



## REPORT

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**TO:** Mayor Bonnette and Members of Council

**FROM:** Roumen Kotev, Traffic Coordinator – Road Safety

**DATE:** March 29, 2022

**REPORT NO.:** TPW-2022-0013

**SUBJECT:** Traffic Calming Implementation Protocol Update

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### RECOMMENDATION:

THAT Report No. TPW-2022-0013, dated March 29, 2022, regarding the Traffic Calming Implementation Protocol Update be received;

AND FURTHER THAT the Traffic Calming Implementation Protocol Update included as Attachment 1 be approved.

### KEY POINTS:

The following are key points for consideration with respect to this report:

- In 2019 the Traffic Calming Implementation Protocol was updated to include an overall neighbourhood traffic calming approach with a six (6) step process.
- In recent years the demand for lower speeds and traffic calming has increased significantly.
- During the 40 km/h Pilot Project “Flexible Bollards” have proven to be an efficient measure of non-intrusive traffic calming.
- Staff have created Non-Intrusive Traffic Calming Screening Criterion.
- Non-intrusive Traffic Calming Projects will have their own ranking and prioritization system.
- The Traffic Calming Implementation Protocol update will reflect both intrusive and non-intrusive traffic calming measures.
- A 40 km/h Area Speed Limit Policy is under development and will be presented to Council in a future report.

## **BACKGROUND AND DISCUSSION:**

In 2019, Report No. TPW-2019-0004 identified an update to the Traffic Calming Implementation Protocol that was approved by Council. An overall neighbourhood traffic calming approach was considered to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measure. As part of the overall neighbourhood traffic calming approach, a six (6) step process was implemented:

- 1) Identify Speeding Issue(s)
- 2) Initialize Speeding Verification and Education
- 3) Complete Screening Process
- 4) Rank and Prioritize Neighbourhood Streets
- 5) Develop a Traffic Calming Plan (TCP)
- 6) Implement the TCP through the Capital Program

Since the approval of the Traffic Calming Implementation Protocol Update, staff completed three (3) projects that involved intrusive traffic calming measures, in the form of speed humps. In addition, staff has implemented numerous non-intrusive traffic calming measures. These include pavement markings, signs, the deployment of radar messaging board signs and the installation of “Flexible Bollards”.

As part of the 40 km/h Pilot Project staff studied the effects of “Flexible Bollards” on three different road sections within the Delrex Boulevard neighbourhood. The results indicated a reduction of the operating speed up to 7 km/h. In addition, staff has installed “Flexible Bollards” on multiple road segments including locations on Danby Road and Barber Drive in Georgetown south.

Given the increased demand for traffic calming throughout town and the proven efficiency of the “Flexible Bollards” staff increased the utilization of these measures. The advantages of “Flexible Bollards” include the proven effectiveness in reducing the operating speeds along with lower implementation costs. The disadvantage is that “Flexible Bollards” are seasonal and need to be installed each spring and removed each fall to not interfere with winter road maintenance.

The increased use of non-intrusive traffic calming has generated a need to assess and update the existing traffic calming process review. This update includes the creation of a separate Non-Intrusive Screening Process criterion within steps three (3), four (4) and five (5) of the neighbourhood traffic calming approach process.

### **Updates Within the Complete Screening Process**

Should the review indicate that a speeding issue does exist; the road will be evaluated based on each of the Non-Intrusive and Intrusive Screening Process criteria to determine whether traffic calming measures are appropriate. The two (2) criteria can be seen in Table A and Table B, respectively, of Attachment 1 (the updated Traffic Calming Implementation Protocol).

The Non-Intrusive Screening Process criterion will allow staff to properly assess roads where aggressive driving, through higher operating speeds, is recognized but the remaining requirements of the Intrusive Screening Process criterion are not met. Additionally, the speed thresholds of the Non-Intrusive Screening Process criterion will be lower than those of the Intrusive Screening Process to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices.

Furthermore, a criterion for placement of speed humps has been established to determine when these measures should be considered. Speed humps should be placed on a level section of the roadway; as a change in incline can make the hump higher, less safe to negotiate, impede water drainage and winter road maintenance. Other considerations should include placement relative to intersections, horizontal curves, driveways, maintenance holes, illumination, and curbs. Speed humps shall not be utilized on arterial roads, or on any street where it is easy for a car to evade the hump by driving on a shoulder.

