



Marine Drive Traffic Calming Measures and Road Resurfacing

**June 3, 2026 | 5 to 6:30 PM Drop-in Format
Sir John Colborne Recreation Centre for Seniors**

The purpose of this Public Information Centre is to provide an opportunity to:

- Learn about the study;
- Review the proposed traffic calming measures; and
- Provide feedback that will help inform the design.

If you have any questions or comments, please complete a comment form or contact:

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905-845-6601 ext. 2139

Visit oakville.ca and search Marine Drive Traffic Calming Measures and Road Resurfacing for study updates and more information.

Honouring the Land and Territory

Land Acknowledgement

Oakville, as we know it today, is rich in the history and modern traditions of many First Nations. From the lands of the Anishinaabe, to the Attawandaron and Haudenosaunee, these lands surrounding the Great Lakes are steeped in First Nations history.

As we gather today on the sacred lands of Treaties 14 and 22, we are in solidarity with Indigenous brothers and sisters to honour and respect Mother Earth, the original nations of the trees and plants, the four legged, the flyers, the finned and the crawlers as the original stewards of Mother Earth.

We acknowledge and give gratitude to the waters as being life and being sacred and to the carriers of those water teachings, the females. We acknowledge and give gratitude for the wisdom of the Grandfathers and the four winds that carry the spirits of our ancestors that walked this land before us.

The Town of Oakville is located on the Treaty Lands and Territory of the Mississaugas of the Credit. We acknowledge and thank the Mississaugas of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory.



Project & Study Area Overview

Project Overview

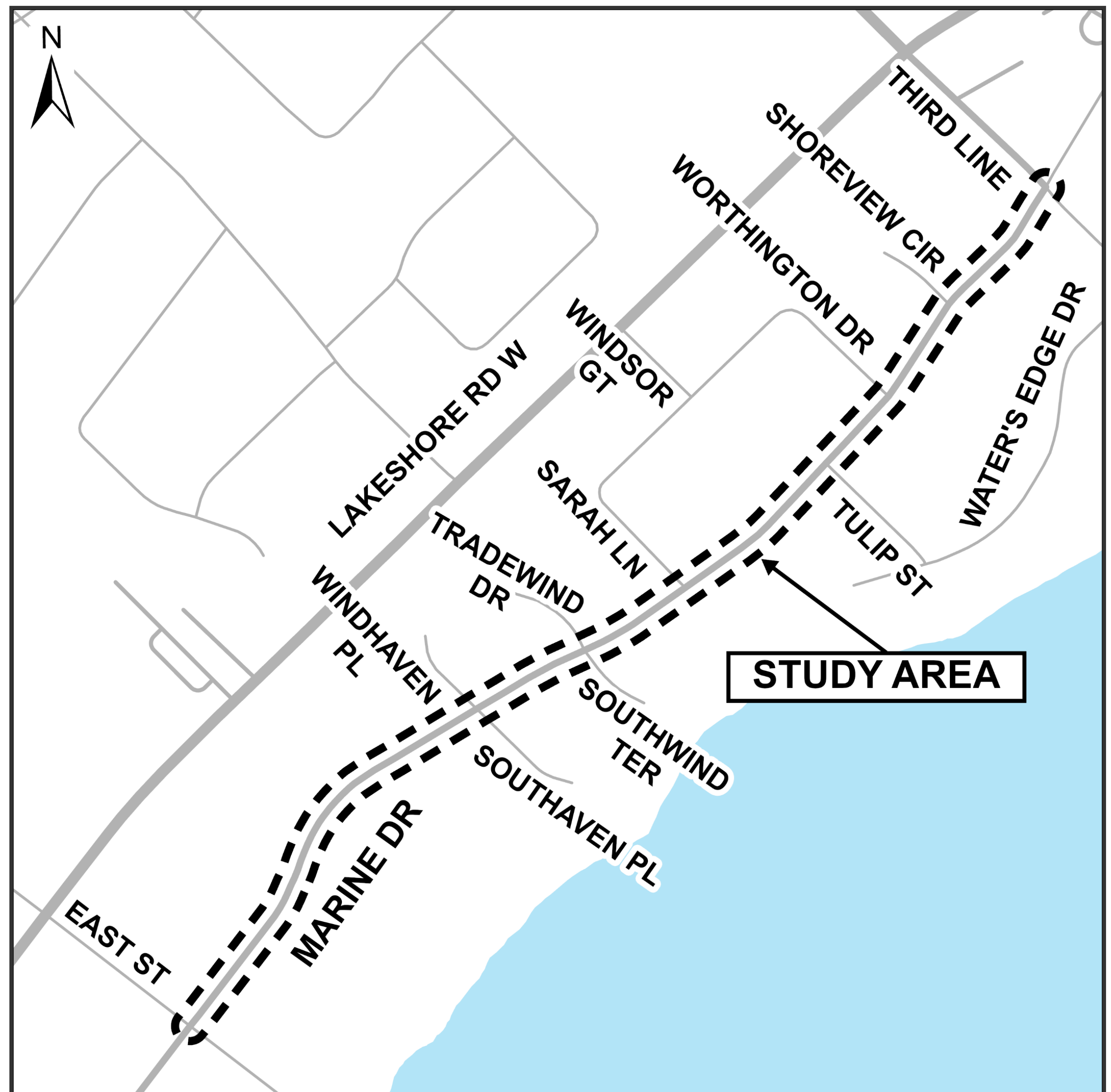
The Town of Oakville is developing **traffic calming measures** along **Marine Drive from East Street to Third Line** to support safer travel for all road users.

