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**REPORT TITLE: Amendments to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions, Community Safety Zones and Parking Prohibition on Regional Roads within the Hamlet of Terra Cotta, Town of Caledon, Wards 1 and 2**

**FROM: Kealy Dedman, Commissioner of Public Works**

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### **RECOMMENDATION**

- 1. That the speed limit reductions on Regional Road 9 (King Street) and on Regional Road 19 (Winston Churchill Boulevard) as outlined in the report of the Commissioner of Public Works, listed on the April 27, 2023 Regional Council agenda titled “Amendments to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions, Community Safety Zones and Parking Prohibition on Regional Roads within Hamlet of Terra Cotta, Town of Caledon, Wards 1 and 2”, be implemented; and**
- 2. That Community Safety Zones be established on Regional Road 9 (King Street) from 215 meters east of High Street to Regional Road 19 (Winston Churchill Boulevard), and Regional Road 19 (Winston Churchill Boulevard) from 480 meters south of Regional Road 9 (King Street) to 2,390 meters north of Regional Road 9 (King Street); and**
- 3. That parking prohibitions be established on both sides of Regional Road 9 (King Street) from Heritage Road West to Winston Churchill Boulevard / Side Road 27; and**
- 4. That the necessary by-laws be presented for enactment; and**
- 5. That the Town of Caledon, Region of Halton, Town of Halton Hills and Ontario Provincial Police, Caledon Detachment be advised.**

### **REPORT HIGHLIGHTS**

- In recent years, residents of Terra Cotta have noted a significant increase in visitors to the area, which has also increased traffic volumes, speeds, pedestrian activity, and demand for parking.**
- As a result, Peel Region has received numerous requests from residents and businesses to address traffic and pedestrian-related concerns in the Terra Cotta area.**
- Regional staff worked closely with area residents and Councillors to address these concerns through a traffic operational review of Regional roads within the Hamlet of Terra Cotta (King Street and Winston Churchill Boulevard).**

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- Based on the outcome of the review, staff recommend reducing the posted speed limits, establishing new Community Safety Zones, and extending the existing parking prohibition.
  - The recommendations support Peel Region's Vision Zero framework.
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### **DISCUSSION**

#### **1. Background**

The Hamlet of Terra Cotta is a scenic area that attracts visitors to the local parks, trails, playgrounds, and businesses. The unique nature of the area includes narrow boulevards that cannot accommodate visitor parking and pedestrians. Residents have noted a significant increase in visitors to the area over the last several years, leading to increased traffic volumes, speeds, pedestrian activity, and demand for parking.

Due to these changes, residents and business owners of Terra Cotta have submitted a number of traffic related concerns to the Region. In August 2020, staff met and worked with the community and Councilors regarding these concerns. Staff undertook an operational review to identify improvements that could be made, examining speed limits, Community Safety Zones and shoulder parking on King Street and Winston Churchill Boulevard in Terra Cotta.

As part of the review, staff conducted an online public consultation with the Terra Cotta community which included a presentation for public information outlining the proposed traffic enhancement recommendations and an accompanying online questionnaire for the public to submit their feedback on the parking plan of the study.

Findings and recommendations of the operational review for Regional roads within the Terra Cotta Hamlet limits are described below.

#### **2. Findings and Recommendations**

##### **a) Speed Limit Review**

A comprehensive Speed Limit Review was completed on King Street from Heritage Road to Winston Churchill Boulevard/Side Road 27, and on Winston Churchill Boulevard from 32 Side Road to 1,100 metres south of King Street. The purpose of the review was to determine if the existing 50 km/h and 60 km/h posted speed limits are still appropriate based on current and future roadway characteristics.

Staff used the Transportation Association of Canada (TAC) Speed Zone Methodology to evaluate the road segments within the study area and select an appropriate speed limit. The TAC evaluation indicated that a speed limit reduction is advisable for the selected road segments on King Street and on Winston Churchill Boulevard. Considering the existing topography, land uses, attractions, road characteristics and existing business establishments with the increased pedestrian activity, staff recommend that the posted speed limits be reduced as follows:

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- King Street from Heritage Road to Winston Churchill Boulevard)/Side Road 27 be reduced to 40 km/h;
- Winston Churchill Boulevard from King Street to Isabella Street be reduced to 40 km/h;
- Winston Churchill Boulevard from Side Road 27 to 480 metres south of King Street be reduced to 40 km/h; and
- Winston Churchill Boulevard from 480 metres south of King Street to 1,100 metres south of King Street be reduced to 50 km/h.

