

Appendix A – Proposed Traffic Calming Process and Warrant Assessments

Data Collection

To assess a speeding or volume (on local or minor collector road) concern, the following steps will be undertaken:

- Conduct preliminary data collection over a 48-hour period during weekdays. The subject street will be surveyed along several segments to determine the extents of the issue. Segments showing operating speeds or traffic volume in excess of warrant threshold will be subsequently surveyed over a 7-day period to confirm the results. Surveys are considered valid for a 3-year period in established areas and 1-year period in new areas.
- If a 7-day survey does not confirm higher operating speeds or volumes, the process is terminated and the requesting stakeholder is notified.
- If higher operating speeds or volumes are confirmed, the subject street will enter the next step in the traffic calming process based on the current road classification and as per the Town of Oakville Official Plan (OP). New communities north of Dundas Street will be classified based on traffic volumes and road characteristics, as outlined in the town OP and North Oakville Secondary Plans, and upon further technical judgement by town staff.

Project Classification and Study Area

Traffic calming projects will be categorized based on the existing road classification and roadway's intended function.

Major Collector and Minor Arterial Roadways

- Several passive traffic calming measures will be considered appropriate for major collector and minor arterial roadways. The passive measures consist of education, enforcement and pavement markings.
- The first step into addressing the speeding problem on a major collector/minor arterial roadway is to implement a radar speed display signs (RSDS). RSDS will stay at one location for approximately 6-9 months, after which they will be rotated to the next warranted location. Speeds surveys will be conducted during and after the RSDS implementation to determine the effectiveness.
- If the speeding problem is persistent after the RSDS removal, staff will work with Halton Regional Police towards increased targeted speed enforcement.
- Where feasible and appropriate, staff will consider implementation of speed pavement markings.

Local and Minor Collector Roadways

- Local and minor collector roadways meeting the traffic calming warrant criteria will enter directly into the physical traffic calming phase.
- The first step into the physical traffic calming phase is to clearly define the study area. The area will consist of affected street and surrounding area, which will be comprised of

any streets that are captive to subject street and any other street that will be impacted by the proposed traffic calming. The proposed traffic calming study area will be discussed with Ward councillors prior to further public consultation.

- Local and minor collector roadways will further follow the element of the physical traffic calming process, as outlined below.

Public Polling and Petition

Public acceptance is a critical component of the town's traffic calming plan development process. The following steps will be followed to ensure proper area community support:

- Polling of defined project area stakeholders and businesses via traffic calming survey.
- The survey will be distributed using various methods (direct mailing, online survey and Canada Post).
- Over 50% of the total number of stakeholders must respond to the survey. Over 50% of the total number of the responding stakeholders must be in favour of the proposed physical traffic calming.
- If neither of the two criteria above are satisfied, the required public support might be obtained via petition, by the requestor. The petition must have over 25% responses in favour of physical traffic calming within the defined study area. If the required public support is not secured via survey nor petition, the project will be terminated and the affected stakeholders will be notified in writing. Subjected street is eligible for revisit in 2 years.
- If the required number of stakeholders are in favour of physical traffic calming, the project is ranked in priority relative to other traffic calming projects. Stakeholders will be advised where their project ranks in comparison to the other traffic calming projects and informed of the projected implementation year for their particular project.

Projects that did not receive any form of physical traffic calming in the past will have a priority over project with the traffic calming treatment implemented through preceding traffic calming process.

Development and Evaluation of Alternatives

Alternative traffic calming measures will be considered and assessed based on the following conditions:

- Feasibility (physical characteristics of the area)
- Anticipated effectiveness – enhances safety for all road users, speed reduction, on-street parking, cycle lanes
- Impact to emergency services, maintenance services and transit
- Schedule of construction projects
- Cost

Stakeholder Communications Strategy

Transportation Strategy staff needs to work closely with agency stakeholders including the Fire Department, the EMS, the Police, Roads & Works, Oakville Transit, Cycling and Walking Advocacy Groups and School Boards (if applicable). Members of Council will also be involved.

The consultation process for the selection of a preferred alternative will include the following steps:

- Preliminary detailed operations review including circulation of the problem and alternative solutions to affected agencies and departments (EMS, Fire Department, Police Services, Road Maintenance, Transit, School Transportation Services, Cycling/Walking Groups, School Boards). Received comments from the affected agencies will be incorporated and alternative solutions might be amended to accommodate the needs of these key stakeholders.
- Public Information Centre (PIC) and public vote on the alternative solutions
- Develop preferred solution
- Refer to Council for final approval and public review
- Notify public of the Council meeting

The public and agencies can comment at any stage of the process; however, the intent of the preliminary circulation to agencies and departments is to resolve fundamental issues prior to formally initiating the project with the public.

Traffic Calming Warrant Assessment

In order to initiate a traffic calming process a candidate location must satisfy either a Speed Warrant or Volume Warrant.

Speed Warrant

The 85th percentile speed is greater than:

- 50 km/h if posted speed is 40 km/h
- 61 km/h if posted speed is 50 km/h
- 72 km/h if posted speed is 60 km/h

Traffic Volume Warrant for Local and Minor Collector Roads

If the average daily traffic volumes on a roadway exceeds the typical maximum volume for the subject local or minor collector road classification, the roadway may be a candidate for traffic calming.

- 1,500 veh/day for a local street
- 5,000 veh/day for a minor collector street

Priority Ranking

Step 1 – Warrant Exceedance

Vehicular Speed (85th %ile)

- 40 km/h – 10 points for every km/h over 50 km/h
- 50 km/h – 10 points for every km/h over 61 km/h
- 60 m/h – 10 points for every km/h over 72 km/h

Traffic Volume

- 5 points for every 100 vehicles over the typical maximum volume

Step 2 – Exposure

- Pedestrian/Cyclist Warrant (max. 30 points) –
 - 10 points will be assigned for every pedestrian public facility (park, playground, community centre, senior centre, arena, multi-use pathway crossing, designated cycle route, etc.) on the roadway in question.
- Driveway Warrant (max. 15 points)
 - 1 point for every residential driveway per 100 metres (on both sides of the roadway).
- Sidewalk Warrant (max. 10 points)
 - 5 points assigned for streets without sidewalks on one side; 10 points assigned for streets without sidewalk on both sides
- Collision Warrant (max. 30 points)
 - 10 points for each average collision per year over the past 3 years

Removal of Traffic Calming Measures

Traffic calming devices may be removed at the request of residents and the town would require minimum 70% of respondents agreeing to the removal. A request for removal could be initiated only after two years of the implemented traffic calming. If the decision has been made to remove the traffic calming measures, the subjected street would not be reviewed for a new traffic plan for at least a 3 year period. If the removal request is initiated, staff would survey the same affected stakeholders that were surveyed at the initial implementation stage. Removal of the traffic calming devices would include all implemented devices on that street, and requests for individual traffic calming removal would not be supported by staff.

The removal of traffic calming measures would apply only to new traffic calming requests and would exclude traffic calming devices implemented at school zones (unless the school has been closed).

Despite the foregoing discussion, traffic calming devices could also be removed at the request of Council.

Post Implementation Review

Traffic calming projects will be evaluated for effectiveness in addressing the speeding problem in the year following implementation.