



Committee of the Whole

Meeting Date: July 14, 2021

Submitted by: Chris Traini, County Engineer

Subject: Four Way Stop Sign Request

Village of Avon, Municipality of Thames Centre

BACKGROUND:

The Village of Avon in the Municipality of Thames Centre is situated along the boundary of Elgin County and Middlesex County. In response to a number of petitions submitted by local residents with concerns of excessive vehicle speeds and noise produced by engine brakes municipal officials conducted a review of the intersection of Avon Drive and Putnam Road. Correspondence from Elgin County is attached where this issue was reviewed by their Council at a recent meeting.

ANALYSIS:

Middlesex County staff are familiar with this intersection as a safety review was conducted back in 2005 to address a number of similar concerns. Of note was a sightline issue with the front porch of the structure on the south west corner of the intersection, and the owner was happy to cooperate with County staff to remove lattice work and other obstructions to greatly improve visibility at the intersection. The County also worked with the owners of the garage on the north east corner to eliminate the use of the area closest to Putnam Road for parking of vehicles, again much improving sight distance to the north.

More recently another detailed review was conducted, including speed monitoring around the intersection. While speeds are in excess of the posted speed limits, they are generally not out of the range of general travelling speeds observed in other areas with similar conditions. Continued police enforcement would have a positive impact on reducing speeds in the immediate area.

The attached report as submitted by Brian Lima, General Manager of Engineering, Planning & Enterprise/Deputy CAO concurs with the recommendation of the Middlesex County Engineer that a four way stop is not warranted at this intersection. However Elgin County Council did not support the graduated approach as recommended in the report and directed staff to install a

four way stop at the intersection. As there is shared jurisdiction at the intersection a significant change such as a four way stop should be approved by both road authorities.

There are number of concerns with this direction. Stop signs are regulatory signs as defined under the Highway Traffic Act and guidelines for their use is included in the Ontario Traffic Manual, Book 5 – Regulatory Signs. As per the guidelines:

All-way stop controls should be considered only under the following situations:

- *As an interim measure, where traffic control signals are warranted but cannot be implemented immediately. For information on traffic signal control, refer to Book 12 (Traffic Signals);*
- *At locations having a high collision frequency where less restrictive measures have been tried and found inadequate (see all-way stop collision warrant below); or*
- *As a means of providing a transition period to accustom drivers to a change in intersection right-of-way control from one direction to another. Installation under this warrant must be in conformance with the Amendment of Intersection Control...*

The Ontario Traffic Manual also states:

Inappropriate Use of All-way Stop Control

All-way stop controls should not be used under the following conditions: ...

- *As a speed control device; ...*
- *Where traffic would be required to stop on grades;*

The intersection of Avon Drive and Putnam Road is clearly not a candidate for a four way stop sign. As per sound safety engineering principles installing traffic control devices where not warranted can have the unintended consequence of decreasing safety and increasing the number and severity of collisions. As per the report the collision frequency at this intersection is very low as only two collisions since 2016 have been reported.

Many of the petitioners noted concern of vehicle noise including engine brakes as their primary issue. A four way stop will greatly exacerbate this noise as now every truck travelling through Avon will be required to stop. Not noted in the report but observed in the field with staff was the incline of the south approach to the intersection and an additional source of noise as large vehicles will need to accelerate up the slope in lower gear after stopping creating significant engine noise.

The recommendation of the report from Elgin County to use a graduated approach to improve safety and reduce speed is sound. County and Municipal staff from all four municipalities are working together to make additional improvements, and they will work with land owners and the

police to provide additional education and enforcement to provide for a safe environment and reduce the impact of traffic noise on the residents of Avon. A four way stop will greatly increase the amount of noise generated by vehicles and will very likely have a negative impact on the safety of the intersection.

RECOMMENDATION:

That the graduated approach to safety as recommended in the report by Elgin County General Manager of Engineering, Planning & Enterprise/Deputy CAO be supported and a four way stop not be implemented at the intersection of County Road 30 (Putnam Road) and Avon Drive at this time.



