



OAKVILLE

Appendix C

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: MARCH 1, 2011

FROM: Department of Engineering and Construction

DATE: February 14, 2011

SUBJECT: Eighth Line and Postmaster Drive: Speed Cushion Pilot Project

LOCATION: Eighth Line and Postmaster Drive

WARD: Multiple Wards: 4 and 6

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RECOMMENDATIONS:

1. That the report from the Department of Engineering and Construction, dated February 14, 2011, be received; and
2. That the speed cushion traffic calming treatments as a pilot project for Eighth Line and Postmaster Drive not be re-installed and that speed cushions not be considered as a physical traffic calming treatment for arterial and major collector roads.

KEY FACTS:

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

- As directed by Council, staff implemented speed cushions along Eighth Line and Postmaster Drive as a pilot project in 2010.
- Staff monitored the impacts of the cushions on traffic operating speeds and daily traffic volumes before and after their implementation in 2010.
- Traffic operating speeds were reduced by up to 41% on Eighth Line and 44% on Postmaster Drive in the vicinity of the cushions.
- Daily traffic volumes were reduced by up to 24% on Eighth Line and 18% on Postmaster Drive and resulted in traffic diversion to adjacent area roads.
- Staff monitored stakeholder input from written comments received after the cushions were implemented. 21 stakeholders provided comments. Only 3 of these were residents of Eighth Line (2) or Postmaster Drive (1). The majority were residents of adjacent roads. Of the 21 stakeholders providing feedback, 19 (90%) expressed concerns about adverse impacts from the cushions (delay, noise, unsightliness) and were opposed to the cushions.

BACKGROUND:

In response to a report prepared by the Department of Engineering and Construction dated April 1, 2010 and presented to Community Services Committee

on April 27, 2010, Council approved the following recommendations at its meeting of May 3, 2010:

1. *That the report entitled Eighth Line and Postmaster Drive Speed Cushion Pilot Project dated April 1, 2010 be received;*
2. *That staff be directed to implement pilot physical traffic calming treatments on Eighth Line and Postmaster Drive as outlined in Appendix D of the report for the year 2010; and*
3. *That staff monitor the area road network during 2010 (for speed, volumes and public/stakeholder comment) and report back to Council in 2011 with the results of the monitoring program for Council's consideration of the impacts of the pilot physical traffic calming treatments as implemented.*

A copy of the April 1, 2010 staff report is appended to this report as Appendix A.

The speed cushion pilot project was implemented by staff in June 2010.

At a subsequent meeting, Council on September 20, 2010 approved the following staff direction:

That staff be requested to remove the traffic calming devices on Postmaster Drive and Eighth Line as early in October 2010 as possible.

The report herein summarizes the implementation and monitoring of speed cushion pilot treatments along Eighth Line and Postmaster Drive.

COMMENT/OPTIONS:

In accordance with the Council resolution of May 3, 2010, pilot speed cushion treatments were implemented along Eighth Line and Postmaster Drive in June of 2010. Pavement markings were adjusted and signage was implemented to support the new treatments. Prior to implementation, staff collected "before" speed and traffic volume information at several locations along Eighth Line and Postmaster Drive as well as volume information on some adjacent roadways. Following implementation, staff repeated all speed and volume studies as "after" studies.

The results of traffic speed monitoring studies are appended as Table 1.

Table 1 indicates operating speeds (i.e. 85th percentile speeds) were reduced in the range of 34% to 41% on Eighth Line and 37% to 44% on Postmaster Drive bringing operating speeds to approximately 38 to 43 km/h on Eighth Line and 32 to 38 km/h on Postmaster Drive in the immediate vicinity of the speed cushions on these roads.

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Date: February 14, 2011
Subject: Eighth Line and Postmaster Drive: Speed Cushion Pilot Project

These findings reveal the speed cushions were effective at reducing operating speeds in the immediate vicinity of the cushions along both roadways.

Traffic volumes were collected before and after implementation of the speed cushions and the data are appended as Table 2.

The results of the volume studies show a significant decrease in traffic volume along both Eighth Line and Postmaster Drive. It was observed that traffic volumes along Eighth Line decreased in the range of 10% and 24% and volumes along Postmaster Drive decreased in the range of 16% and 18% following implementation of the speed cushions.

As stated in previous reports, traffic patterns/volumes on Eighth Line and Postmaster Drive are within the expected operating range without speed cushions. Furthermore, the local and collector road network surrounding these roadways was balanced and stable prior to implementation. In the case of Eighth Line, as many as 2400 vehicles per day (vpd) were diverted to other roads adjacent to Eighth Line (most of which are local and/or collector roads). The corresponding levels of traffic diverted off of Postmaster Drive to other roads adjacent to Postmaster Drive were approximately 1000 vpd. Such levels of traffic diversion may have resulted in traffic levels on some adjacent local roads exceeding acceptable threshold levels (threshold being 1200 to 1500 vpd for a local road). Diverted traffic from Eighth Line and Postmaster Drive likely had an adverse impact on any local street which experienced significant increases in traffic. The traffic that diverted would also have experienced adverse impacts in the form of increased travel times.

In addition to quantitative information such as traffic speeds and volumes, staff also collected qualitative data in the form of written feedback from stakeholders. Feedback from stakeholders is appended as Table 3

A total of 21 stakeholders provided feedback to staff (15 about Eighth Line and 6 about Postmaster). Only 3 of the stakeholders providing such feedback resided on Eighth Line (2) or on Postmaster Drive (1). The majority of the stakeholders providing feedback were residents living on roads adjacent to Eighth Line or to Postmaster Drive (i.e. over 85%). Of the total 21 comments received, 19 of these (representing over 90% of the stakeholder comments) were opposed to the implementation of speed cushions on these roads. Only 2 stakeholders were supportive (one each on Eighth Line and Postmaster Drive). Comments were received regarding concerns about the delay, noise, and unsightliness created by the cushions. Most comments expressed opinions stating that speed cushions are not appropriate for Eighth Line or Postmaster Drive as they are both primary roads (intended to carry higher volumes of community traffic efficiently without impediments).

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Date: February 14, 2011
Subject: Eighth Line and Postmaster Drive: Speed Cushion Pilot Project

Key service stakeholders were consulted on the preliminary design concepts prior to implementation of the pilot. These included Oakville Fire, Transit, Roads and Works Operations, and Halton Emergency Services (EMS). None expressed concern with the proposed design. Oakville Transit advised the locations selected for the speed cushions should avoid bus pick-up areas; staff accommodated this request. During the period in which the speed cushions were implemented on a pilot basis, no concerns were expressed by the key service stakeholders regarding adverse impacts to their respective operations.

Conclusion and Other Options

The monitoring of the impacts of the speed cushion pilot has revealed that the speed cushions have been effective in reducing speeds in the immediate vicinity of the devices. However, the monitoring also revealed that they may have had an adverse impact on the adjacent local and collector road network in the form of significant levels of traffic diversion to these roads from Eighth Line and Postmaster Drive. The monitoring of stakeholder feedback revealed substantive opposition to the notion of speed cushions on these two primary roads. On balance, it appears that the adverse impacts generated by speed cushions along Eighth Line and Postmaster Drive outweigh the benefits of speed reduction.

This conclusion is consistent with earlier unsuccessful efforts to install physical traffic calming along another arterial road (i.e. mountable medians on Rebecca Street in 2005)

Staff maintains that physical traffic calming treatments on arterial and major collector roads which provide vertical deflection (ie speed cushions) are too intrusive for such roads and are not consistent with the principles of other traffic calming measures throughout the Town. Arterial and major collector roads have the primary purpose of moving vehicles efficiently, safely, and at higher speeds than local and collector roads. Motorists on such roads do not expect to encounter vertical deflection devices.

The town's traffic calming program does not identify Eighth Line and Postmaster Drive as high priority locations to receive physical traffic calming. The top priority sites for physical traffic calming occur in elementary school zones.

The application of speed cushions on arterial or major collector roadways creates negative impacts to the motoring public using such roads, may adversely impact adjacent local roads if they receive traffic diverted off of the arterial or major collector roads, and may create negative impacts to residents living on these roads due to increased noise levels. For these roadways, the implementation of more intrusive traffic calming/control devices is not recommended and as such we suggest that

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Council continue to advocate for changes to the current legislation on photo-radar as this may be the most effective means of addressing speeding on our higher order roadways. Staff encourages Council to continue to advocate for its approval by the Province, given:

1. Current traffic calming tools are not an effective/appropriate tool for all municipal roads
2. Local police services are not resourced to continuously monitor and enforce speeding infractions in all problem locations
3. Speed enforcement or mitigation is more effective when it is a continuous/permanent (traffic calming) or semi-permanent (photo-radar) rather than a random occurrence (police response)

Staff will continue to investigate the development of best practices on speed mitigation as they relate to our higher order roads and will advise Council should appropriate devices become available. In the meantime, staff will continue to refer concerns of speeding and improper driver behaviour to the Halton Regional Police Service for their review and appropriate action.

