



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Roumen Kotev, Traffic Coordinator - Road Safety

DATE: September 22, 2020

REPORT NO.: TPW-2020-0031

RE: Operational Assessment and Implementation for Niagara Trail

RECOMMENDATION:

THAT Report No. TPW-2020-0031, dated September 22, 2020, regarding the Operational Assessment and Implementation for Niagara Trail, be received;

AND FURTHER THAT the proposed traffic safety measures recommended in this Report on Niagara Trail be implemented.

BACKGROUND:

Over the past several years, staff have received a number of public concerns about pedestrian safety at the intersection of Niagara Trail and Harwell Road. Across from this intersection is the Jubilee Park and Jubilee Woodlot. The park and the skate park are regularly used by the residents in the neighbourhood as well as people living outside the immediate area. During the school months, the intersection is utilized by children attending St. Catherine of Alexandria Elementary School, which can be accessed through the park.

As part of the 2020 Traffic Engineering Work Plan, an operational review was scheduled for this section of Niagara Trail, however, this was delayed due to the lower traffic volumes relating to the COVID-19 pandemic.

COMMENTS:

Staff received recent concerns about aggressive driving and the opportunity to provide a safe pedestrian crossing to Jubilee Park and St. Catherine of Alexandria Elementary School.

Town staff, along with the Mayor and Ward 4 Councillors met with a group of neighbourhood residents on-site to understand their concerns. A petition was submitted to the Town with 67 signatures requesting safety improvements to reduce aggressive driving and allow for the safe crossing of pedestrians. At the meeting, staff committed to completing an operational review over the next month.

As part of the review, staff noted that Niagara Trail provides pedestrian access to one of the entrances to St. Catherine of Alexandria Elementary School. Under the Highway Traffic Act (HTA) this section of Niagara Trail is therefore considered a school safety zone. As such, Niagara Trail from Barber Drive to Monarch Drive will have a reduced posted speed limit of 40 km/h. School zone signs will be installed on Niagara Trail on each approach to the intersection with Hartwell Road.

A “Watch for Children” sign will be installed on Hartwell Road on approach to Niagara Trail to enhance safety in the vicinity of the park. To provide additional pedestrian safety measures, a 15-metre “No Stopping” restriction will be implemented at the corners of the intersection in front of Jubilee Park to enhance the sightlines and ensure pedestrians are visible to motorists

In addition, staff undertook a turning movement count at the intersection of Niagara Trail and Hartwell Road on September 17, 2020, to determine if an All-Way Stop Sign Control is warranted.

Warrant 2 of the All-Way Stop Sign Control was analyzed and only partially satisfied due to the lower traffic volumes associated with the COVID-19 pandemic. The critical part of the All-Way-Stop Control Warrant is Warrant 2B which requires Minor street volume entering the intersection to be equal to or greater than 25 percent (%) of the total traffic volume at the three-way intersection. At this intersection, the Minor street volume consists of 32 percent (%) of the total traffic volume.

Based on staff observations, children appear to be intimidated when crossing the intersection to access the park. To improve pedestrian safety, staff recommends installing an All-Way Stop Sign Control at the intersection of Niagara Trail and Hartwell Road. As part of the implementation, staff will install stop lines, and 15-metre yellow tails on all three (3) approaches to provide further guidance for vehicles. Painted crosswalks will be installed on the east and west legs of the intersection to identify crossing areas for pedestrians. An illustration of all the proposed improvements is indicated in Attachment 1.

Upon approval, the changes to the operation of the intersection will be included in the Uniform Traffic Control By-law No. 84-1 Schedule Updates Report to Council later this year. Should Council approve the recommendations in this Report, it is anticipated that this work will be completed by the end of 2020.

RELATIONSHIP TO STRATEGIC PLAN:

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

FINANCIAL IMPACT:

The estimated cost to complete this project is \$1,500.00 and has been included within the approved 2020 Capital Budget.

CONSULTATION:

Staff have met internally within the Department to discuss the proposed improvements.

PUBLIC ENGAGEMENT:

Town staff, the Mayor, and Ward 4 Councillors met on-site with a group of neighbourhood residents to discuss their safety concerns. A signed petition was submitted by 67 residents addressing their safety concerns for the area. Staff committed to addressing their concerns by completing an operational review and providing any recommendations to Council for approval.

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 Integrated Community Sustainability Strategy is very good.

COMMUNICATIONS:

Staff will advise the residents of the proposed recommendation Report and Council meeting for their information. Staff will advise the residents of the decision by Council.

CONCLUSION:

Staff completed an operational review on Niagara Trail in the vicinity of Jubilee Park.

Based on the results of the review and observations, staff recommends implementing the proposed safety measures on Niagara Trail, as indicated in Attachment 1.

Once approved by Council, it is anticipated that this work will be completed by the end of 2020.

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, Director of Transportation

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

Bill Andrews, Interim Commissioner of Transportation and Public Works

A handwritten signature in dark ink, appearing to read "Chris Mills". The signature is cursive and stylized, with the first name being the most prominent.

Chris Mills, Acting Chief Administrative Officer