

# WELCOME

## Public Information Centre Royal Orchard Drive Traffic Calming Study

## Background

Brampton is a diverse, rapidly growing urban municipality. It has a large commuting population and one of the highest vehicle trip rates within the Greater Toronto Area.

Faced with traffic congestion and delays on the main roads, people often look for quicker routes, which can lead to increased traffic volume, speeding and collisions on residential roads. This decreases the quality of life within a neighbourhood.

## Purpose of the Neighbourhood Traffic Calming Assessment

- i. Engage affected residents and respond to concerns about traffic in residential neighbourhoods
- ii. Assess and evaluate existing traffic behaviour
- iii. Implement measures, if required, to reduce speeds, discourage through traffic, and minimize conflicts.
- iv. Review active transportation opportunities.

- i. Increase the safety of neighbourhoods:** alter traffic patterns and/or driver behaviour to improve traffic safety.
- ii. Improve the livability of neighbourhoods:** minimize negative impacts (e.g. noise, pollution, traffic volume) to uphold and restore the sense of community.
- iii. Restore streets to their designed function:** maintain the intended functions of local roads (to accommodate low to moderate volumes of traffic traveling at low speeds) and residential collector roads (to distribute traffic between residential local roads and main roads).
- iv. Preserve access and minimize impact to emergency service, public transit and maintenance providers:** planning and consideration to not negatively impact these services.
- v. Promote public participation and community support:** encourage resident communication and feedback in order to define a livable solution.
- vi. Support Active Transportation Master Plan:** Implement possible cycling and walking infrastructure.