Should Council wish to consider an alternative physical traffic calming treatment for Eighth Line and Postmaster Drive, staff would propose consideration be given to centre medians in priority sequence per the town's traffic calming program list of locations (as detailed in the attached April 1, 2010 report).

CONSIDERATIONS:

(A) PUBLIC

Prior to implementation in 2010, staff informed the community at large by posting a notification in the Oakville Beaver newspaper. Additionally, staff notified stakeholders directly abutting Eighth Line and Postmaster Drive through a hand delivered notice. Staff held a Public Information Centre on March 23, 2010 to present the proposed designs and receive stakeholder feedback.

During the implementation of speed cushion pilot project on Eighth Line and Postmaster Drive, several comments were received from stakeholders. These comments were retained on file and are summarized in this report.

No further follow-up public process is planned at this time.

(B) FINANCIAL

The approved 2010 capital budget provided \$75,000 to fund the implementation of these pilot physical traffic calming treatments, and was sufficient for this purpose.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Engineering and Construction staff consulted with key service agencies (Fire, Transit, Roads and Works, Halton Regional Police Service and Halton Emergency Medical Services) in developing speed cushion designs for Eighth Line and Postmaster Drive to ensure their operational requirements would be addressed.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services

(E) COMMUNITY SUSTAINABILITY

The appropriate operation of a road network is essential in meeting the transportation and property access needs of Oakville's residential community and to support the delivery of services and commercial activity – both the social and economic pillars for sustainability. Shifting the balance between streets designated to provide a higher order function and other area roadways, has the potential to prove to be an undesirable change in this balance.

APPENDICES/TABLES

Table 1: Speed Summary
Table 2: Volume Summary
Table 3: Stakeholder Feedback
Appendix A: April 1, 2010 Staff Report

Prepared by:

Adam Bell, A.Sc.T.
Traffic Technologist
Engineering and Construction Dept

Submitted by:

D.M. Cozzi, P.Eng.
Director,
Engineering and Construction Dept.

Table 1: Speed Summary

	85th %ile Speed Before		85th %ile Speed After		Percent Speed Reduction	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Eighth Line						
	North of Grenville Drive	62.0	61.9	38.6	39.5	38%
	South of Glenashton Drive	58.8	61.7	38.9	40.4	34%
	North of Kestell Boulevard	62.8	64.1	39.5	38.0	37%
	North of Ravineview Way	64.6	64.5	40.5	42.8	37%
Postmaster Drive						
	South of Heatherwood Drive	58.1	59.4	32.3	37.5	44%
						37%

Table 2: Volume Summary

	Total 24-Hour Traffic		Volume Reduction	Percent Reduction
	Before	After		
Eighth Line				
North of Upper Middle Road	12484	11227	-1257	10%
North of Grenville Drive	9439	8434	-1005	11%
South of Glenashton Drive	10058	8581	-1477	15%
North of Glenashton Drive	11833	9419	-2414	20%
North of Kestell Boulevard	8798	6708	-2090	24%
North of Ravineview Way	8397	7010	-1387	17%
Postmaster Drive				
South of Heatherwood Drive	5826	4891	-935	16%
North of Upper Middle Road	6037	4975	-1062	18%

Table 3: Stakeholder Feedback

Stakholder Feedback		Comments	
Support	Oppose		
Eighth Line			
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Noise, increased possibility of rear-end collisions
	✓		Would like to have on North Ridge Trail
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
		✓	Inappropriate for road type
Postmaster Drive			
		✓	Inappropriate for road type
		✓	Noise, pollution, unsightly
		✓	Inappropriate for road type
	✓		Effective in slowing vehicles
		✓	Inappropriate for road type
		✓	Inappropriate for road type

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: APRIL 27, 2010

FROM: Department of Engineering and Construction
DATE: April 1, 2010
SUBJECT: Eighth Line and Postmaster Drive Speed Cushion Pilot Project
LOCATION: Eighth Line and Postmaster Drive
WARD: Town wide

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RECOMMENDATION:

1. That the report entitled Eighth Line and Postmaster Drive Speed Cushion Pilot Project dated April 1, 2010 be received.

Should Council wish to proceed with the pilot projects then the following additional recommendations be adopted:

2. That staff be directed to implement pilot physical traffic calming treatments on Eighth Line and Postmaster Drive as outlined in Appendix D of the report for the year 2010; and
3. That staff monitor the area road network during 2010 (for speed, volumes and public/stakeholder comment) and report back to Council in 2011 with the results of the monitoring program for Council's consideration of the impacts of the pilot physical traffic calming treatments as implemented.

KEY FACTS:

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

- As directed by Council, staff developed speed cushion designs for Eighth Line and Postmaster Drive and presented them to key agencies (Fire, EMS, HRPS, Transit, and Roads & Works), and local stakeholders.
- The proposed design contemplates the use of raised rubber speed cushions which have been used on our local roadways to date. The raised cushions would be placed on the road in late spring and removed in early fall.

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Date: April 1, 2010
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- Key agencies were consulted to ensure the designs addressed their operational requirements.
- Local stakeholders were generally supportive of the designs with the exception of a few stakeholders who warned of traffic diverting onto neighbouring streets.
- Engineering staff maintains its concern of possible traffic diversion onto neighbouring streets as a result of implementing speed cushion control devices on Eighth Line and Postmaster Drive.
- Engineering staff remain of the opinion that these types of physical traffic calming devices are not appropriate for higher order roads (arterials, major collectors) such as Eighth Line, as the road is intended to carry relatively high volumes of traffic and speed cushions will impede the carrying capacity of the road.
- Should Council wish to move forward with the pilot project, direction to do so is required.

BACKGROUND:

Engineering staff advised Council in our earlier report of October 14, 2009 (provided in Appendix E) of the potential adverse impacts associated with the application of vertical deflection devices on higher order (arterial, major collector) roadways. Moderating the operating speed of any road is challenging and more-so on a road whose primary function is to move higher volumes of traffic efficiently and safely. Substantial alteration of a road's physical attributes, in this case its profile, can result in traffic diversion to surrounding streets and potentially aggressive driving behaviours on the subject roads outside of the area of influence of these devices. While passive measures (pavement marking modifications) to date, have had limited success, staff cautions that substantive physical modification to the road could negatively impact its operation with the resulting undesirable consequences noted above.

Based on the Community Services Committee deliberations, the committee put forth the following recommendation approved by Council on October 19, 2009:

1. That staff initiate a public and agency consultation process for:
 - a. The installation of vertical deflection type traffic calming devices (e.g. speed cushions) on Eighth Line and Postmaster Drive as a pilot project;
 - b. Alternative options as proposed by the local stakeholders during the consultation process; and
 - c. Report back with the results of such consultation.

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Engineering and Construction staff has completed the public and agency consultation for the implementation of speed cushions along Eighth Line and Postmaster Drive on a pilot basis and provide the following for Council's information.

COMMENT/OPTIONS:

To address the Council resolution, staff considered several design options using speed cushions. Staff selected collector road type speed cushions rather than the local road type currently in use in school zones throughout Oakville. The collector road type speed cushions are longer and slightly less intrusive than a local road type and are designed to meet a higher design speed. While we are hopeful, we are less than optimistic that the collector road type speed cushion can ameliorate some of the potential adverse impacts that could arise from placing speed cushions on higher order roads.

The speed cushions used so far within Oakville have been raised rubber mats that are affixed to the road in a prescribed pattern forcing vehicles to pass over the mat. The vertical deflection caused by the mat's raised profile, requires a motorist to slow their vehicle while maneuvering over the device. The mats are affixed to the road with bolts and lane line markings are adjusted to suit the device. The rubber cushions are not suitable for winter conditions as they would conflict with winter maintenance operations, therefore the cushions are placed on the road in late spring and removed in the early fall.

The layout design prepared for speed cushions on Eighth Line and Postmaster Drive provides space in the centre of the roadway to permit emergency vehicles to travel between the cushions and also to accommodate designated cycle lanes on both sides of the road. Additionally, the physical speed cushion width of 1.8 metres allows Oakville Transit buses to pass over the cushions with minimal impact given that both roadways support transit services.

With these considerations in mind, staff developed the design concepts for Eighth Line and Postmaster Drive outlined in Appendix A.

Key Service Agency Consultation

In accordance with the Council directive, staff engaged key service agencies to get necessary feedback on preliminary design concepts. The design concepts were presented to the following agencies between February 22, 2010 and March 4, 2010:

- Oakville Fire Department
- Halton Emergency Medical Services (EMS)
- Oakville Roads and Works
- Oakville Transit

- Halton Regional Police Service

From the perspective of their operational requirements, the key service agencies did not express major concerns with the proposed speed cushion design.

Oakville Transit advised that speed cushions should not be located in bus pick-up areas. Minor adjustments were made to some preliminary locations proposed for the speed cushions in order to meet Oakville Transit's requirement.

Roads and Works Operations expressed no concern with the proposed speed cushion placement on the basis they will be present on the road between late spring and early fall only, negating any conflict with winter operations.

