



TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

DATE: July 16, 2025 @ 1:00pm

LOCATION: Virtual

PARTICIPANTS:

Colin Grantham (Mayor)
Chris Traini (Middlesex County)
Walter Easter (S-C)

AGENDA ITEM	NOTES/RECOMMENDATIONS
1. Pedestrian Crossing Requests	
<u>Mount Brydges</u> a. Adelaide Road and Bowan Street Update <ul style="list-style-type: none">Minutes from Feb. 13, 2025 meeting said a more comprehensive review needs to be completed at this locationImpacts to parking for business, proximity to CN railway challenges, sight line concerns, and infrastructure feasibility all to be considered during review <u>Strathroy</u> b. Caradoc Street and Ontario Street <ul style="list-style-type: none">Resident email: What is the process of getting a crosswalk at the corner of Ontario Street and 81 Highway? We have many seniors living in this area and it's almost impossible to get across this busy street. c. Caradoc Street and High Street W <ul style="list-style-type: none">Resident email: We regularly use this crossing and wait a significant amount of time to safely cross. We've had several near misses. There are large yellow signs in place but these don't seem to do anything. The only options are to cross at Caradoc/Metcalf (~0.5km) or Caradoc/Carroll (~1.0km)	<p>Type C Rapid Rectangular Flashing Beacon – same units as Head Street will work for this location.</p> <p>S-C & Middlesex County staff installing signs, lines and tactile plates at the crosswalk. Anticipating to have the work complete before school starts.</p> <p>Carroll Street E and Caradoc Street is a signalized intersection and is 230 meters from Ontario Street.</p> <p>Traffic Committee does not recommend installing a PXO at Caradoc Street and Ontario Street.</p> <p>Middlesex County will do pedestrian counts, sight line evaluations and underground utility investigations to determine a feasible option to install a PXO on Caradoc Street somewhere between Carroll Street and the CN tracks.</p> <p>Traffic Committee recommends to have Middlesex County complete their evaluation and provide a location for PXO along Caradoc Street. A traffic refuge island would be preferred with the proposed PXO.</p> <p>OTM Book 15 includes warrants for the installation of pedestrian crossovers:</p>

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<p>a. Hull Road, Strathroy – No Parking Signs Request</p> <ul style="list-style-type: none"> - Resident inquiry to Public Works: On the south side of Hull Rd where Penny Lanes meets Hull Road. The house across the road is a group home and that's where all the cars park and she would like to see the road clear. <p>b. Hull Road, Strathroy – No Truck Signs Request</p> <ul style="list-style-type: none"> - Resident inquiry to Public Works: Why does Pannell Lane have a 'No Truck' sign but Hull Road doesn't. They would like to see this sign installed on Hull Road because of how narrow it is. <p>c. Ridge Street, Strathroy – No Parking Signs (one side) Request</p> <ul style="list-style-type: none"> - Resident inquiry from Home Show: They find it difficult to drive down the street. <p>d. Oak Ave, Strathroy – No Parking Signs (one side) Request</p> <ul style="list-style-type: none"> - Resident feedback from Councillor Derbyshire: Residents not happy with parking on both sides of the road. They feel this turns the street into a one-way. 	<p>Traffic Committee recommends to follow the 9.0 meter wide guideline and install No Parking signs on Hull Road from 196 Hull Road to 50 meters past 138 Hull Road.</p> <p>Traffic Committee does not recommend placing No Truck signs on Hull Road because of the minimal number of trucks that use Hull Road.</p> <p>Traffic Committee recommends to remove the No Truck signs from Pannell Lane. This was install 10+ years ago before traffic signals were installed at Second Street and Center Road. Trucks use to use Head Street to Pannell Lane but now that there is a signalized intersection, trucks use Second Street and Center Street.</p> <p>Traffic Committee recommends to follow the 9.0 meter wide guideline and install No Parking signs on Ridge Street from Metcalfe Street W to Park Street</p> <p>Traffic Committee recommends to follow the 9.0 meter wide guideline and install No Parking signs on Oak Ave from Burns Street to Carroll Street W</p>
<p>3. Speed Limit Requests</p>	
<p>a. Parkview Drive, Strathroy</p> <ul style="list-style-type: none"> - Email from Councillor Pelkman: Inquiry about speeding signs up at intervals on Parkview to let people know the speed limit. There is one 40km/h sign near York Street but no others 	<p>Public Works, SCPS, and Legal and Legislative reviewed records and can't find when or why this 40km/h sign was placed on Parkview Drive near York Street.</p> <p>Traffic Committee recommends to remove the single 40km/h sign that was placed and treat Parkview Drive as 50km/h for its entire length</p>
<p>4. Sidewalk Requests</p>	

