

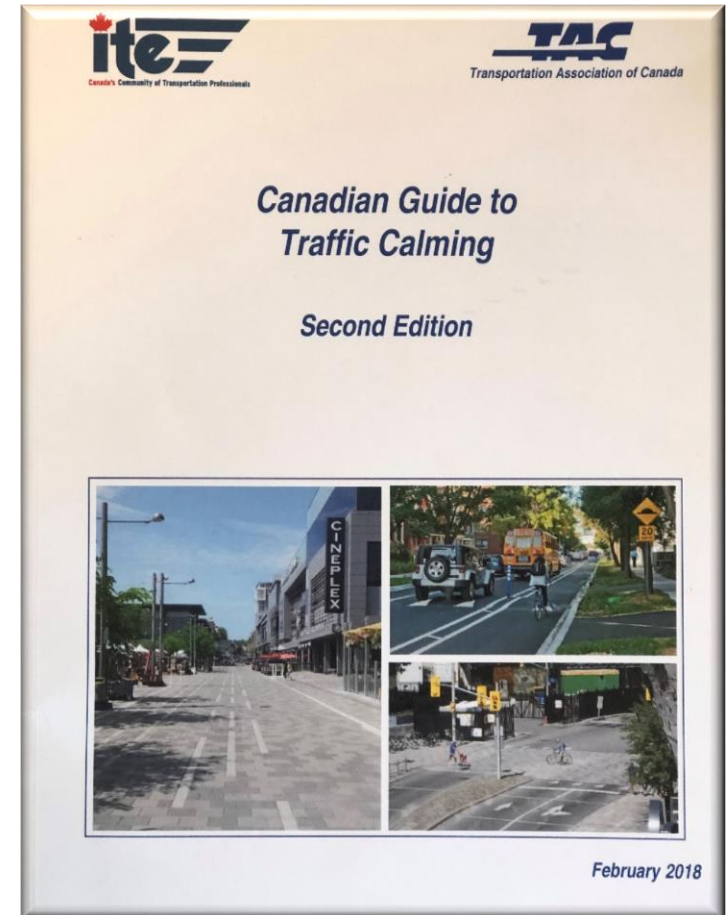


Evaluation of Potential Traffic Calming Implementation Measures

OXFORD COUNTY COUNCIL
MARCH 22, 2023

BACKGROUND

- *Council resolution directing staff to report on engineered traffic calming methods that could be implemented on County roads (November 10, 2021)*
- *Review of traffic calming measures published by TAC*



ENGINEERED TRAFFIC CALMING MEASURES - VERTICAL DEFLECTION

Speed hump/tables



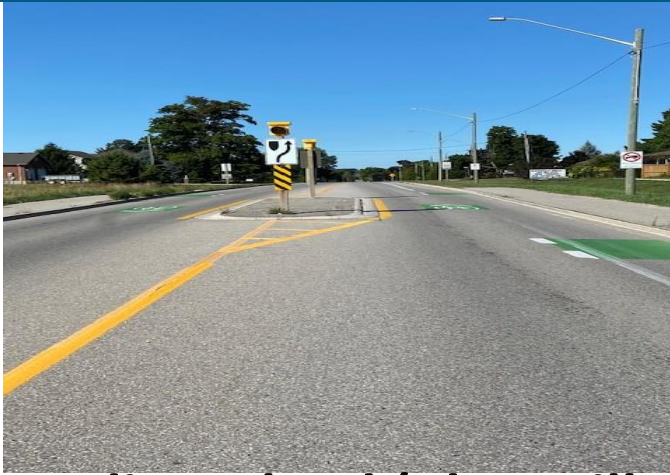
Raised crosswalk/intersection

TRAFFIC CALMING APPLICABILITY

Vertical deflections (speed humps/tables, raised crosswalks/intersections)

- Not intended for use on high volume arterial roads
- Intended to reduce speeds and volume on local roads by discouraging shortcutting through neighbourhoods
- Detrimental to uniform traffic flow on arterial roads
- Increases speed differential and subsequent collision risk
- Use on arterial road may result in drivers avoiding the area and using local roads not designed for higher traffic volumes
- Negative impact to emergency response times

ENGINEERED TRAFFIC CALMING MEASURES - ROADWAY NARROWING



Median Island (Plattsville)



Curb Bump-out (Thamesford)



Centre Delineator (Embro)

ENGINEERED TRAFFIC CALMING MEASURES - ROADWAY NARROWING

Road Diet (Woodstock)