Local Stakeholder Consultation: Public Information Centre (PIC)

Modifying the physical operating conditions of a road like Postmaster and Eighth Line can have impacts beyond the area directly serviced by these roadways. As such, staff discussed the form of public notification with the councillors of Ward 4 and 6 (affected wards) and secured support from same prior to proceeding. Staff invited (via hand delivered notice) all residents directly abutting Eighth Line and Postmaster Drive to a public information centre (PIC). In addition to this, staff posted a notice in the Oakville Beaver on March 17, 2010 advising the public of the pilot project under consideration and providing the date of the PIC. A copy of the hand delivered notice and the newspaper notice are provided in Appendix B.

A joint Eighth Line and Postmaster Drive PIC was held on March 23, 2010 in the south atrium of town hall where staff and ward councillors were in attendance to discuss the proposed preliminary designs with local stakeholders and encourage feedback. Several stakeholders from both locations attended the meeting.

Comments received from local stakeholders regarding Eighth Line and Postmaster Drive are summarized in Tables 1 and 2 respectively. Information sheets, attendance record, and comments received from the PIC appear in Appendix C.

Table 1: Comments from Eighth Line Local Stakeholders

Address	Support	Oppose	Comments
2375 Eighth Line	√		
2119 Eighth Line	√		
2132 Eighth Line	√		Would like monitoring studies to be completed.
2087 Eighth Line	√		Would like red-light cameras at nearby intersections.

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2115 Eighth Line	√		Concern about potential increase in noise.
2096 Eighth Line	√		
2184 Eighth Line	√		
2185 Eighth Line	√		
2325 Eighth Line	√		
2396 Eighth Line	√		
327 Ravineview Way		√	Concerns that traffic will be obstructed unnecessarily along Eighth Line.
Nichols Dr		√	Concerned re potential Eighth Line traffic diverting onto adjacent parallel streets

Table 2: Comments from Postmaster Drive Local Stakeholders

Address	Support	Oppose	Comments
2018 Postmaster Dr	-	-	Preference to implement all-way stop control and medians.
2026 Postmaster Dr	√		
2030 Postmaster Dr	√		
2074 Westmount Dr	√		
2169 Shady Glen Rd	√		
2174 Arbourview Dr		√	Concerned re potential Postmaster traffic diverting onto adjacent parallel streets
2104 Westmount Dr	√		Preference for all-way stop control at Westmount but supportive of speed cushions

In general, the comments from stakeholders show that a majority are supportive of the implementation of speed cushions. There were some comments raised by a few stakeholders who express concern about traffic diverting off of Eighth Line or Postmaster Drive onto adjacent, neighbouring streets.

Engineering staff acknowledge concerns of potential traffic diversion and advise Council that implementing speed cushions for traffic calming on higher volume (arterial, major collector) roadways may result in a redistribution of traffic in the immediate area. This can result in a volume reduction on the target roadway and a

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Subject: Eighth Line and Postmaster Drive Speed Cushion Pilot Project

volume increase on one or more surrounding streets, most of which are roads of a lower classification (local, minor collector) and less suited for traffic volume increases.

At present staff can advise that the traffic patterns/volumes on Eighth Line and Postmaster Drive are within the expected operating range. Furthermore the local and minor collector street network surrounding these roadways is balanced and stable (i.e. operating within their respective volumetric ranges). Should Council wish to move forward with the implementation of speed cushions on the subject roadways, staff needs to monitor the surrounding street network to determine if any redistribution of traffic causes a roadway to operate outside of its expected range.

While staff acknowledges the surrounding road network may be able to tolerate some adjustment in traffic redistribution, this same adjustment may not be acceptable to the residents on those streets. A change in volume on their street to improve the conditions on another higher order roadway may result in opposition to the treatments applied to Eighth Line and Postmaster after the fact. For this reason, a follow-up evaluation and assessment of the pilot project should be planned.

There were no comments requesting specific changes to the designs during the public consultation process. As such, staff developed final designs for Eighth Line and Postmaster Drive which are presented in Appendix D of this report.

Next Steps

The public consultation process indicates a level of public acceptance to the pilot implementation of physical traffic calming on Eighth Line and Postmaster Drive. Should Council wish to move ahead with the implementation of the speed cushion pilot designs presented herein along Eighth Line and Postmaster Drive, the following recommendation from Community Services Committee would be necessary to give effect to its implementation:

"That staff be directed to implement pilot physical traffic calming treatments on Eighth Line and Postmaster Drive as outlined in Appendix D of this report for the year 2010".

Given the concerns raised by staff and some stakeholders on the impacts to the higher order roadways and the potential traffic redistribution in the immediate area, we would suggest Council's consideration of the following additional recommendation as a means of acknowledging and responding to this concern:

"That staff monitor the area road network during 2010 (for speed, volumes and public/stakeholder comment) and report back to Council in 2011 with the

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results of the monitoring program for Council's consideration of the impacts of the pilot physical traffic calming treatments as implemented".

Should Council wish to move forward with the pilot implementation, staff will work to install the features by June 2010.

CONSIDERATIONS:

(A) PUBLIC

Staff involved the community at large by posting a notification in the Oakville Beaver newspaper. Additionally, staff notified stakeholders directly abutting Eighth Line and Postmaster Drive through a hand delivered notice. The result of the public consultation process is outlined in the report above.

While staff has received comment on the proposed works, staff advises that further comments may come forward following the implementation of the pilot program, should it be approved, as roadways begin to experience the impacts of the proposed treatment. Staff suggests that the approval to implement be supported by the requirement to monitor area traffic and public concerns and report back to Council in 2011 with the results of this monitoring. These results should be used to validate and/or assess the continuation of the pilot program.

(B) FINANCIAL

The approved 2010 capital budget provides \$75,000 to fund the implementation of the pilot physical traffic calming treatments as outlined in this report, and is sufficient for this purpose.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Engineering and Construction staff consulted with key service agencies (Fire, Transit, Roads and Works, Halton Regional Police Service and Halton Emergency Medical Services) in developing speed cushion designs for Eighth Line and Postmaster Drive to ensure their operational requirements would be addressed.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services

(E) COMMUNITY SUSTAINABILITY

The appropriate operation of a road network is essential in meeting the transportation and property access needs of Oakville's residential community and to support the delivery of services and commercial activity –

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both the social and economic pillars for sustainability. Shifting the balance between streets designated to provide a higher order function and other area roadways, has the potential to prove to be an undesirable change in this balance.

APPENDICES:

- Appendix A: Speed Cushion Design Concept
- Appendix B: PIC - Notification
- Appendix C: PIC - Information, Attendance Sheets and Comments
- Appendix D: Final Speed Cushion Designs
- Appendix E: Staff report from the Department of Engineering and Construction entitled "Traffic Calming: Eighth Line and Postmaster Drive"

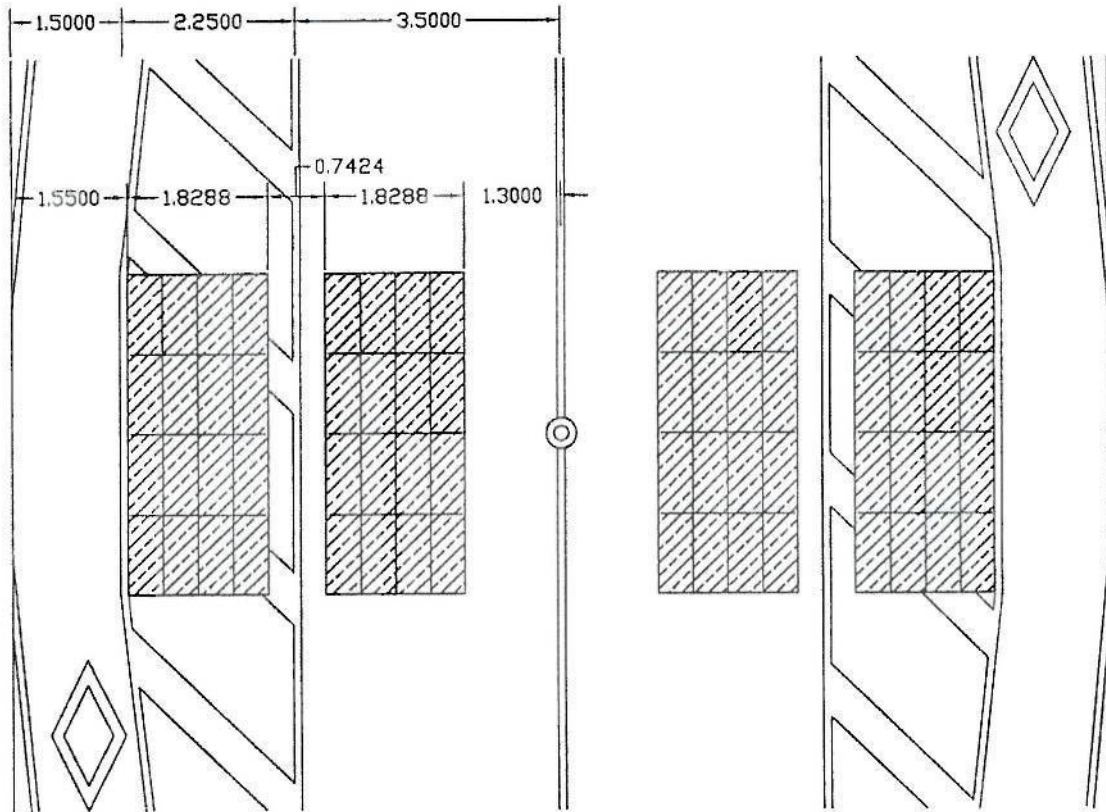
Prepared by:
Adam Bell, A.Sc.T.
Traffic Technologist
Engineering and Construction Dept.

