



## REPORT

---

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

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

**DATE:** June 1, 2022

**REPORT NO.:** TPW-2022-0020

**SUBJECT:** Confederation Street Neighbourhood Traffic Calming

---

### RECOMMENDATION:

THAT Report No. TPW-2022-0020, dated June 1, 2022, regarding the Confederation Street Neighbourhood Traffic Calming, be received;

AND FURTHER THAT the proposed traffic calming measures identified within Confederation Street Neighbourhood Traffic Calming Report be implemented (subject to budget approval);

AND FURTHER THAT the budget requirements for implementation of the traffic calming measures be forwarded to Budget Committee for consideration as part of the 2023 budget process, subject to affordability of the Town's Long Range Financial Plan

### KEY POINTS:

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

- Speeding on Confederation Street, Wildwood Road, Main Street and Prince Street has been an on-going concern with area residents in Glen Williams.
- A road safety review determined that traffic calming measures are warranted.
- A traffic calming plan was developed which included a combination of both intrusive and non-intrusive traffic calming measures for the Confederation Street neighbourhood including Eighth Line, Wildwood Road, Main Street and Confederation Street.
- Traffic calming for Prince Street is being addressed as part of a separate Town project.
- Staff conducted a temporary speed hump review on Confederation Street to confirm their safety and effectiveness.

- Staff engaged the area residents on the proposed traffic calming plan and received feedback and the summary is shown in Attachment 6.
- The recommended Traffic Calming Plan is illustrated in Attachments 1 through 5.
- Once approved by Council, the recommended traffic calming measures will be implemented in 2023, subject to budget approval.

## **BACKGROUND AND DISCUSSION:**

Over the last number of years, staff have received numerous concerns about speeding within the Hamlet of Glen Williams. More specifically speeding issues have been raised on Wildwood Road, Confederation Street, Eighth Line, Prince Street and Main Street. Staff have collected both volume and speed data on various roads and confirmed that some roadways have unacceptable operating speeds based on the posted speed limit. Various non-intrusive traffic calming measures have been implemented over the years, which included signage, pavement marking, flashing beacons, raised crosswalks, gateway features and a speed hump on Prince Street. In addition, staff have deployed the Radar Messaging Boards along with a police silhouette on various roads within the Hamlet, numerous times over the years. Halton Regional Police Service have also been made aware of the speeding concerns within the community and have been providing speed enforcement on many of the collector roads in Glen Williams as resources are available.

The Confederation Street Neighbourhood Traffic Calming project was included in the 2022 Traffic Engineering workplan. Report No. TPW-2022-0013 provided a new Traffic Calming Implementation Protocol to ensure its effectiveness based on community needs, changing technology, and current industry practices. The protocol provides an overall neighbourhood traffic calming approach to be considered and to ensure that all roads within the area are reviewed and evaluated to determine the appropriate traffic calming measures. The neighbourhood approach also benefits the objective of educating the community and enhancing personal accountability related to speeding and aggressive driving.

As indicated in the Traffic Calming Implementation Protocol, a neighbourhood approach was taken to ensure that the roads within the area were reviewed and evaluated. The included roads are listed below:

- Confederation Street between Wildwood Road / Main Street and Ninth Line
- Confederation Street between Mountainview Road North and Wildwood Road / Main Street
- Wildwood Road between Ontario Street and Confederation Street / Main Street
- Eighth Line between 22 Sideroad and Wildwood Road
- Main Street between 22 Side Road and Prince Street
- Glen Crescent Drive
- Mountain Street

Prince Street is being addressed through a separate Town project that includes public consultation.

Through a detailed analysis of the collected data, it was evident that the implementation of traffic calming measures warranted consideration. Staff is recommending both non-intrusive and intrusive traffic calming measures within the neighbourhood. The traffic calming details for each street are indicated below.

