



OAKVILLE

REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: SEPTEMBER 10, 2013

FROM: Engineering and Construction Department

DATE: August 8, 2013

SUBJECT: Sedgewick Crescent Traffic Calming

LOCATION: Sedgewick Crescent

WARD: 2

Page 1

RECOMMENDATION:

That physical traffic calming on Sedgewick Crescent in the vicinity of Ecole Patricia Picknell, as detailed in the staff report from the Engineering and Construction Department, dated August 8, 2013, be approved.

KEY FACTS:

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

- The school zone in the vicinity of Ecole Patricia Picknell along Sedgewick Crescent has been identified as a candidate for physical traffic calming implementation
- Staff developed a design in the form of speed cushions and this was presented to area stakeholders at a public information centre earlier this year.
- Objections about the proposal were received from one stakeholder and one area resident
- Staff and ward councillors have also received feedback requesting prompt implementation of traffic calming measures from parents at the school.

BACKGROUND:

Sedgewick Crescent has been identified as a candidate for physical traffic calming in front of Ecole Patricia Picknell (EPP). The warrant threshold for traffic calming for a 40 km/h zone is an 85th percentile speed in excess of 50 km/h. Speed surveys conducted on October 15, 2013 revealed that the 85th percentile speed in the westbound direction is 51km/h. As this location is a school zone and passive traffic calming measures are already in place, this location qualifies for physical traffic calming.

Based on this, staff has recommended the implementation of traffic calming measures in the form of speed cushions and centre delineators at two locations

From: Engineering and Construction Department
Date: August 8, 2013
Subject: Sedgewick Crescent Traffic Calming

along Sedgewick Crescent in front of EPP. This is the preferred treatment in Oakville for physical traffic calming on narrower roads in elementary school zones.

Area stakeholders were invited to a public information centre on May 7, 2013. A plan of the proposal (see Appendix A) was presented at the meeting and stakeholders were given an opportunity to comment on it.

Staff received feedback from one directly affected stakeholder on Sedgewick Crescent and another area resident who lives on Sandwell Drive. It appeared the concerns were mainly about the nuisance the cushions may create for daily trips.

Comments were also received that staff should review parking and traffic operations relating to the daycare and the school as well as compliance of the all-way stop at Sedgewick Crescent and Sandwell Drive instead. Written comments received have been attached as Appendix B.

As there are only four (4) directly affected stakeholders (two residences, the school and the Sedgewick Crescent Childcare Centre), the concerns raised by one directly affected stakeholder was considered to be significant enough to bring this matter before Council for resolution in accordance with the approved *Traffic Calming Process*. The implementation of the measures has been delayed pending the presentation of this report to Council and to provide the stakeholders opposed to the plan an opportunity to express their concerns.

COMMENT/OPTIONS:

The town has been implementing physical traffic calming treatments town-wide over the last several years. Over this time, a set of preferred treatments has been developed for specific conditions. Along narrower roadways fronting elementary schools such as Sedgewick Crescent in front of EPP, the preferred treatment is speed cushions with a centre delineator.

Sedgewick Crescent has “No Stopping Anytime” parking prohibitions on both sides of the road in the vicinity of EPP. These prohibitions are similar to other elementary schools in Oakville. In many instances such restrictions are not strictly adhered to by parents, particularly at older schools where there may be inadequate parking facilities on site to handle traffic generated by the school. In such instances, the most appropriate action is increased parking enforcement activity by the town until an appropriate level of compliance is attained.

A five-year collision review of the all-way stop located at Sedgewick Crescent and Sandwell showed no reported collisions at this intersection. A review of all-way stop compliance will be undertaken in the fall of 2013 to address concerns raised by the area residents.

From: Engineering and Construction Department
Date: August 8, 2013
Subject: Sedgewick Crescent Traffic Calming

Following the PIC, several proponents of traffic calming on Sedgewick Crescent (primarily parents at the school) expressed concerns to staff and ward councillors that the implementation of speed cushions on Sedgewick Crescent was not going to be implemented as part of our summer construction program.

Conclusion:

Staff is recommending that the proposed traffic calming treatment, as detailed in Appendix A, be approved. Although physical traffic calming measures can be intrusive, they have proven to reduce speeds. Speed cushions, in particular, are a highly effective way to reduce speeding to below the 40 km/h speed limit in our elementary school zones; this has been demonstrated whenever they have been installed throughout the town.

Typically, staff receives several inquiries throughout the year about our physical traffic calming program related to the inconvenience experienced by motorists travelling through these zones. Traffic calming is intended to make it uncomfortable for those wishing to speed through zones with a demonstrated speeding concern.

Sedgewick Crescent in the vicinity of EPP has an unacceptable level of speeding; it is an elementary school zone and the appropriate response is the implementation of speed cushions as per the town's approved *Traffic Calming Process*.

It is anticipated that, upon approval of the recommendation of this report, the traffic calming treatment would be installed during the autumn of 2013.

CONSIDERATIONS

(A) PUBLIC

Stakeholders along Sedgewick Crescent the vicinity of Ecole Patricia Picknell were invited to a public information centre meeting on May 7, 2013 through a notification via Canada Post. These stakeholders, as well as other interested parties, were notified of this staff report.

(B) FINANCIAL

The recommended design is included in the Engineering and Construction Department's annual capital budget for traffic calming projects.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

N/A

From: Engineering and Construction Department
Date: August 8, 2013
Subject: **Sedgewick Crescent Traffic Calming**

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- continuously improve our programs and services
- provide outstanding service to our residents and businesses
- be accountable

(E) COMMUNITY SUSTAINABILITY

Traffic calming reduces the negative effects of motor vehicle use. Traffic calming improves the livability of our neighbourhoods by altering driver behaviour, thereby improving conditions for non-motorized street users.