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<p>a. Scott Street W</p> <ul style="list-style-type: none"> - Resident email to Public Works: There are no sidewalks on either side of Scott Street so we walk on the edge of the road. We have difficulty crossing McKellar to proceed to the school. It is a 4-way stop but no clear white pedestrian markings to cross between. 	<p>Traffic Committee recommends surveying the residents along Scott Street W to see if a sidewalk would be welcomed on the north side.</p> <p>This would be step 1. If there is interest, staff can evaluate the area and propose this location for a sidewalk as part of the 2026 sidewalk program pending Council approval.</p>
<p>5. Speed Data Update</p>	
<p>May 2025 Data</p> <p>a. Adelaide Road – Campbellvale, Eastbound Traffic at Gibson Road</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 84 km/h - Posted Speed (km/h) = 80 km/h <p>b. Adelaide Road – Campbellvale, Westbound Traffic at Troops Road</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 83 km/h - Posted Speed (km/h) = 80 km/h <p>c. Adelaide Road – Mount Brydges, Southbound Traffic at Falconbridge Dr.</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 63 km/h - Posted Speed (km/h) = 50 km/h <p>d. Adelaide Road – Mount Brydges, Northbound Traffic at Parkhouse Dr.</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 58 km/h - Posted Speed (km/h) = 50 km/h <p>e. Glendon Drive – Mount Brydges, Eastbound Traffic at Emerson St</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 59 km/h - Posted Speed (km/h) = 50 km/h <p>f. Glendon Drive – Mount Brydges, Westbound Traffic at MB Ford</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 65 km/h - Posted Speed (km/h) = 50 km/h <p>g. Scotchmere Drive – Caradoc North School Eastbound Traffic</p> <ul style="list-style-type: none"> - 85% Speed (km/h) = 64 km/h - Posted Speed (km/h) = 40 km/h 	<p>Speed Radar signs removed from Scotchmere Drive during summer months and currently posted on Allen Drive between Mill Road and Irish Drive.</p> <p>Upcoming Locations:</p> <ul style="list-style-type: none"> - Deborah Drive btw Thorne Dr and Agnes Dr - Longwoods Road, Melbourne - King Street, Mount Brydges

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<ul style="list-style-type: none"> h. Scotchmere Drive – Caradoc North School Westbound Traffic <ul style="list-style-type: none"> - 85% Speed (km/h) = 69 km/h - Posted Speed (km/h) = 40 km/h i. Metcalfe Street E – Willow Tree Golf Course Westbound Traffic <ul style="list-style-type: none"> - 85% Speed (km/h) = 60 km/h - Posted Speed (km/h) = 50 km/h j. Melbourne Road – Strathroy, Eastbound Traffic at Nagel Gate <ul style="list-style-type: none"> - 85% Speed (km/h) = 63 km/h - Posted Speed (km/h) = 50 km/h k. Head Street – Strathroy, Northbound Traffic north of Jenna Dr. <ul style="list-style-type: none"> - 85% Speed (km/h) = 52 km/h - Posted Speed (km/h) = 40 km/h l. Head Street – Strathroy, Southbound Traffic south of Middlesex Dr. <ul style="list-style-type: none"> - 85% Speed (km/h) = 51 km/h - Posted Speed (km/h) = 40 km/h 	
<p>6. Traffic Calming Request</p>	
<ul style="list-style-type: none"> a. Moffatt Lane <ul style="list-style-type: none"> - Resident email to Mayor: Add speed bumps on Moffatt Lane. A lot of people fly by parents picking up kids from school b. Front Street E near Millpond Crescent <ul style="list-style-type: none"> - Resident email to Councillor Brennan: Multiple locations and concerns at this intersection for crossing the street safely. Summarized by a request for traffic calming measures or a controlled pedestrian crossing at this intersection. 	<p>Moffatt Lane does not meet traffic calming criteria after desktop review. The policy states <i>the road segment should be linear and does not include a curve sharper than 30 degrees</i>. Moffatt Lane has four corners that are approximately 90 degrees over the 550 meter length.</p> <p>Traffic Committee recommends to not install traffic calming measures on Moffatt Lane.</p> <p>Front Street E between Head Street and Metcalfe Street does not meet traffic calming criteria after desktop review. The policy states <i>the road segment should be linear and does not include a curve sharper than 30 degrees</i>. Front Street E has a curve of 45 degrees near Millpond Crescent. Front Street E is a posted 40km/h street as part of the Community Safety Zones.</p> <p>Traffic Committee recommends to not install traffic calming measures on Front Street E.</p>