The project will be coordinated with planned road resurfacing work and aims to **reduce vehicle speeds and improve overall road safety**.

Study Area

The corridor is located within a primarily residential neighbourhood consisting of detached homes, townhouses, and apartment buildings.

Marine Drive is currently a two-lane roadway with a posted speed limit of **50 km/h**.



Policy Context

This project is guided by Town of Oakville policies and programs that support safe, accessible, and livable streets, including:

- **Oakville Transportation Master Plan:** Supports creating streets that are safe, connected, and comfortable for everyone. The Plan emphasizes managing vehicle speeds in neighbourhoods and using design-based solutions to improve safety and quality of life for residents.
- **Oakville's Official Plan (Livable Oakville):** Policies articulate that municipal roads should be designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement.
- **Neighbourhood Traffic Safety Program:** Supports safer residential streets for users of all ages by addressing speeding and aggressive driving through traffic calming measures such as speed cushions, lateral shifts, and radar speed display signs.

This project **does not include any vertical traffic calming measures**, such as speed cushions or speed bumps.

Corridor Characteristics & Study Background

Key corridor characteristics include:



On-street parking is permitted along portions of the corridor and on most side streets.



Controlled pedestrian crossings are located at East Street, east of East Street, and Third Line.



Travel lane widths are wide, which may contribute to higher vehicle speeds.

The Town has received speeding concerns along the study corridor from residents.

In response, a comprehensive traffic study was conducted. Speed data showed that a **significant number of vehicles exceed the posted speed limit of 50 km/h**. Higher levels of speeding were observed particularly between East Street and Windhaven Place, as well as between Sarah Lane and Tulip Street.

With road resurfacing needed along the study corridor, the Town has identified opportunities for traffic calming improvements, prioritizing the segment between East Street and Windhaven Place.

Horizontal Traffic Calming Features

Traffic calming measures are used to mitigate speeding in instances where higher speeds have been observed and conventional methods of speed deterrence, such as enforcement and education, have not been effective.

This study does not include any vertical traffic calming measures, such as speed cushions or speed bumps.

Some horizontal traffic calming measures being considered include:

Curb Extension: Widening of curb into roadway, typically at intersections, to reduce vehicle speeds and crossing distance for pedestrians



Raised Centre Median: Elevated median constructed in the centre of the roadway to help slow traffic by narrowing driving lanes



Lateral Shift: Realignment of a straight roadway to introduce deflection to increase driver alertness and reduce vehicle speed