### **Attachment 1: Confederation Street between Wildwood Road / Main Street and Ninth Line**

In April of this year staff began the project by installing one temporary rubber-based speed hump near 98 Confederation Street. Due to unforeseen circumstances given the road geometrics and road surface condition, staff determined that it would be more cost-effective and efficient to retain a contractor for the remaining three (3) temporary speed humps which were modified to be asphalt-based and their locations are listed below:

- Confederation Street between Mountain Street and Glen Crescent Drive
- Near 149 Confederation Street
- Approximately 40 metres north of Bishop Court

All temporary speed humps were placed strategically to reduce the operating speed, however, there is limited flexibility for safely locating each speed hump due to the variable vertical alignment of the roadway.

An operational speed review was conducted before and after speed hump installation. The initial concern which prompted the review was installing speed humps in an area where the road shifts from a rural environment to a residential area and the variable speeds associated with the unrestricted traffic flow and the hilly terrain. The review was conducted to ensure that the operating speeds were reduced and the impact on all road users was minimal given the hilly terrain and the spacing between the speed humps. The results showed a positive impact through reduced operating speeds.

Furthermore, staff engaged the Town's Fire Department to conduct a review measuring the impact of intrusive traffic calming measures on emergency response times. As noted by the Fire Department, Confederation Street is a key road when responding to emergency calls in the rural north-east parts of Town. It was essential that these intrusive traffic calming measures had minimal impact on those response times.

Following a thorough review, staff recommends that all four (4) temporary speed humps that were installed along this section of Confederation Street be approved as permanent. Upon Council's endorsement of this report the three (3), asphalt-based speed humps will become permanent and will not be removed.

The single rubber-based temporary speed hump near 98 Confederation will be removed in the fall for winter maintenance and will be re-installed permanently in the form of an asphalt-based speed hump in 2023 (subject to budget approval). Upon re-installation, the new speed hump will be located slightly north of its current location.

## **Attachment 2: Confederation Street between Mountainview Road North and Wildwood Road / Main Street**

The transition from Mountainview Road North to Confederation Street consists of a vertical curve that allows vehicles to pick up speeds inadvertently, and the unobstructed free flow of traffic from that point to the all-way stop control at Wildwood Road / Main Street allows them to carry the higher speeds throughout.

Given the current traffic conditions, staff recommends the installation of two (2) asphalt-based speed humps strategically placed to reduce vehicular speeds upon entering the Hamlet and at a mid-block location to ensure the operating speeds remain within acceptable ranges.

The first speed hump will be placed just north of Mullen Place and the second will be placed at a mid-point between Alexander Street and Credit Street.

## **Attachment 3: Wildwood Road between Ontario Street and Confederation Street / Main Street**

Various non-intrusive traffic calming measures have been implemented over the years, including signage, pavement markings, and raised crosswalks. Nevertheless, an operational speed review determined that more intrusive measures are required to reduce operating speeds.

Wildwood Road is currently posted at 40 km/h due to the specific road characteristics comprised of sharp horizontal and vertical curves.

On Wildwood Road, staff is proposing the installation of three (3) speed humps, where road geometry permits, to enhance the safety for all road users. The first speed hump will be strategically placed between Eighth Line and Oakridge Drive to break the mid-block speeds between the two all-way stop controls at each intersection.

The second speed hump will be located at the flattest spot on the road between Chelton Street and Park Street W.

The third speed hump will be located at a point between the end of the vertical curve and Erin Street.

The placement of the second and third speed hump will increase safety for all road users, especially pedestrians attempting to cross the street to the southside sidewalk. This will also provide additional safety measures for residents entering and exiting their driveways since on many occasions the view of incoming vehicles is limited due to the horizontal curvature of the road.

## **Attachment 3: Eighth Line between 22 Side Road and Wildwood Road**

Eighth Line, like Confederation Street north of Wildwood Road, has a special characteristic as vehicles transition between a rural speed limit of 60 km/h with limited residences to an area with a cluster of residences and a lower speed limit of 50 km/h. This is challenging since drivers tend to reach or exceed the higher speed limit and

continue to carry it throughout unless their flow is interrupted by a traffic control condition, intrusive traffic calming measures, or abrupt horizontal curve.

