

TOWN OF BRISTOL TRAFFIC CALMING POLICY

A. TOWN MISSION STATEMENT

In an effort to ensure that the Town of Bristol roadways are kept safe, addressing neighborhood safety is one of our highest priorities. The Town of Bristol is actively working to address residents' traffic concerns on Town maintained roadways. This policy was established to provide traffic calming solutions for safer roadways and increased quality of life in our neighborhoods.

It is the goal of the Town of Bristol to achieve solutions to traffic related problems in a manner that is least intrusive to our neighborhood residents.

This policy has been developed for the purpose of establishing a formal process for residents to initiate requests for traffic calming measures on Town maintained residential roadways.

Bristol residents that have concerns regarding excessive traffic speeds in their neighborhood may apply to the Town of Bristol for traffic measures to be studied and implemented if deemed desirable.

B. TRAFFIC CALMING DEFINITION AND AVAILABLE OPTIONS

Traffic calming is the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speed and improve safety for residents and pedestrians with the use of speed humps or roadway narrowing. These measures are used to reduce vehicular traffic speeds.

Please remember that although traffic calming strategies can have the desired benefits in the targeted area, they also can create disadvantages to adjacent streets and neighborhoods. These factors are taken into consideration by the Town of Bristol when reviewing traffic calming requests.

1. Traffic Speed Humps: An artificial ridge set crosswise into the surface of a roadway to make the operators of vehicles drive at a slower speed.
2. Road Narrowing: Also known as road diet, is a narrowing of travel lanes. Narrowing lanes encourage driver alertness and cause motorists to slow down at the narrowed roadways.
3. Electronic Speed Feedback Signs: Speed measuring device, which displays vehicle speeds and warnings.

The Town frequently receives requests for new stop signs to reduce traffic speed and improve safety on local streets. According to the Federal Highway Administration, stop signs are used to determine vehicular right-of-way at an intersection and should never be used to control vehicle speeds. Research shows that installing unnecessary stop signs often results in an increased number of collisions and speeding.

C. TRAFFIC CALMING PROGRAM ELIGIBILITY

1. Proposed road needs to be a town-maintained roadway.
2. Proposed road shall not have more than one traffic lane in each direction.
3. Proposed road shall not have a posted speed limit greater than 25mph.
4. Proposed road shall not be on a RIPTA bus route.
5. Proposed road shall not have emergency response services located on or used as a primary route for emergency services (unless approved by those services).
6. Traffic study showing 85th percentile speeds 5mph or greater over the posted speed limit or roadway contributing factors.
7. Neighborhood support with 60% approval by residents, as verified by the current tax roll.

85th percentile defined: The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point. 85th percentile is the standard commonly used for traffic studies and by transportation engineers as a guide to set the speed limit at a safe speed to minimize crashes and promote uniform traffic flow.

D. TRAFFIC CALMING REQUEST PROCEDURES

Residents are required to complete a Traffic Calming Request Form, providing comprehensive details outlining the identified traffic concerns. Town Hall personnel will assess the completed form and subsequently refer the request to both the Bristol Police Department and the Bristol Department of Public Works for further review. The Bristol Police Department will conduct a comprehensive traffic study, accident analysis and traffic flow. Town Hall staff will identify an “area of influence”, encompassing residents residing on the subject street.

Once an area of influence is established, the resident will need to circulate a signature petition describing the traffic issue with a minimum of 60% approval needed for further consideration. Town Administrator, Bristol Police Department and the Bristol Department of Public Works will jointly make a recommendation to the Town Council. Town Council will then proceed with a

discussion for consideration and a subsequent meeting will be designated for public input and vote to continue proposed traffic calming measures. If funding is available, the project will be approved for installation. See traffic calming request progress flow chart on page 4

E. CONSTRUCTION STANDARDS

Construction shall conform to the standards established by licensed Engineers contracted by the Town of Bristol and approved by the Town Administrator and Director of Public Works. The Department of Public Works reserves the right to change, modify or adopt different standards, provided that the Town Administrator is informed of the changes prior to its implementation.