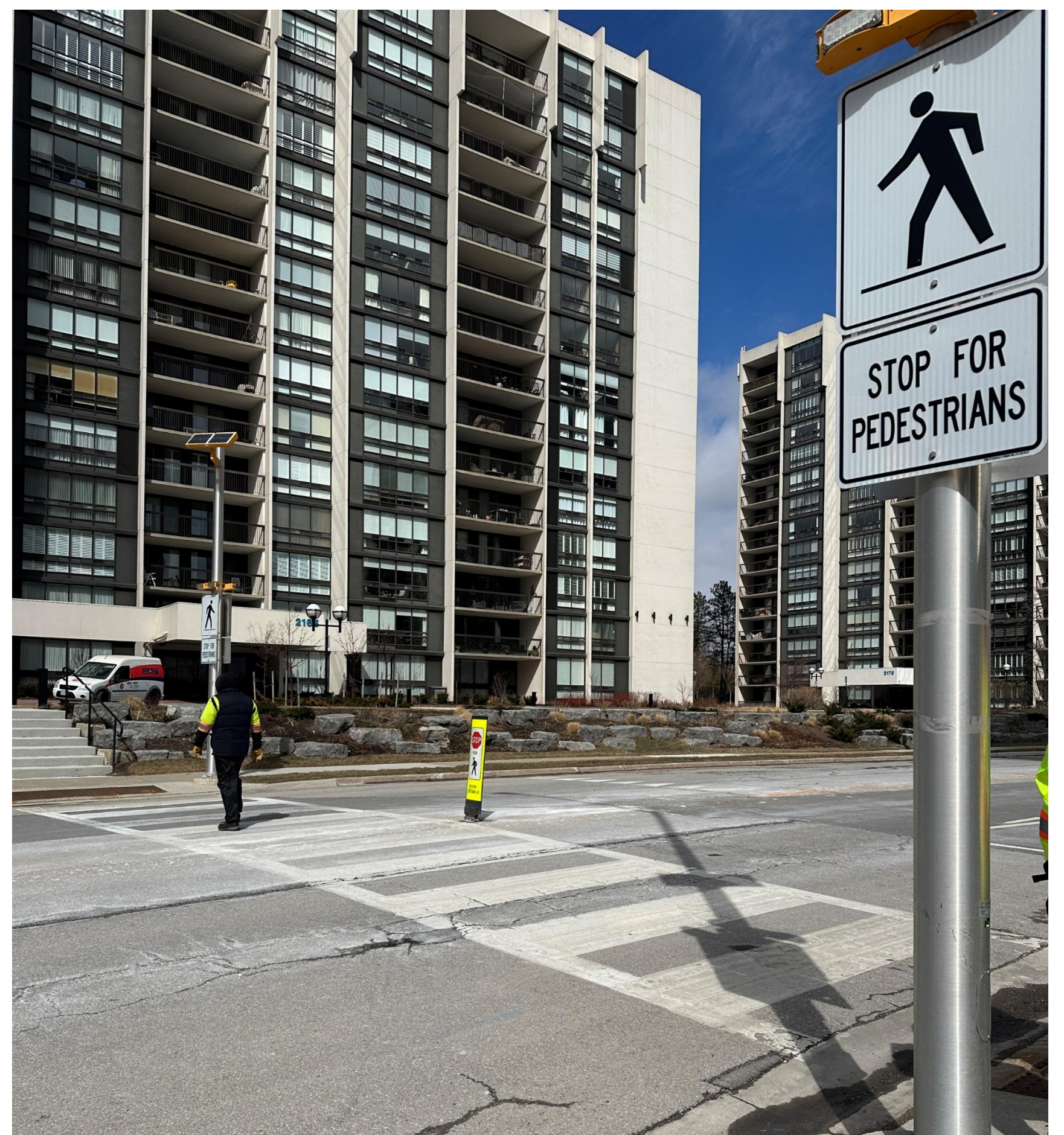
Pedestrian Crossing Improvements

In addition to traffic calming features, **opportunities to implement new pedestrian crossings** along the corridor were identified at the **Windhaven Place/Southaven Place and Tulip Street intersections**. The design of pedestrian crossovers at these locations will be integrated with the ongoing traffic calming detail design.

Pedestrian Crossover (PXO): A controlled pedestrian crossing where drivers and cyclists must stop and yield the entire width of the roadway (waiting for pedestrians to fully clear the road).

Consistent with the existing crossings along Marine Drive, Level 2 Type B PXOs are proposed, incorporating the following features:

- Crosswalk lines that mark the crossing area
- Yield markings for motorists and cyclists
- Roadside & overhead signs
- Flashing lights (rapid rectangular flashing beacons)



