

Appendix A

Passive Traffic Calming Measures

The primary use of passive measures is to reduce the speed of traffic while raising awareness of the traffic problems in residential areas. These methods are less costly than active devices, as they do not affect the geometry of the roadway or require extensive construction. Passive traffic calming measures include radar trailers, re-striping, and installing signs.

General advantages of passive geometry traffic calming measures:

- Pose no restrictions for bicycles or pedestrian traffic.
- Does not affect intersection capacity or operation.
- Cheaper than active traffic calming devices.
- Raise awareness of drivers to speeding problems.
- No impacts to transit or emergency services.
- Can be done regardless of the grade of the road.

General disadvantages of passive traffic calming measures:

- Not necessarily enforceable.
- Not always effective over time.

A-1. Radar Trailer

Description:

The City of Milton is considering the operation of a number of portable radar speed meters capable of measuring vehicle speed and graphically displaying the speed of the motorist.

Primary Purpose:

Reduce vehicle speeds by raising the awareness of the driver to their speed

Advantages:

- Possible speed reduction for short intervals at the radar trailer location.
- Opportunity to collect volume and speed data, dependent upon equipment.

Disadvantages:

- Not an enforcement tool.
- Minimal effectiveness on reducing traffic speeds over time.

A-2. Narrowing Lanes

Description:

Striping is used to narrow travel lanes to 10-foot widths.

Primary Purpose:

Reduce vehicle speed by creating the perception of a narrower road. Generally, speeds are lower in 10-foot wide lanes than in 12-foot wide lanes.

Advantages:

- Re-striping can include bike lanes or bike-friendly shoulders. This reduces the vehicular lane width while also providing a safe place for bikes to travel. Striping to include bike lanes also reduces the potential for driver to drive outside the lane.
- Striping is easily modified when done with a concurrent asphalt resurfacing program.

Disadvantages:

- Citizens do not always perceive striping to be an effective traffic calming technique.

A-3. One Way Treatment

Description:

One-way treatment involves having streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

Primary Purpose:

Increase the safety of a roadway by reducing the number of conflicting movements. One-way treatment is not a traffic calming method, but can be used to manage traffic flow in an area.

Advantages:

- Increases the safety of the roadway by reducing the number of conflicting movements.
- One way treatment of a roadway is enforceable.

Disadvantages:

- Changing a street from a two-way operation to a one-way operation takes a lengthy implementation process.
- Changing a street from a two-way operation to a one-way operation may impact emergency services or transit systems.
- Changing a street from a two-way operation to a one-way operation requires the consideration of the impact on the local system. Steps should be taken to ensure that making a roadway one way will not move the problem elsewhere or create new problems.
- Works best in a system comprised of parallel roads.
- Residents may be unconvinced by changing traveling behaviors within the subdivision.

Other Considerations:

- Emergency services and transit routes should be considered when changing from two-way operation to one-way operation. Their opinions will be solicited and weighed appropriately.

A-4. On-street Parking

Description:

On street parking provides designated parking spots on the sides of roadways.

Primary Purpose:

On-street vehicular spaces provide both additional parking and traffic calming benefits. Drivers tend to travel more slowly when driving past a lane of parked cars due to a reduction in the perceived travel way.

Advantages:

- May reduce the speeds of the through traffic.
- Increase pedestrian safety – on-street parking provides a greater buffer between the sidewalk and the traveling vehicular lanes.

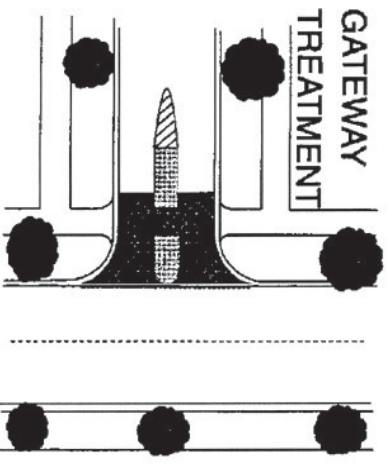
Disadvantages:

- Common perception that on-street parking is not aesthetically pleasing.
- Possible difficulty seeing pedestrians crossing at mid-block locations.

Other Considerations:

- Parking spaces should be prohibited at least 100' from an intersection and at least 10' on both sides of a fire hydrant.
- Create a wide single lane where on-street parking would be promoted.

A-5. Gateway and Pavement Treatments



Description:

Gateway treatments are decorative entrances indicating transition from one area to another. Pavement treatments involve decorative pavement in the form of different colors and textures.

Primary Purpose:

Visually alert the driver that they are entering a new area, such as a residential area from an arterial road. Gateway treatments can include signs, decorative walls, arches, pillars, hedgerows, etc. Pavement treatments can include colored concrete, stamped concrete, or bricks.

Advantages:

- Versatile and easily individualized for each specific neighborhood.
- Aesthetically pleasing.

- Easy to implement with active traffic calming devices.

Disadvantages:

- Limited utility in speed reduction.
- Maintenance and replacement costs can be costly and difficult to address.

Other Considerations:

- Gateway treatments should not obscure proper sight distance, therefore making the intersection less safe. Structures are not permitted in the public right-of-way.

A-6. Increased Patrolling and Target Enforcement

Description:

Police can intensify coverage for an area of concern, most commonly to enforce speed limits and stop signs.

Primary Purpose:

Increase the awareness to the traveling public of law enforcement and to encourage them to obey traffic laws.

Advantages:

- Citizens perceive as achieving results with an increased police presence.
- Decrease in traffic violations in the general area.

Disadvantages:

- Police generally do not have the staff to regularly patrol most residential areas.
- Time that police officers spend patrolling for traffic violators is not directly spent in reducing violent crime.
- Many residential roads have insufficient geometric alignment for radar enforcement.
- Increasing patrols and enforcement only reduces speeds in the general area during the period of intensified attention. Once the intensity subsides, the traffic violators typically return to their previous habits.
- Enforcement applies to all residents in violation.

Other Considerations:

- If heavy truck traffic is an issue, citizens can request that the road be added to the truck route prohibition list.

A-7. Neighborhood Safety and Awareness Program (Neighborhood Watch)

Description:

Teach techniques motorists, pedestrians, and parents can use to help address speeding issues, and increase awareness of their driving habits. Unique programs can be developed for specific cases, such as crime awareness or parking enforcement.

Primary Purpose:

Increase the awareness and activity of the neighborhood. Frequently, it is members of the neighborhood who are the most flagrantly violating traffic ordinances (i.e. stops signs or the speed limit).

Advantages:

- Involves the neighborhood actively and regularly in the solution.
- Easily combines with other traffic calming techniques.

Disadvantages:

- Citizens do not always perceive neighborhood watch programs as effective traffic calming techniques.
- Program effectiveness is proportional to the level of neighborhood association involvement.