### **b) Community Safety Zone Review**

Community Safety Zones are implemented through a special designation under the *Highway Traffic Act*, using the Ontario Traffic Manual guidelines. In a Community Safety Zone, all traffic offences are charged an increased fine. The increased fines help deter aggressive driving behaviors, such as careless driving and speeding, to improve public safety.

Community Safety Zones may be appropriate in areas that have schools, parks, trails, playgrounds, or where public safety is of special concern. Safety concerns such as aggressive driving must be evident within the selection of roadway where a Community Safety Zone is designated.

Staff identified sections of King Street and Winston Churchill Boulevard north and south of King Street for consideration of new Community Safety Zones within Terra Cotta. The roads in this area have several alignment changes due to the topography and narrow boulevards. The area is also home to several visitor attractions on adjacent lands such as Conservation Park, Peel District School Jack Smythe Field Centre, The Forge Park, a restaurant, gift shop/variety store and trails. These local attractions generate visitor and pedestrian activity. In addition, private residences and businesses have direct access to King Street and Winston Churchill Boulevard.

Considering the special safety needs of this area created by local attractions and increased pedestrian activity, staff recommend establishing Community Safety Zones on King Street and on Winston Churchill Boulevard as follows:

- On King Street between 215 metres east of High Street and Winston Churchill Boulevard/Side Road 27; and
- On Winston Churchill Boulevard between 480 metres south of King Street and 2,390 metres north of King Street.

The Ontario Provincial Police have provided their support for the proposed Community Safety Zones.

### **c) On-Street Parking Review**

The unique characteristics of Terra Cotta, such as the natural scenery, trails, Conservation Park, Peel District School Jack Smythe Field Centre, The Forge Park and the river attraction, draw many visitors to the area who walk along King Street and Winston Churchill Boulevard.

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Staff completed a parking review on King Street between Heritage Road and Winston Churchill Boulevard/Side Road 27. The south side of King Street, between Heritage Road to Side Road 27, has an existing paved shoulder that is used by pedestrians, cyclists, farming vehicles and shoulder parking. When vehicles are parked on the paved shoulder, pedestrians are forced to walk in the traffic lane which creates a safety concern. Furthermore, shoulder parking restricts sight lines for residential driveways.

A parking prohibition exists on both sides of King Street from a point 60 metres east of Isabella Street to a point 60 metres west of Isabella Street. Extending the parking prohibition boundaries further along King Street will improve safety for pedestrians and significantly improve sightline visibility for residential driveways.

A review of Winston Churchill Boulevard identified a generous paved shoulder on the east side of the road between King Street and Isabella Street in close proximity to The Forge Park. Staff created a new parking permissive zone within the paved shoulder as the work could be accommodated within approved budgets and provided an immediate safety benefit. This change has been fully implemented and now offers visitors a safer parking option.

In summary, in addition to the recently installed parking permission zone, staff recommend extending the existing parking prohibition on both sides of the road on King Street from Heritage Road to Winston Churchill Boulevard/Side Road 27.

### **RISK CONSIDERATIONS**

If the recommendations above are not implemented, the Terra Cotta Hamlet residents, businesses and visitors will continue to grapple with traffic and parking safety concerns. These concerns are likely to grow as the volume of traffic and visitors increases over time. The recommendations of this report will improve safety in the Hamlet and for pedestrians and other road users, reducing the risk of future collisions.

If the recommendations are implemented, motorists may express discontent if travel times increase because of the lower speed limits. There may be perception that the Region is benefitting from additional ticket revenue given the higher fines, although this is not the case as ticket revenues are not received by the Region. These reputational impacts can be mitigated through public communication and education. Overall, the community safety benefits outweigh the reputational risks

### **FINANCIAL IMPLICATIONS**

Signage will be required to implement the speed limit reductions, community safety zones and parking prohibitions. These costs can be accommodated within the existing approved operating budget.

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## **CONCLUSION**

Based on the review of Regional roads in the Hamlet of Terra Cotta, and in keeping with the Region's commitment to Vision Zero, the outcome of the Terra Cotta Regional road review recommends speed limit reductions, establishing new Community Safety Zones, implementing parking prohibitions, and the addition of dedicated parking spots. These changes will support the existing and future road character, and improve public safety.

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement the posted speed limit reductions, Community Safety Zones, and on-street parking prohibitions on Regional Roads within the Hamlet of Terra Cotta.

## **APPENDICES**

Appendix I – Speed Limit Reductions

Appendix II - Community Safety Zones

Appendix III – On-Street Parking Prohibitions

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Kealy Dedman, Commissioner of Public Works

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