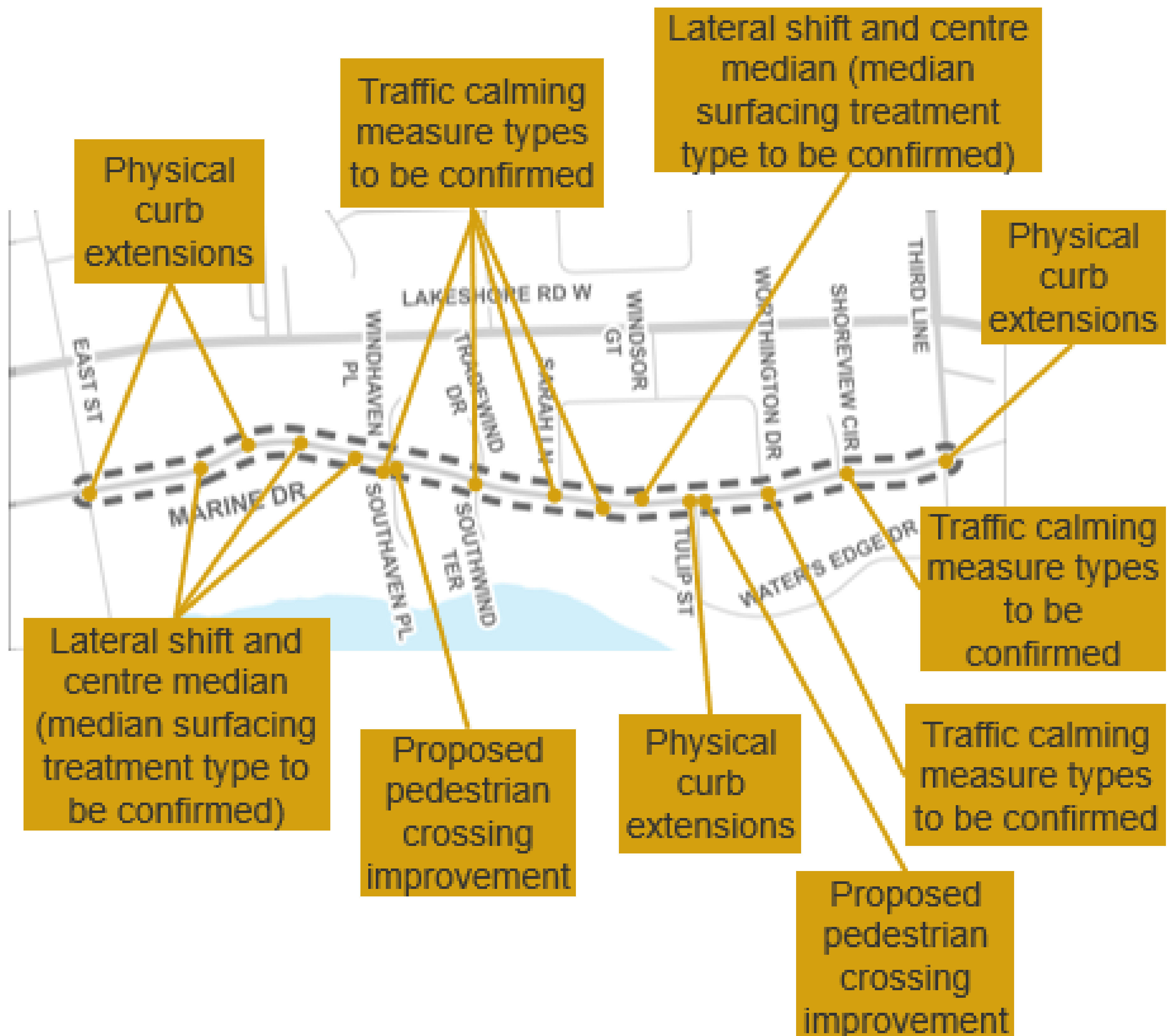
Existing PXO located east of East Street



Level 2 Type B PXO

Overview of Proposed Traffic Calming Measures along Marine Drive

This map provides an overview of proposed features along the corridor. Further detail is provided on subsequent boards.



Proposed Traffic Calming Measures

East Street to West of Windhaven Place/Southaven Place (focus area for traffic calming):