Submitted by:
Darnell Lambert, C.E.T.
Director
Engineering and Construction Dept.

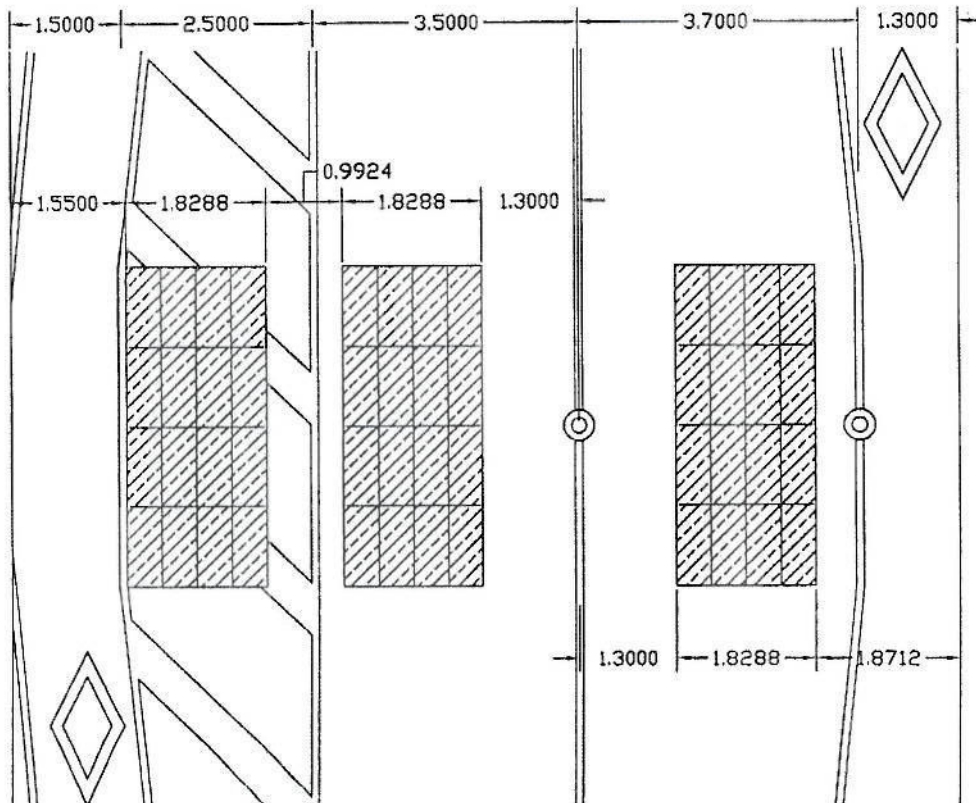
APPENDIX A

Speed Cushion Design Concept

EIGHTH LINE CONCEPT
14.5 METRE ROAD WIDTH



POSTMASTER DRIVE CONCEPT
12.5 METRE ROAD WIDTH



APPENDIX B

PIC: Notification

TOWN OF OAKVILLE

INVITATION TO PUBLIC INFORMATION CENTRE

PROPOSED SPEED CUSHION PILOT PROJECT ON EIGHTH LINE (GLENBROOK AVENUE TO NORTH RIDGE TRAIL)

In response to concerns from local residents regarding speeding along Eighth Line, Oakville Council has requested that staff initiate a pilot project to implement physical traffic calming measures in the form of speed cushions along Eighth Line between Glenbrook Avenue and North Ridge Trail. Speed cushion treatments have been successfully implemented on several local roadways in school zones in Oakville. This pilot will test the acceptability of this treatment on minor arterial roadways. Speed cushion treatments are proposed to be implemented at four (4) locations along this portion of Eighth Line, more specifically, between street numbers 2092 and 2120, 2164 and 2180, 2322 and 2342, and 2388 and 2412.

Before moving forward, staff is inviting adjacent stakeholders to review and comment on the proposed design plans at the following Public Information Centre (PIC):

March 23rd, 2010 – 5:00 p.m. to 7:00 p.m.
Oakville Municipal Building
1225 Trafalgar Road, Oakville, Ontario

The PIC will give stakeholders an opportunity to provide input on the proposed traffic calming treatment. Once the PIC has taken place and comments from all stakeholders have been received, the matter will be brought before the Community Services Committee (anticipated date: April 27, 2010). Please be sure to check the Council calendar on the Town's website for details on this meeting at www.oakville.ca/calendar/council

Should you have comments or concerns and are unable to attend the PIC, please contact:

Adam Bell, Traffic Technologist *or*
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca

TOWN OF OAKVILLE

INVITATION TO PUBLIC INFORMATION CENTRE

PROPOSED SPEED CUSHION PILOT PROJECT ON POSTMASTER DRIVE (UPPER MIDDLE ROAD TO WESTOAK TRAILS BOULEVARD)

In response to concerns from local residents regarding speeding along Postmaster Drive, Oakville Council has requested that staff initiate a pilot project to implement physical traffic calming measures in the form of speed cushions along Postmaster Drive between Upper Middle Road and Westoak Trails Boulevard. Speed cushion treatments have been successfully implemented on several local roadways in Oakville. This pilot will test the acceptability of this treatment on major collector roadways. Speed cushion treatments are proposed to be implemented at two (2) locations along this portion of Postmaster Drive, more specifically, on the blocks between Rosemount Crescent and Heatherwood Drive and between Shady Glen Road and Westmount Drive.

Before moving forward, staff are inviting adjacent stakeholders to review and comment on the proposed design plans at the following Public Information Centre (PIC):

March 23rd, 2010 – 5:00 p.m. to 7:00 p.m.
Oakville Municipal Building
1225 Trafalgar Road, Oakville, Ontario

The PIC will give stakeholders an opportunity to provide input on the proposed traffic calming treatment. Once the PIC has taken place and comments from all stakeholders have been received, the matter will be brought before the Community Services Committee (anticipated date: April 27, 2010). Please be sure to check the Council calendar on the Town's website for details on this meeting at www.oakville.ca/calendar/council

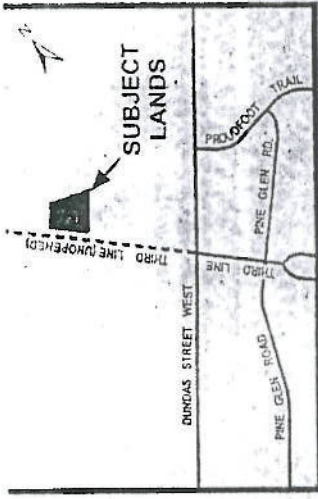
Should you have comments or concerns and are unable to attend the PIC, please contact:

Adam Bell, Traffic Technologist *or*
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca

availability to the Members of Council at the meeting. Individuals making oral submissions at the Public Meeting are requested to submit a written outline of the submission to the Town Clerk. All submissions should include the full name and address of the presenter.

If you wish to be notified of the passing of the proposed zoning by-law amendment, or of the refusal of a request to amend the zoning by-law, you must make a written request to the Town Clerk at the Town of Oakville, Clerk's department, P.O. Box 310, 1225 Trafalgar Road, Oakville, ON L6J 5A6.



Public information centre — Speed cushion pilot project on Eighth Line and Postmaster Drive

March 23, 2010, 5-7 p.m.

Town Hall, 1225 Trafalgar Road

The public is invited to a public information centre to review and comment on design plans for a pilot project to implement speed cushions along Eighth Line between Glenbrook Avenue and North Ridge Trail, and Postmaster Drive between Upper Middle Road and Westoak Trails Boulevard.

The project is being initiated at the direction of Oakville Town Council, in response to concerns from local residents along both roads regarding speeding. Speed cushion treatments have been successfully implemented on several local roadways in school zones in Oakville. The pilot project will test these devices on minor arterial and major collector roadways.

For more information please contact: Adam Bell, Traffic Technologist, Engineering and Construction department, 905-845-6601, ext. 3340; abell@oakville.ca.

Dragana Crikvenjas, Traffic Technician, Engineering and Construction department, Town of Oakville, 905-845-6601, ext. 3397; dcrikvenjas@oakville.ca.

Notice of public information meeting

March 31, 2010 at 7:00 p.m.