Staff is proposing the installation of a permanent Vehicle Activated Traffic Calming Sign (VATCS) in the southbound direction within the 60 km/h posted speed zone to remind motorists to be mindful of their speed as they are approaching the residential and speed limit transition area. Upon entering the Hamlet boundary staff recommends placing a speed hump to further reduce operating speeds within acceptable ranges. To maintain the reduced operating speeds a second speed hump will be located at a mid-point between the first hump and Wildwood Road. The second hump will discourage aggressive drivers from increasing speeds substantially.

#### **Attachment 4: Main Street between Prince Street and 22 Side Road**

As the Hamlet of Glen Williams has gained popularity throughout the years residents have noticed a significant increase in vehicles traveling that portion of the road. Along with higher traffic volumes, residents have expressed concerns about an increase in aggressive driving patterns throughout the corridor. Most of this section of Main Street consists of a narrow road and a lack of pedestrian facilities. Additionally, there are sharp horizontal curves as vehicles are entering the Hamlet. The increase in vehicular volumes and aggressive driving have made residents hesitant and unsafe when they choose to go for a walk or a bicycle ride along Main Street.

Through an operational speed review staff has determined that Main Street merits the consideration for both intrusive and non-intrusive traffic calming measures.

Staff is proposing the extension of the 40 km/h posted speed limit to a point near the Glen William Boundary at which point the speed will switch back to 50 km/h.

To ensure motorists lower their operating speeds prior to entering the Glen Williams boundary staff proposes the placement of a speed hump located approximately 100 metres easterly of that boundary.

To further ensure vehicles maintain lower operating speeds along Main Street two more speed humps will be placed near 573 Main Street and further along the road between Forster Street and Joseph Street.

#### **Attachment 5: Mountain Street and Glen Crescent Drive**

Mountain Street and Glen Crescent Drive were included as part of this project as they could be utilized by drivers to by-pass downtown Glen Williams. Furthermore, these roads are narrow and located on a sloped terrain.

Alongside these two roads staff has included the three (3) abutting smaller roads listed below.

- Forster Street
- Tweedle Street
- Bennet Place

For this area staff recommends utilizing the 40 km/h Speed Limit Area to reduce the posted speed limit and increase road safety on all five (5) roads.

Based on the study results and public feedback, staff recommends the implementation of the proposed intrusive and non-intrusive traffic calming measures within the Confederation Street Neighbourhood Study area as indicated in Attachments 1 through 5. Once approved by Council, it is anticipated that this work will be implemented in 2023, subject to budget approval.

### **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 impacts and/or helps address climate change and the Town's resiliency through climate adaptation.

### **PUBLIC ENGAGEMENT:**

Public Engagement Virtual PIC on the Let's Talk Halton Hills Platform, as well as one month of public consultation on Let's talk Halton Hills.

On May 2, 2022, the Let's Talk Halton Hills platform launched to provide all interested residents with the proposed Confederation Street Neighbourhood traffic calming measures. This platform provided residents with the option of reviewing all relevant materials on-line, listen to a pre-recorded public information session, obtaining answers to their questions, and providing feedback. All feedback was accepted until June 2, 2022.

The project had 235 visitors on the Let's Talk Halton Hills project page and staff received 32 questions and comments from registered constituents on the platform. Separately, residents sent 15 emails directly to staff with questions and comments. Staff have updated the Let's Talk Halton Hills project page to notify residents of the proposed recommendation report and Council meeting for their information. An update of Council's decision on the recommendation report will be provided on the Let's Talk Halton Hills project page. A summary of comments and feedback can be found in Attachment 6.

**INTERNAL CONSULTATION:**

This Report was discussed internally within the Transportation and Public Works Department and the Fire Department.

**FINANCIAL IMPLICATIONS:**

This report has the potential to require funding in a future budget year and therefore needs to be referred to budget committee for tracking purposes.

With respect to the works required in 2023 (temporary speed hump installation/removal), these costs will be absorbed within the existing operating budget for Transportation & Public Works.

With respect to the implementation of the proposed traffic calming measures discussed above, a total estimated cost of \$75,000 is requested and will be forwarded to Budget Committee for consideration as part of the 2023 budget process, subject to affordability of the Town's LRFP.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation and Public Works

Jon Rehill, Acting Chief Administrative Officer