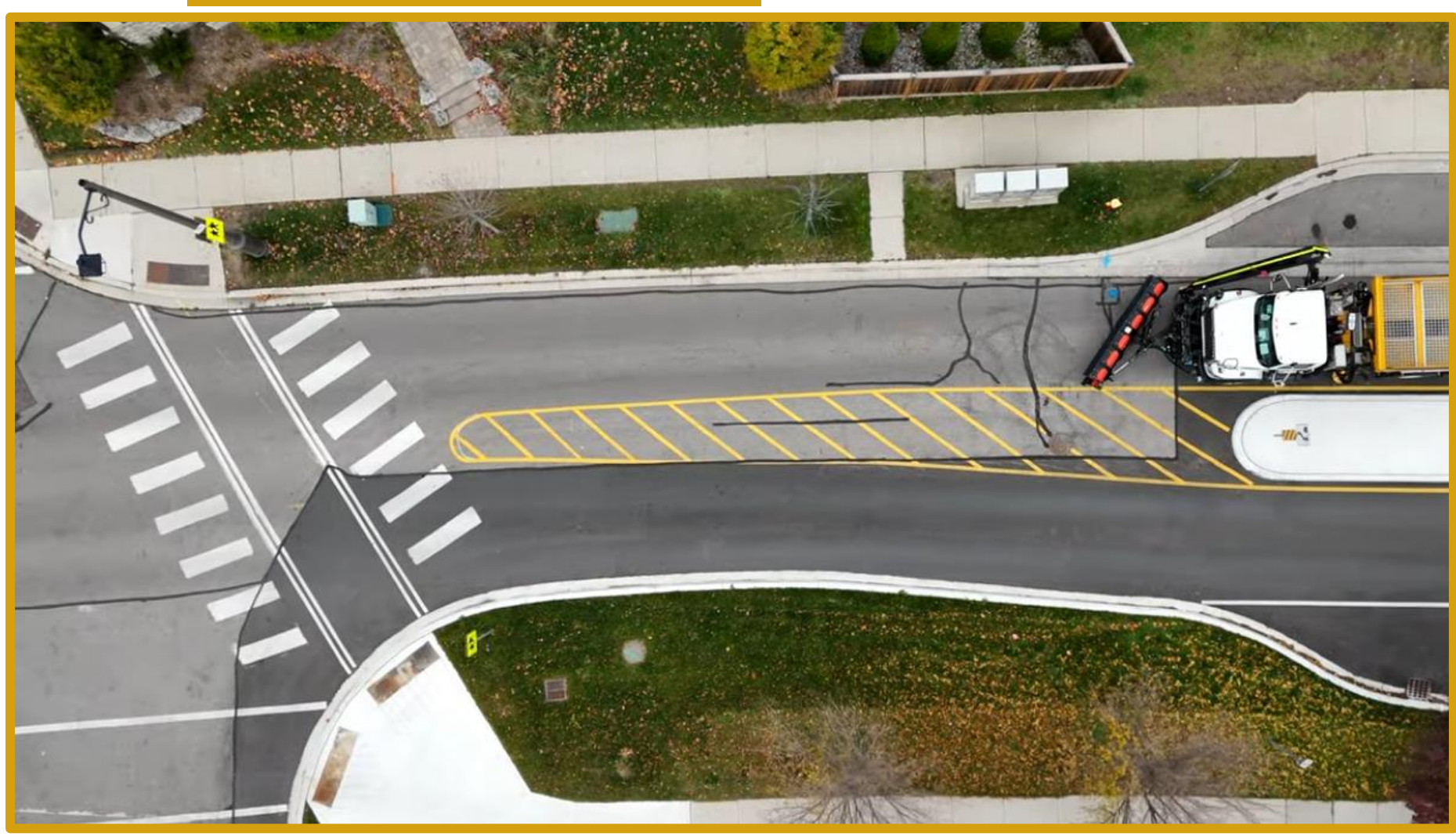
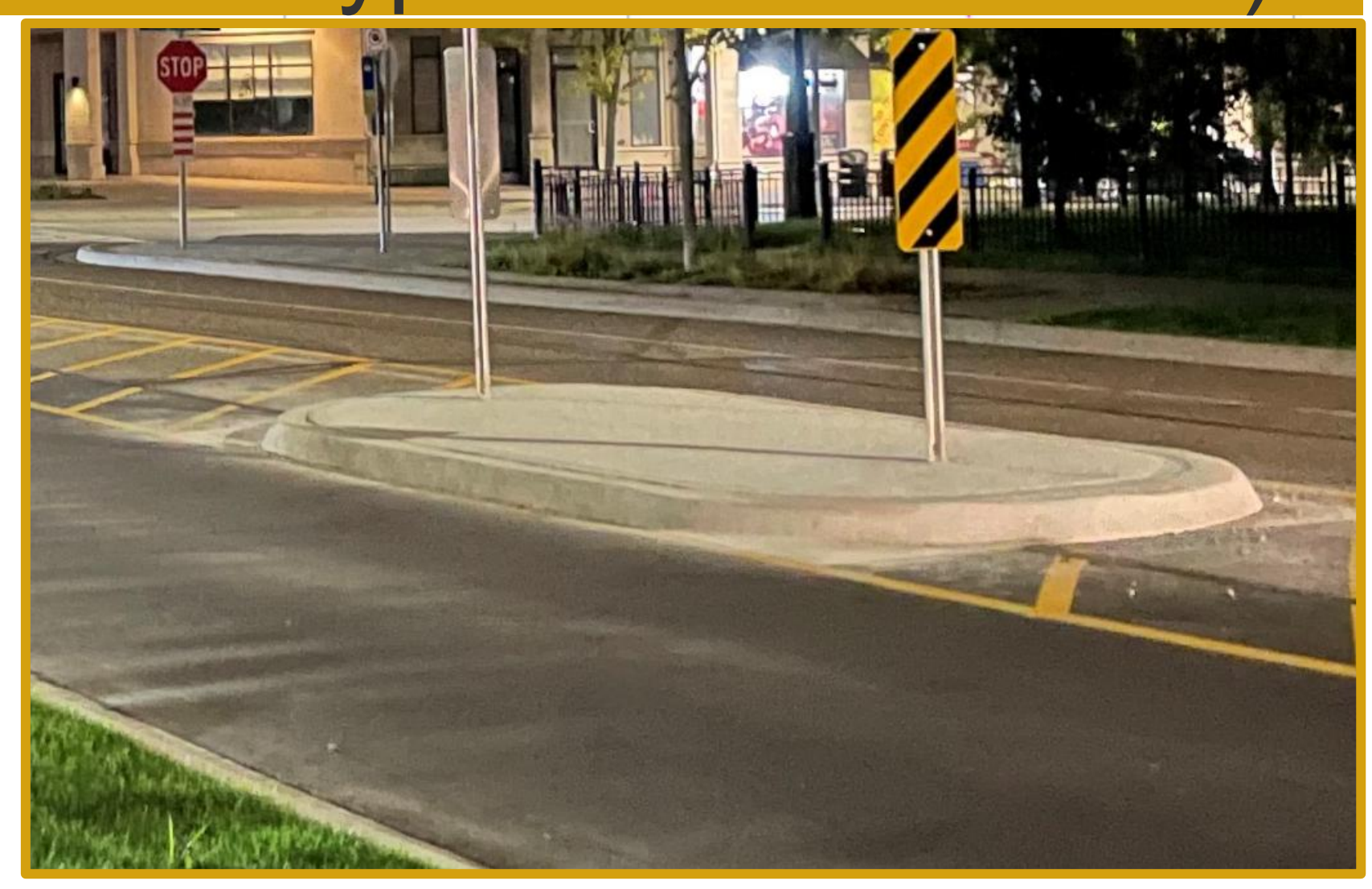
Lateral shift

