



TOWN OF
HALTON HILLS
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REPORT

TO: Mayor Lawlor and Members of Council

FROM: Roumen Kotev, Supervisor of Transportation

DATE: March 26, 2025

REPORT NO.: TPW-2025-006

SUBJECT: McKenzie-Smith Bennett School Neighbourhood Traffic Calming

RECOMMENDATION:

THAT Report No. TPW-2025-006, dated March 26, 2025, regarding the McKenzie-Smith Bennett School Neighbourhood Traffic Calming, be received;

AND FURTHER THAT the proposed traffic calming measures identified within the McKenzie-Smith Bennett School Neighbourhood Traffic Calming Report be implemented.

KEY POINTS:

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

- Aggressive driving within the McKenzie-Smith Bennett School Neighbourhood has been an on-going concern with area residents.
- A road safety review determined that traffic calming measures are warranted.
- A Traffic Calming Plan was developed which included a combination of both intrusive and non-intrusive traffic calming measures on roads within the neighbourhood. The recommended Traffic Calming Plan is illustrated in Attachment 1.
- Public Engagement was obtained through the Let's Talk Halton Hills platform along with both a virtual and in-person Public Information Centre and received comments on the proposed traffic calming plan. Summary of the public comments are shown in Attachment 2.
- Once approved by Council, the recommended traffic calming measures will be implemented in the summer of 2025.

BACKGROUND AND DISCUSSION:

Over the last few years, an operational safety review was undertaken to assess the need for traffic calming measures within the McKenzie-Smith Bennett School Neighbourhood. The review was initiated due to residential safety concerns regarding aggressive driving exhibited by cut-through traffic and school visitors dropping-off and picking-up students.

Various non-intrusive traffic calming measures have been implemented over the years, which included signs, pavement markings, speed reduction and a Pedestrian Crossover. Recently collected data indicated that these measures have produced only a minor reduction in operating speeds and aggressive driving.

In addition, staff have deployed the Radar Messaging Boards along various road segments within the study area numerous times over the years. Halton Regional Police Service have also been made aware of the safety concerns within the community and have been providing enforcement when resources are available.

In 2024, staff collected both volume and speed data on all study area roads. The results indicated that the operating speeds are outside acceptable ranges based on the posted speed limits.

As indicated in the Traffic Calming Implementation Protocol, a neighbourhood approach was taken to ensure that all roads within the area were reviewed and evaluated. These included the following:

- Acton Boulevard between Queen Street/Highway 7 and Norman Avenue
- Churchill Road N between Queen Street/Highway 7 and Tanners Drive
- Mill Street E between Acton Boulevard and Young Street/Highway 7
- Arthur Street between Acton Boulevard and Young Street/Highway 7
- Peel Street between Acton Boulevard and Young Street/Highway 7
- Wellington Street between Mill Street E and Queen Street/Highway 7
- George Street between Mill Street E and Arthur Street

Based on the safety review, staff are recommending both non-intrusive and intrusive traffic calming measures within the neighbourhood which are illustrated in Attachment 1.

A detailed summary of the traffic calming measures are as follows:

1. Installation of Local Type Speed Humps

Speed humps are intrusive traffic calming measures which have shown to be effective in lowering the operating speeds. Given the higher than desired operating speeds on road segments in the vicinity of the elementary school staff recommend the following:

- Installation of one (1) Local Type speed hump on Mill Street E between Acton Boulevard and Wellington Street.
- Installation of one (1) Local Type speed hump on Arthur Street between Acton Boulevard and Wellington Street.
- Installation of two (2) Local Type speed humps on Peel Street between Churchill Road N and Acton Boulevard.
- Installation of two (2) Local Type speed humps on Peel Street between Acton Boulevard and Wellington Street.

2. Installation of Collector Type Speed Humps

These are similar to Local Type Road Speed Hump with the exception that it has a flat top section three metres long to reduce the impact on emergency, maintenance, and transit vehicles.

Staff recommend the installation of one (1) Collector Type speed hump on Churchill Road N between Tanners Drive and Queen Street/Highway 7.

3. Installation of Speed Cushions

A speed cushion is an intrusive traffic calming measure. It is similar to a speed hump but does not cover the entire road. Speed cushions are intended to limit passenger vehicle travel speeds while allowing larger vehicles such as trucks and emergency vehicles to pass without difficulty, thus reducing the noise pollution and the negative effects on emergency vehicle response times.

Staff recommend the installation of these measures on two (2) segments of Acton Boulevard as indicated on Attachment 1 to ensure minimal impact on emergency response vehicles and school buses.

4. Raised Crosswalk

A raised crosswalk is similar to a Collector Type Speed Hump with a flattened surface placed at a location with a marked crosswalk with the purpose of reducing operating speeds and further enhancing pedestrian safety.

A few years ago, staff implemented a Pedestrian Crossover on Acton Boulevard to provide a safe mid-block crossing for vulnerable road users to and from school.

As part of this project staff propose further enhanced safety at the Pedestrian Crossover through the installation of a raised crosswalk.

5. Speed Limit Reduction

Within the study area staff have identified a segment on Peel Street between Acton Boulevard and Churchill Road N, which is posted at 50km/h. As part of this project

staff recommend lowering the speed limit to 40km/h staying consistent with the speed limit on all surrounding road segments.

6. Enhanced Signs

“Traffic Calmed Neighbourhood” signs will be installed at all entrance points of the study area, to notify approaching vehicles of the conditions ahead and bring more driver awareness to increase safety in the area.

Based on the study results and public feedback, staff recommend the implementation of the proposed intrusive and non-intrusive traffic calming measures within the McKenzie-Smith Bennett School Neighbourhood as indicated in Attachment 1.

Once approved by Council, it is anticipated that this work will be implemented in the summer of 2025.

STRATEGIC PLAN ALIGNMENT:

This report identifies a safe and welcoming community as one of the Town’s Strategic priorities.

RELATIONSHIP TO CLIMATE CHANGE:

This report impacts and/or helps address climate change and the Town's resiliency through climate adaptation.

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: Hand delivered letters to all study area residents, Virtual PIC on the Let’s Talk Halton Hills platform, In-person PIC, as well as one month of public consultation on Let’s Talk Halton Hills.

On October 30, 2024, the Let’s Talk Halton Hills platform was launched to provide all interested residents with the proposed McKenzie-Smith Bennett School Neighbourhood traffic calming measures. This platform provided residents with the option to review all relevant materials on-line, listen to a pre-recorded public information session, obtain answers to their questions, and provide feedback. All feedback was accepted until December 20, 2024.

The project had 451 visitors on the Let’s Talk Halton Hills project page and staff received 12 questions and comments from registered constituents. Staff have advised the area residents of the proposed recommendation report and Council meeting for their

information. An update to the Let's Talk Halton Hills project page will advise all interested residents on Councils' decision on the recommendations report.

On November 6, 2024, staff held a Public Information Centre (PIC) at the Acton Arena. The PIC provided interested residents with the opportunity to review all materials depicting the proposed McKenzie-Smith Bennett School Neighbourhood traffic calming measures.

The PIC was well received with over 20 residents in attendance. Staff received comments through comment cards at the event and emails afterwards.

A summary of all comments and feedback can be found in Attachment 2.

INTERNAL CONSULTATION:

This Report was discussed internally within the Transportation and Public Works Department and the Fire Department.

FINANCIAL IMPLICATIONS:

This report will be funded through an existing approved budget source.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation & Public Works

Damian Szybalski, Commissioner of Community Services and Acting Chief
Administrative Officer