County of Elgin
Office of the General Manager,
Engineer, Planning & Enterprise /
Deputy CAO
450 Sunset Drive
St. Thomas, Ontario
N5R 5V1 Canada

To: Cathy Burghardt-Jesson, Warden
Middlesex County
399 Ridout Street North
London, ON
N6A 2P1

(sent by email)

Re: Avon Drive / Putnam Road Intersection Review

Date: June 23, 2021

At their meetings on June 22, 2021, Elgin County Council reviewed a staff report titled 'Avon Drive and Putnam Road Intersection Review' in response to a resolution passed by Township of Malahide Council at its regular meeting held on March 18, 2021, and further in response to a petition from Village of Avon residents having expressed concern with respect to speeding. Council adopted the following resolutions; it being noted that said resolution is subject to joint support from Middlesex County and the Municipality of Thames Centre councils prior to implementation:

RESOLVED THAT the report titled, "Avon Drive and Putnam Road Intersection Review" from the General Manager of Engineering, Planning, & Enterprise (EPE) / Deputy CAO, dated June 14, 2021 be received and filed;

THAT staff be directed to proceed with a four-way stop to be installed at the intersection of Avon Drive (CR 37) and Putnam Road (CR 47) within the village of Avon; and

THAT the Ontario Provincial Police be notified of the traffic study's findings so that they may deploy targeted enforcement as their resources permit.

Moved by Deputy Warden / Township of Malahide Mayor Mennill
Seconded by Councillor / Municipality of Central Elgin Mayor Martyn

- Motion Carried

A copy of the staff report, Township of Malahide Council resolution, and Village of Avon resident petitions are appended to this report for your reference.

Yours Very Truly,

Brian Lima
General Manager of Engineering, Planning, and Enterprise / Deputy CAO

cc. Tom Marks, Warden – Elgin County
Dave Mennill, Deputy Warden / Mayor – Township of Malahide
Dominique Giguère, Councillor / Deputy Mayor – Township of Malahide
Alison Warwick, Mayor – Municipality of Thames Centre
Kelly Elliott, Deputy Mayor – Municipality of Thames Centre
Julie Gonyou, Chief Administrative Officer / Clerk – Elgin County
Bill Rayburn, Chief Administrative Officer / Clerk – Middlesex County
Mike Henry, Chief Administrative Officer – Municipality of Thames Centre
Chris Traini, County Engineer – Middlesex County

Peter Dutchak, Manager of Transportation Services – Middlesex County
Matt Sweetland, Director of Public Works - Township of Malahide
Jarrod Craven, Director of Public Works – Municipality of Thames Centre



REPORT TO COUNTY COUNCIL

FROM: Brian Lima, General Manager of Engineering, Planning, & Enterprise (EPE) / Deputy CAO

Peter Dutchak, Manager of Transportation Services

DATE: June 15, 2021

SUBJECT: Avon Drive and Putnam Road Intersection Review

RECOMMENDATIONS:

THAT the report titled, “Avon Drive and Putnam Road Intersection Review” from the General Manager of Engineering, Planning, & Enterprise (EPE) / Deputy CAO, dated June 14, 2021 be received and filed; and,

THAT the Ontario Provincial Police be notified of the traffic study’s findings so that they may deploy targeted enforcement as their resources permit.

INTRODUCTION:

County Council has directed staff to report on the request received by the Township of Malahide regarding the intersection of Avon Drive (CR 37) and Putnam Road (CR 47) within the Village of Avon.

At its regular meeting held on March 18, 2021, Malahide Township Council passed the following Resolution:

THAT Report PW-21-18 entitled “Avon Drive & Putnam Road Intersection Concerns” be received;

AND THAT the Township Staff be directed to advise the Elgin County Council that the Malahide Township Council recommends the investigation of speed warrants and/or potential implementation of other traffic calming measures and intersection control devices at the intersection of Avon Drive (Elgin Road 37) and Putnam Road (Elgin Road 47);

AND THAT the Township Staff be directed to advise the Middlesex County Council that the Malahide Township Council recommends the investigation of intersection control devices at the intersection of Avon Drive (Elgin Road 37) and Putnam Road (County Road 30).



DISCUSSION:

The County of Elgin had received a request from the Township of Malahide Council to review the intersection of Avon Drive (CR 37) and Putnam Road (CR 47) within the Village of Avon after receiving a petition and delegation from village residents with concerns regarding aggressive driving behaviours.

Existing Conditions


The intersection of Avon Drive and Putnam Road is under the jurisdiction of the County of Elgin. The north approach to the intersection is under the jurisdiction of the County of Middlesex. Avon Drive and Putnam Road within Elgin County are classified as “Minor” collector roads with average daily traffic volumes of approximately 800 and 1,800 vehicles respectively. The road approaches into the intersection have a posted speed limit of 50km/h.