Curb extensions

Lateral shift

Centre median (median surfacing treatment type to be confirmed)

Curb extensions

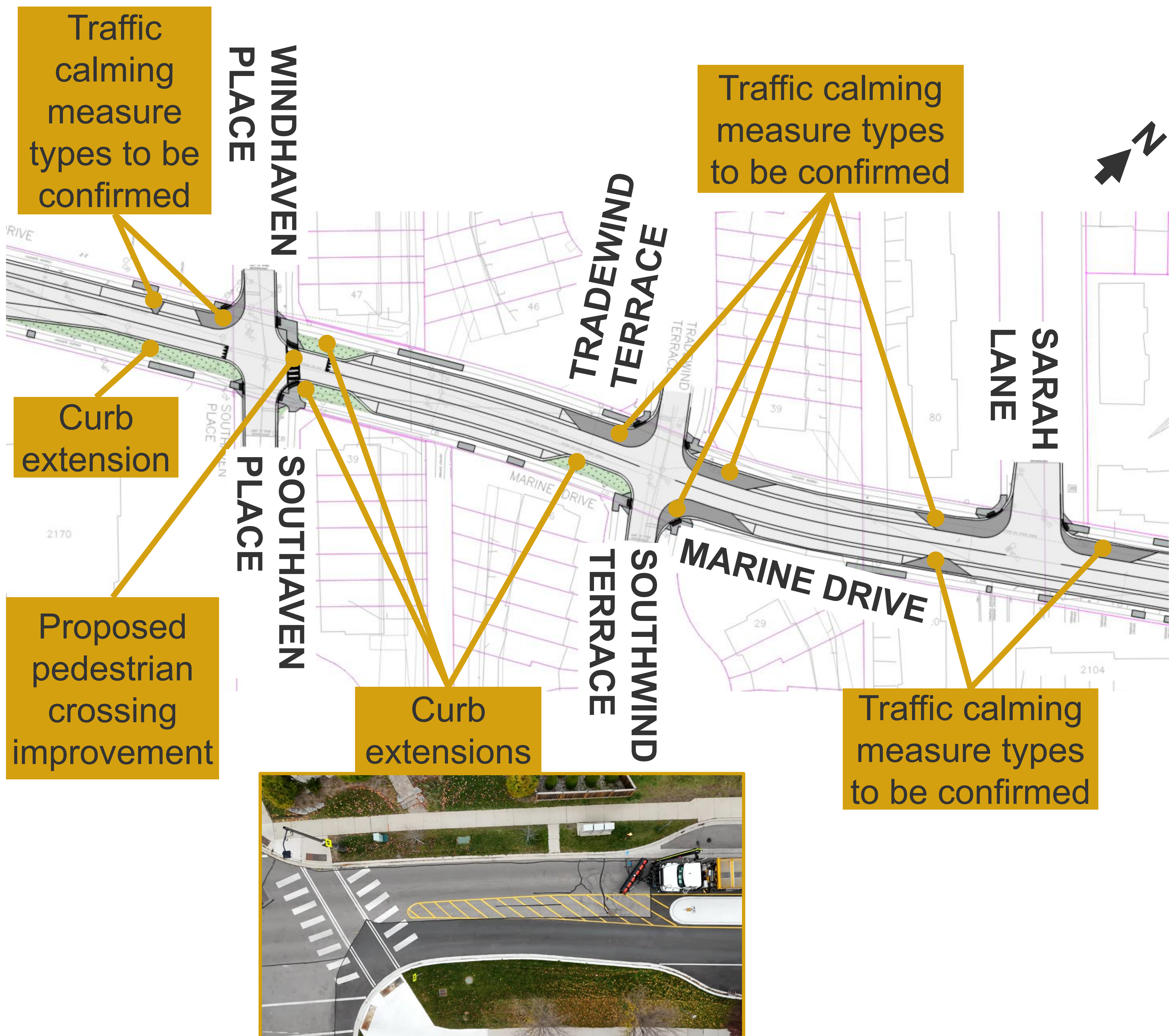


EAST STREET

Corridor-wide roll plans are available on the design review tables for more detailed review and input.

