

Memorandum



30 August 2021

Project: (200616) Boucher Street & Fuller Street, Meaford, ON

To

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SkyDev

From

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RE: TRAFFIC CALMING

The following provides information for potential traffic calming measures in support of the Transportation Impact Study¹ for a proposed mixed-use development located at Boucher Street and Fuller Street in the Municipality of Meaford, Ontario.

Traffic Calming

Road users, including pedestrians, cyclists, automobiles, transit, trucks, and service vehicles, need to co-exist in relative safety and harmony on urban residential roads. When problems related to high traffic speeds, high traffic volumes, poor roadway geometry, poor traffic operations, or any combination of these characteristics are experienced, residential streets are no longer perceived as being pleasant or safe for all road uses (e.g., pedestrians, cyclists, and even drivers). One solution to mitigate these poor characteristics is traffic calming.

Traffic calming however, is potentially contentious and should be dealt with in a comprehensive and transparent manner that meets the needs and expectations of the community. This section outlines several measures that could be implemented along the study area roadways. However, if measures are implemented, they should be initiated and implemented based on consultation with the community and other affected stakeholders.

The implementation of traffic calming should be well designed to minimize the inconvenience to local services such as garbage collection, snow ploughing, emergency services, and residents. There is also value in adding traffic calming measures incrementally to respond to local traffic issues while avoiding creating an excess "nuisance" to community travel. The following outlines measures that could be considered:

¹ Mixed-Use Development, Boucher Street & Fuller Street, Meaford, ON Transportation Impact and Parking Study, Paradigm Transportation Solutions Limited, August 2021 (200616)

- ▶ **Narrowing**, decreases the overall width of the road and serves as a visual cue to drivers that they are entering a neighbourhood street or area. When used in this way the narrowing is called a 'gateway' to minor streets
- ▶ **Corner Extension/Bulb-Out**, the horizontal extension of the sidewalk into the street results in a narrower roadway section. An effective method for narrowing pedestrian crossing distances and increase pedestrian visibility. Can also facilitate midblock crossing (known as a 'choker') to add public space and facilitate midblock pedestrian crossings on low-volume streets.
- ▶ **Radar Speed Signs**, to slow vehicles down by making drivers aware they are driving at speeds above the posted speed limits.
- ▶ **Pavement Treatments**, special pavement textures (cobblestones, bricks, etc.) and markings to designate special areas.
- ▶ **Pedestrian Crossover**, where a crossing that is not signalized exists, such as to get to parks or schools, a pedestrian crossover can be used to satisfy a desired line. Pedestrian crossovers can be raised to meet sidewalk height to slow vehicles down and increase safety and accessibility for pedestrians. Variation of signage, signals and line painting can increase visibility of pedestrians to drivers.
- ▶ **On-Street Parking**, the allocation of paved roadway space to parking of vehicles. It narrows the road travel lanes and increases side friction to traffic flow. On-street parking can either be parallel or angled, but parallel is generally preferred for maximized speed reduction.
- ▶ **Tighter Corner Radii** affects traffic turning speeds. A tighter radius forces a driver to reduce speed. It is particularly helpful for intersections with high pedestrian traffic.
- ▶ **Rumble Strips**, low bumps or grooves cut into the pavement that make a noise when driven over. Useful in approaching stop signs and marking edge of pavement. Not typically used in residential neighbourhoods due to noise they create.
- ▶ **Perceptual Design Features**, patterns painted onto road surfaces and other perceptual design features that encourage drivers to reduce their speeds.
- ▶ **Street Trees**, planting trees along a street to create a sense of enclosure and improve the pedestrian environment.
- ▶ **Neotraditional Street Design**, narrower lanes, shorter blocks, T-intersections, and other design features to control traffic speed and volumes.
- ▶ **Roadway Striping**, painting roadway markings that narrow traffic lanes and encourage lower traffic speeds.

Any speeding concerns can be addressed by Town staff through traffic calming measures with public engagement to determine the most appropriate measures to implement to reduce vehicle speeds and improve safety for all users.