**Narrowing of roadway**



**Neighbourhood roundabout**



**Enhanced crosswalk marking**



**Roadside improvements**



**Curb extension**



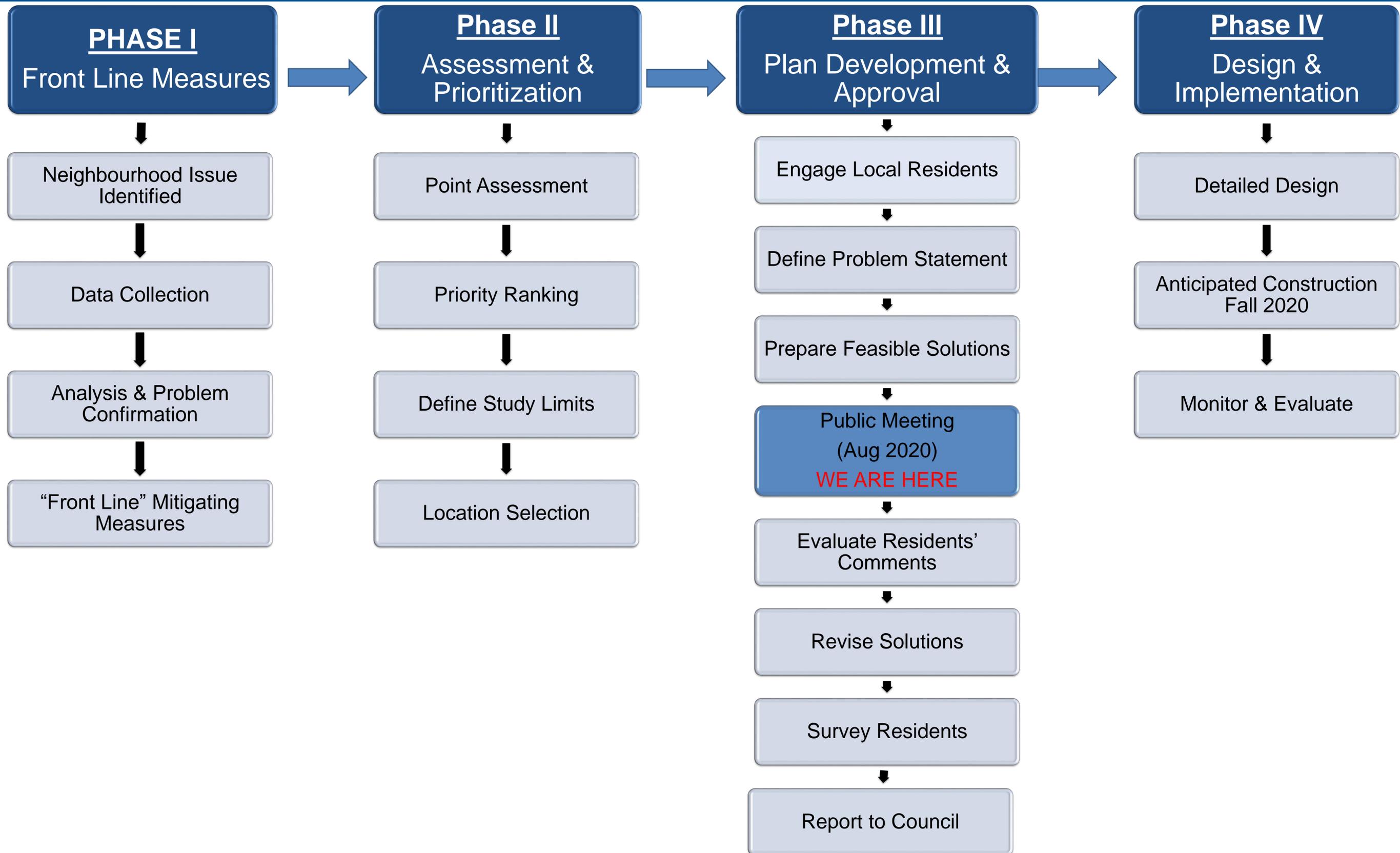
**Chicane**



**Raised intersection**



**Speed cushions**



## **Criteria used to evaluate traffic calming measures:**

### **Speed reduction effectiveness:**

- The speed at (or below) which 85% of drivers are travelling should correspond much more closely with the posted speed limit.

### **Maintenance/construction costs:**

- Provide the most cost-effective design, while achieving overall objectives.

### **Priority routes:**

- Consider minimum road width clearance and accessibility requirements for emergency and service vehicles, including Police, Fire, EMS, Transit, snow removal vehicles, etc.

### **Residential parking / bike lanes:**

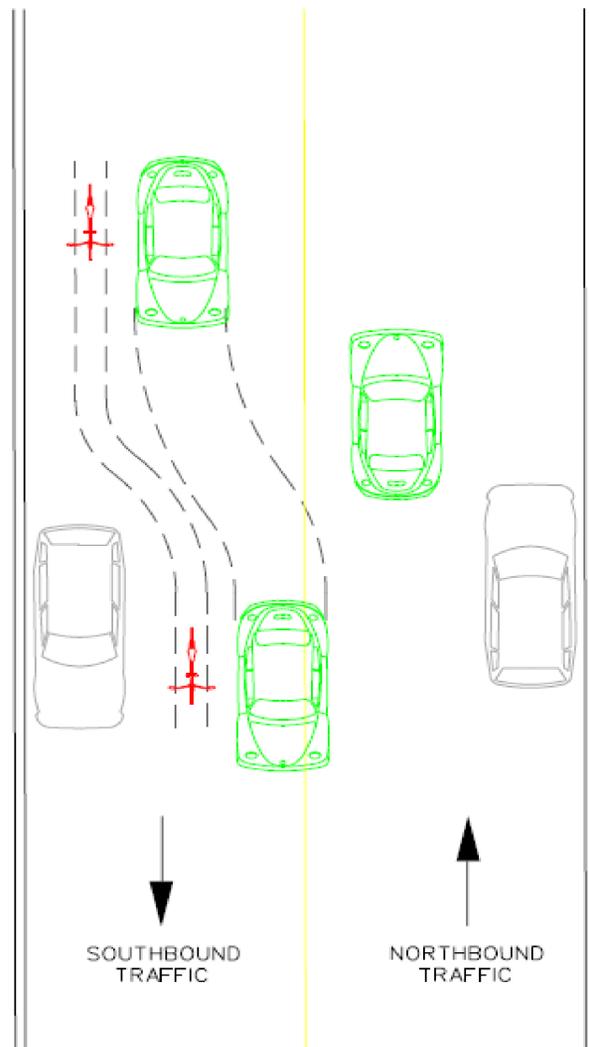
- Maintain on-street parking and/or provide bicycle facilities (signed routes, sharrows, bike lanes).