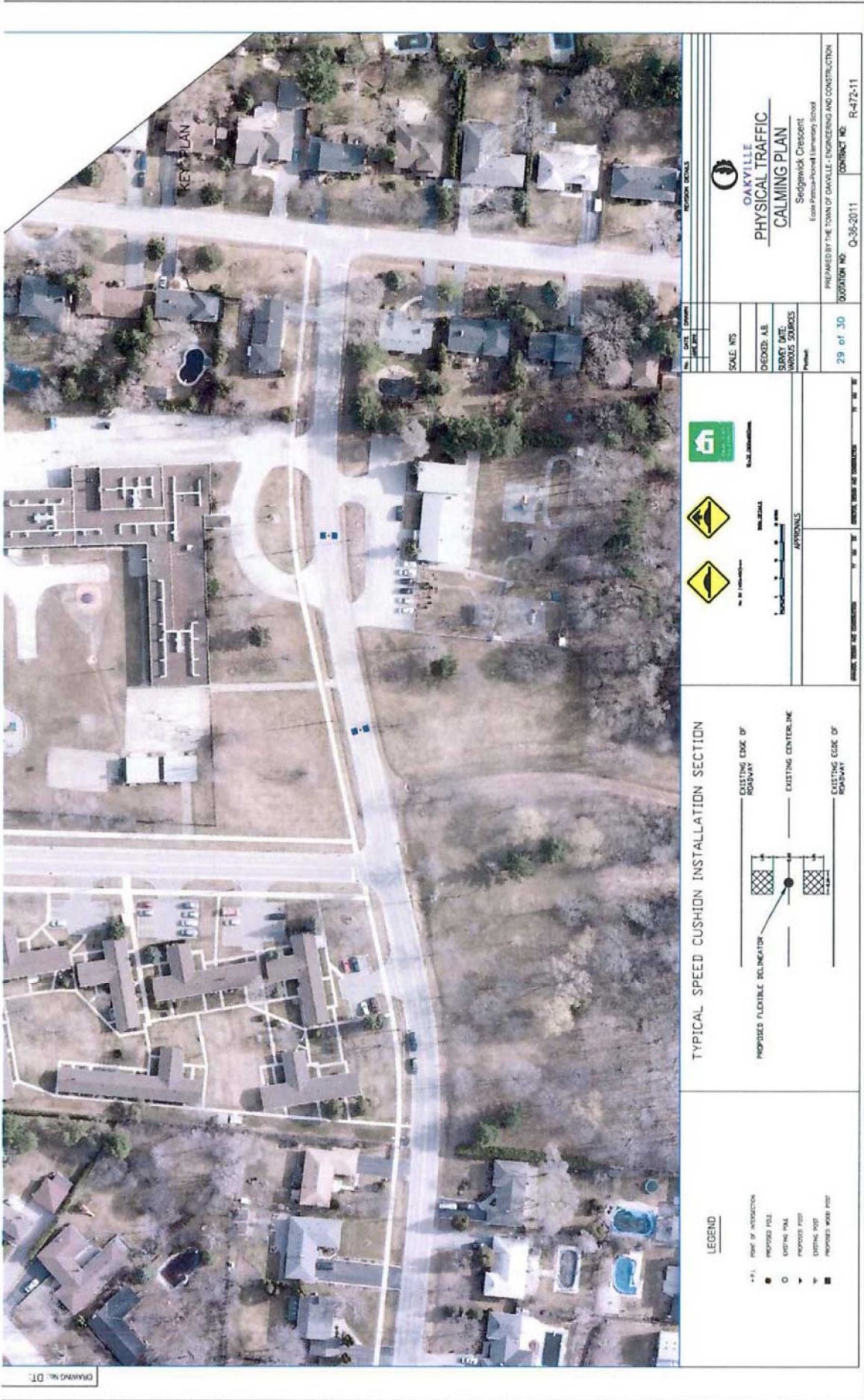
APPENDICES:

Appendix A: Sedgewick Crescent Traffic Calming Plan

Appendix B: PIC Comments from Area Residents

Prepared by:
Adam Bell
Traffic Technologist
Engineering & Construction Dept.

Submitted by:
Dan Cozzi, P.Eng.
Director
Engineering & Construction Dept.

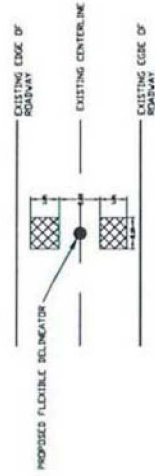


DRAWING NO. DT

LEGEND

- PAVE OF INTERSECTION
- PROPOSED FILL
- EXISTING POLE
- ▲ PROPOSED POST
- ▼ EXISTING POST
- PROPOSED WOOD POST

TYPICAL SPEED CUSHION INSTALLATION SECTION



Public Institution
AHEAD
SCHOOL



0 10 20 30 40 50
FEET

APPROVALS

APPROVED THIS 29th DAY OF 30, 2011 BY: [Signature] PROJECT NO. Q-36-2011 CONTRACT NO. R-472-11

REVISION DETAILS

NO.	DATE	DESCRIPTION



**OAKVILLE
PHYSICAL TRAFFIC
CALMING PLAN**

Sedgewick Crescent
E. Oak Park-Powell Elementary School

PREPARED BY THE TOWN OF OAKVILLE - ENGINEERING AND CONSTRUCTION
DRAWING NO. Q-36-2011 CONTRACT NO. R-472-11

29 of 30