County staff completed a traffic study on the intersection’s approaches between May 27th and June 1st, 2021, and have attached a map showcasing the study’s findings. Generally, the average speed of traffic through the village on all approaches ranges between 59 and 66km/h. In order to ensure compliance with the existing posted speed zone, the OPP should be notified and requested to enforce this area.

The existing east and west stop approaches on Avon Drive have the potential to restrict sight lines for drivers towards the north and south due to existing dwellings, parked vehicles and road geometry. Drivers must encroach towards the edge of Putnam Road in order to gain an adequate view necessary to make safe crossing and turning maneuvers. A review of the police reported collision history at the intersection identified two collisions, one in 2016 and one in 2018. These incidents involved a vehicle stopped at the west bound stop sign on Avon Drive that entered into the intersection causing a collision with a northbound vehicle in one case and a southbound vehicle in the other recorded incident.

Traffic Calming

The Transportation Association of Canada’s, Canadian Guide to Traffic Calming provides various measures referred to by Canadian municipalities to either calm traffic or manage speeds and identifies where they are appropriate, their benefits, implications, and potential effectiveness. A limited number of measures are appropriate and recommended for use on County roads within built up areas without negatively altering the road’s intended function and triggering negative implications. Pavement markings, enforcement and education are three categories of speed reduction measures appropriate for deployment on County roads within built-up areas. Specifically, on-road “sign” pavement markings and speed display devices are two





measures that may be appropriate to use on County roads within built-up areas however no installations of these types have been completed by the County to date.

Ontario Traffic Manual Warrant Criteria

The Ontario Traffic Manual – Book 5 – Regulation Signs (OTM) provides warrant criteria for intersections where “All-way” stop control may be implemented. The total traffic volume entering this intersection meets OTM warrant criteria, however the volume split warrant criteria between the through road and side road must also be satisfied. The OTM states an “All-way” stop control may be considered if the volume split between the through road and side road is no greater than 65% / 35% respectively. The traffic study’s recorded traffic volumes indicate an approximate 70% / 30% split in total volume entering the intersection from Putnam Road and Avon Drive respectively, therefore, the implementation of an “All-way” stop control is not technically warranted.


The OTM also provides collision warrant criteria in order to implement an “All-way” stop control. A satisfied collision warrant requires an average of four collisions per year over a three-year period and only including collisions that are susceptible to relief through “All-way” stop control. The existing collision history at this intersection has identified one qualifying collision during the past three years, and therefore, a collision warrant to implement an “All-way” stop control is also not satisfied.

Staff have been working collaboratively with the County of Middlesex staff who concur that the OTM warrants are not satisfied to implement an “All-way” stop control at this intersection based upon the collected data.

Regardless of the Ontario Traffic Manual warrant criteria, County Council retains the authority to implement an “All-way” stop control at the intersection of Putnam Road and Avon Drive, should they wish to do so.

Intersection Sight Distance

In accordance with the Transportation Association of Canada (TAC) guidelines, a minimum of 150 metres of sight distance is required for drivers in order to make safe through and left turn movements from the stop condition along Avon Drive based upon a 70km/h design speed. The recently completed speed study has confirmed that the 85th percentile operating speed is approximately 70km/h along Putnam Road. Sight line restrictions under some conditions exist at the southwest and northeast quadrant of the intersection, not affording drivers with the required 150 metres of clear view. Therefore, utilizing a graduated approach, staff has received a verbal commitment from Middlesex County’s Engineer to implement parking restrictions along Putnam Road north of the intersection, while Elgin County will require the property owner at the southwest corner to enter into an encroachment agreement with the County that will prohibit alteration to,



and/or placement of any obstruction on the building's front porch which encroaches Putnam Road.

If parked cars in violation following Middlesex County's commitment to implement a 'No Parking' zone in the vicinity of the northeast quadrant of the intersection continues and subsequently continues to obstruct sight line distances, an "all-way" stop control at this intersection may still be required in future in order to afford all drivers adequate sight lines in order for drivers to safely enter the intersection.

Although "All-way" stop controls are not intended to and should not be used as a speed control device, the requirement for vehicles travelling on Putnam Road to stop will have the by-product of reduced vehicle speeds through the intersection.

It should also be noted that the implementation of an additional stop condition along Putnam Road is expected to create increased traffic noise along Putnam Road as vehicles prepare to stop and re-accelerate, and have a negative environmental impact.

