

REPORT

Council

Meeting Date: July 7, 2025

FROM: Transportation and Engineering Department

DATE: June 24, 2025

SUBJECT: Traffic By-law Update and Review

LOCATION: Town of Oakville

WARD: Town-wide

Page 1

RECOMMENDATIONS:

1. That the final report prepared by CIMA+ on the comprehensive review and update of the Traffic By-law 1984-1 be received.
2. The Council approve the Traffic By-law Amendment 2025-075 and the existing Traffic By-law 1984-1 and its associated schedules be deleted and replaced in its entirety as per Traffic By-law Amendment 2025-075.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The Town retained CIMA+ to update the Traffic By-law 1984-1, which had outdated components due to the absence of a technical review since its adoption, as well as the accumulation of numerous amendments and legislative changes over time.
- A total of 27 revised schedules are included with the updated by-law.
- Redundant, incorrect, and inconsistently formatted schedules and references are corrected.
- Definitions and legislative references are aligned with Highway Traffic Act (HTA) and Public Transportation and Highway Improvement Act (PTHIA).
- A new provision grants authority to the Director of Transportation and Engineering to temporarily adjust truck routes for capital project detours.
- Updated schedules now specify exact locations for U-turn prohibitions, improving enforcement, especially near schools.

- Maps identifying commercial motor vehicles parking regulations were revised and updated
- References to connecting links have been removed following confirmation from the Ministry of Transportation.
- The parking section of the by-law have been amended to prohibit parking along the inner side of the roadway curve.
- Micromobility regulation will be addressed separately in alignment with the Transportation Master Plan.
- Changes have been introduced to permit the playing of basketball or hockey on local residential roadways

BACKGROUND:

The Town of Oakville's Traffic By-law 1984-1 has served as the foundational document for regulating traffic, parking, and roadway operations for several decades. Since its original adoption, the by-law has been amended numerous times to address emerging needs, legislative updates, and community concerns. However, the accumulation of these amendments over time has led to a number of challenges, including inconsistent language, outdated terminology, formatting irregularities, and references to legislation that are no longer current or accurate.

In recognition of these issues and the importance of maintaining a clear, enforceable, and up to date regulatory framework, the Town retained CIMA+ to conduct a comprehensive review and update of the Traffic By-law. This initiative was undertaken to ensure the by-law aligns with current provincial legislation, incorporating best practices in traffic management, and reflects the evolving needs of modern traffic engineering practices.

The project scope included a jurisdictional scan and best practice review to assess how other municipalities regulate traffic operations. It further included field verification of regulatory signage to confirm accuracy and consistency with the by-law as well as extensive restructuring of the by-law's schedules to improve clarity, readability, and referencing.

COMMENT/OPTIONS:

The revised Traffic By-law represents a significant improvement in the structure, clarity and applicability of the Town's traffic regulations. Key improvements include the reorganization of the by-law' schedules to align logically with the by-law text making the document more navigable and easier to interpret for both enforcement

staff and the public. By correcting outdated or incorrect references, aligning terminology with current legislation (e.g., the Highway Traffic Act), and removing obsolete content, the by-law is now more legally sound and operationally relevant.

Notably, the new provision granting the Director of Transportation and Engineering the authority to temporarily adjust truck routes enables a more responsive approach to traffic management during construction and emergency detours. This avoids delays associated with formal by-law amendments while maintaining proper oversight.

In addition, updating the U-turn prohibition schedule to include specific intersection locations rather than entire road segments allow for more precise enforcement, particularly around school zones where safety is a concern.

The by-law has been updated to include a new parking restriction within 10 metres on either side of the inner curve of the roadway. This distance is measured from the point of intersection where the extended lines of both curbs meet at the apex of the curve. This amendment is intended to address safety and operational concerns by improving visibility for drivers navigating the curve and ensuring sufficient space for larger vehicles, such as emergency and waste collection vehicles, to manoeuvre safely.

While micromobility (e.g. e-scooters, cargo e-bikes) is not yet addressed through formal by-law amendments, staff acknowledge the growing presence of these modes and recognize the need for future regulation. These considerations will be brought forward as part of the upcoming Transportation Master Plan update, allowing the Town to align with emerging provincial policies and best practices.

A separate report titled *Regulations for Sports Activities and Equipment within the Municipal Right-of-Way* is included on tonight's Council agenda. As outlined in that report, the Traffic By-law 1984-1 has been amended to permit the playing of hockey and basketball on local residential roadways, subject to specific timeframes and conditions.

CONSIDERATIONS:

(A) PUBLIC

The consolidated version of the by-law changes is available on town's website for public review and consideration.

(B) FINANCIAL

There are no costs associated with this by-law amendment.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The by-law as amended confirms the operating conditions on specified roadways in Oakville and provide enforcement personnel with necessary supporting authority to pursue matters of non-compliance.

(D) COUNCIL STRATEGIC PRIORITIES

This report addresses Council's strategic priority of Accountable Government by ensuring the town's traffic by-law aligns with provincial legislation and regulations governing all road users.

(E) CLIMATE CHANGE/ACTION

While this by-law amendment is primarily administrative and regulatory in nature, they can support broader climate goals by contributing to safer and more efficient road use. Enhancements such as updated parking controls, improved signage, and alignment with provincial regulations can encourage active transportation (e.g., walking and cycling) and promote more orderly traffic movement, which may help in bringing down greenhouse gas emissions.

APPENDICES:

Appendix A – Traffic By-law Amendment 2025-075.

Appendix B – New Traffic By-law 1984-1.

Appendix C – CIMA+ Final Report.

Appendix D – List of Traffic By-law Schedules.

Prepared by:

Dragana Crkvenjas
Traffic Technologist

Submitted by:

Lin Rogers
Director, Transportation & Engineering