### **Update Rank and Prioritize Neighbourhood Streets**

Each neighbourhood is prioritized through a ranking system and compared to other requests for traffic calming analysis. This method allows staff to determine the highest ranked location for traffic calming measures in the community and the type of improvements required.

To incorporate the updates to Screening Process criterion the ranking and prioritizing of neighbourhood streets has been updated to create a Non-Intrusive Traffic Calming Projects Ranking System as shown in Table C of Attachment 1.

### **Update to Develop a Traffic Calming Plan (TCP)**

Staff will prepare the TCP to ensure that our overall traffic calming objectives are accomplished. Every road will be evaluated on its own merits, based on the Town's traffic information. Depending on the severity of the speeding and/or cut through traffic, staff may consider installation of non-intrusive or intrusive traffic calming measures.

Non-intrusive TCP will include proposed improvements and tentative implementation date as well as notification to the affected area residents if deemed necessary.

Intrusive TCP will consist of a more in-depth review along with extensive public engagement, consultation with emergency services, the creation of a Let's Talk Halton Hills Project Page, and a final recommendation report to council.

The various types of Non-Intrusive and Intrusive Traffic Calming Measures are listed in Appendix B of Attachment 1.

## **Next Steps**

The increased demand for traffic calming measures from the public has changed over the last number of years and has required staff to update the existing Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing and emerging technology, and current industry practices.

In 2021, through report No. TPW-2021-0014 staff developed the 40 km/h Speed Limit Pilot Project comprised of both urban and rural residential sites to test speed reduction strategies that combine traffic calming measures and speed reduction signage to determine if there is a positive impact on reducing overall speeds on our roadways.

As part of the pilot project staff studied the effects of “Flexible Bollards” on operating speeds. The results showed the effectiveness of these measures thus prompting their increased use throughout Town. In 2022, staff will introduce the Town’s 40 km/h Area Speed Limit Policy which will be based primarily on the findings of the pilot project and will be submitted for Council approval in a separate (future) report. The update to the Traffic Calming Implementation Protocol is designed to support traffic calming analyses where 40 km/h Area Speed Limits are implemented within local neighbourhoods.

As indicated in Report No. TPW-2022-0006, 2022 Traffic Engineering Work Plan identified three (3) other key projects that will be directly affected by the update to the Traffic Calming Protocol.

The Churchill Road North Neighbourhood Traffic Calming Project was endorsed by through Council Report No. TPW-2021-0027 which includes the implementation of both intrusive and non-intrusive measures. Post implementation studies will be evaluated against the updated Protocol to ensure the effectiveness of the project.

The Confederation Street Neighbourhood Traffic Calming Project will consist of the review of multiple roads within the Hamlet of Glen Williams where both intrusive and non-intrusive traffic calming measures will be implemented to increase the safety of all road users. The updated protocol will aid staff in assessing the effectiveness of the proposed measures and the need for further considerations.

The School Zone – Traffic Calming Program will be initiated this year. Staff has been diligently working on reducing all speed limits within school zones to 40 km/h. Going forward, staff will review at least one elementary School Zone each year and assess the need for traffic calming measures to ensure the safety of our most vulnerable road users. In the cases where intrusive traffic calming measures are not warranted staff will be utilizing the update Screening Process criterion to determine if non-intrusive measures can be utilized to lower the operating speeds and discourage aggressive driving.

**STRATEGIC PLAN ALIGNMENT:**

This report aligns to the Town's Strategic plan recognizing the value to foster a healthy community that provides a clean environment and range of economic and social opportunities to ensure a superior quality of life in our community.

This report also identifies transportation as one of the Town's Strategic priorities.

**RELATIONSHIP TO CLIMATE CHANGE:**

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

**PUBLIC ENGAGEMENT:**

Public Engagement will be required; consultation with Communications staff to follow.

Residents affected by the implementation of traffic calming measures will be notified and engaged through hand-delivered notices, Public Information Centre, and the Let's Talk Halton Hills website in accordance with the Traffic Calming Implementation Protocol.

**INTERNAL CONSULTATION:**

This report was discussed internally with staff from Transportation and Public Works Department.

**FINANCIAL IMPLICATIONS:**

This report will be funded through an existing approved budget source.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation and Public Works

Chris Mills, Chief Administrative Officer