### **Operational concerns:**

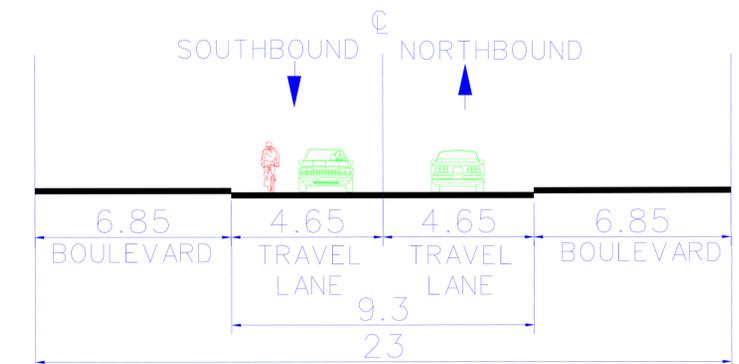
- Ensure ease of maintenance for street cleaning and proper drainage.



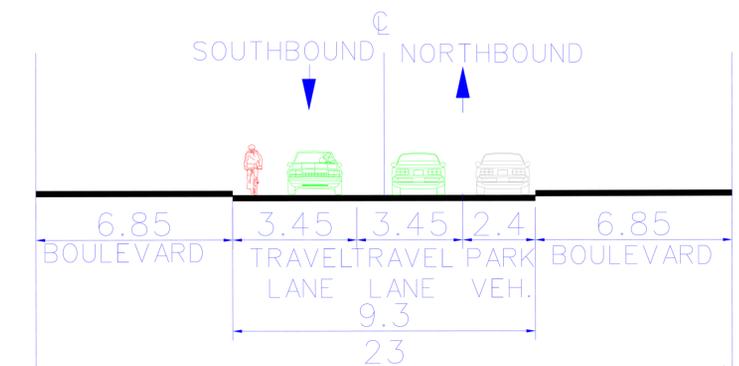
**Royal Orchard Drive from Bovaird Drive to Williams Parkway**  
**Existing conditions 9.5 metres of pavement on 23.0 metre ROW**



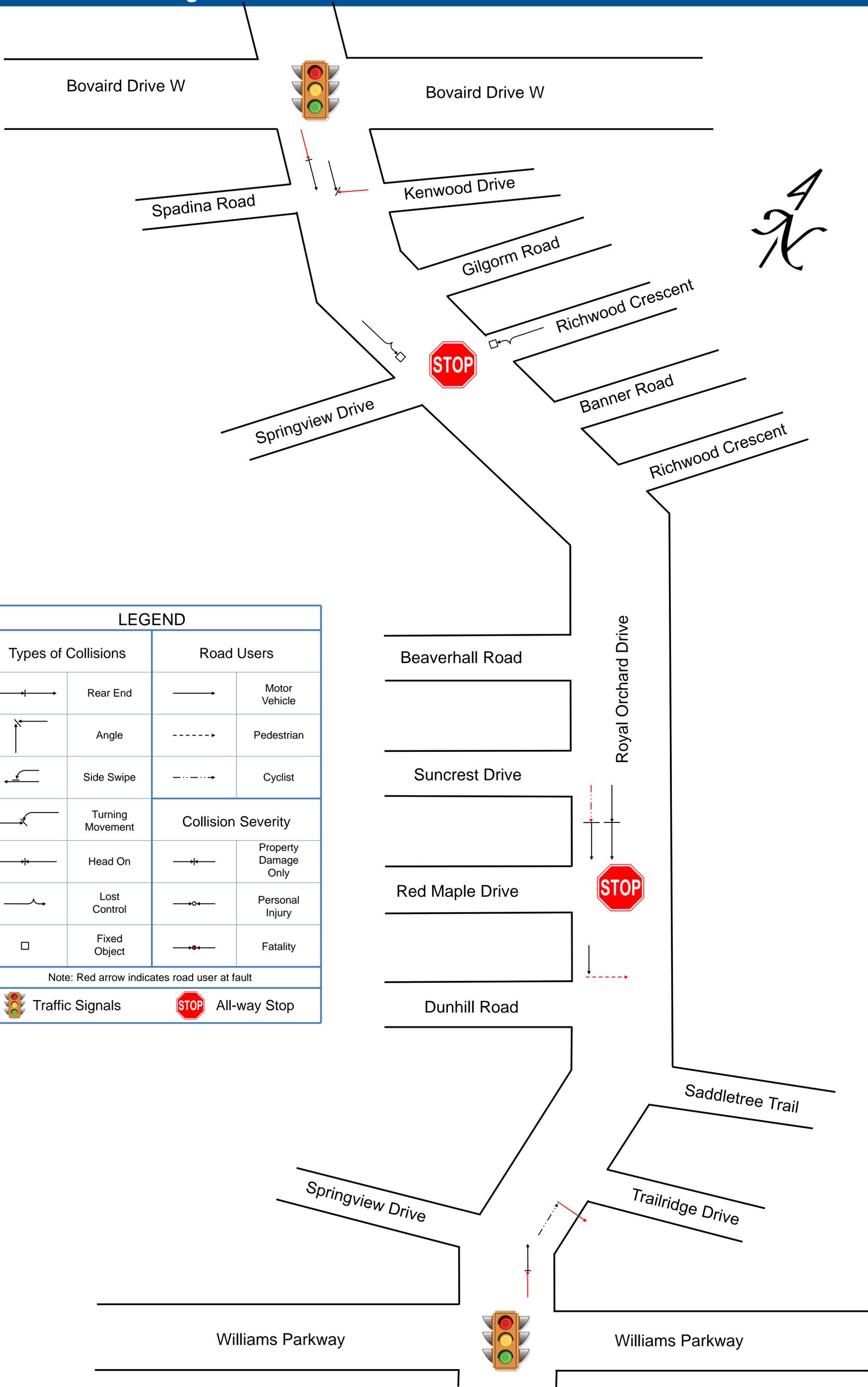
EXISTING TRAFFIC CONDITIONS  
(WITH PARKED VEHICLES)