FINANCIAL IMPLICATIONS:

None

ALIGNMENT WITH STRATEGIC PRIORITIES:

Serving Elgin	Growing Elgin	Investing in Elgin
<input checked="" type="checkbox"/> Ensuring alignment of current programs and services with community need. <input checked="" type="checkbox"/> Exploring different ways of addressing community need. <input checked="" type="checkbox"/> Engaging with our community and other stakeholders.	<input type="checkbox"/> Planning for and facilitating commercial, industrial, residential, and agricultural growth. <input type="checkbox"/> Fostering a healthy environment. <input type="checkbox"/> Enhancing quality of place.	<input type="checkbox"/> Ensuring we have the necessary tools, resources, and infrastructure to deliver programs and services now and in the future. <input type="checkbox"/> Delivering mandated programs and services efficiently and effectively.

LOCAL MUNICIPAL PARTNER IMPACT:

None



COMMUNICATION REQUIREMENTS:

None.

CONCLUSION:

The County of Elgin had received a request from the Township of Malahide Council to review the intersection of Avon Drive (CR 37) and Putnam Road (CR 47) within the Village of Avon after receiving a petition and delegation from village residents with concerns regarding aggressive driving behaviours.


Staff completed a traffic study on all four approaches to the intersection between May 27th and June 1st. The collected data concluded the average speed of vehicles along Putnam Road were between 59-62km/h and were between 62-66km/h along Avon Drive. The posted speed limit within these road sections is 50km/h.

The intersection was also reviewed with respect to implementing an “All-way” stop control in order to remove potential sight line restrictions. The Ontario Traffic Manual’s technical warrant criteria was not met to satisfied the implementation of an “All-way” stop control.

In accordance with the Transportation Association of Canada (TAC) guidelines, a minimum of 150 metres of sight distance is required for drivers in order to make safe through and left turn movements from the stop condition along Avon Drive based upon a 70km/h design speed.

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All of which is Respectfully Submitted

Peter Dutchak
Manager of Transportation Services

Brian Lima, General Manager of
Engineering, Planning, & Enterprise
(EPE) / Deputy CAO

Approved for Submission

Julie Gonyou
Chief Administrative Officer



Avon Traffic Study

May 27th - June 1st, 2021

Speed Limit - 50 km/h
Average Speed - 58.68 km/h
85th Pctl Speed - 67 km/h
ADT - 1,868

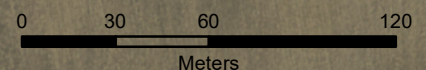
Speed Limit - 50 km/h
Average Speed - 62.03 km/h
85th Pctl Speed - 74 km/h
ADT - 762

Speed Limit - 50 km/h
Average Speed - 65.61 km/h
85th Pctl Speed - 77 km/h
ADT - 801

Avon Dr.

Speed Limit - 50 km/h
Average Speed - 61.74 km/h
85th Pctl Speed - 71 km/h
ADT - 1,760

Putnam Rd.



AVON COMMUNITY VOICES
AVON, ONTARIO

Malahide Township Council

I/We request you take action to stop the speeding through our village that happens at all hours through the day and night.

Our children, adults, old & infirm, and animals are at risk along our streets at every hour of every day.

"Jake-brake" trucks disrupt our sleep & make our children and we adults wake up through the night as they brake to make the slight [S] curve at the corner at less than the 80-100 kph they hit our village 50 kph zone signs north and south of our village, as do others in all vehicles.

Transport trucks are the biggest offenders, but smaller trucks, pickups, and cars make up the rest of the speeders who flaunt the speed limit in our village and have caused damage to people and property in the recent past; we have some evidence related to same: eye-witness vehicle identification, for example. Recently a white pickup truck roared through our village, from the south, and wiped out mailboxes north of the slight [S] curve in the afternoon - clearly going too fast !.

We are a bigger community now than when we have requested something be done in the past.

✓ PLEASE READ OUR COMMENTS ON THE REVERSE SIDE OF THIS PAGE

I/We the undersigned fully support the request before the Township of Malahide for some action as expressed by Sebastian De Souza on our behalf.

SUSAN E. STEVENS

PRINT NAME

SIGN NAME

ADDRESS

ROBERT F WALDROFF

PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

COMMENTS OF ROB WALDROFF & SUE STEVENS
RE: AVON SPEEDING ISSUE

We, stand with our fellow Village of Avon citizens regarding the excessive speeding problems we face every day and night, endangering our children, our disabled and ourselves. We Malahide citizens in the south, east & west areas of Avon, along with our Thames Centre Avon dwellers, request something be done now.