Town Hall, 1225 Trafalgar Road, Trafalgar Room

Zoning By-law Amendment & Plan of Subdivision

Part Lots 20-Concession 1 NDS

Timsin Holding Corporation and Arrassa Investments Inc
Z.1316.02 and 24T-05025 (Phase 1)

Members of the public are invited to attend and provide input at a public information meeting hosted by the Planning Services department.

The Town of Oakville has received a revised Zoning By-law Amendment and revised Draft Plan of Subdivision application to enable the development of a 11 ha parcel of land for 179 residential units (detached, semi-detached and

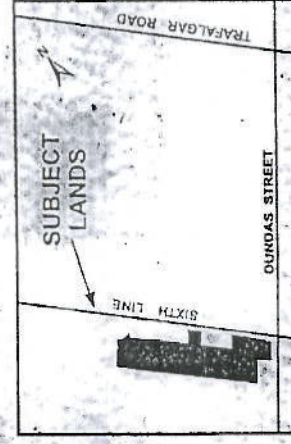


townhouses), parkland, commercial uses and a stormwater management pond. Access is from Sixth Line.

The subject lands are located at the northwest corner of Dundas Street West and Sixth Line. A key map has been provided for your ease of reference.

The public may view planning documents and background material at the Planning Services department between 8:30 a.m. and 4:30 p.m., Monday through Friday. Questions of written submissions may be directed to Robert Thun, Senior Planner, Planning Services department, Town of Oakville, P.O. Box 310, 1225 Trafalgar Road, Oakville, ON L6J 5A6, telephone: 905-845-6601, ext.3029 or rthun@oakville.ca.

The personal information accompanying your submission is being collected under the authority of the Planning Act and may form part



of the public record which may be released to the public. Questions about this collection should be directed to the Records and Freedom of Information Officer at 905-815-6053.

Dated at the Town of Oakville this 17th day of March, 2010.

APPENDIX C

PIC: Information, Attendance Sheets and Comments

WELCOME

PUBLIC INFORMATION CENTRE

SPEED CUSHION PILOT PROJECT

MARCH 23, 2010

5:00 p.m. to 7:00 p.m.

EIGHTH LINE

GLENBROOK AVE. TO NORTH RIDGE TRAIL

POSTMASTER DRIVE

UPPER MIDDLE ROAD TO WESTOAK TRAILS BLVD.



OAKVILLE

BACKGROUND

In response to concerns from local residents regarding speeding along Eighth Line and Postmaster Drive, Oakville Council has requested that staff initiate a pilot project to implement physical traffic calming measures in the form of speed cushions along Eighth Line (between Glenbrook Avenue and North Ridge Trail) and Postmaster Drive (between Upper Middle Road and Westoak Trails Boulevard). Speed cushion treatments have been successfully implemented on several local roadways in school zones in Oakville. This pilot will test the acceptability of this treatment on major collector and minor arterial roadways.

This PIC is part of a public consultation process and provides stakeholders with an opportunity to comment on the proposed traffic calming treatments.

YOUR INPUT IS IMPORTANT

We invite you to fill in a comment form with any comments and/or concerns related to this project. Your input will assist staff in finalizing the traffic calming designs for your street. Comment forms are available at the sign-in table.

There are two options available for submitting a comment form:

- o Complete form and submit in drop-off box tonight (March 23rd, 2010)
- o Complete form and return to staff by March 25th, 2010

Completed should be forwarded to:

Adam Bell, Traffic Technologist
Department of Engineering & Construction
Town of Oakville
P.O. Box 310, 1225 Trafalgar Road
Oakville, Ontario, L6J 5A6
Tel. (905) 845-6601, Ext: 3340
Fax: (905) 338-4159
abell@oakville.ca

Dragana Crkvenjas, Traffic Technician
Department of Engineering & Construction
Town of Oakville
P.O. Box 310, 1225 Trafalgar Road
Oakville, Ontario, L6J 5A6
Tel. (905) 845-6601, Ext: 3397
Fax: (905) 338-4159
dcrkvenjas@oakville.ca

Thank you for your participation.

Comment Form for Speed Cushion Pilot Project Eighth Line

2375 Eighth Line
Oakville, ON

I'd like to start by thanking the Town for its continued efforts in ensuring the safety of its drivers, residents, pedestrians, and cyclists by conducting this speed cushion pilot project on Eighth Line.

As a resident on Eighth Line for the past 6 years, the issue of speeding has been a prevailing concern despite passive measures the Town has taken. I certainly appreciate these passive measures taken thus far, but it is evident that more needs to be done – speed cushions or physical traffic calming measures.

I strongly believe that the installation of speed cushions is the answer to slowing travel speeds on Eighth Line for the following reasons:

- At least 13 municipalities in the GTA have documented that it is effective in reducing speeds
- Momentarily interrupt vehicular momentum still promoting a flow as the purpose of Eighth Line
- Reduces the workload of Town staff in responding to speeding problems because Eighth Line will be able to self-manage the speeding issues
- Improves neighborhood livability by reducing speeds
- Promotes safe and pleasant conditions for all users and residents of Eighth Line
- Still maintain access for local traffic and emergency vehicles
- Relatively inexpensive to install
- May reduce traffic noise due to reduced speeds still outweighing possible braking and accelerating noises, and from loose objects in trailers

The above advantages certainly outweigh the few disadvantages of speed cushions such as:

- Short-lived “rough ride” but should not be an issue as speed cushions are rubber and not concrete
- Aesthetic reasons
- May interfere with pavement overlays
- Some vehicles might be diverted to parallel routes

In the end, the Town and its residents have a common goal – Safety. Speed cushions on Eighth Line will contribute to this goal and no factor / issue should take precedence over safety.



Comment Form
Speed Cushion Pilot Project
Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name: [REDACTED]

Address: 2119 8TH LINE RD.

Comments:

✓V WE VERY MUCH AGREE WITH THE
ABOVE SPEED CUSHION PILOT PROJECT
AND HOPE IT SUCCEEDS. THANK YOU
FOR YOUR SUPPORT [REDACTED]

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist, or
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



**Comment Form
Speed Cushion Pilot Project
Eighth Line**

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name:

Address:

[Redacted Name]
2132 EIGHTH LINE

Comments:

Well organized mtg, informative,
and result to slow down traffic
→ will expect studies to be done
once installed.

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist or
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



Comment Form
Speed Cushion Pilot Project
Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name: 

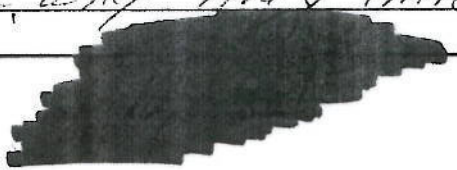
Address: 2087 8th Line

Comments:

I AM GLAD TO SEE THEY ARE NOT
IN FRONT OF MY HOME. I CANNOT
PARK ON THE STREET AS IT IS.

LOOK IS BETTER THEN ANTICIPATED.

STILL YOU NEED CAMERA AT THE
LIGHTS TO CATCH THE SPEEDERS
AND THE YELLOW LIGHT RUNNER.

COME SIT IN MY DRIVEWAY ANY TIME
AND GET IT LIVE 

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
derkvenjas@oakville.ca



Comment Form Speed Cushion Pilot Project Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name: _____

Address: _____

Comments:

I would agree that the speed bumps could help to control vehicle speeds.

I'm not sure if there will be added noise when cars & buses go over the —

Drop down Chartwell and noticed I had to reduce speed

* My only concern on 8th line is the disappearance of the centre turn lane. Backing out of driveway has become more difficult & dangerous.

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



Comment Form
Speed Cushion Pilot Project
Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name: _____

Address: _____

2096- 8th Line

Comments: _____

- it seems to be a very good plan

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



Comment Form
Speed Cushion Pilot Project
Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name: _____

Address: _____

2184 Eighth Line

Comments: _____

I like this proposal. Please let's try
this out, I believe that this should
work.

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
derkvenjas@oakville.ca



Comment Form
Speed Cushion Pilot Project
Eighth Line

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name:

Address:

2185 Eighth Line

Comments:

We support the current proposal
by the town to install
speed cushions by the town.
Hopefully it will reduce the
speed & calm the traffic a
little

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



FW: Cushion Pilot

to: dcrkvenjas

03/11/2010 10:23 AM

History: This message has been replied to.

Hi Adam and Dragana

My family resides at 2325 Eighth Line and feel that any measure to slow down traffic on our street is always a good initiative.

It is not uncommon for us to look out of our window and see Police Officers pulling over speeders on a weekly basis throughout all hours of the day.

If there is anymore information that we can have to review we would greatly appreciate it. We are not able to attend the PIC for Mar 23rd but we did want both of you to know of our positive thoughts and interest to be kept informed.

Regards,




Eighth Line Pilot
Dragana Crkvenjas to: Dragana Crkvenjas

03/11/2010 10:47 AM

[REDACTED]
2396 Eighth Line
[REDACTED]

Called on March 11 at 10:45 am to give a support to the proposed cushion treatments along Eighth Line.

