

Stop Sign on Rolling Hills

Presentation to Council by the Rolling Hills Oak Ridges Traffic Committee

Where as Rolling Hills/McCannell is a 1 km stretch of road designated as a collector road but has no place for pedestrians to cross other than at Highway 9 and Rolling Hills Drive,

And where as Rolling Hills is a unique community within Orangeville which includes many amenities on either side of Rolling Hills Drive, such as the Headwaters Hospital, Rebecca Hill Park, stores, restaurants, public and school bus stops, doctor's offices and pharmacies and no proper pedestrian connectivity,

And where as Council has been waiting for the results of a traffic consultant for over a year and at present no results are available and will likely not be available until after school has resumed in September,

And where as numerous residents, as was indicated in the online petition, are requesting a stop sign be installed to create a designated place for pedestrian crossing with every driver being required to yield the right of way to pedestrians under the Highway Traffic Act,

And where as Council is working to create safer communities,

Therefore, be it resolved that staff be directed to install a stop sign for the purpose of establishing a location for pedestrian crossing on Rolling Hills no later than Friday September 3rd, 2021, prior to the commencement of the 2021/2022 school year. The location of the stop sign will be determined by staff and will take into consideration the length of Rolling Hills and the numerous reasons that pedestrians cross the road.

Speaking Points

Safety Matters to Us All

- My name is Tracey Newman representing the Rolling Hills Oak Ridges Traffic Committee
 - We are a group of like minded neighbours who agree that safety involving pedestrians and vehicles needs to be addressed in our neighbourhood
- Speaking on behalf of our committee, we are requesting that council approve the motion to install a stop sign on Rolling Hills Drive

Our Community is Unique

- Rolling Hills/McCannell is a unique road unlike any other in Orangeville
- “ Providing proper connectivity between origins and destinations allow pedestrians for simple and convenient access to facilities with the shortest possible deviation.”
Ontario Traffic Manual
- A stop sign can be justified for pedestrian connectivity based on the unique community amenities such as;
 - 1 km stretch of collector roadway spanning from Highway 9 to Highway 10 with no proper pedestrian accommodation – other than at Highway 9 and Rolling Hills Drive
 - Headwaters Hospital
 - Strip Plaza containing 3 restaurants, convenience store, doctors offices, pharmacy, nail salon
 - Rebecca Hill Park
 - Medical Buildings containing pharmacy, doctors offices and specialist offices
 - 3 public bus stops
 - Several school bus stops including St. Peter, French Immersion and RF Hall Secondary School

- Covid Testing Centre
- Traffic from outside of our neighbourhood enters to use the amenities
- Traffic uses our sub-development to bypass waiting behind trucks turning onto the highways going both ways
- Community has been used numerous times to bypass highways due to accidents on the highways making pedestrian crossing near impossible

Approximate Cost

- Installation of stops signs to make a 4 way stop, which would include 2 new stop signs, posts and painting new stop blocks should cost about \$500 but would certainly cost less than \$1000.
- A Public Crossover which would include the cost of installation and the work involved to install depressed curbs, receiving sidewalks, sidewalk ramps if required and line painting

Potential Advantages of Stop Sign for Pedestrian Safe Crossing

- Creates pedestrian connectivity to amenities
- Increased pedestrian visibility while crossing
- Increased driver awareness and obligation to yield to pedestrians
- Improves potential usage of Rebecca Hill Park and other green spaces
- Enforces a stop condition and the need to slow down to watch for pedestrians
- Self enforcing

- Potential reduction in speed on Rolling Hills Drive
- Potential to reduce speed at Highway 9/Rolling Hills Drive intersection
- Lowest impact on emergency vehicles
- Increases community accessibility to seniors and persons with disabilities who may need extra time in crossing
- Causes inconvenience for drivers using Rolling Hills to bypass highways
- May re-educate drivers to avoid using Rolling Hills as through traffic
- Will not interfere with snow removal

OPP Report

- Staff Sargent McLagan acknowledged that Rolling Hills Drive is problematic and agreed to conduct speed report, results are as follows;
 - Traffic on Rolling Hills monitored between March 28th & April 7th
 - Included Good Friday and Easter Monday potentially lowering median speeds
 - Both directions monitored
 - Placed at approx. mid point, slightly north of Jay Crescent
 - Median speed is 53km/hr in a zone posted at 40km/hr
 - Highest registered speed was between 131-140 km/hr
 - Numerous speed recorded at 71-80 km/hr and 81/90km/hr
 - OPP indicated that the speed monitoring sign is a traffic calming measure and that median speeds are likely 10 + km/hr higher than the report indicated

- Volume of cars would not merit regular speed enforcement but would be agreeable to monitoring occasionally

Dufferin Paramedics Services

- Inspector Tom Reid stated he is aware that Rolling Hills is problematic
- Has attended several meetings regarding pedestrian safety on Rolling Hills
- While discussions were around children crossing for school, stated anything to slow traffic down before arriving at the intersection would be a good thing
- Would support a stop sign on Rolling Hills as it does not impede ambulance services
- Would not support speed bumps, rumble strips or road narrowing as may interfere with safe patient delivery
- While must obey Highway Traffic Act, used to stop signs and feels the benefits outweigh the negatives

Orangeville Fire Department

- Would be in support of a stop sign if Council approves it
- Speed bumps and rumble strips are problematic to fire vehicles due to weight and size of vehicles
- Limited head space inside fire trucks, speed bumps may cause injury to firefighters due to risk of hitting head
- Have attended multiple accident at Rolling Hills and Highway 9, would support anything that may increase community safety

Petition

- Signatures in support of a stop sign
- Successful petition circulated requesting stop sign
 - Approx. 150 signatures with 48 hours
 - Over 250 signatures within a week
- Reflects lived experience of neighbourhood
 - “I always worry about my kids crossing Rolling Hills to get to the Park.”
 - “I was almost flattened by a Jeep coming up the turning lane to go to the hospital.”
 - “It’s really not a safe place.”

Statistics

- Pedestrians involved in accidents most likely involve distraction (64%) and drivers are mostly responsible for the accidents
- The young and the elderly are more likely to be involved in accidents as pedestrians
- Children are vulnerable pedestrians because their physical and cognitive capacities are still developing, it requires continual analysis
- Risk for a child to be hit is increased due to both their size and their eye level
- Crossing the street requires complex processes and behaviours that are not yet developed such as
 - Planning their route
 - Detecting vehicles
 - Evaluating speed and distance
 - Decision making – when is the best time to cross
- Accidents causing injury are more frequent in in business and residential areas as compared to rural areas

- Probability of pedestrian being killed varies according to speed
- Likelihood of death is 10% at 30 km/hr but jumps to 75% at 50km/hr
- Probability of death is nearly 100% at 70 km/hr

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Additional Facts

- Traffic patterns have substantially changed in Orangeville due to the installation of the 109 Bypass and the additional housing that was added and continues to be added after it's installation
- If the Bypass had of been completed, it is most possible that traffic would not use Rolling Hills as a bypass
- A stop sign, while being requested as a means to create a designated crossing point for pedestrians, will likely aid several other issues in our neighbourhood such as re-educating drivers to use the surrounding highways instead of cutting through our community due to the inconvenience of having to stop and the subsequent lower speeds
- Drivers will form driving patterns and routines when school resumes in September, it is therefore essential that the installation of the stop sign occurs prior to September 3, 2021

We would like to thank everyone who worked on this request, many community members came together and put in a lot of time and effort. We would also like to thank you for both your time and consideration regarding our request. I would be happy to try to answer any questions that Council may have.