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**Subject: West Lawn Crescent and Millard Street Roundabout Enhancements**

**Staff Report No. EPW-019-24**

**Department/  
Commission: Engineering and Public Works Commission**

**Date: November 20, 2024**

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**Recommendation:**

**1) That Council receive report EPW-019-24 for information.**

**Report Highlights**

- Update Council on the enhancements made to the roundabout located at the intersection of West Lawn Crescent and Millard Street; and
- Upgrades have been made to help better control driver and pedestrian behaviour; and
- The upgraded roundabout is being monitored to determine if the upgrades are effective.

**1. Purpose:**

To inform Council of the upgrades undertaken to the roundabout at the intersection of West Lawn Crescent and Millard Street in order to address concerns regarding driver and pedestrian behaviour.

**2. Background:**

On November 15, 2023, Council adopted the following Notice of Motion:

**West Lawn Crescent and Millard Street – Roundabout Intersection Improvements**

**WHEREAS** the safety of Whitchurch-Stouffville residents is of primary importance; and

**WHEREAS** roundabouts have been constructed in many areas in Stouffville to safety improve the flow of vehicle traffic; and

**WHEREAS** residents near the intersection of West Lawn Cres and Millard St have identified concerns regarding driver and pedestrian behaviour at the roundabout.

**NOW THEREFORE BE IT RESOLVED THAT** Council direct staff to develop appropriate signage to inform pedestrians and drivers about the safe operation of the roundabout; and

**THAT** all existing roundabouts within the Town of Stouffville be retrofitted with this signage; and

**THAT** the Town's Engineering Design Standards be revised to include this additional signage for future roundabouts being constructed as part of new developments; and

**THAT** a pilot project be undertaken, in 2024, at the above-mentioned roundabout whereby a raised crosswalk is constructed on both legs of West Lawn Crescent.

### **3. Analysis:**

The following includes the analysis and implementation measures undertaken by staff to address vehicle and pedestrian behaviour.

#### **3.1 Driver and Pedestrian Signage**

Staff reviewed the roundabout as well as applicable standards and guidelines, including the Ontario Traffic Manual. Appropriate signage was identified and installed in the boulevards approaching the roundabout and at each leg of the roundabout. In addition, crosswalk delineation lines were removed to be consistent with the signage installed.

#### **3.2 Pavement Markings**

Staff reviewed past reports, standards and guidelines and undertook site investigations of the roundabout travel lanes. To better define the travel lanes, additional pavement markings in the form of delineating lines as well as flexible bollards were installed.

#### **3.3 Retrofitting Existing Roundabouts**

Staff are reviewing the effectiveness of the upgrades. If appropriate, some of these improvements will be considered for other roundabouts that have similar issues.

### **3.4 Revise the Town's Engineering Design Standards**

The Engineering and Public Works Commission is in the process of reviewing and updating the Engineering Design Standards and Drawings. As part of the review process, staff will consult the reports, guidelines, and results of the referenced pilot project and will coordinate with applicable departments to develop traffic calming guidelines to be included in the engineering standards. It is important to note that the traffic calming measures for individual locations should be designed with consideration for site-specific conditions and the Ontario Traffic Manual.

### **3.5 Install a Raised Crosswalk**

Based on direction provided in the Ontario Traffic Manual, painted crosswalks are not recommended at uncontrolled crossings as they may “create a false sense of security on the part of pedestrians, particularly children”. As a result, staff do not recommend the installation of a raised crosswalk on both legs of West Lawn Crescent at Millard Street. Essentially, installation of a painted, raised crosswalk is not consistent with the newly installed signage indicating that “pedestrians yield to traffic”. Instead, the crosswalk lines were removed at the West Lawn and Millard Street roundabout. However, staff will continue to monitor this crosswalk and will consider additional upgrades based on observed driver and pedestrian behaviour.

## **4. Options:**

### **4.1 Option A (Recommended)**

Staff will continue to monitor the roundabout to determine effectiveness of the enhancements and if they are appropriate for consideration at other roundabouts in Town.

## **5. Financial Implications:**

The total cost to undertake this pilot at this location has been estimated at \$15,000. The above funds have been previously secured through the 2024 Operating Budget.

## **6. Broader Intergovernmental Impacts and/or Considerations:**

None.

## 7. Communication:

The local Councillor, area residents and YRP have been actively involved in this matter. Staff will continue to provide updates on the results of the monitoring and any additional improvements at this roundabout.

## 8. Alignment with Strategic Plan:

1. A Town that Moves  
Improve the condition and efficiency of the local road network while addressing connectivity and advancing active transportation facilities

## 9. Attachments:

Attachment No. 1 – Location Map – Aerial Image of Roundabout (Pre-Enhancements)

Attachment No. 2 – Location Map - Enhancements

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**For further information on this report, please contact the Department Head:** Jack Graziosi, Commissioner of Engineering and Public Works at 905-640-1900 or 1-855-642-8697 ext. 2464 or via email at [jack.graziosi@townofws.ca](mailto:jack.graziosi@townofws.ca)