

CITY OF CAMROSE POLICY MANUAL

DATE: February 26, 2001

To: Mayor and Councillors.
From: Public Works Department

Subject: **Updating the City of Camrose Roadway and Curb Painting Policy.**

Recommendation:

MOTION #49/01 Moved by Toogood, seconded by Minor that the City of Camrose Roadway and Curb Painting Policy, dated February 26, 2001, be approved and that previous Policy Motion #239/97 be rescinded.

CITY OF CAMROSE ROADWAY AND CURB PAINTING POLICY

PURPOSE:

The purpose of this policy is to set out inspection and operational standards for the maintenance of roadway lane line markings, crosswalks and stop lines, as well as the painting of curbs and medians to balance safety and aesthetic performance of the roadway markings with operational and budget constraints.

This policy does not address permanent pavement markings, which are installed during roadway construction under direction of the Engineering Department.

INTRODUCTION:

The City Public Works Department has developed a program for painting roadway lane line markings, crosswalks, stop lines, curbs and medians. The purpose and priority of each are summarized in the following table.

Type of Marking	Color	Priority	Purpose
School Crosswalk	White	1	Safety
Crosswalk	White	2	Safety
Lane Line	White	3	Traffic Control and Safety
Lane Center Line	Yellow	3	Traffic Control and Safety
Stop Line	White	4	Traffic Control and Safety
Medians	Yellow	5	Safety and Aesthetics
Curbs	White/Blue	6	Parking Control, Safety and Aesthetics

* Notwithstanding the preceding table, all painting on 50 Street between 48 Avenue and 51 Avenue will be completed each spring as a first priority.

Roadway and Curb Painting

1. Median Painting

Discussion with Gary Mack, P.Eng., of I.S.L. confirmed that the Transportation Association of Canada Standard for Pavement Markings (white on right, yellow on left) does not apply to median and curb painting which is done to warn traffic of the raised curb or median and not as a traffic control device.

All median nose curbs will be painted yellow.

Small medians may have their curbs painted in their entirety

Median noses will be painted in accordance with the "roadway line and curb painting map" (attached as Appendix 'A').

2. Crosswalks

Crosswalks will be painted in accordance with the "roadway line and curb painting map" (attached as Appendix 'A'). Crosswalks will consist of two - 200 mm wide lines, a minimum of 2.5 m apart, crossing the intersection parallel to the direction of pedestrian traffic.

Stop lines will be installed (300 mm wide), 1 m back of crosswalks.

3. Curb Painting

Curbs in the downtown area will be painted in accordance with the "Roadway Line and Curb Painting Map" (Appendix 'A').

Generally, curb radius's and lane entrances will be painted in accordance with parking signs and Highway Traffic Act Regulations relative to parking as follows:

- * Where a sign indicates "No Parking to Corner", the curb will be painted to the sign.
- * Where a hydrant is adjacent to the curb, no parking is allowed within 5 m of the nearest point on the curb to the hydrant.
- * No parking is allowed within 5 m of a stop sign.
- * At an intersection (including lane intersection), no parking is allowed within 5 m of the property line.
- * No parking is allowed within 1.5 m of a private driveway (private driveways will not normally be painted).

Outside the downtown core, curb painting will only be done in accordance with the "roadway line and curb painting map." Generally curbs will be painted at crosswalks only if the crosswalk is mid-block on a street where there is considerable parking.

Curb Painting is also generally done at pedestrian signals, in accordance with the "roadway line and curb painting map", to keep parked vehicles back from the intersection, thereby improving visibility.

4. City Parking Areas

The following City parking facilities will be painted on an as-required basis:

- * 49 Street public parking lot between 49 Avenue and 50 Avenue.
- * 51 Street public parking lot between 49 Avenue and 50 Avenue.
- * Grand Drive parking lot west of 58 Street.
- * Arts Center parking lot on 52 Street, south of 48A Avenue
- * Fire Hall parking lot.
- * Main Street Angle Parking will be marked with a tick on the curb only and will be done once a year.
- * Bill Fowler Centre.

5. Handicap Parking, Handicap Loading & Loading Zones

The curb, adjacent to all handicap zones will be painted blue.

The curb, adjacent to all handicap loading zones will be painted blue.

The curb, adjacent to all loading zones will be painted white.

6. Traffic Lane Line and Center Line Painting

Traffic lane lines will be painted in accordance with the "roadway line and curb painting map."

All traffic lane line markings will conform to the Uniform Traffic Control Devices manual produced by the Transportation Association of Canada.

Generally center line and lane lines will be considered only on Collector and Arterial Roads.

Priority and Scheduling of Painting

All painting on 50 Street will be completed as a first priority each spring.

Crosswalks are a first priority in the spring. School crosswalks will be painted again in the fall prior to the start of the school year. (School crosswalks will be painted first followed by other crosswalks).

Land line markings are second priority and will be painted a minimum of once a year and repainted on an as-required basis.

Curb and median painting is a third priority and will be completed once each season, preferably in the spring.

Main street angle parking - tick marks will be painted when the downtown curbs are painted.

An inspection will be done of all City parking facilities each spring and those requiring painting will be painted on a last or lowest priority basis.

An inspection of the airport will be conducted each spring and painting scheduled if required. (All personnel operating equipment on the airport "air side" shall have completed an airport orientation course.)

Roadway Line & Curb Painting Map

The Roadway Line and Curb Painting Map (attached as Appendix 'A') describes painting locations and limits throughout the City. The map may be modified and updated from time to time by the Superintendent of Public Works at his discretion, but in general conforming to this policy.

Discussion:

The current Roadway and Curb Painting Policy was adopted October 20, 1997 and we have now had three years experience operating under the policy. The following minor changes are suggested based on our experience and a review of the Transportation Association of Canada's "Manual of Uniform Traffic Devices for Canada"

1) Median Island Painting

Median and islands are being inconsistently painted at present. Some have just the nose curbs painted, some the entire curb, some the entire nose and some the entire median or island. In the Manual of Uniform Traffic Devices for Canada it states "In certain cases it may be desirable to paint the approach end of curbs of such islands to obtain additional visibility".

2) Crosswalk Width

The current Roadway and Curb Painting Policy also states that "Crosswalks will consist of two-200 mm wide lines, 2.5 m apart.

The Manual for Uniform Traffic Control Devices calls for a minimum width of a crosswalk to be 2.5 meters. The manual states "The width of the crosswalk between crosswalk lines is usually determined by the widths of the sidewalks leading to the crosswalk and the number of pedestrians crossing. In no case should the width be less than 2.5 m."

The City has crosswalks in our painting system wider than the 2.5 m as stated in our current policy.

3) Crosswalk Painting Frequency

Public Works has started the practice of spreading glass beads on freshly painted lines and markings. This makes the lines more reflective at night. It also increases the lifetime of the line. We now find, since the start of this practice that the crosswalk lines are visible for an entire season. We would however still like to continue the fall painting of School crosswalks as this will highlight them again just prior to the start of school.