Lane Narrowing @ Roundabout (OR 2/OR 6)



ENGINEERED TRAFFIC CALMING MEASURES - PAVEMENT MARKINGS



**Sharks Teeth
(Beachville)**



Transverse Bars (Uniondale)



Edge Line (OR 29)



Road Sign Marking

ENGINEERED TRAFFIC CALMING MEASURES - OTHER (SFS, GATEWAY FEATURES)



**Speed Feedback Sign
with Street Light
(Oxford Road 17)**



**Community Entrance
Sign
with Landscaping
(Harrington)**



**Speed Feedback
Sign (SFS)
(Beachville)**

TRAFFIC CALMING APPLICABILITY

Roadway narrowing / Pavement markings / Other

- Provides visual cues of transition from rural to urban setting
- Influences driver's choice of speed
- Intended to reduce operating speeds (85th %ile)
- Less impactful to disobedient drivers
- Generally more applicable to arterial (County) roads

ENGINEERED TRAFFIC CALMING MEASURES - HORIZONTAL DEFLECTION



Chicane



**Lateral lane shift
(Woodstock)**

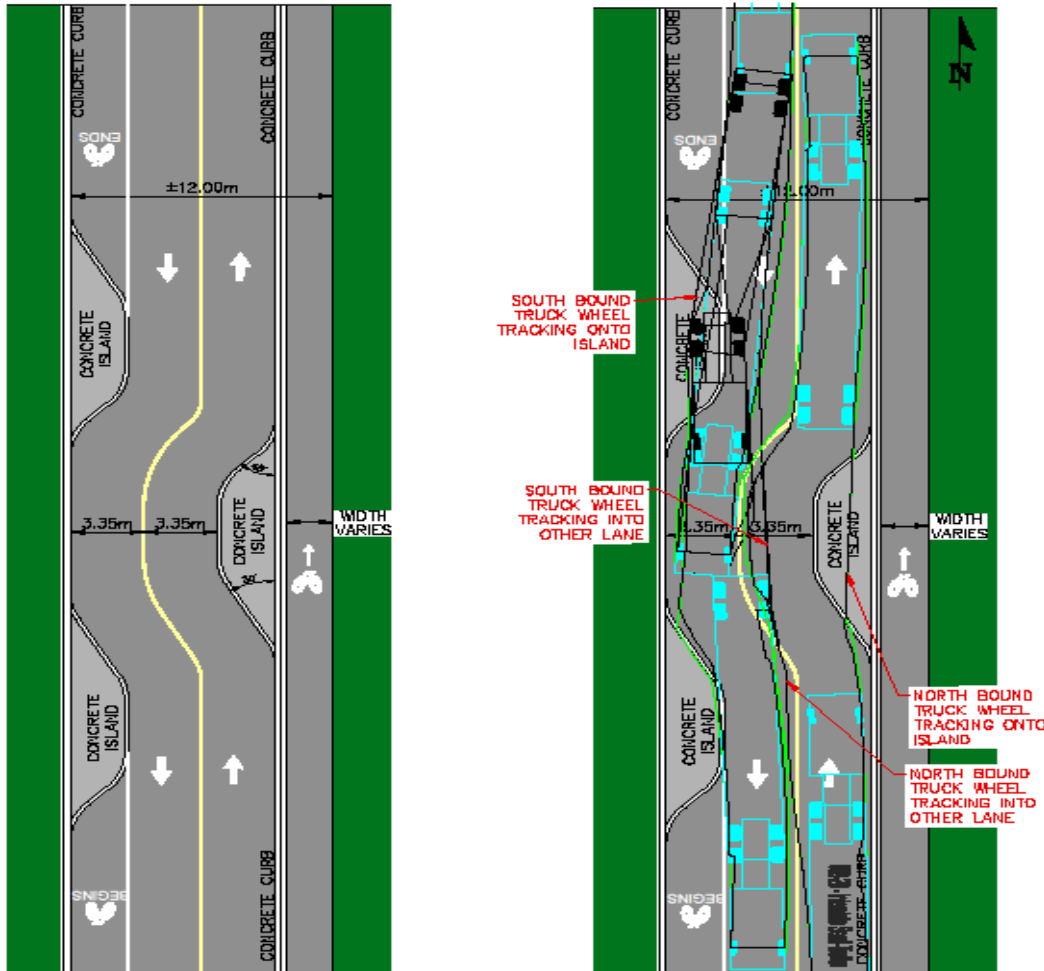
TRAFFIC CALMING APPLICABILITY

Horizontal deflections

- Forces driver to reduce operating speeds via lateral shift
- Restrictive to movement for larger vehicles (trucks, farm equipment)
- Inconsistent with typical function of arterial roads (conflict between movement of goods vs people)
- More common on local/collector roads