We know traffic studies have occurred in both Malahide Township jurisdiction and Thames Centre jurisdiction. There have been multiple traffic incidents in even the last few years along all approaches to Avon, but especially along Putnam Road. We know those traffic studies were not accurate in the Malahide area of jurisdiction, as the cameras were located 3 properties south of the slight "S-curve at the intersection of Putnam Road & Avon Line: they should have been located at the 50 kph sign on the way into the village, unless we who live outside of the 3 properties from the intersection do no matter.- we need your help to protect us as well.

We in the south, east and west of Avon have no sidewalks, but we do have people: dog-walkers, families that cycle & walk, seniors that use road-mobile units, and none are safe from the onslaught of the speeders.

The traffic also speeds by our Mennonite neighbours in their buggies and wagons, and past farm machinery. When citizens try to turn into their driveway, they are either passed illegally over a solid line while being honked at or rear-ended, as I was a few years ago.

The road is now busier than in years gone by, from presses of increased population and major increase in transport and smaller truck traffic, from the many Transport companies that use our road.

It is time to revamp the speed limit structure in our community - Avon.

Those Avon citizens living to the north Thames Centre jurisdiction also suffer from the same issue, which we will be addressing as a community with that Council. However, it would restore confidence if the Malahide Council took a lead on this issue and reviewed our concerns, then proceeded to coordinate with Thames Centre area to come up with solutions that will help keep all of us safe.

Action has been taken in neighbouring areas: the small cluster of houses on Avon Line just east of Elgin Road now have a reduce speed limit, and a strong OPP presence at the beginning have together reduced speeding incidents significantly. In the communities of Mossley and Crampton increased signage "Please slow down" has aided in their fight against speeders.

I am hopeful that now as more people live in the Avon community and traffic has increased so much that this attempt to have something done will not fall on deaf ears.

18 FORMS

29 SIGNATURES

We sit on our front porch and we have seen a lot of close calls at the intersection. We have seen cars run the stop sign heading west without even slowing down. This could have been fatal if there had been traffic on Putnam Rd.

There are a lot of transports that speed through more like 80 than 50. We have a lot more children now and they wouldn't stand a chance. We have a lot of neighbours that like to go for walks and they shouldn't feel unsafe.

A lot of vehicles speed up after they get past the intersection and a lot of these are transports.

There are Mennonites that use this road. They have to sit and wait while traffic passes them even though they have the right away.

The big trucks heading to the grain elevators use their job brake which is very loud and could be avoided if they were doing the speed limits.

I've had transports almost hit me when I pull in my lane. I think they assume I'm going to the intersection and they slow their horn at me as they go past my house.

When I slow down coming into the village from the north I have been passed as soon as I get over the crest of the hill. It is a solid line and 50 km/h limit and they long gone before I ever get home. We've seen buses get passed in the village as soon as the flashing lights go off.

We have seen several accidents at the intersection over the years.

There is a lot more traffic on this road now and going a lot faster. Something needs to be done before someone gets killed.

To Whom It May Concern!

We live on the corner of the intersection in Avon. This is also the dividing line between Malahide and Thames Centre. We worked very hard approx. 15 years ago to get someone to address the speeding in our village. Several meetings were conducted involving the mayors, provincial police, and many local citizens. Due to a bend in the road right at the intersection this is a very dangerous corner. We attended council meetings in both jurisdictions and asked for a flashing light similar to the one in Lyons. Malahide was willing to share half of the cost, but Thames Centre was not interested, so it fell on deaf ears. Since then the traffic has tripled and the dangerous corner remains. We have had several accidents of people failing to obey the stop signs, or pulling out because of poor visibility. The transport traffic to the north to the 401 is heavy and many do not obey the speed limit. The transport traffic east & west is heavy as well because they are avoiding the weigh scales on 401. The police are visible from time to time but this is limited. Regular traffic is heavy as well and the transports run day and night. We are especially affected by this because of our proximity to the intersection. Attention to this issue would be much appreciated.

Sincerely,

AVON COMMUNITY VOICES
AVON, ONTARIO

Malahide Township Council

I/We request you take action to stop the speeding through our village that happens at all hours through the day and night.

Our children, adults, old & infirm, and animals are at risk along our streets at every hour of every day.