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<p>c. Agnes Street and Kemp Crescent</p> <ul style="list-style-type: none"> - Resident email to Mayor and Ward 1 Councillors: Persistent speeding and erratic driving issues on their street. Requesting traffic calming measures such as increased speed enforcement, speed bumps, signage, or radar speed display as soon as possible. 	<p>Traffic Committee recommends conducting a pedestrian count study to see if the numbers warrant a PXO option.</p> <p>Agnes Street has a traffic calming measure (speed bump) that was installed in 2023. Kemp Crescent does not meet traffic calming criteria after desktop review. The policy states <i>the road segment should be linear and does not include a curve sharper than 30 degrees</i>. Kemp Crescent has two corners that are approximately 90 degrees.</p> <p>Traffic Committee recommends to not install more traffic calming measures on Agnes Street.</p> <p>Traffic Committee recommends to not install traffic calming measures on Kemp Crescent.</p>
<p>7. All-Way Stop Requests</p>	
	<ul style="list-style-type: none"> - OTM Book 5 Guideline for Use for All-Way Stop Controls states: <i>All-way stop controls disrupt the flow of traffic and introduce delays to all drivers using the intersection and should only be considered at the intersection of relatively equal roadways having similar traffic volume demand and operating characteristics</i> - All-Way Stop Minimum Volume Warrant (Local Roads) <ol style="list-style-type: none"> 1) Total vehicle volume on all intersection approaches exceeds 200 vehicles per hour for each of the highest four hours of the day; and, 2) The combined vehicle and pedestrian volume on the minor street exceeds 75 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same four hours as the total volume; and, 3) The volume split does not exceed 70/30 (this is the minor street must not be less than 30% of the total volume entering the intersection) as measured over the entire four-hour count period. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<p>a. Moffatt Lane and McKellar Street</p> <ul style="list-style-type: none"> - Resident email to Mayor: Make this a 4-way stop. The stretch from Carroll and Keefer is a raceway. There are 3 schools in the area. - Traffic Counts: McKellar St btw Carroll St W and Moffatt Lane = 1600 McKellar St btw Moffatt Lane and Moffatt Lane = 1714 Moffatt Lane btw McKellar St and Ontario St = 255 Ontario St btw McKellar St and Beattie St = 594 - Volume split = 79.6% on McKellar / 20.4% on Moffatt/Ontario <p>b. Head Street and Hull Road</p> <ul style="list-style-type: none"> - Email from Mayor: I had a request for the following – three way stop at Head Street and Hull Road - Traffic Counts: Head Street N btw Hull Rd and Kittridge Ave = 6078 Head Street N btw Hull Rd and Pannell Lane = 5827 Hull Road btw Head St N and Penny Lane = 1221 Hull Road btw Head St N and Riverview Dr = 542 - Volume split = 87.1% on Head St N / 12.9% on Hull Road 	<p>Traffic Committee does not recommend an all-way stop at Moffatt Lane and McKellar Street because the volume split does not meet the 70/30 set in the OTM Book 5 guidelines for all-way stops.</p> <p>Traffic Committee does not recommend an all-way stop at Head Street N and Hull Road because the volume split does not meet the 70/30 set in the OTM Book 5 guidelines for all-way stops.</p>
<p>8. Other</p>	
<p>a. Road Closure – Cooks Road between Wightman Drive and Reily Drive</p> <p>b. Caradoc Street CN Railway crossing improvements</p>	<p>Traffic Committee recommends to close Cooks Road between Wightman Drive and Reily Drive because of potential slope failure.</p> <p>Middlesex County Engineer and S-C Mayor Grantham are in discussion with CN to repair the tracks and provide a smoother traveling surface when passing over the railway. Currently waiting on CN to provide a timeline for the proposed repair.</p>