F. TRAFFIC CALMING PROJECT DESIGN

The traffic calming design is to be completed by licensed Traffic Engineers selected by the Town of Bristol. Traffic Engineers will develop a plan within the traffic calming guidelines to address the traffic concerns which were brought before the Town Council. The Traffic Calming design is subject to Town Council approval. Three most common traffic calming practices utilized by this Town will be the Electronic Speed Feedback Signs, Traffic Speed Humps and Roadway Narrowing. Additional measures will be considered as needed.

G. AMERICANS WITH DISABILITIES ACT

Traffic calming measures must be designed to accommodate all people in the community. To accomplish this goal, features that are implemented to improve pedestrian safety, or have an effect on pedestrian travel, must be designed to meet the requirements of the Federal Americans with Disabilities Act.

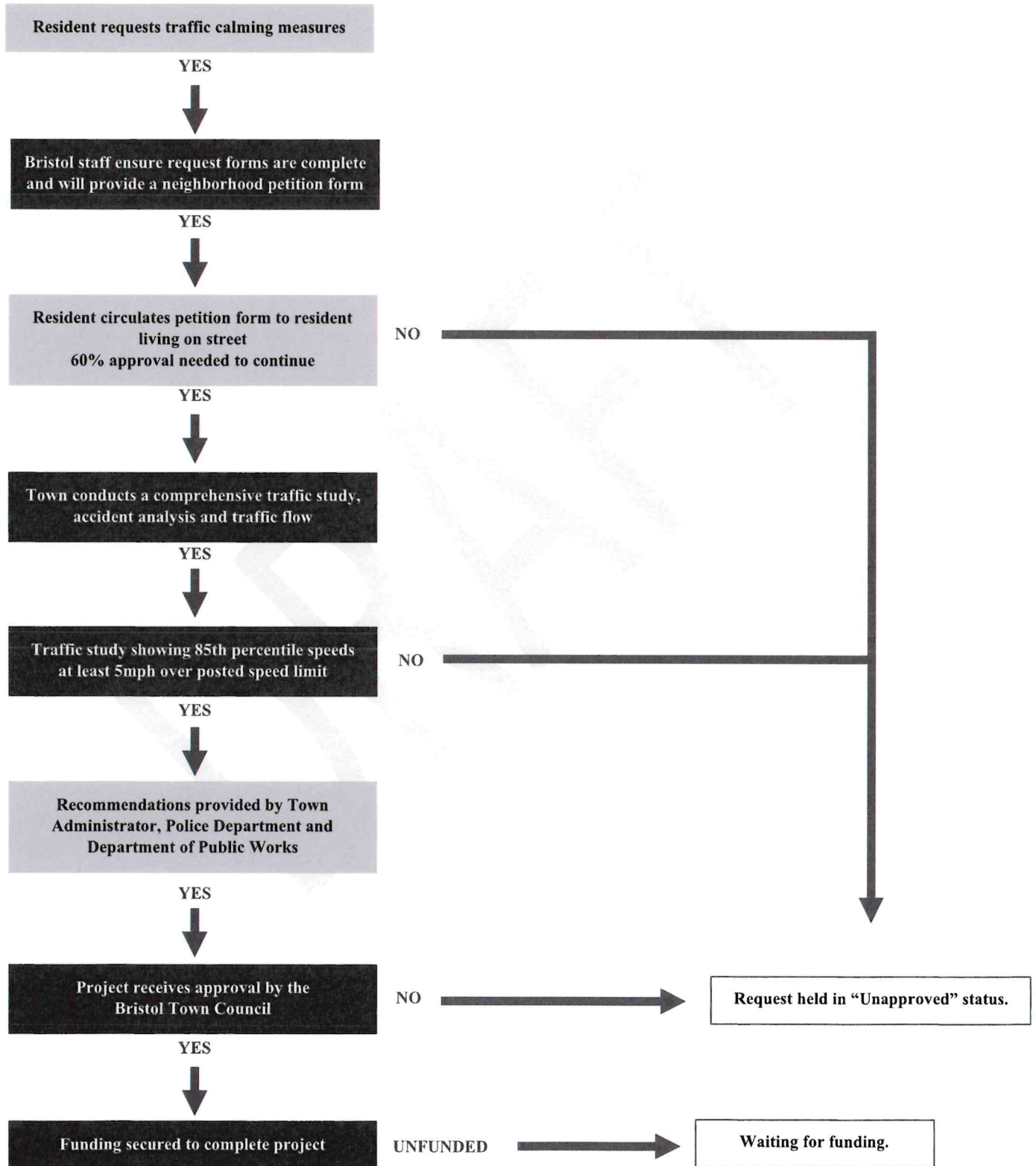
H. REVIEW OF IMPLAMANTED TRAFFIC CALMING MEASURES

After installation of a traffic calming measure, an additional traffic study shall be conducted at six months and one year to determine the effectiveness of the project. This review shall be conducted by the Police Department and forwarded to the Town Council for further review.

I. PROCEDURE FOR REMOVAL OF TRAFFIC CALMING MEASURES

All requests for removal of installed traffic calming measures will require Town Council approval. Town Council will proceed with a discussion for consideration and a subsequent meeting will be designated for public input and vote.

TRAFFIC CALMING REQUEST PROGRESS FLOW CHART



NEIGHBORHOOD PETITION FORM (PAGE 1)

Please complete this form and return with attached sheets to:

**Town of Bristol
10 Court St.
Bristol RI, 02809**

THE UNDERSIGNED AGREE TO THE FOLLOWING:

All persons signing this petition do hereby certify that they own property or reside within the following area:

All persons signing this petition do hereby agree to the following concern in the defined area:

All persons signing this petition do hereby agree that the following contact person (s) represent the neighborhood in matters pertaining to items above:

Name of contact person (please print) _____

Address _____

Telephone number _____ Email _____

Name of second contact person (optional) (please print) _____

Address _____

Telephone number _____ Email _____

(Additional pages may be used to describe the traffic concern)

NEIGHBORHOOD PETITION FORM (PAGE 2)

This petition is provided so that Bristol residents in a neighborhood may verify that there is a widespread traffic concern of speeding vehicles. Town staff will identify an “area of influence”, encompassing all residents residing on the subject street. The petition must be signed by at least 60 percent of the owners or residents of properties within the “area of influence.” Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

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(Additional copies of this page may be used)

TOWN APPROVAL FORM

RESIDENT SIGNATURE PETITION REVIEWED **YES** **NO**

REVIEWED AND APPROVED BY BPD **YES** **NO**

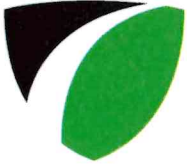
REVIEWED AND APPROVED BY DPW **YES** **NO**

REVIEWED AND APPROVED BY TOWN ADMINISTRATOR **YES** **NO**

APPROVED TO CONTINUE TOWN COUNCIL **YES** **NO**

APPROVED BY TOWN COUNCIL **YES** **NO**

FUNDING SECURED **YES** **NO**



Extended Speed Summary

Annawamscutt @ Greenway, EB

Start: 2022-11-03

End: 2022-11-10

Times: 0:00-23:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Overall Summary