Dragana Crkvenjas
Traffic Technician
Engineering & Construction
dcrkvenjas@oakville.ca

Town of Oakville
1225 Trafalgar Road
Oakville, Ontario, L6J 5A6
Tel. (905) 845-6601, Ext: 3397
Fax: (905) 338-4159

Mailing Address:
Town of Oakville
P.O. Box 310, 1225 Trafalgar Road
Oakville, Ontario, L6J 5A6
<http://www.oakville.ca/>



Eighth Line

[REDACTED] to: MKhan

Cc: tadams, dcrkvenjas, editor

03/18/2010 11:36 AM

Gentlemen

When is Oakville Council going to grow some "Guts", I'd like to use another word but that might be impolite.

Eighth line "speed Bumps" give me a break.

We are supposed to live in a democracy where the majority rules, at least that's what happens in a "normal" democracy.

The residents that live here have a right to complain BUT why should the complaints of a few carry more weight than the majority?

Eighth line is already screwed up enough with unused bike lanes down the middle of the road and unnecessary islands in the middle of the road.

The home owners on Eighth Line should be held responsible for the simple principle of CAVET EMPTOR, the road was there before their houses.

I trust that you will vote against these unnecessary obstructions to traffic, as we already have more than enough stop lights on Eighth Line between Upper Middle and Dundas, more impediments to the smooth flow of traffic in Oakville are not required.

This is an election year, consult your constituents not just the minority of home owners who bought their home on a major North/South Route in North Oakville.

Your comments would be appreciated.

[REDACTED]
327 Ravineview Way
Oakville, Ontario



Traffic calming on 8th line

t
o abell
:

03/22/2010 07:57 PM

Mr Bell,

I'm opposed to the traffic calming on 8th line (I received a notice and you were a contact).

Just have a few comments as I cannot attend the open house:

I really think that there would be detouring traffic into the adjacent neighbouring streets. A lot of people will drive on Grand Blvd and then north (and opposite) as well as other streets off Upper Middle. I think North Ridge is more of a concern. These streets are more family oriented and this will increase traffic on those streets. People on 8th line chose to purchase there and should not be able to affect those of us on other streets by detouring traffic from a major street to a small local roadway. Traffic is like water, people will go where is the least resistance.

I don't think there is a speeding problem. There are already signalized intersections which break up the traffic. 8th line is also a major road and should not be calmed. Whats next Traffic calming on Upper Middle and Dundas? Police enforcement is a better alternative.

I realize this is probably not something that the traffic department would undertake and is likely the result of 8th line residents pressuring the Councillors. Please forward to the local Councillor's as I'm sure they are being influenced by the vocal MINORITY.

Thanks you,

[Redacted signature]



**Comment Form
Speed Cushion Pilot Project
Postmaster Drive**

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name:

Address:

[REDACTED]
2018 POSTMASTER DR

Comments:

I would like to see a stop sign added at Postmaster & Westmount
There needs to be some type of island at Westmount
and at Arbourside to narrow the road and make it
become safer for children crossing to get to the
school bus and the park.
Just like the island on Pilgrim we need to also
have one at Westpark just west of Stratus to
define that there is a large park.
When the new high school is built in 2 years
this street is going to be very dangerous
it needs to be not as wide in certain
areas.

Thank
you.

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca



RE: Traffic Calming Meeting on the 23rd of March

t [REDACTED]
o abell@oakville.ca, elgar@sympatico.ca,
: smcmillan@oakville.ca, Mayor@oakville.ca

03/18/2010 11:59 AM

Cc: [REDACTED]

It is not clear what is a cushion – what is it physically? Is it removed during winter months –if so it seem like another band-aid. The words of our Mayor continue to be a question in my mind – “if this doesn’t work we’ll put the stop signs in and you won’t have to come back to this office”.

I echo the issue of people passing into the parking and bike lanes while you are in the single narrowed lane. It is a constant violation of the road strips and the spirit of the calming design. It is the result of the desire to speed up and make the next light at West Oak Trail or Upper Middle.

The light installation at West Oak trails and all subsequent efforts have been nothing but a disaster and a waste of money. Flawed evaluations on its’ effectiveness have only added to the mismanagement.

That said, I am glad for any additional efforts and look forward to this installation.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, March 17, 2010 6:54 PM

To: abell@oakville.ca; elgar@sympatico.ca; smcmillan@oakville.ca

Cc: [REDACTED]

Subject: Re: Traffic Calming Meeting on the 23rd of March

Hello Adam:

Unfortunately, I cannot be available for this meeting. However, I like to provide a suggestion as to the 'Plan'.

May I suggest that wherever there is a speed cushion that width of the roadway be narrowed so as the traffic does not circumvent these cushions to the right-hand. In previous cases, in the Town, the centre island precludes vehicles from negotiating between the cushions. However, if the curb is extended out as on Kerr Street south of Rebecca the cushion bumps to the perpendicular of the curb precluding circumvention by the traffic.

In addition, parked vehicles southbound are protected from any collision.

In addition, the Town could introduce one or two mini islands, in the centre, of Postmaster either by Arborview or Westmount. These islands would act as a further impediment to speed. No doubt this latter procedure has had a positive action on Pilgrims Way?



Re: Traffic Calming Meeting on the 23rd of March

[REDACTED] t
[REDACTED] o abell, elgar, smcmillan

03/17/2010 06:54 PM

Cc: [REDACTED]

Hello Adam:

Unfortunately, I cannot be available for this meeting. However, I like to provide a suggestion as to the 'Plan'.

May I suggest that wherever there is a speed cushion that width of the roadway be narrowed so as the traffic does not circumvent these cushions to the right-hand. In previous cases, in the Town, the centre island precludes vehicles from negotiating between the cushions. However, if the curb is extended out as on Kerr Street south of Rebecca the cushion bumps to the perpendicular of the curb precluding circumvention by the traffic.

In addition, parked vehicles southbound are protected from any collision.

In addition, the Town could introduce one or two mini islands, in the centre, of Postmaster either by Arborview or Westmount. These islands would act as a further impediment to speed. No doubt this latter procedure has had a positive action on Pilgrims Way?

Best Regards,
[REDACTED]



Comment Form
Speed Cushion Pilot Project
Postmaster Drive

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name:

Address:

[Redacted Name]
2074 Westmount Drive

Comments:

I really hope the project of implementing speed cushions over Postmaster Drive is approved. Speed ramps is a real concern for all people living over Postmaster. It's not only a safety issue but also noise.

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
derkvenjas@oakville.ca



postmaster

[REDACTED] to: abell, dcrkvenjas

03/23/2010 05:34 PM

Please respond to [REDACTED]

To whom it may concern,

I am in agreement that measures need to be taken on Postmaster, north of Upper Middle to westOak, the speed of cars is very fast, and it can be difficult to cross due to the excess speed that cars are traveling.

[REDACTED]
2169 Shady Glen
Oakville
[REDACTED]



Postmaster
Dragana Crkvenjas to: Dragana Crkvenjas

03/18/2010 11:15 AM

[REDACTED] lives (I believe) on Arbourview Drive. Concerned about the spillover from Postmaster once the speed cushions are implemented.

Called on March 18 at 11:00 am. Said he will be attending the meeting on March 23 and give us his comments at that time.

*Generally, concerned about traffic spillover on
Arbourview Dr.*



Comment Form
Speed Cushion Pilot Project
Postmaster Drive

Comments from the public are being sought about the proposed traffic calming designs. Comments and information provided by the public will be maintained on file and may be included in the study documentation.

Please provide your comments and concerns in the space below and **return your completed form no later than Thursday, March 25th, 2010.**

Name:

Address:

2104 WESTMOUNT DR, OAKVILLE

Comments:

WE NEED A STOP SIGN AT POSTMASTER +
WESTMOUNT. WE HAVE LIVED HERE FOR 8 YEARS AND
THE SPEEDS ON POSTMASTER, BETWEEN UPPER MIDDLE
+ WESTOAK TRAILS, ARE BECOMING DANGEROUS.
AN ALTERNATIVE TO THE STOP SIGN, SPEED BUMPS (cushions)
NEED TO BE ADDED.

Chambers

Thank you for participating in this study.