"Jake-brake" trucks disrupt our sleep & make our children and we adults wake up through the night as they brake to make the slight [S] curve at the corner at less than the 80-100 kph they hit our village 50 kph zone signs north and south of our village, as do others in all vehicles.

Transport trucks are the biggest offenders, but smaller trucks, pickups, and cars make up the rest of the speeders who flaunt the speed limit in our village and have caused damage to people and property in the recent past; we have some evidence related to same: eye-witness vehicle identification, for example. Recently a white pickup truck roared through our village, from the south, and wiped out mailboxes north of the slight [S] curve in the afternoon - clearly going too fast !.

We are a bigger community now than when we have requested something be done in the past.

PLEASE READ OUR COMMENTS ON THE REVERSE SIDE OF THIS PAGE

I/We the undersigned fully support the request before the Township of Malahide for some action as expressed by Sebastian De Souza on our behalf.

Trevar Currie

PRINT NAME

SIGN NAME

ADDRESS

Elizabeth Currie

PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

(Back)

We discuss this often. Its ridiculous! we would
need a team of tow trucks to haul away the vehicles
doing 50+ km/h for "Speed Racing" Especially the
Commercial vehicles. Its everyone, all the time!
Thank you for doing this!

Treuer & Elizabeth.

AVON COMMUNITY VOICES
AVON, ONTARIO

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I/We the undersigned fully support the request before the Township of Malahide for some action as expressed by Sebastian De Souza on our behalf

RICHARD TUNKS
PRINT NAME

[Signature]
SIGN NAME

[Redacted Address]
ADDRESS

[Redacted Address]
ADDRESS

Jane Tunks
PRINT NAME

[Signature]
SIGN NAME

[Redacted Address]
ADDRESS

[Redacted Address]
ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

Anytime the Police want to use our driveway
to monitor traffic they are welcome too.



AVON COMMUNITY VOICES
AVON, ONTARIO

Malahide Township Council

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GLEN HAWCO

PRINT NAME



SIGN NAME

ADDRESS



PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

① There is a Double Solid Line in front of my house. According to the Highway Traffic. This means Do Not Pass. So when a Transport is coming South @ Around 65-75 kph. And Vehicle's Pull out to Pass it there is something wrong heaven forbid if someone hits me or a member of my family trying to turn into our driveway which has happened were a vehicle. Will pass us just as we put our signal on to turn into our driveway.

② When the OPP do set up a Speed trap it's amazing how people slow down. But as soon as the police are gone it's back to the same let's see how fast we can get through it now

③ Speed Bump's might be a deterrent I believe the City of Toronto has Reinstalled Photo Radar this might slow them down

Malahide Township Council

Our children, adults, old & infirm, and animals are at risk along our streets at every hour of every day.

Transport trucks are the biggest offenders, but smaller trucks, pickups, and cars make up the rest of the speeders who flaunt the speed limit in our village and have caused damage to people and property in the recent past; we have some evidence related to same: eye-witness vehicle identification, for example. Recently a white pickup truck roared through our village, from the south, and wiped out mailboxes north of the slight [S] curve in the afternoon - clearly going too fast !.

PLEASE READ OUR COMMENTS ON THE REVERSE SIDE OF THIS PAGE

Cindy Wilson-Walker

PRINT NAME

SIGN NAME

ADDRESS

Madison Wilson-Walker

PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

RON WALKER →

Move 50K speed limit signs to
York Road and Putnam Road to the
South and Doan Road + Putnam Road
to the North

Install four way stop at corner of
Putnam Road + Avon Drive

Install Flashing caution light at
corner of Putnam Road + Avon Drive

We have been through this speeding
issue multiple times and nothing gets
done so we don't expect anything will
happen this time either. There have been
numerous accidents at the corner of
Putnam Rd + Avon Drive - enough to
substantiate a four way stop!

This matter needs to be resolved prior to
Malahide policing being taken over by Aylmer
Police as we will never see any policing
on the Malahide side of Avon.

speeding to be enforced not only with vehicles,
trucks, motorcycles but also for
unauthorized ATV's on roadway + it's.
shoulder + Amish buggies, farm machinery,
farm tractors etc.