Proposed Traffic Calming Measures

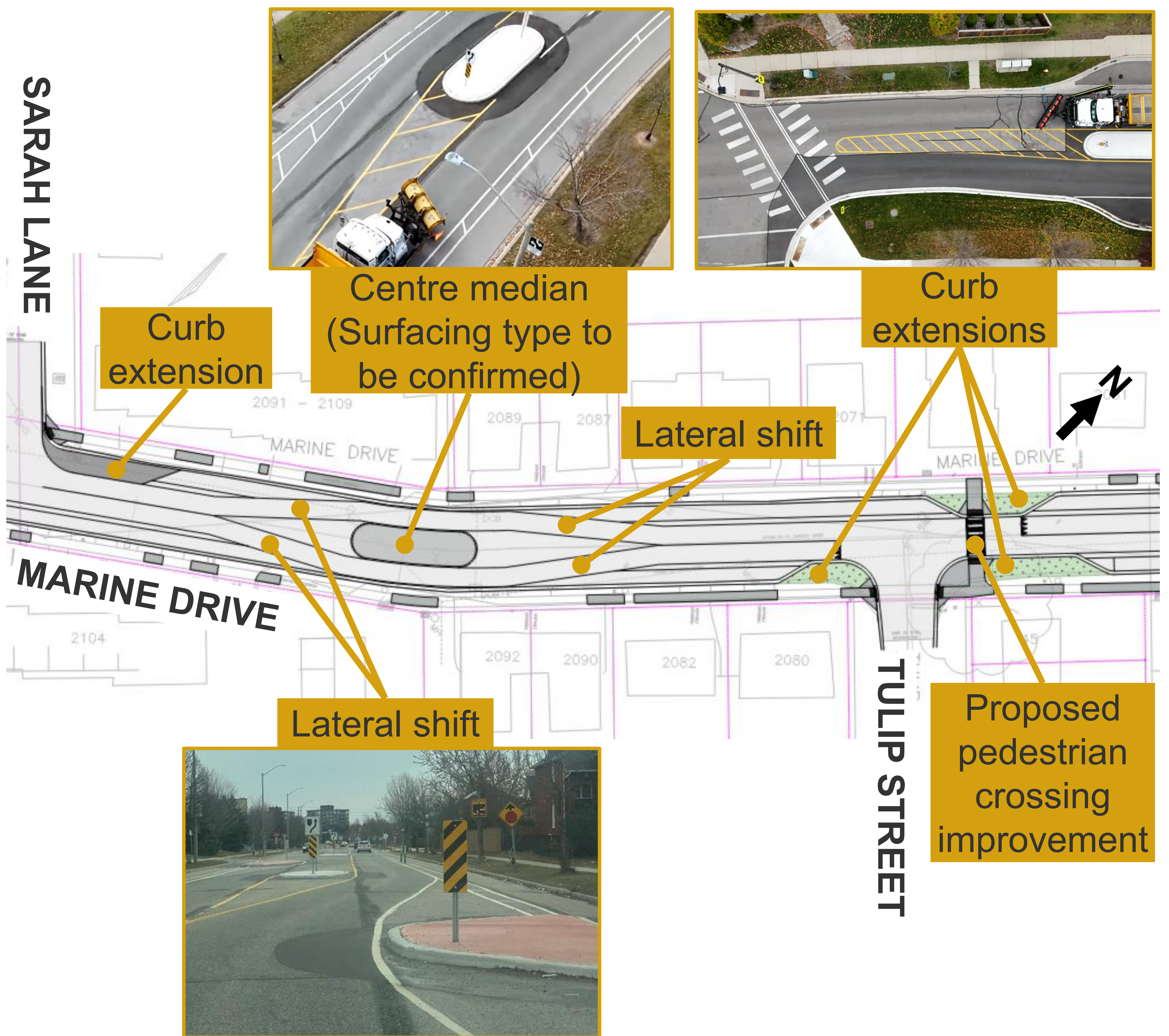
Windhaven Place/Southaven Place to Sarah Lane:



Corridor-wide roll plans are available on the design review tables for more detailed review and input.