Please leave your completed form in the drop off box provided or send to:

Attn:
Adam Bell, Traffic Technologist
Engineering & Construction Dept.
(905)845-6601 ext. 3340
abell@oakville.ca

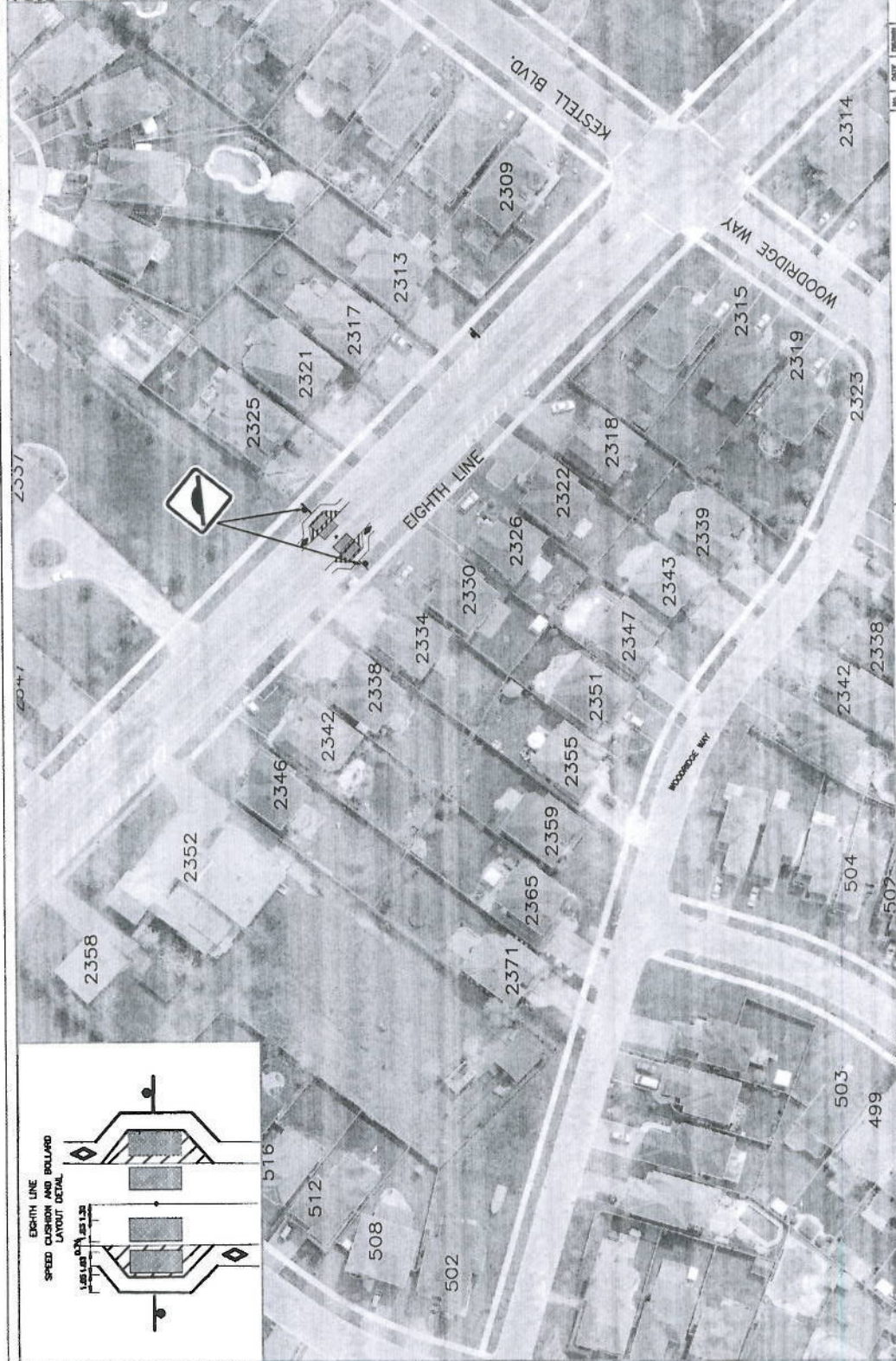
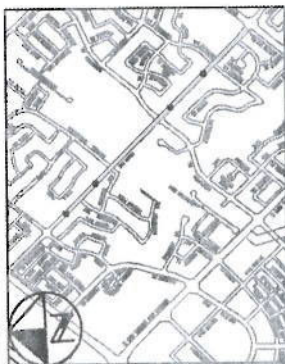
or

Dragana Crkvenjas, Traffic Technician
Engineering & Construction Dept.
(905)845-6601 ext. 3397
dcrkvenjas@oakville.ca

fax #
905.338.4159

APPENDIX D

Final Speed Cushion Designs



APPENDIX E

**Staff Report: Traffic Calming Review: Eighth Line and
Postmaster Drive**



OAKVILLE

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: OCTOBER 14, 2009

FROM: Department of Engineering and Construction

DATE: September 21, 2009

SUBJECT: Traffic Calming Review: Eighth Line and Postmaster Drive

LOCATION: Eighth Line (Upper Middle Road to North Ridge Trail) and Postmaster Drive (Upper Middle Road to Westoak Trails Boulevard)

WARD: Multiple Wards: 4 & 6

Page 1

RECOMMENDATION:

That the staff report, "Traffic Calming: Eighth Line and Postmaster Drive", dated September 21, 2009, from the Department of Engineering and Construction, be received.

BACKGROUND:

At its meeting of May 12, 2009, Community Services Committee requested that staff report back on opportunities to enhance existing traffic calming measures on Eighth Line and Postmaster Drive, as sample locations. The report herein summarizes our development and review of such potential enhancements.

In 2003, the Town adopted the Traffic Calming Policy for Retrofit Situations to address speeding in our neighbourhoods. In 2009, this policy was rescinded and a new practice for retrofit traffic calming was introduced. This recommended practice included new warrants for traffic calming and provided a preferred list of acceptable traffic calming devices. These preferred devices have been analyzed and have proven to be effective at reducing speeds when in place.

A component of the traffic calming process includes the implementation of **passive** traffic calming treatments in the form of increased signage and modified pavement marking treatments. These types of treatments are introduced at appropriate locations where traffic calming is warranted as the first approach to mitigating speeds. If speeds are brought down to below warrant thresholds through this type of treatment, the location is deemed to have been improved sufficiently that it is removed from the traffic calming program. If speeds are not brought down to below

From: Department of Engineering and Construction
 Date: September 21, 2009
 Subject: Traffic Calming Review: Eighth Line and Postmaster Drive

warrant thresholds, the location is identified as a candidate for **physical** traffic calming.

Eighth Line

A petition from a number of stakeholders living along Eighth Line between Granby Avenue and North Ridge Trail was submitted to Council on March 28, 2006. This petition identified speeding among a number of traffic issues of concern to the stakeholders. The petition also requested that consideration be given to a number of changes.

In response to issues raised in the petition, several assessments were performed along Eighth Line; specifically:

- Speed surveys
- All-way stop warrants
- Traffic signal warrants
- Truck volume and licence plate survey

Subsequently, reports to the Traffic Advisory Committee and Community Services Committees on the findings of these assessments resulted in several modifications to Eighth Line; these being:

- Traffic signal at Eighth Line and Grenville Drive
- Pavement marking layout designating separate road space for motorists, cyclists and on-street parking (passive traffic calming)
- Complimentary road signs
- Two median islands adjacent to 2250 Eighth Line
- Through truck prohibition

Prior to, and following the introduction of traffic modifications to Eighth Line, Traffic Engineering staff has completed numerous vehicular speed studies. The results of these studies are summarized in Table 1.

Table 1: Eighth Line Speed Study Summary

	Km/h Before (2006) (85th Percentile*)		Km/h After (2007) (85th Percentile*)		Km/h After (2009) (85th Percentile*)	
	NB	SB	NB	SB	NB	SB
Eighth Line South of North Ridge Trail	65.7	64.3	61.3	59.6	65.8	60.6
Eighth Line South of Ravineview Way	67.7	62.5	59.7	58.7	62.7	59.4
Eighth Line South of Glenashton Drive	64.6	64.9	59.5	62.7	63.1	60.25

*85th percentile speed is the speed at which 85 percent of traffic is traveling at or below.

From: Department of Engineering and Construction
 Date: September 21, 2009
 Subject: Traffic Calming Review: Eighth Line and Postmaster Drive

Based on these results, 85th percentile speeds were brought down by an average of 4.7 km/h in the year following the implementation of passive traffic calming treatments. A further study undertaken in 2009 indicates that speeds have increased by approximately 1.7 km/h since introducing passive traffic calming treatments but these treatments continue to demonstrate an influence on driver behaviour (3.0 km/h below 2006 results). Conditions in 2009 indicate that 85th percentile speeds in the southbound direction are below the traffic calming warrant value of 61 km/h but are slightly above this value in the northbound direction.

Postmaster Drive

Although the traffic conditions and modifications on Postmaster Drive have not been the subject of a staff report to Traffic Advisory Committee or Community Services Committee, the section of Postmaster Drive, between Upper Middle Road and Westoak Trails Boulevard has received significant attention over the last several years.

Several residents along this portion of roadway have expressed concerns about traffic speeds. In response to these concerns, staff has conducted speed surveys and performed traffic calming warrant assessments. The results of these surveys have confirmed that 85th percentile speeds were in excess of the Town's traffic calming warrant thresholds for a road with a posted speed limit of 50 km/h (threshold being 61 km/h).

In accordance with our policy, passive traffic calming treatments in the form of pavement marking treatments and signage were implemented. Different pavement marking designs were introduced to this section of roadway over a period of five years. The most recent version of passive treatment (cycle lanes and parking lanes) has been successful at reducing speeds in the area. Before/after speed information for this area is summarized in Table 2.

