



## REPORT

**REPORT TO:** Mayor Bonnette and Members of Council

**REPORT FROM:** Roumen Kotev, Traffic Coordinator – Road Safety

**DATE:** September 14, 2020

**REPORT NO.:** TPW-2020-0025

**RE:** Churchill Road South Neighbourhood Traffic Calming

### RECOMMENDATION:

THAT Report No. TPW-2020-0025, dated September 14, 2020, regarding the Churchill Road South Neighbourhood Traffic Calming Report, be received;

AND FURTHER THAT the proposed traffic calming measures identified within the Churchill Road South Neighbourhood Calming Report be implemented.

### BACKGROUND:

Staff have been engaged with residents over the last few years to discuss speeding concerns on Churchill Road South. This led to the implementation of non-intrusive traffic calming measures on Churchill Road South. These measures consisted of the implementation of on-road bike lanes and the reduction of parking on the east side of Churchill Road South. In addition, “Watch for Children” warning signs and an oversized 50 km/h sign were put in place.

These improvements resulted in a reduction in operating speeds however it was evident that additional measures warranted consideration.

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. The protocol provides an overall neighbourhood traffic calming approach to be considered and to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measures. The neighbourhood approach also benefits the objective of educating the community and enhancing personal accountability related to speeding and aggressive driving.

The Churchill Road South Neighbourhood Traffic Calming project was included in the 2020 Traffic Engineering Work Plan and incorporates the new Traffic Calming Implementation Protocol.

### **COMMENTS:**

Over the last few years, a number of studies were undertaken to assess the need for traffic calming on Churchill Road South. 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.

Churchill Road South fully satisfies the screening process. The posted speed limit is 50 km/h, and the operating speed is 69 km/h, and the infiltration traffic exceeds 30% since this road is a connector in and out of Acton.

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. This included the following roads within the neighbourhood:

1. Churchill Road South between Orville Road and Rachlin Drive
2. Tanners Drive between Kingsley Road and Churchill Road South
3. Longfield Road between Orville Road and Churchill Road South
4. Sprowl Street
5. Orville Road
6. Rachlin Drive
7. Salmon Way
8. Kenney Street
9. Kingsley Drive
10. Wynford Place

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

1. Churchill Road South between Orville Road and Rachlin Drive

Staff are proposing the installation of three (3) asphalt-based speed humps strategically placed on Churchill Road South to reduce the operating speeds. The first speed hump is proposed between Orville Road and Longfield Road. The second speed hump is proposed approximately 40 metres south of Tanners Drive. The third speed hump is proposed approximately 20 metres north of Rachlin Drive.

## 2. Tanners Drive between Kingsley Road and Churchill Road South

Based on public input and further analysis staff are proposing one (1) asphalt-based speed hump, at a midblock location between Kingsley Road and Sprowl Street. Initially staff had not included any immediate improvements on Tanners Drive as this road would be included as part of a future bike lane implementation project and it is anticipated that operating speeds will be reduced as a result of that project.

## 3. Longfield Road between Orville Road and Churchill Road South

This section of the road consists of an all-way stop at Orville Road and a ninety (90) degree turn. Staff is proposing the installation of a painted white edge line, located two (2) metres from the curb on the west side, to act as a designated parking lane. In addition, staff will be installing a painted yellow centre line that will divide the remainder of the travelling portion of the road into equal three (3) metre lanes in each direction. Additionally, “No Parking” restrictions will be implemented on the east side.

## 4. Sprowl Street

In 2019 Town staff improved pedestrian safety at the intersection of Salmon Way by installing a painted 2.5 metre crosswalk, a painted stop line and “No Parking” restrictions. The parking restrictions are located 15 metres from each corner of the intersection, ensuring vehicles are not parking too close and creating sightline issues for other motorists and pedestrians.

As part of this project staff recommends the installation of a single asphalt-based speed hump at a mid-block location to ensure Sprowl Street is not used as a by-pass for motorists hoping to avoid the speed humps on Churchill Road South.

Staff is recommending the installation of a painted white stop line along with a 15 metre yellow tail on the north leg of the intersection at Rachlin Drive. It will provide motorists with more positive guidance on approach to the intersection.

## 5. Orville Road

To improve pedestrian facilities staff is recommending a painted 2.5 metre crosswalk at the intersection of Orville Road and Longfield Road.

## 6. Rachlin Drive

Rachlin Drive is a local road which primarily serves local traffic. Staff is not proposing any improvements as part of this project.

#### 7. Salmon Way

Salmon Way is a local road which primarily serves local traffic. Staff is not proposing any improvements as part of this project.

#### 8. Kenney Street

Kenney Street is a local road which primarily serves local traffic. Staff is not proposing any improvements as part of this project.

#### 9. Kingsley Drive

Staff is proposing the improvement of pedestrian facilities by adding a painted 2.5 metres crosswalk at Tanners Drive along with 15 metres painted yellow tail to provide more positive guidance to motorists on approach to the intersection.

#### 10. Wynford Place

Staff is proposing the improvement of pedestrian facilities by adding a painted 2.5 metres crosswalk at Longfield Road. Additionally a painted white stop line and a 15 metres painted yellow tail to provide more positive guidance to motorists on approach to the intersection.

### **RELATIONSHIP TO STRATEGIC PLAN:**

The recommendations of this Report support the Strategic Plan priority area of Transportation and the focus area of Traffic Calming..

### **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 Transportation and Public Works Department, the Fire Department and EMS at Halton Region.

## **PUBLIC ENGAGEMENT:**

On June 8, 2020, the “Let’s Talk Halton Hills” platform launched to provide all interested residents with the proposed Churchill Road South Neighbourhood traffic calming measures. This platform provided residents with the option of reviewing all relevant materials on-line, listen to a pre-recorded public information session, obtaining answers to their questions, and providing feedback. All feedback was accepted until June 30, 2020.

The following is a summary of Generated Feedback:

- 667 views of Let’s Talk Halton Hills Project Page
- 22 questions and comments from registered constituents
- 12 Votes: 75 % YES (9), 25 % NO (3)
- 5 questions and comments came directly via email

Attachment 2 provides a summary of all the comments and questions received.

## **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 advised the area 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 recommendations proposed as part of the Churchill Road South Neighbourhood traffic calming project.

**CONCLUSION:**

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

Once approved by Council, it is anticipated that this work will commence in the fall of 2020 and be completed in the spring of 2021.

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 "Bill Andrews". The signature is written in a cursive, flowing style.

Bill Andrews, Interim Commissioner of Transportation and Public Works

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

Chris Mills, Acting Chief Administrative Officer