Total Days of Data: 7

Speed Limit: 25

Average Speed: 24.79

50th Percentile Speed: 26.56

85th Percentile Speed: 32.31

Pace Speed Range: 23-33

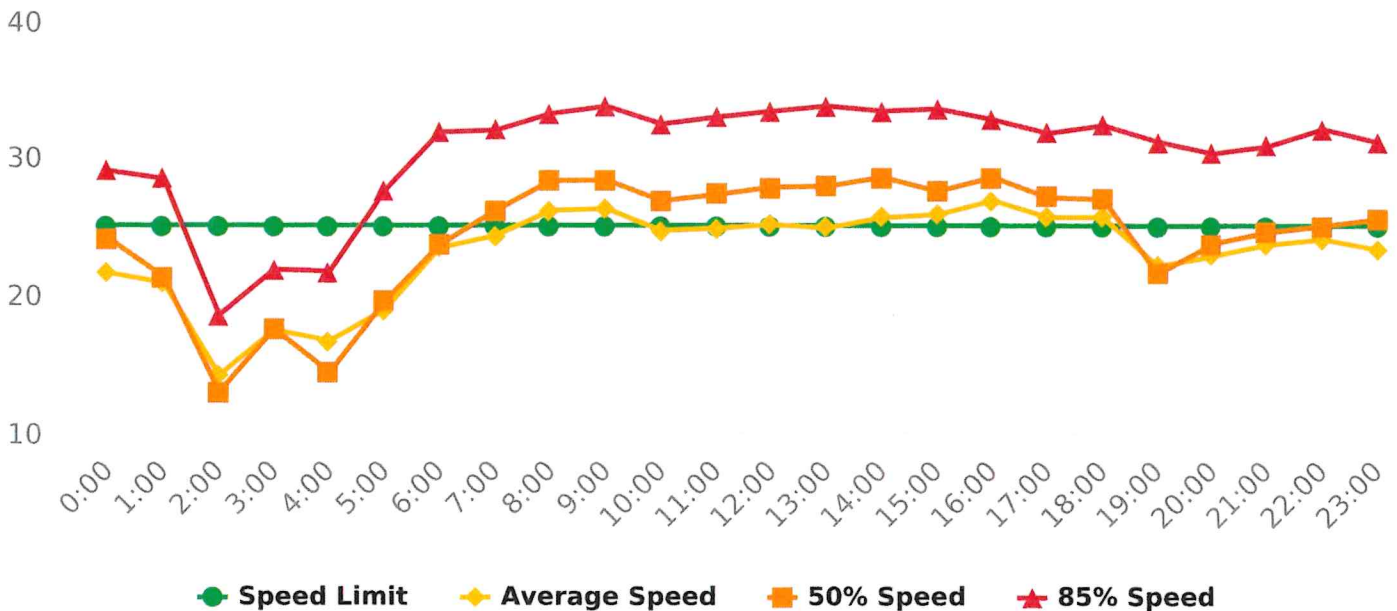
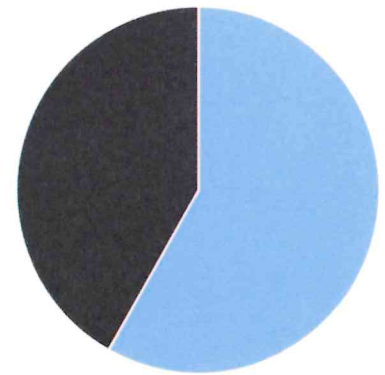
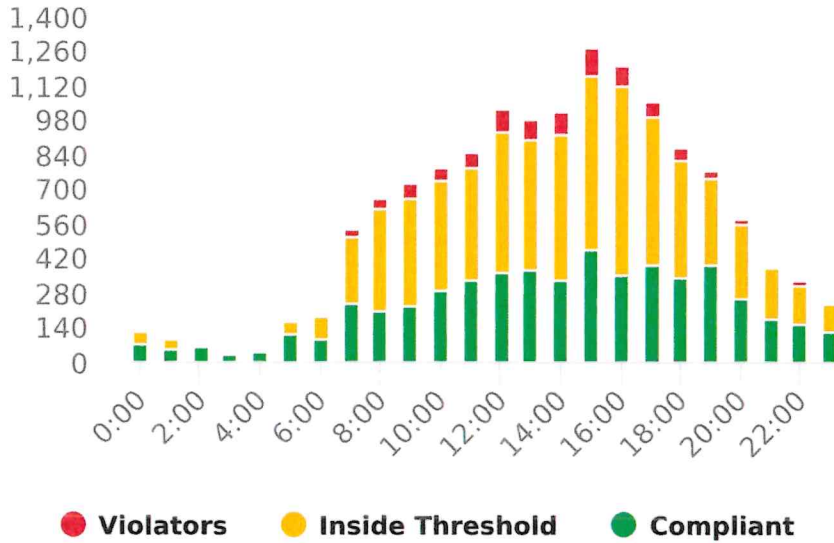
Minimum Speed: 5

