



REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: May 22, 2019

REPORT NO.: TPW-2019-0023

RE: Norval Transportation Update

RECOMMENDATION:

THAT Report No. TPW-2018-0023, dated May 22, 2019, regarding the Norval Transportation Update, be received;

AND FURTHER THAT the Report TPW-2019-0023, Norval Transportation Update, be forwarded to staff at Halton Region and the Protect Our Interest in Norval for Tomorrow (P.O.I.N.T.).

BACKGROUND:

Over the years, there has been long-standing transportation issues related to truck traffic, cut-through traffic, and aggressive driving on local roads generated by the traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street signalized intersection.

The road network within Norval consists of roads which are under multiple Road Authorities. Guelph Street (Highway 7) between Hall Road and Caseley Drive segment and Guelph Street (Highway 7)/Winston Churchill Boulevard (Adamson Street) intersection are under the jurisdiction of the Ministry of Transportation of Ontario (MTO). Winston Churchill Boulevard/Adamson Street (Regional Road 19) is a Regional Road under the jurisdiction of Halton Region and Peel Region. Based on the current road maintenance agreement, the road is operated and maintained by Peel Region. "Local" classification roads such as King Street, Green Street, and Noble Street are under the jurisdiction of the Town of Halton Hills.

In 2006, Council adopted Resolution No. 2006-0245 that directed staff to review traffic conditions in Norval, including Green Street and King Street.

In 2008, staff liaised with the MTO and both Regions to install turn prohibitions at Green Street, King Street, and Noble Street during peak traffic hours and amend the signal timings at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street. In 2012, two speed humps were installed on the Green Street/King Street road segment to further reduce cut-through traffic and aggressive driving

Due to the multiple road authorities operating the surrounding road network in Norval, the Town has limited control over the traffic impacting its local roads. A map identifying the multiple road jurisdictions in Norval is included in “Attachment 1”.

Since the fall of 2017, Town staff has been working with both Halton Region and Peel Region to address some on-going concerns. This report will identify the transportation issues and improvements that have been implemented.

COMMENTS:

On September 13, 2017, the Protect Our Interest in Norval for Tomorrow (P.O.I.N.T.) group had an on-site meeting in Norval with the Town’s elected officials and staff from Peel Region, Halton Region, and the Town of Halton Hills. The purpose of the on-site meeting was to observe and discuss transportation issues at Guelph Street (Highway 7) and Adamson Street/Winston Churchill Boulevard.

Following the on-site meeting, P.O.I.N.T. submitted a petition to the Town that is identified in “Attachment 2”. In acknowledgment of the petition, on October 2, 2017, the Commissioner of Transportation and Public Works presented the Norval Traffic Update to the Community Affairs Committee, which identified the current transportation studies, long-term transportation projects, traffic improvements, and police enforcement strategies.

The Mayor wrote the Regional Chairs of Halton Region and Peel Region on October 17, 2017 “Attachment 3” requesting a meeting to determine how to address the concerns identified in the petition. A meeting was held on February 6, 2018 and it was agreed to work together to find solutions.

On February 8, 2018, staff from both Regions and the Town met to discuss traffic studies and potential improvements in Norval. As a result, the Region of Peel commissioned the Norval Traffic Study which included an Origin/Destination (O/D) study, review of the Red Light Camera request, and existing traffic signage.

The results from the Norval Traffic Study indicate the following:

- Extend the truck restriction from 10 Side Road (Regional Road 10) to 17 Side Road/Mayfield Road on Winston Churchill Boulevard/Adamson Street (Regional Road 19).
- Update and improve the existing traffic signage on Winston Churchill Boulevard/Adamson Street (Regional Road 19) to increase the visibility of signs.
- Install new southbound and northbound left turn lanes to reduce traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street intersection.
- Installation of the Red Light Camera is not warranted at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street intersection.
- Placement of advance truck restrictions on Guelph Street (Highway 7) will not be permitted by the MTO, however the Ministry has no objections to further restrictions on Winston Churchill Boulevard/Adamson Street (Regional Road 19).

The O/D study conducted by Peel Region confirmed the residents' concerns that heavy trucks are shortcutting through Norval unnecessarily along Winston Churchill Boulevard. As such, Halton Region's Report No. PW-23-19 recommended to convert the existing year round axle road restriction on Winston Churchill Boulevard (Regional Road 19) from 10 Side Road (Regional Road 10) through the Town of Halton Hills (Norval) to 17 Side Road/Mayfield Road to a Heavy Traffic Prohibition.