Proposed Traffic Calming Measures

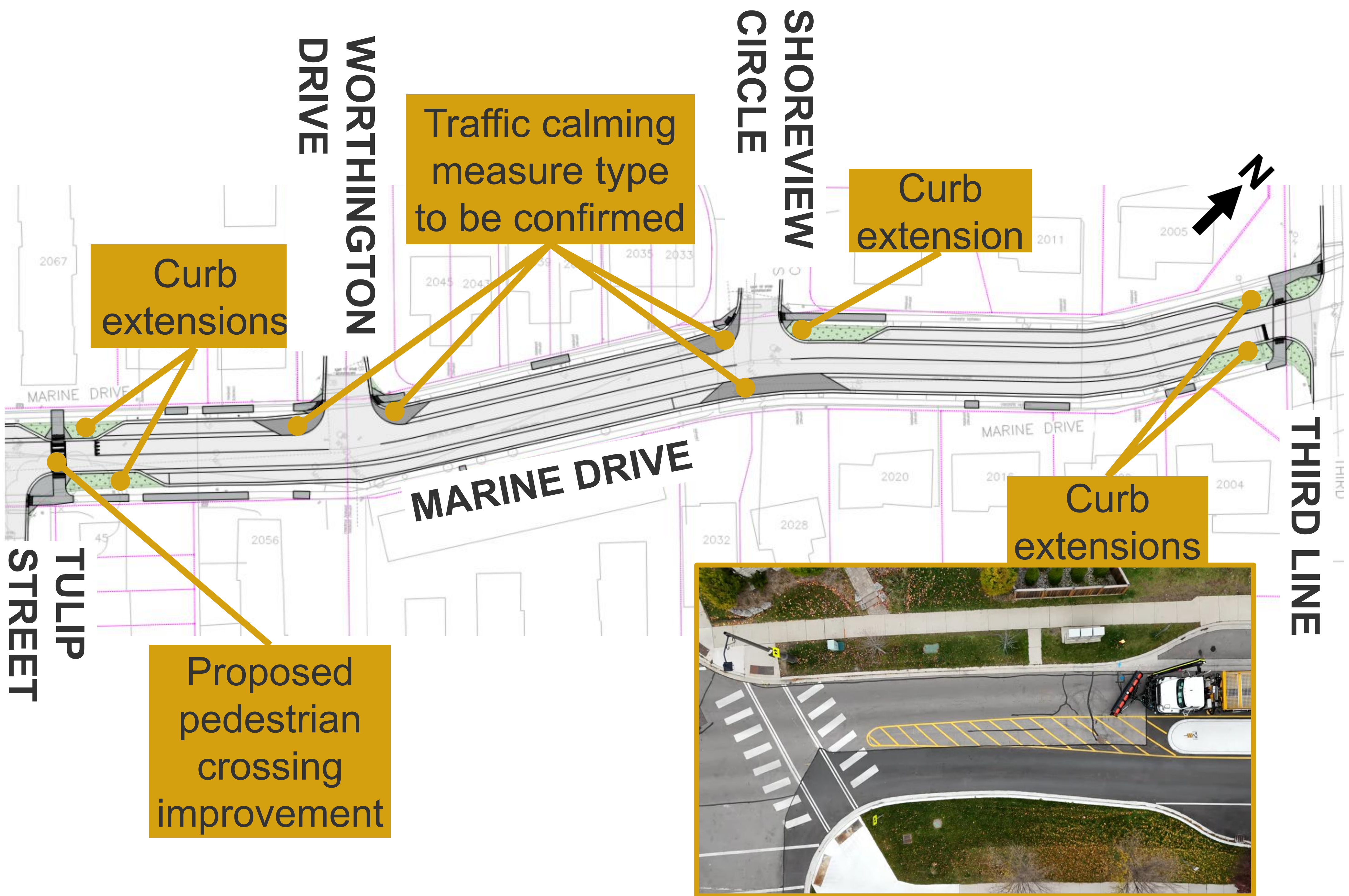
Sarah Lane to Tulip Street:



Corridor-wide roll plans are available on the design review tables for more detailed review and input.

Proposed Traffic Calming Measures

Tulip Street to Third Line:



Corridor-wide roll plans are available on the design review tables for more detailed review and input.

Moving Forward



Next Steps

- Review comments received from residents and interestholders to inform design decisions.
- Prepare a PIC summary report.
- Complete detailed design drawings and prepare for construction.



Stay Connected

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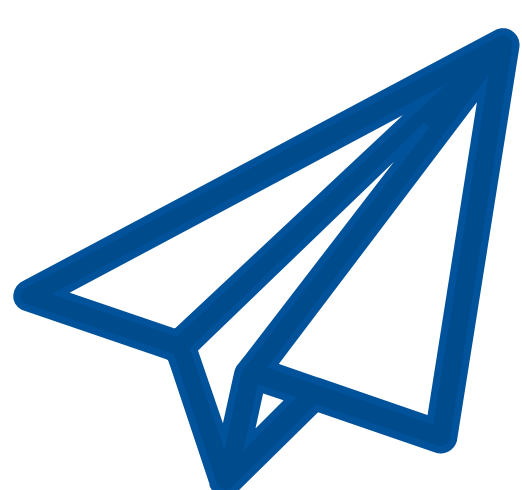
Contact Us

If you have any questions or concerns, please contact:

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Share Your Feedback

Please provide any comments you may have on a comment sheet or email them to the Town project manager by June 17, 2026.