed and volumes



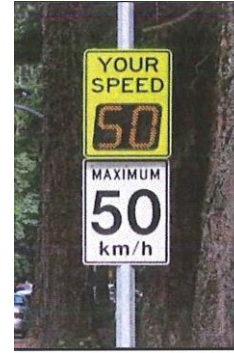
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C) Radar Speed/Feedback Sign

Description: Radar speed signs, commonly known as Feedback signs, are to inform motorists of their speed and encourage them to reduce their speed to the posted speed limit.

Approximate Cost: \$2,000 to \$3,000

Control: Reduce speed



D) Through Traffic Prohibited Sign

Description: The Through Traffic Prohibited sign is to prohibit traffic that is short-cutting through the residential neighbourhoods. These signs are sometimes accompanied by an additional tab sign indicating days and hours that the prohibition is in effect.

Approximate Cost: \$200 per sign

Control: Reduce volumes



E) Speed Bumps Ahead Sign

Description: The Speed Bumps Ahead sign is to alert the motorists that they are approaching speed bumps, humps, cushions or tables on the roadway. This informs the motorist to reduce their speed and potentially will defer them from using this route as a short-cutting roadway. As shown above, this sign would be placed on the right side of the road in advance of the speed hump, cushion or table.

Approximate Cost: \$200 per sign

Control: Reduce Speed and volume



F) Outdoor Convex Traffic Mirror

Description: are used to increase visibility at turns and prevent automotive accidents by giving a better view of around the corner.

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Approximate Cost: \$130 - \$580

Control: Increase Visibility



Step 7: Final Council Approval

Once the 70% threshold has been met, the Town of Upper Island Cove Staff will review the cost estimates, and Council will provide final approval for implementing Traffic Calming measures. After Council approves the recommended proposed traffic calming measure, the design and construction phases commence.

Step 8: Follow-Up

After the traffic calming plan has been completed, Town Staff and Council should document any comments or concerns about the new traffic calming measure from the local residents. After 6 months, Council should review the initial traffic calming request and verify that the new traffic calming plan is addressing the issues that were brought forward. If the issues are not being resolved, potentially another traffic calming measure may be required to work in conjunction with the new traffic calming plan.