

# Traffic control and calming in the Cates Hill Neighbourhood

March 2006

Cates Hill Neighbourhood Association

# Topics

- The routes in question
- Strategy for traffic calming
- Tactical approaches
  - Entrances
  - Crosswalks
  - Switchbacks
  - Intersections
  - Speed controls
- Progressive implementation

# Routes in question

- Village Drive
  - High residential density, high pedestrian activity
- Berry Road
  - Low residential, some pedestrian activity, two junctions with stop signs
  - Full use of Cates Hill Neighbourhood Park (in 2006) will increase pedestrian activity
- Cates Hill Road
  - Low residential, some pedestrian activity, two straight stretches (potential for speeding)
  - Upgrade of Singing Woods Trail (in 2006) will increase pedestrian activity

# Strategy

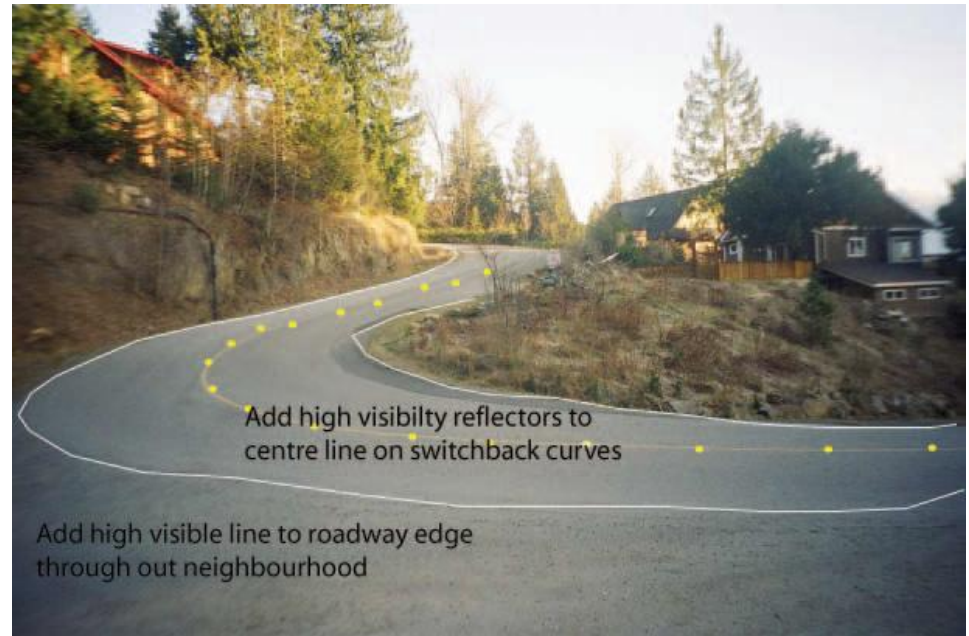
- Make it obvious that it's a **neighbourhood**
  - The roads are to be treated as neighbourhood streets as opposed to traffic thoroughfares
  - Change the psychological feeling so that a driver feels like a guest: the neighbourhood is for the people—not for cars
- Make physical changes to enhance the physical and psychological prompts to slow down and drive with care
  - Function is to be based on residential needs and public safety (ambulance and fire access)
  - Use street calming elements to create inconvenient access through the neighbourhood

# Tactics/Neighbourhood Entrances

- Add signage at lower end of Village Drive (Dorman Road end) and Cates Hill Road (Government Road end) to remind drivers that this is a neighbourhood
  - “Cates Hill Neighbourhood”
  - “Please drive slowly” or “Children playing—please slow down”
- Add speed limit sign on Village Drive (one’s already in place on Cates Hill Road)

# Tactics/Village Drive Switchbacks

- Clear roadway edges for pedestrian use and visibility
- Apply reflective 'cats eye' markers to centres of switch back curves
- Apply high visibility edge line to each side of roadway



# Tactics/Speed Control

- Apply rolled curb planting elements (reducing street to a single lane) to create chicane at:
  - start of Village Drive
  - mid point Village Drive
  - Between Berry Road and Minnow's Lane on Cates Hill Road



# Tactics/Crosswalks

- Install crosswalks on Village Drive at Dorman Road, Village Drive at Harbour View Place, with associated signage
- Optional:
  - install crosswalks/speed limit signs at crosswalks
  - install crosswalks on low-impact speed tables



# Tactics/Intersections

- Option:
  - Keep stop signs; request spot enforcement by RCMP
  - Create planted traffic circle at 3 and 4 way stop intersections; creates obstacle for speeders while allowing emergency vehicles to pass



# Progressive implementation

- Start simply, with lower cost items
- Spread installations over several months
  - Keeps the neighbourhood changing for drivers
  - Lowers up-front costs for Municipality
- Suggested approach
  - Neighbourhood entrances
  - Switchbacks
  - Speed controls
  - Crosswalks
  - Intersections
- Allows for analysis/discussion of on-going approach and changes to tactics/plans, based on results achieved

# Acknowledgements

- Thanks to David Youngson, Susan Cottell, David McCullum, and Owen Plowman for their time and contributions to this document