AVON COMMUNITY VOICES
AVON, ONTARIO

Malahide Township Council

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<u>SEBASTIAN DE SOUZA</u>	<u>[Signature]</u>
PRINT NAME	SIGN NAME
<u>[Signature]</u>	
ADDRESS	
<u>[Signature]</u>	<u>[Signature]</u>
PRINT NAME	SIGN NAME
<u>[Signature]</u>	
ADDRESS	

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

AVON COMMUNITY VOICES
AVON, ONTARIO

Malahide Township Council

I/We request you take action to stop the speeding through our village that happens at all hours through the day and night.

Our children, adults, old & infirm, and animals are at risk along our streets at every hour of every day.

"Jake-brake" trucks disrupt our sleep & make our children and we adults wake up through the night as they brake to make the slight [S] curve at the corner at less than the 80-100 kph they hit our village 50 kph zone signs north and south of our village, as do others in all vehicles.

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DAVID MELVIN

PRINT NAME

SIGN NAME

ADDRESS

Mary Melvin

PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

I Have had persons pass on my left as I
Was turning into my driveway on the left, while
I had my signal light flashing ~~to~~ my intent....

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

As a stay at home man & a man that works from home I am able to witness the speeding every day! We access the local Avon Park daily but it is always a challenge to cross the road to access the park due to transport trucks, cars, trucks that speed into Avon.

Also we are unable to access our mailbox safely with the speeding traffic. When we walk to get our mail we have to jump on neighbors lawns or hide out in driveways! We also need sidewalks to access mailbox along Putnam Road.

If you put in a 4 way stop vehicles will be required to stop and evaluate their surroundings instead of speeding through. We have a curve in the road which makes it difficult to see coming traffic.

It's also a known fact that transports use Putnam and Avon Dr. to avoid the weigh station on the 401. So please please make the vehicles slow down by putting in a 4 way stop!!!

~~last~~

I challenge you to travel down/up Putnam & Avon Road next time you need to travel and please take the time to notice the amount of trucks and cars that use these Roads!

Our town of Avon is beautiful please help us also make it safe.

Thankyou 

Have Speed Limit Signs
moved down!

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Angela Grundy
PRINT NAME

[Signature]
SIGN NAME

[Address]
ADDRESS

PRINT NAME

SIGN NAME

ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

47

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<u>DOROTHY CHYC</u>	_____
PRINT NAME	SIGN NAME <u>✓</u>
_____ ADDRESS	
<u>KEVIN LAPRISE</u>	_____
PRINT NAME	SIGN NAME
_____ ADDRESS	

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MIKE HOUNSELL
PRINT NAME

[REDACTED]
SIGN NAME

ADDRESS

DOROTHY HOUNSELL
PRINT NAME

[REDACTED]
SIGN NAME

ADDRESS

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Jason Wharton
PRINT NAME

[Signature]
SIGN NAME

[Address]
ADDRESS

PRINT NAME

SIGN NAME

ADDRESS

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Christine Vanderhaegh
PRINT NAME

[Signature]
SIGN NAME

[Redacted Address]
ADDRESS

PRINT NAME

SIGN NAME

ADDRESS

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<u>Brenda Koloson</u>	<u>[Signature]</u>
PRINT NAME	SIGN NAME
<u>[Signature]</u>	<u>[Signature]</u>
ADDRESS	
<u>Ken Koloson</u>	<u>[Signature]</u>
PRINT NAME	SIGN NAME
<u>[Signature]</u>	<u>[Signature]</u>
ADDRESS	

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① Ryan Minogue [Signature]
PRINT NAME SIGN NAME

[Redacted Address]
ADDRESS

⑦ Dembyr Minogue [Signature]
PRINT NAME SIGN NAME

[Redacted Address]
ADDRESS

(Please sign, add your comments & drop in Sebastian's red mailbox beside community mailbox by 4 pm 15Oct20)

③ Hailey Minogue [Signature]

[Redacted Address]

Avon is a small and peaceful community. We all deserve respect and a safe neighborhood for our children to play. We have lived here for 7 years and it has gotten significantly worse over the years. Our teenagers should not feel threatened when they take the trash out, or collect the mail.

We are confident you will take our comments into consideration.

The Minogues.



Report to Council

REPORT NO.: PW-21-18
DATE: March 10, 2021
ATTACHMENT: Avon Community Voices Petitions
SUBJECT: Avon Drive & Putnam Road Intersection Concerns

Recommendation No. 1:

THAT Report PW-21-18 entitled “Avon Drive & Putnam Road Intersection Concerns” be received;

AND THAT the Township Staff be directed to advise the Elgin County Council that the Malahide Township Council recommends the investigation of speed warrants and/or potential implementation of other traffic calming measures and intersection control devices at the intersection of Avon Drive (Elgin Road 37) and Putnam Road (Elgin Road 47);

AND THAT the Township Staff be directed to advise the Middlesex County Council that the Malahide Township Council recommends the investigation of intersection control devices at the intersection of Avon Drive (Elgin Road 37) and Putnam Road (County Road 30).