HORIZONTAL DEFLECTION – CHICANE CONCEPT

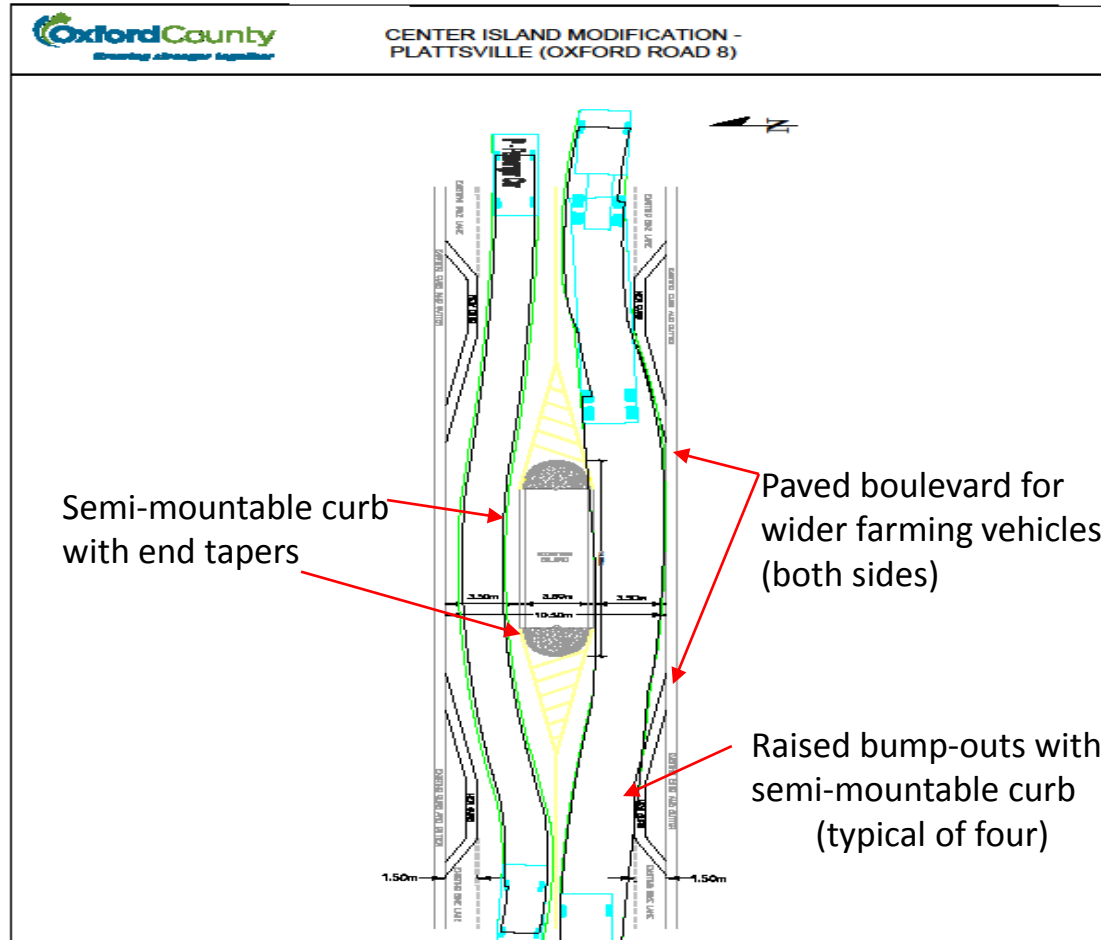
TRANSPORT TRUCK TURNING MOVEMENT



Limited Application due to:

- Potential conflict with large vehicles
- Extending overall length ineffective for small vehicles

RECOMMENDATION: HORIZONTAL DEFLECTION / ROADWAY NARROWING – CENTRE MEDIAN / CURB BUMP-OUTS CONCEPT



RECOMMENDATION

- **Centre Median with Raised Curb / Curb Bump-outs**
 - Combines lateral shift with lane narrowing
 - Semi-mountable raised curb prevents shifting into paved shoulder by smaller vehicles
 - Semi-mountable raised curb and raised bump-outs accommodates large vehicles and farming equipment
- Existing median in Plattsville (Oxford Road 8) can be retrofitted as a trial for further analysis



DISCUSSION