EXISTING TRAFFIC CONDITIONS  
(NO PARKED VEHICLES)



EXISTING TRAFFIC CONDITIONS  
(WITH PARKED VEHICLES)

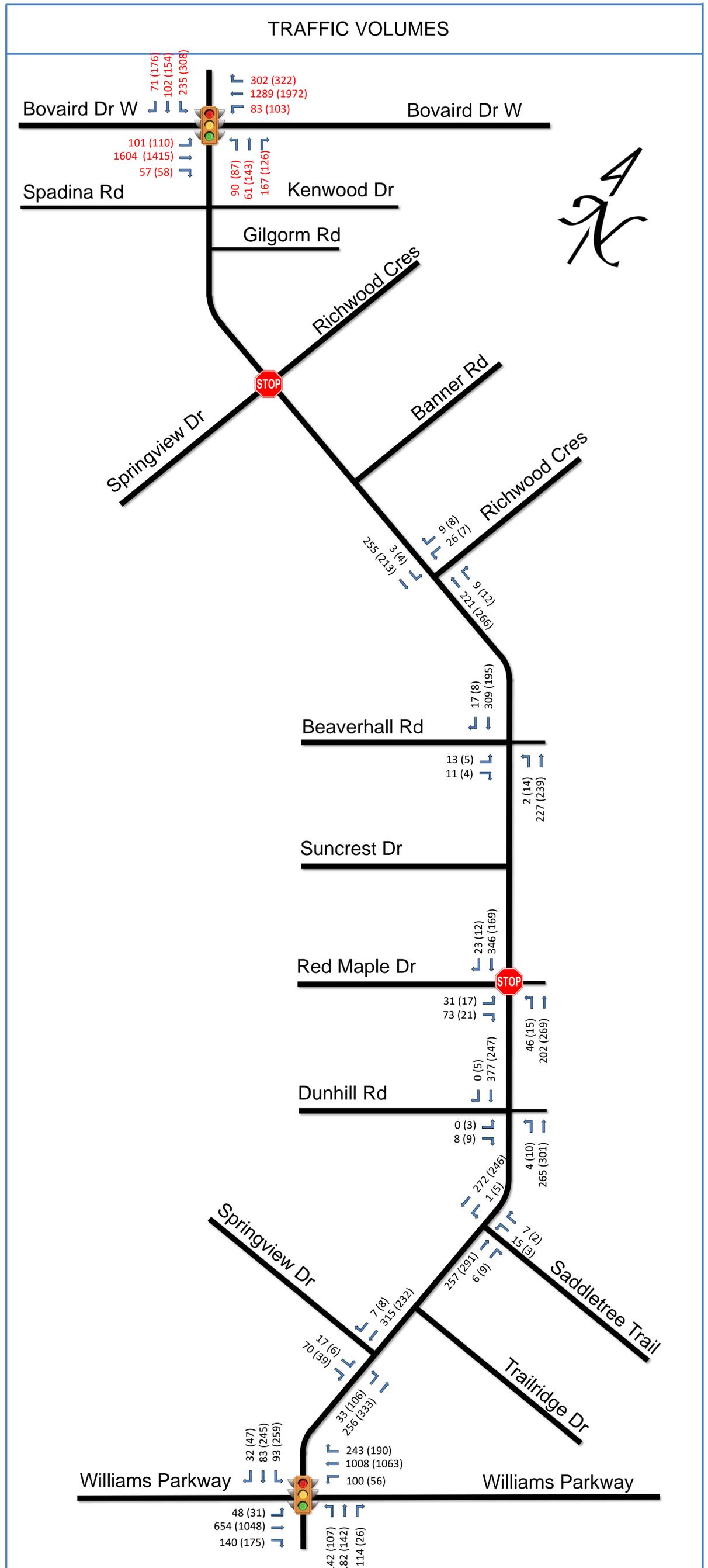


LEGEND			
Types of Collisions		Road Users	
	Rear End		Motor Vehicle
	Angle		Pedestrian
	Side Swipe		Cyclist
	Turning Movement	Collision Severity	
	Head On		Property Damage Only
	Lost Control		Personal Injury
	Fixed Object		Fatality
Note: Red arrow indicates road user at fault			