Recommendation No. 2:

THAT the Township Staff take no action at this time with respect to the implementation of a bulk waste collection program for the Township.

Background:

At the October 15, 2020 Council meeting, Sebastian De Souza appeared as a delegation on behalf of residents in the Village of Avon expressing concerns regarding continuous speeding within the posted 50km/h residential area of Avon Drive. As presented by Mr. DeSouza at the meeting, a number of issues were raised, to which the Council directed the Township Staff to investigate and report back at a future meeting, namely:

1. Speeding traffic and the desire of a 4 way stop sign at the intersection of Avon Drive / Putnam Road
2. Desire for sidewalks on village streets

3. Desire for street lights in the village
4. Desire for a bulk waste collection program.

Following the meeting, signature petition forms from 34 residents of the Avon community were received by Township Staff, specifically relating to speeding concerns and safety issues accessing the Canada Post mailbox on Putnam Road.

Comments/Analysis:

There has been a long history of traffic concerns in the Avon community dating back to 2002 with the Township, and various implementations and recommendations made including:

2002: Speed limit through Avon community reduced to 50km/h

2005: Township of Malahide Council resolved to request the County of Elgin to install an “Overhead Flashing Beacon” at the intersection of Avon Drive and Putnam Road subject to approval of Thames Centre with regard to cost sharing.

2006: County installation of “Caution Children Playing” signage installed along the roadway.

Avon Drive (Elgin Road 37) and Putnam Road (Elgin Road 47), south of Avon Drive, are under the jurisdiction of Elgin County; and Putnam Road (County Road 30), north of Avon Drive, is under the jurisdiction of Middlesex County. As these road segments do not fall under Malahide jurisdiction, the Township Staff do not have the necessary traffic or geometric data to analyze in order to make an appropriate mitigation recommendation per published roadway safety guidelines in response to the noted resident concerns.

Given the concerns presented to the Township, and the limited measures available to the Staff given jurisdictional constraints of the road system, the Township Staff have reached out to the Elgin OPP Detachment and requested that additional speed enforcement be deployed in this vicinity as their resources permit.

In an effort to undertake a responsible review of the concerning intersection, the Township Staff recommend that Malahide Council request the Elgin County Council and the Middlesex County Council to investigate speed warrants and/or potential implementation of other traffic calming measures and intersection control devices at the intersection of Avon Drive (Elgin Road 37) and Putnam Road (Elgin Road 47, County Road 30).

The specifics of the petitions received by the Township Staff do not explicitly request sidewalks and streetlights, however these safety devices may be reviewed by the respective Elgin County and Middlesex County Operations and Engineering teams.

The request for a bulk waste collection program was not included in the petition forms, however was delivered verbally through Mr. De Souza’s delegation to the Council. The

Township does not currently provide a bulk waste collection program as the Community Recycling Centre, located at 330 South Edgeware Road, St. Thomas, does accept large item drop off for the residents of Malahide Township. In 2019, the cost of initiating a bulk waste collection program for the Township was estimated at \$55,000 annually. As the new waste collection contract is projected to be in excess of \$166,500 above the current 2022 Budget for waste, recycling, and leaf/yard waste collection (subject to CPI adjustment), the Township Staff do not recommend expanding this program at the this time to implement such a bulk waste collection program, but rather do recommend continuing participation at the Community Recycling Centre.

Financial Implications to Budget:

There are no current cost impacts at the present time. If the appropriate review is initiated at the County level, cost sharing may be requested by the respective Counties as a part of implementing a potential traffic mitigation program.

Relationship to Cultivating Malahide:

The Cultivating Malahide Integrated Community Sustainability Plan (ICSP) is based upon four pillars of sustainability: Our Land, Our Economy, Our Community, and Our Government.

One of the goals that support the “Our Community” Strategic Pillar is “Keep Our Community Safe”. Requesting the responsible review of concerns raised relating to roadway safety help to promote the well-being of the residents of Malahide.

Approved by:	Approved for Council:
Matt Sweetland, P.Eng., Director of Public Works	