

**PRINCETON AVENUE
TRAFFIC SAFETY POLICY**

Effective Date: November 10, 2009	Authorized By: Council Resolution – Regular Meeting	Replaces: New Policy
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Statement of Intent:

It is Council's intent to provide for the safety of all users of Princeton Avenue, and respond to recommendations in a report entitled Princeton Avenue Traffic and Safety Study (the "Report"), prepared by Opus International Consultants (Canada) Ltd., in July, 2009.

The purpose of the Princeton Avenue Traffic Safety Policy is to address the recommendations made in the Report, with a proactive strategy that will document the District's plans to improve the safety of Princeton Avenue as an arterial roadway.

The timing of this policy is critical, as this important arterial roadway is expected to become much busier with heavy truck traffic, due to a recent Mines Act Permit issued for an aggregate pit.

Opus Recommendations & Costs:

IMPROVEMENT MEASURE	UNIT	COST/UNIT	COST (\$)
Lane widening, on horizontal curves	Linear kilometer of widening	\$335,000 per km.	\$220,000
Widen transit and school bus pullouts	10 metre bus pullouts	\$3,350 per pullout	\$120,000
Remove vegetation and landscaping that obstructs sightlines at intersections and horizontal curves	10 linear metres of vegetation improvement	\$1,000 per 10 metres	\$16,000
Install left-turn lanes	40 metre left turn lane	\$40,000 per left turn lane	\$240,000
Edge line profile marking to improve delineation, at minimum around curves and at paved shoulders	Linear metre	\$7.00 - \$22.00 per linear metre	\$67,200 – 211,200*
Add full-width paved shoulders where possible	1 kilometre of full-width shoulder	\$38,500 per km.	\$215,000
Eliminate on-street parking where it obstructs sightlines	Install no parking signs	\$500 per sign	\$6,000

IMPROVEMENT MEASURE	UNIT	COST/UNIT	COST (\$)
Install overhead lighting at unilluminated intersection & bus stops	One luminaire	\$5,750 per luminaire & \$250 recurring per annum	\$70,000 & \$3,000/yr
Improve roadside barriers where appropriate and/or remove hazardous fixed objects	One relocated power pole	\$3,000 per pole relocation	\$3,000
	One metre of Concrete Roadside Barrier (CRB – 690 mm)	\$100 per meter of CRB 690 mm	\$32,000
	One square metre of Fixable current barriers	\$70 per square metre of fixable shoulder	\$2,800

*assumes edge line markings along length of corridor. Cost varies due to product type.
 Note - Estimates do not include the cost of acquiring additional right-of-way.

Limitations:

The District of Peachland is unable to undertake all of the improvements recommended, due to various reasons. The following table outlines District policy with respect to each recommended improvement listed above.

IMPROVEMENT MEASURE	CHALLENGES	SCHEDULE
Lane widening, on horizontal curves	Financial Insufficient right of way	Future – defer to full arterial standards upgrade
Widen transit and school bus pullouts	Financial Insufficient right of way	5 – 10 years Consider for grant applications
Remove vegetation and landscaping that obstructs sightlines at intersections and horizontal curves	Private property considerations	2010
Install left-turn lanes	Financial Insufficient right of way	5 – 10 years Development driven
Edge line profile marking to improve delineation, at minimum around curves and at paved shoulders	Financial Insufficient paved surface	3 – 5 years

Add full-width paved shoulders where possible	Financial Insufficient right of way	Future – defer to full arterial standards upgrade
Eliminate on-street parking where it obstructs sightlines	Financial	2010
Install overhead lighting at unilluminated intersection & bus stops	Financial Increased GHG's Increased light pollution	Future – defer to full arterial standards upgrade Development driven
Improve roadside barriers where appropriate and/or remove hazardous fixed objects	Financial	2010 to relocate power pole 3 – 5 years for barrier installations

Traffic Signs:

In order to further improve driver awareness, and safety for all users on Princeton Avenue, signage will be added to supplement existing signage, which may include:

- Curve Signs
- Bus Stop Warning Signs
- Reduced speed limit signs at sharp corners
- Pedestrian on roadway signs and/or Crosswalk Signs
- No parking on shoulders Signs

The Director of Operations has determined that approximately 16 additional signs are needed, at a cost of approximately \$5,000 in total, including installation. The additional signs will be included in the 2010 budget, and will also be installed in 2010.