	Traffic Signals		All-way Stop

TRAFFIC DATA	
Royal Orchard Drive between Bovaird Drive West and Williams Parkway	
Speed Limit	40 km/h
Average Speed	44.8 km/h
85 <sup>th</sup> Percentile Speed*	52.6 km/h
Cut-through Traffic	xx.x%

\*85<sup>th</sup> Percentile is the speed at which 85% of vehicles travel at or below

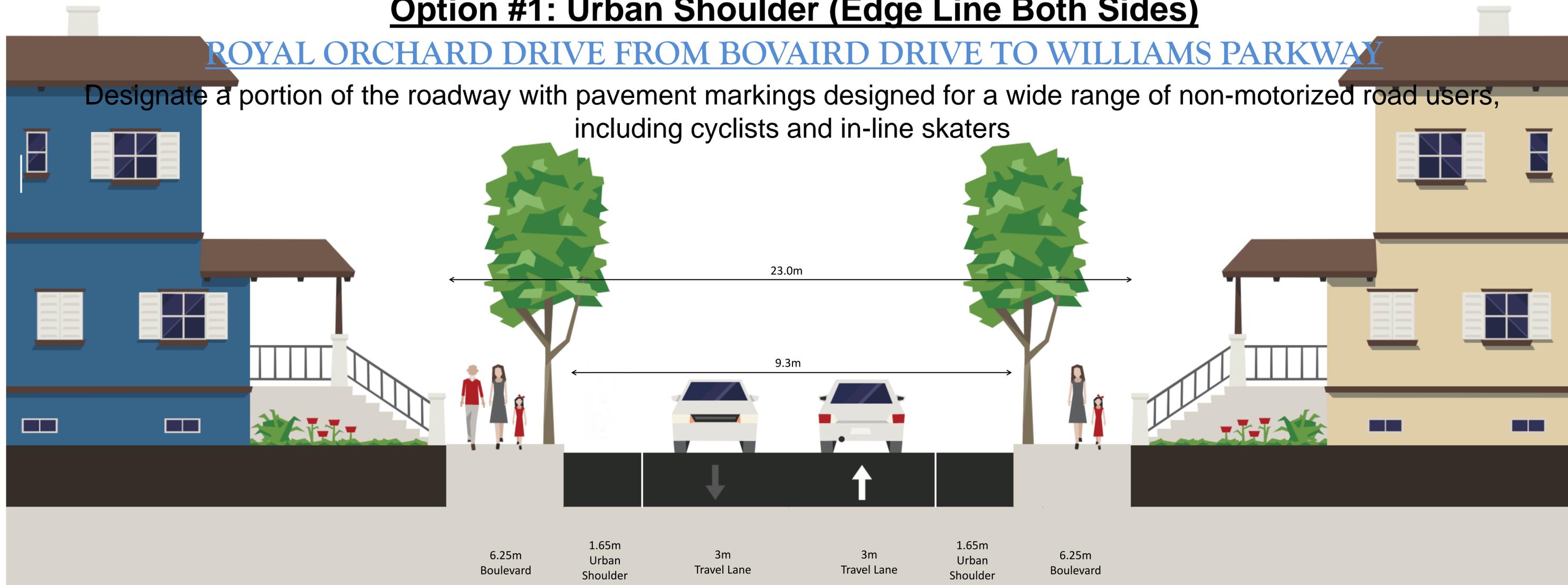
LEGEND	
	Traffic Signals
	All-way Stop
123	AM Peak Hour
(123)	PM Peak Hour



