

Appendix F – Traffic Calming Phases and Warrant Assessments

Phase 1 - Project Screening to Identify Potential Problem Conditions

Once the speeding review process has been initiated, the merits of the request are assessed relative to the Traffic Calming Warrants established by the Town of Oakville in 2003 and updated in this report. To assess the merits, the following steps are undertaken:

1. If historical data is not available or is no longer pertinent, conduct preliminary speed data collection, over 48 hour period on weekdays, and prepare appropriate summaries. Survey locations to be selected by staff based on the details of the concern and following a site visit.
2. If the warrant analysis does not define a problem, then the process is terminated and the originator of the process is notified in writing.
3. If the warrant analysis is met, then a draft plan of possible passive measure(s) to the problem is identified. These could include radar speed signs, pavement markings or enforcement. Passive measures are the first solutions chosen and implemented to mitigate speeding problems. For the roads that already received pavement markings (centre line, edge line and cycle and parking lanes) during preceding traffic calming policy, the new passive traffic calming treatments would consist of only radar speed signs and police enforcement.
4. The passive measures should be monitored for a period of 1-2 years (according to applicable step) after implementation to determine the effectiveness of the measure.
5. After the monitoring period, if it is determined that the passive measures are effective, the public is notified and the project file is closed. If it is determined that the passive measures are not effective, Town staff will notify the affected stakeholders.
6. In order to initiate Phase 2 of the traffic calming process and to proceed with a traffic calming review and identification of alternative(s), the affected stakeholder(s) will submit a standard Traffic Calming Request Form. The form must be signed by a minimum of 50%+1 of stakeholders on the affected street(s) within the defined project area as determined by Town staff. Each household entitled to one response.
7. If more than 50%+1 of the affected stakeholders are in favour of traffic calming review, traffic calming solutions as per Table 1 of this document should be considered. If it is determined that the affected residents are not in support of a traffic calming review, then the process is terminated and the affected stakeholders are notified in writing.

Phase 2 - Identification and Evaluation of Alternatives

Priority Ranking Assessment

Based on the results of warrant assessments, staff will conduct a preliminary priority ranking assessment to determine where the project ranks in priority relative to other traffic calming projects. It is important to mention that projects that did not receive any form of traffic calming in the past will have a priority over project with the traffic calming treatment implemented through preceding traffic calming policy.

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.

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 – enhanced safety for all road users, speed reduction, on street parking
- Impact to emergency services, maintenance services and transit
- Schedule of construction projects
- Cost

Stakeholder Communication Strategy

Transportation Strategy staff needs to work closely with agency stakeholders, including the Fire Department, the EMS, the Police, Roads & Works, and Oakville Transit. Members of Council should also be involved.

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

1. 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).
2. Public Meeting
3. Recommended solution and public vote

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

Identification of a Preferred Alternative and Public Voting

Based on the evaluation of alternatives and comments from the affected stakeholders, staff will identify the preferred alternative.

Public input will be solicited on the recommended alternative. Staff will send a survey to all households within defined project area determined by town staff. The survey will ask for the public's opinion on the preferred alternative and whether the project should proceed to implementation. A minimum of two weeks should be allowed to permit sufficient time for response to the survey from all affected residents and agencies.

To proceed with implementation of the measures, greater than 50%+1 of all stakeholders on the affected roadway(s) in the defined area must support the proposed traffic calming measures before the traffic calming plan can be brought to Council for approval. A non-response will be understood as a yes vote. Each household or business considered a stakeholder is entitled to one response.

Traffic Calming Warrant Assessment

Warrant 1 – The 85th Percentile Speed

In order to initiate a traffic calming process a candidate location have to satisfy the Warrant 1 – The 85th percentile speed which must be 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

Priority Ranking

I. Ranking Step 1 – Vehicular Speed (85th %ile)

40 km/h – 10 points for every km/h 10 km/h over posted speed

50 km/h – 10 points for every km/h 11 km over posted speed

60 m/h – 10 points for every km/h 12 km over posted speed

II. Ranking Step 2 – Exposure

Pedestrian/Cyclist Warrant (max. 30 points) - 10 points will be assigned for every pedestrian public facility (parks, playground, community centres, senior centre, arena, multi-use pathway crossing, 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

The exposure warrants have been revised to give higher weighting to areas with higher pedestrian volumes (as compared with the 2003 warrant criteria).

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)

Post implementation study

Traffic calming project will be evaluated for the effectiveness of the mitigation to the speeding problem. An information report summarizing the effectiveness of the traffic calming program will be prepared for Council on a yearly basis.