



REPORT

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

REPORT FROM: Roumen Kotev, Traffic Analyst

DATE: January 31, 2020

REPORT NO.: TPW-2020-0003

RE: John Street Neighbourhood Traffic Calming

RECOMMENDATION:

THAT Report No. TPW-2020-0003 dated January 31, 2020, regarding the John Street Neighbourhood Traffic Calming, be received;

AND FURTHER THAT the proposed traffic calming measures within the John Street Neighbourhood be implemented.

BACKGROUND:

Report No. TPW-2019-0004 provided a new Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing technology, and current industry practices. An overall neighbourhood traffic calming approach will be considered to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measure. The neighbourhood approach will also benefit the objective of educating the community and enhancing personal accountability related to speeding and aggressive driving.

Report No. TPW-2019-0002 indicated the 2019 Traffic Engineering Work Plan. The John Street Neighbourhood Traffic Calming project was included in the work plan and would incorporate the new Traffic Calming Implementation Protocol.

COMMENTS:

Over the last number of years, staff has undertaken numerous studies to assess the requirement for traffic calming on John Street between Mountainview Road North and Victoria Street. The new traffic calming protocol indicates that conditions 1 and 2 of the screening process criterion must be satisfied for either intrusive or non-intrusive traffic calming measures to be warranted.

John Street fully satisfies the screening process. The most recent data indicates infiltration traffic exceeding 30%. In addition, although the posted speed limit is 50km/h, the operating speed is 68.75 km/h with daily traffic volumes of 2763 vehicles.

In 2018, staff implemented non-intrusive traffic calming measures in the form of warning signs and pavement markings on John Street. These measures demonstrated a small reduction in traffic speeds; however, it was evident that additional traffic calming measures warranted consideration.

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

1. John Street between Mountainview Road North and Victoria Street
2. River Drive between Mountainview Road North and Rosetta Street
3. Victoria Street between John Street and Metrolinx parking lot
4. Rosetta Street between River Drive and Caroline Street
5. Caroline Street between Rosetta Street and Saint Michaels Street
6. Saint Michaels Street between Caroline Street and Metrolinx parking lot

Staff are recommending both non-intrusive and intrusive traffic calming measures within the neighbourhood and are illustrated in Attachment 1. The traffic calming details for each street are indicated below.

1. John Street

Staff are proposing the installation of two (2) asphalt-based speed humps strategically placed on John Street between Mountainview Road North and Victoria Street. The first speed hump is proposed approximately 90 metres east of Victoria Street on the flat section of the road to reduce vehicle speeds before going down the steep hill. The second speed hump is proposed in the vicinity of John Street Park, approximately 150 metres west of Mountainview Road North.

2. River Drive

Both residents on River Drive and Daniela Court have expressed concerns with aggressive driving. Staff conducted the necessary studies and determined that conditions 1 and 2 of the screening process were not fully satisfied to warrant traffic calming measures. However, it is staff's opinion that River Drive traffic volumes will increase and will be negatively impacted once the speed humps are installed on John Street.

Staff are proposing the installation of two (2) asphalt-based speed humps between Rosetta Street and Daniela Court, on the flat section of the road. This will assist to ensure that aggressive driving patterns are not transferred from one road to another. Additionally, staff is proposing the installation of a yellow centre line and a white edge

line on the north side of River Drive to provide more positive guidance to motorists and further discourage aggressive driving.

3. Victoria Street

It is not expected that there will be changes in traffic volume or driving patterns on this section of the road. However, staff has determined the need for improvement through the installation of a yellow centre line. This will provide more positive guidance for motorists to and from the Metrolinx parking lot.

4. Rosetta Street

It is recommended to install a painted stop line with a 15 metre yellow tail at the intersection with River Drive to provide more positive guidance to motorists on approach to the intersection.

Staff are also recommending to improve pedestrian facilities at the intersection leading into the Metrolinx parking lot. These improvements consist of the extension of the sidewalk on the north side of River Drive to Rosetta Street, the installation of a painted crosswalk on the north leg of the intersection along with the installation of a sidewalk on the west side leading into the Metrolinx parking lot. These proposed works will be coordinated with the existing Metrolinx project.

5. Caroline Street

On the north side of Caroline Street, staff recommends the installation of hazard marker warning signs to advise motorists of the existing hydro poles.

6. Saint Michaels Street

Staff are proposing the installation of a painted stop line along with a 15 metre yellow tail to provide more positive guidance to motorists on the approach to the intersection with Metrolinx parking lot.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendation of this report supports the following Strategic Objective of the Strategic Plan:

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

FINANCIAL IMPACT:

The estimated cost to complete this project is \$30,000.00 and has been included in the approved capital budget.

CONSULTATION:

This report was discussed internally within the department and the Fire Department.

PUBLIC ENGAGEMENT:

Staff engaged John Street residents through phone conversations, emails, and various on-site meetings to discuss their concerns. Phase 1 of the John Street traffic calming project was implemented through non-intrusive traffic calming measures.

In November 2019, the “Let’s Talk Halton Hills” platform launched to provide all interested residents with the proposed John Street Neighbourhood traffic calming measures. This platform provided residents with the option of reviewing all relevant materials on-line, obtaining answers to their questions, and providing feedback.

The webpage generated a total of 344 views with a total of 17 registered constituents commenting on the project. A breakdown of the comments indicated 9 being in favour, 3 being against, and 5 requesting further information about the project.

On November 21, 2019, staff held a Public Information Centre (PIC) at the Halton Hills Cultural Centre. The PIC provided interested residents with the opportunity to review all materials depicting the proposed John Street Neighbourhood traffic calming measures.

The PIC was advertised through the following channels:

- Notices in both the Georgetown Independent Free Press and the Acton Tanner over a two week period
- Hand-delivered letters were issued to all residents within the study area
- Radar Message Board was installed on John Street advertising the PIC’s time and location for seven days.
- Notice on the “Let’s Talk Halton Hills” platform.

The PIC was well received with 29 residents in attendance living within the neighbourhood. Nine of the residents in attendance left written comments, all of which were firmly in favour of the proposed traffic calming measures.

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:

Staff have advise the affected residents of the proposed recommendation report and Council meeting for their information. Staff will hand deliver letters to all affected residents and update the “Let’s Talk Halton Hills” website to notify the community about

Councils' decision on the implementation of the proposed John Street Neighbourhood traffic calming measures.

CONCLUSION:

Based on study results and public feedback, staff recommends the implementation of the proposed intrusive and non-intrusive traffic calming measures within the John Street Neighbourhood study area as indicated in Attachment 1.

Once approved by Council, it is anticipated that this work will commence in the spring of 2020.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "Maureen Van Ravens". The signature is written in a cursive, flowing style.

Maureen Van Ravens, Director of Transportation

A handwritten signature in black ink, appearing to read "C. Mills". The signature is written in a cursive, flowing style.

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is written in a cursive, flowing style.

Brent Marshall, Chief Administrative Officer