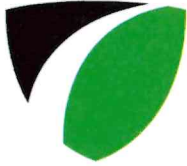
Maximum Speed: 60

Display Mode: Display Off

Average Volume per Day: 2015.9

Total Volume: 14111





Extended Speed Summary

Annawamscutt @ Greenway, EB

Start: 2022-11-03
End: 2022-11-10
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Display Off	25	133	6	4.5%	19.0	0.9	5	44	21.5	24.1	29.0	52.8%
1:00	Display Off	25	98	3	3.1%	14.0	0.4	5	43	20.8	21.2	28.4	48.9%
2:00	Display Off	25	77	3	3.9%	11.0	0.4	5	42	14.1	12.9	18.5	44.4%
3:00	Display Off	25	37	1	2.7%	5.3	0.1	5	44	17.4	17.5	21.8	64.9%
4:00	Display Off	25	50	1	2.0%	7.1	0.1	5	50	16.6	14.3	21.6	50.1%
5:00	Display Off	25	163	2	1.2%	23.3	0.3	5	37	18.8	19.5	27.5	56.2%
6:00	Display Off	25	199	12	6.0%	28.4	1.7	5	44	23.4	23.6	31.8	57.7%
7:00	Display Off	25	544	33	6.1%	77.7	4.7	5	41	24.2	26.1	31.9	59.3%
8:00	Display Off	25	665	46	6.9%	95.0	6.6	5	45	26.1	28.3	33.1	59.6%
9:00	Display Off	25	724	64	8.8%	103.4	9.1	5	44	26.2	28.3	33.7	61.3%
10:00	Display Off	25	786	46	5.9%	112.3	6.6	5	47	24.6	26.8	32.4	59.0%
11:00	Display Off	25	851	60	7.1%	121.6	8.6	5	48	24.8	27.2	32.9	57.2%
12:00	Display Off	25	1030	97	9.4%	147.1	13.9	5	45	25.1	27.8	33.3	56.5%
13:00	Display Off	25	987	82	8.3%	141.0	11.7	5	46	24.8	27.9	33.7	54.9%
14:00	Display Off	25	1021	94	9.2%	145.9	13.4	5	49	25.6	28.5	33.4	56.7%
15:00	Display Off	25	1271	113	8.9%	181.6	16.1	5	52	25.8	27.5	33.5	55.9%
16:00	Display Off	25	1204	83	6.9%	172.0	11.9	5	57	26.8	28.5	32.7	62.5%
17:00	Display Off	25	1054	61	5.8%	150.6	8.7	5	53	25.6	27.1	31.7	63.1%
18:00	Display Off	25	875	51	5.8%	125.0	7.3	5	49	25.6	26.9	32.3	61.5%
19:00	Display Off	25	781	31	4.0%	111.6	4.4	5	60	22.1	21.5	31.1	55.5%
20:00	Display Off	25	576	13	2.3%	82.3	1.9	5	39	22.8	23.7	30.3	57.5%
21:00	Display Off	25	395	11	2.8%	56.4	1.6	5	45	23.6	24.5	30.8	53.7%
22:00	Display Off	25	337	23	6.8%	48.1	3.3	5	44	24.0	25.0	32.1	56.4%
23:00	Display Off	25	253	12	4.7%	36.1	1.7	5	42	23.3	25.5	31.1	61.8%
Total Volumes/ Avg			14111	948	6.7%	2015.9	135.4	5	60	23.1	24.3	30.4	57.0%
Total/Avg w/o Feedback			14111	948	6.7%	2015.9	135.4	5	60	23.1	24.3	30.4	57.0%
Total/Avg w/ Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a