

Hartley Traffic Calming

Engineering
Technical Services



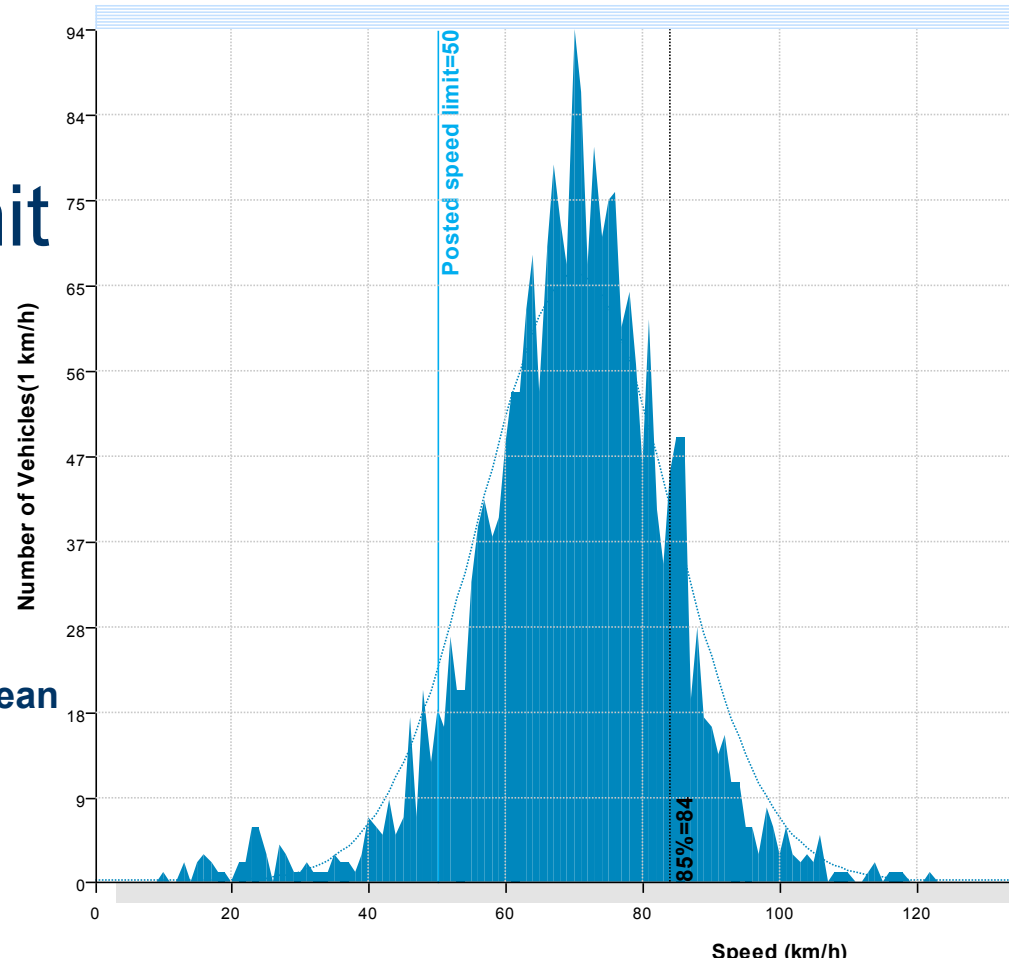
February 5, 2019



Speed Study

- Low compliance levels with speed limit
- Excessive speeding

Vehicles = 2343 (Avg Daily Traffic 469/day)
Posted speed limit = 50 km/h, Exceeding = 2189 (93.43%), Mean Exceeding = 72.50 km/h
Maximum = 122.7 km/h, **Minimum** = 10.8 km/h, **Mean** = 70.3 km/h
85% Speed = 83.5 km/h



Environment



Factors Contributing to Speed

- Low volume
- Long, straight
- Very rural, not much development

Built-up Area



- Small size of built up area and speed zone contributes to speed
- 50 zone of 520m is nearing the minimum recommend size for a speed zone (500m)

All-way Stop Warrant Summary

Ontario Traffic Manual (OTM) requirements

Warrant	Description	Local Road Requirement	Count	Meets Warrant?
Minimum Vehicle Volume	Total vehicular volume entering intersection from all approaches to exceed specified amount for highest hour	350 Vehicles for highest hour	<50*	No
Directional Split	Major/Minor directional split of vehicle entering intersection over eight hours not to exceed	65/35	79/21*	No
Accident Criteria	Average reported accidents (susceptible to relief through stops, three years)	4	0**	No

*Volumes/Split based off estimated AADT from 2016 Road Needs Study

**Collision history based on latest available reported collisions

- Would not even meet a relaxed volume warrant (80%)

All-Way Stop as Traffic Calming

The OTM, the Transportation Association of Canada (TAC), and CKL Legal Council recommends against using unwarranted all-way stop controls as a traffic calming measure. There is no engineering justification for an all-way stop in Hartley.

The TAC Canadian Guide to Neighbourhood Traffic Calming States the following:

“Stop signs used as a traffic calming measure may not be effective and may create compliance problems.”

“Unwarranted installations require regular police enforcement”

“When stop signs are overused and/or unwarranted, compliance may decrease”

“When stop signs are unwarranted, vehicle speeds at mid-block locations may increase”

Recommended Option



- Paint strips and warning will add visual and audio cues that environment is changing, can be at the speed change or;

Recommended Option



- As a lead up into the zone change

Next Steps

- Staff will perform further speed studies to determine the effectiveness of the approved option

Thank You