

Attachment 2: Churchill Road South Neighbourhood Traffic Calming – Comments and Questions Summary

- Churchill Road South
 - Sidewalk facilities required on the west side of Churchill Road South, south of Tanners Drive
 - installed in July 2020
 - Issues with motorists not obeying stop condition at Orville Road
 - Will be shared with Halton Regional Police Services for enforcement
 - All-way stop installation at Tanners Drive
 - Not warranted under current circumstances
 - Road repairs between Rachlin Drive and Tanners Drive
 - To be undertaken prior to speed hump implementation
- Tanners Drive
 - Three (3) residents inquired why staff had not included any traffic calming measures on Tanners Drive as they believe it presents motorists with the opportunity for aggressive driving.
 - Staff have included a speed hump between Kingsley Drive and Sprowl Street as part of the final recommendations.
- Orville Road
 - One resident recommended that this road should also get a speed hump due to aggressive driving.
 - Staff does not recommend a speed hump on such a short stretch of road as it will not meet the traffic calming implementation protocol criterion.
- Kingsley Road
 - One resident recommended that this road should also get a speed hump due to aggressive driving.
 - Staff does not recommend a speed hump on such a short stretch of road as it will not meet the traffic calming implementation protocol criterion.
- Rachlin Drive
 - Three residents inquired why staff had not included any measures on Rachlin Drive as they believe it presents motorists with the opportunity for aggressive driving going down a steep hill.
 - This is a local road serving primarily neighbourhood traffic. Halton Regional Police Service (HRPS) Road-Watch program is very efficient when dealing with repeat local offenders.

- Sprowl
 - Six comments were made about aggressive driving between Salmon Way and Tanners Drive. The residents insist on a second speed hump within that mid-block.
 - The placement of a speed hump on Sprowl Street is to address the neighbourhood aspect of traffic calming and discourage cut-through traffic. In different circumstances Sprowl Street would not meet the criterion that warrants the implementation of traffic calming.

The remaining inquiries were about the implementation of traffic calming within their neighbourhoods, which are outside the current study area.