## Option #1: Urban Shoulder (Edge Line Both Sides)

### ROYAL ORCHARD DRIVE FROM BOVAIRD DRIVE TO WILLIAMS PARKWAY

Designate a portion of the roadway with pavement markings designed for a wide range of non-motorized road users, including cyclists and in-line skaters



### Advantages

- i. Provides a buffer between traffic and pedestrians on the sidewalk
- ii. Maintains on-street parking for residents
- iii. Reduces available lane width for vehicular traffic by visually narrowing the roadway
- iv. Outlines travel lanes, providing positive guidance for drivers

### Disadvantages

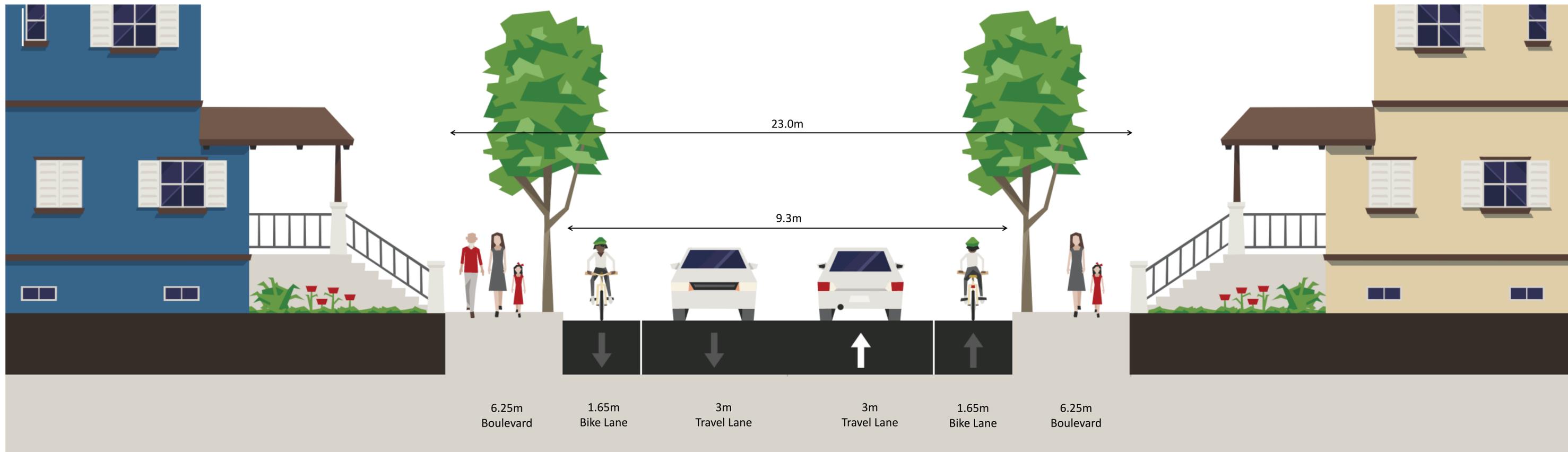
- i. Parked vehicles obstruct road maintenance operations (snow clearing, street sweeping)
- ii. Parked vehicles may reduce visibility for motorists exiting driveways



## Option #2: Bike Lanes

### ROYAL ORCHARD DRIVE FROM BOVAIRD DRIVE TO WILLIAMS PARKWAY

Designate a portion of the roadway with pavement markings designed for a wide range of non-motorized road users, including cyclists, pedestrians and in-line skaters



### Advantages

- i. Provides a buffer between traffic and pedestrians on the sidewalk
- ii. Reduces available lane width for vehicular traffic by visually narrowing the roadway
- iii. Outlines travel lanes, providing positive guidance for drivers

### Disadvantages

- i. Eliminates availability of on-street parking for residents



**LEGEND**

- SCHOOL
- NO STOPPING ANYTIME
- NO PARKING ANY TIME
- MAXIMUM 40 KM/H

- There is an opportunity at any time during the study's process for the public to provide comments and input on the project.
- Please complete the online form to submit your comments at this time.
- Contact information is shown below.

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**Thank You for attending the  
Public Information Centre!**