Table 2: Postmaster Drive Speed Study Summary

	Km/h Before (2006) (85th Percentile*)		Km/h After (2008) (85th Percentile*)		Km/h After (2009) (85th Percentile*)	
	NB	SB	NB	SB	NB	SB
Postmaster Dr south of Westmount Dr	64.7	66.8	56.8	60.8	63.8	63.1

*85th percentile speed is the speed at which 85 percent of traffic is traveling at or below.

Based on these results, 85th percentile speeds were brought down by an average of 7.0 km/h immediately following the implementation of passive traffic calming treatments. A further study undertaken in 2009 indicates that speeds have increased by approximately 4.7 km/h since introducing passive traffic calming treatments but these treatments continue to demonstrate an influence on driver behaviour (2.3 km/h below 2006 results). Conditions in 2009 indicate that 85th percentile speeds

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are slightly above the traffic calming warrant threshold level of 61 km/h in both the northbound and southbound directions.

COMMENT/OPTIONS:

Traffic Calming on Major Collector and Arterial Roadways

Staff undertook a review of several potential traffic calming enhancements (physical) as part of our review for Eighth Line and Postmaster Drive. If physical traffic calming measures are to be introduced to Eighth Line and/or Postmaster Drive, it would be advantageous to be consistent with the principles of other physical traffic calming measures throughout the Town.

Physical traffic calming treatments have evolved in Oakville over the last several years. In consideration of emergency access, road maintenance and transit service, staff has developed a number of treatments that respect of the nature/class of roadway and that balance the needs of the road user and adjacent residents. Treatments such as raised barrier medians and curb extensions are suitable treatment enhancements for Eighth Line and/or Postmaster Drive. Physical treatments such as speed cushions or other more substantial control devices are not appropriate for these arterial/major collector roadways. These roads serve the primary purpose of moving vehicles efficiently, and in the case of emergency service providers, preferably unimpeded.

Permitting residential development along arterial roadways typically presents several concerns: noise, increased commercial / truck traffic, street light intrusion, and higher rates of speed. The latter, being the focus of this report, is challenging at best along most corridors, but most difficult along a corridor whose primary purpose is to move traffic. Care must be taken to preserve the roads primary function (move traffic) while at the same time trying to temper one of its operating characteristics, higher rates of speed. The introduction of more intrusive features such as speed cushions or other substantial traffic control devices that create an impediment to through travel, can have undesirable results such as:

1. Traffic infiltration on to side-streets and parallel routes (which were not intended to support higher traffic volumes) by vehicles attempting to avoid traffic controls, and
2. Aggressive driving behaviour outside the influence of the control device

These types of responsive behaviours can create conditions that negatively affect public safety. For these roadways, the implementation of more intrusive traffic calming/control devices is not recommended and as such we suggest that Council continue to advocate for changes to the current legislation on photo-radar as this may

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be the most effective means of addressing speeding on our higher order roadways. Staff will continue to investigate the development of best practices on speed mitigation as they relate to our higher order roads and will advise Council should appropriate devices become available. In the meantime, staff will continue to refer concerns of speeding and improper driver behaviour to the Halton Regional Police Service for their review and appropriate action.

Applicable Traffic Calming Enhancements for Eighth Line and Postmaster Drive

Noting the above, Traffic Engineering staff developed two alternative traffic calming enhancement designs for both Eighth Line and Postmaster Drive; generally described as follows:

Alternative 1 – Raised medians and pavement markings

This design involves the application of raised barrier medians at each intersection with supplementary pavement markings. These treatments are intended to create a narrowing of the road space and to provide a physical barrier to assist with keeping motorists within their respective lanes. It is expected that the narrowing of the road space will increase driver awareness and will better delineate the existing pavement marking treatments. Appendix A1 and B1 depict this traffic calming treatment for Eighth Line and Postmaster Drive respectively. The estimated cost to implement this treatment on Eighth Line is \$180,000 and \$260,000 on Postmaster Drive.

Alternative 2 – Raised medians, curb extensions and pavement markings

This design builds on Alternative 1 and introduces curb extensions within the intersection area and in mid-block locations where intersection spacing permits. The introduction of mid-block curb extensions does result in the reduction of on-street parking space. These treatments further identify narrowing of the road space and to provide more physical barriers for motorists. Appendix A2 and B2 depict this traffic calming treatment for Eighth Line and Postmaster Drive respectively. The estimated cost to implement this treatment on Eighth Line is \$400,000 and \$700,000 on Postmaster Drive.

The designs above are intended to physically reduce the effective width of the roadway beyond what is achieved by the current passive calming treatments. The current line markings on both Postmaster Drive and Eighth Line delineate road space for active traffic, cyclists and parked vehicles. While line marking treatments can be effective at reducing vehicle operating speeds, its effectiveness is improved with the presence of parked cars and operation of cyclists in the cycling lane. For both of the subject roadways, the presence of parked cars and cyclists is minimal. The design alternative outlined above, serve to physically reduce the road space in areas where parking is not permitted or where parking can be reduced. This design is, much like the existing conditions, enhanced by the physical presence of parked cars and cyclists.

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Both Alternative 1 and 2 maintain necessary cycle lane infrastructure in accordance with the Town's active transportation initiatives and retains most of the on-street parking which serves as both a convenience for local residents and as an additional form of traffic calming.

The operating conditions on Eighth Line and Postmaster Drive are similar to those experienced on many of our higher order roadways; Rebecca Street, Third Line, Sixth Line, and Lakeshore Road for example. While these roadways do experience operating speeds slightly above the desirable, the alternatives outlined in this report require substantial investment and are expected to have only a moderate impact on the road's operating speed. Therefore, the return on investment will be minimal and for this reason, and others outlined in the Priorities and Next Steps section of the report, staff does not recommend the introduction of either of the alternatives outlined above.

Priorities and Next Steps

The Town's traffic calming program does not identify these roadways as top priority at this point in time. Our top 12 priority sites focus our efforts most appropriately on elementary school zones. Staff is not aware of any unique conditions that would suggest these roads should be given priority over the school zone sites. The traffic calming program does have a priority rating scale wherein Postmaster Drive and Eighth Line are prioritized as 24 and 45 respectively. Our traffic calming program, as currently funded, addresses approximately 8 priority sites per year.

As noted in the report, photo radar is a tool that would be most effective at improving the operational characteristics of our higher order roadways and therefore we encourage Council to continue to advocate for its approval by the Province. Should Council wish to see changes in this legislation, it may be beneficial to forward a second letter (further to the 2004 letter) advocating such to the Minister of Transportation supporting a change in legislation as it relates to the application of photo radar, given:

1. current traffic calming tools are not an effective/appropriate tool for all municipal roads
2. local police services are not resourced to continuously monitor and enforce speeding infractions in all problem locations
3. speed enforcement or mitigation is more effective when it is a continuous/permanent (traffic calming) or semi-permanent (photo-radar) rather than a random occurrence (police response)

Should Council wish to consider the implementation of any of the traffic calming enhancements outlined in this report, the matters of project funding and public

notification/consultation need to be addressed as outlined in the Financial and Public Consideration sections of this report.

CONSIDERATIONS:

(A) PUBLIC

Should Council wish to consider the implementation of any of the proposed roadway treatments outlined in this report, staff would need to notify the property owners adjacent to these roadways and hold a public meeting to solicit stakeholder input. Should no significant opposition or issues be raised, the project could move forward to implementation, subject to an approved funding allocation. Should significant issues or opposition be raised, the matter would be brought back to Council for resolution.

(B) FINANCIAL

While the town's capital forecast identifies funding for traffic calming initiatives, these potential enhancements to Eighth Line and Postmaster Drive, exceed the funding provided by this annual program. If Council wishes to consider the implementation of these potential roadway modifications, the projects should be referred to the capital budget for consideration and prioritization by the Budget Committee against other unfunded municipal projects. The estimated cost of these improvements is noted below:

- Eighth Line
 - Alternative A1 – medians \$ 180,000
 - Alternative A2 – medians with extensions \$ 400,000
- Postmaster Drive
 - Alternative B1 – medians \$ 260,000
 - Alternative B2 – medians with extensions \$ 700,000

(C) IMPACT ON OTHER DEPARTMENTS & USERS

The traffic calming enhancements outlined in this report for both Eighth Line and Postmaster Drive respect the service needs of both Emergency and Transit Services. The introduction of centre medians and curb extensions present additional roadway features that require our winter operation crews to work around during ploughing and salting operations. While these features do have an impact on the efficiency of these operations, the impact is minimal.

COMMUNITY SERVICES COMMITTEE

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(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services

APPENDICES:

Appendix A1 and A2: Physical Traffic Calming Designs: Eighth Line

Appendix B1 and B2: Physical Traffic Calming Designs: Postmaster Drive

Prepared by:

Adam Bell, A.Sc.T.
Traffic Technologist
Engineering & Construction Dept.

Submitted by:

D.L.Lambert, C.E.T.
Director
Engineering & Construction Dept.