Green Street/King Street

In addition, on September 5, 2018, the Mayor, Ward 2 Councillors, and Town staff had an on-site meeting with the Green Street/King Street residents. The purpose of the meeting was to discuss potential solutions to further reduce the cut-through traffic and ongoing aggressive driving. Town's staff scheduled traffic counts on both streets to determine Average Annual Daily Traffic (AADT) values. Staff then prepared a Traffic Calming Plan which included the installation of two additional speed humps, yellow centre line, edge line, two "Slow" pavement markings, "No Heavy Trucks" signs, "Object Sign" markers, and an additional turn prohibition sign on Green Street facing the northbound direction traffic on Winston Churchill Boulevard/Adamson Street.

Post studies were conducted after the installation of two new speed humps and non-intrusive traffic calming measures. It concluded that the cut-through traffic on King Street was reduced by 42 vehicles or 16 percent (%). Also, the results on Green Street indicated the cut-through traffic reduction of 79 vehicles or 28 percent (%).

The operating speeds (85th percentile) on King Street and Green Street were reduced by 10 and 12 percent (%) from 39 and 42 km/h to 35 and 37 km/h, respectively.

The following AADT values represent the results of traffic counts on King Street between Green Street and Guelph Street (Highway 7) from 2006 to the 2019 year:

- 2006 – 401 vehicles
- 2017 – 346 vehicles
- 2018 – 264 vehicles
- 2019 – 222 vehicles

Overall, the traffic calming measures installed on King Street reduced the cut-through traffic by 179 vehicles or 45 percent (%) during the above noted years.

The installation of traffic calming measures on King Street/Green Street had a positive effect on reducing the cut-through traffic and aggressive driving. To increase compliance with the existing turn prohibitions, staff will coordinate with the Halton Regional Police Service (HRPS) to undertake road safety blitzes.

The installation of the northbound left turn lane at the intersection of Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street should further reduce the percentage of cut-through traffic on Green Street and King Street.

In addition, the Norval West By-pass will provide a new road connection between Highway 7 and 10 Side Road (Regional Road 10) and will assist in rerouting traffic away from Norval.

Noble Street

In 2017, staff undertook general traffic observations and traffic count using an automatic traffic recorder (ATR) and speed studies on Noble Street. The traffic count resulted in the AADT value of 208 vehicles.

Various speed studies were undertaken with the following operating speed (85th) results in the statutory 50 km/h zone:

- September 19th – 50 km/h
- September 20th – 49 km/h
- September 26th – 45 km/h

Based on the staff observations, no aggressive driving was observed during the three speed studies. Staff do not recommend further action on Noble Street.

Next Steps

Staff will continue to coordinate with the HRPS to improve compliance with the turn prohibitions installed near Green Street, King Street, and Noble Street and undertake truck safety blitzes.

RELATIONSHIP TO STRATEGIC PLAN:

A.3 To provide a broad range of educational, recreational and cultural services that meet the needs of our residents.

A.5 To ensure the use of appropriate design strategies to create safe communities.

FINANCIAL IMPACT:

Implementation of traffic calming measures on Green Street and King Street was included in the 2018 approved Capital budget.

CONSULTATION:

This report was discussed internally within the department.

PUBLIC ENGAGEMENT:

Residents identified in the petition will be contacted directly.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Social Well-being pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is good.

COMMUNICATIONS:

Notification to the community will be undertaken via the Council agenda.

CONCLUSION:

There has been long-standing transportation issues related to truck traffic, cut-through traffic, and aggressive driving on local roads generated by the traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street signalized intersection. The truck restrictions to be implemented on Winston Churchill Boulevard will improve the cut-through of truck traffic. Furthermore, the additional speed humps that were installed on Green Street and King Street along with the proposed intersection improvements at Highway 7 and Winston Churchill Boulevard/Adamson Street will mitigate the cut through traffic. Staff will continue to liaise with the MTO, Halton Region, Peel Region, and Halton Regional Police Service to undertake road safety initiatives within the Hamlet of Norval.

Reviewed and Approved by,

A handwritten signature in dark ink, appearing to read "Maureen Van Ravens". The signature is fluid and cursive, with the first name being the most prominent.

Maureen Van Ravens, Manager of Transportation

A handwritten signature in dark ink, appearing to read "Chris Mills". The signature is stylized with a large, sweeping initial "C" and a horizontal line extending from the end.

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in dark ink, appearing to read "Brent Marshall". The signature is cursive and somewhat slanted, with the first name being the most prominent.

Brent Marshall, Chief Administrative Officer