



REPORT

TO: Mayor Lawlor and Members of Council

FROM: Roumen Kotev, Traffic Coordinator – Road Safety

DATE: March 8, 2023

REPORT NO.: TPW-2023-004

SUBJECT: 40 km/h Speed Limit Area Implementation Schedule

RECOMMENDATION:

THAT Report No. TPW-2023-004, dated March 8, 2023, regarding the 40 km/h Speed Limit Area Implementation Schedule, be received;

AND FURTHER THAT the 40 km/h Speed Limit Area Implementation Program be approved;

AND FURTHER THAT costs required to fund the Multi-Year Program for implementation beyond 2023 be forwarded to Budget Committee as part of the 2024 (and future year(s)) budget approval process for consideration.

KEY POINTS:

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

- Through Report No. TPW-2021-0014 staff studied the effects of lowering speed limits to 40 km/h in local neighbourhoods and developed the Town's 40 km/h Speed Limit Area Policy.
- Staff has utilized the Council endorsed 40 km/h Speed Limit Area Policy to evaluate neighbourhoods for lower speed limits.
- Staff will be implementing 40 km/h Speed Limit Areas within four (4) neighbourhoods that met the criteria of the Policy in 2023.
- The Let's Talk Halton Hills Project page will be updated to indicate the additional 40km/h Speed Limit Areas.
- The Uniform Traffic Control By-law will be revised to reflect the new Speed Limit Areas.

- The 40km/h Speed Limit Area Implementation Program is included in the 2023 Traffic Engineering Workplan as indicated in Report No. TPW-2023-002.

BACKGROUND AND DISCUSSION:

Through Resolution No. 2021-0026, Council requested staff to implement a pilot project comprised of both urban and rural residential locations to assess speed reduction signage combined with and without a variety of traffic calming measures to determine if there is a positive impact on reducing overall speeds on our roadways. Through Report No. TPW-2021-0014 staff commenced with the 40 km/h Speed Limit Pilot Project as part of the 2021 Traffic Engineering Workplan.

The following Local and Collector classification type roads and/or neighbourhood areas were selected for this Pilot Project.

- Location #1 – Cobblehill Road Neighbourhood Area (Ward 1 - Acton)
- Location #2 – Barber Drive Neighbourhood Area (Ward 4 - Georgetown)
- Location #3 – Belmont Boulevard Neighbourhood Area (Ward 3 - Georgetown)
- Location #4 – Delrex Boulevard between Edward Street and Rexway Drive (Ward 3 - Georgetown)
- Location #5 – Tanners Drive Neighbourhood Area (Ward 1 - Acton)

Following the completion of the 40 km/h Speed Limit Area Pilot Project, staff established the Town's 40 km/h Speed Limit Area Policy which was endorsed by Council in the summer of 2022.

This Policy serves as a transparent guideline for the consideration and implementation of lower speed limits on Local and Collector classification roads.

The screening of both new and existing roadway speed limits is initiated and undertaken by Town staff. Some roads such as Arterial Classified Roads are not considered for 40 km/h Area Speed Limits, as they function as major corridors for traffic movement.

Through Report No. TPW-2022-0003, staff committed to identify qualified Local and Collector classified roads in accordance with the Policy and develop a multi-year implementation program reporting back to Council in Q1 or Q2 of 2023.

To commence with the 40 km/h Speed Limit Implementation Program staff is proposing to convert four (4) areas to a lower speed limit of 40 km/h as part of the 2023 Traffic Engineering Workplan (Report No. TPW-2023-002).

In addition, staff will be updating our Let's Talk Halton Hills project page to inform residents of the areas that will be converted this year. This page will continue to be updated on an annual basis as part of the multi-year implementation program.

The following four (4) areas were selected and are illustrated in Attachments 1-4.

1. Mill Street East Area – (Ward 1 – Acton)
2. Barraclough Boulevard Area (Ward 2 – Glen Williams)
3. West Branch Drive Area (Ward 3 – Georgetown)
4. Upper Canada Court Area (Ward 2 – Norval)

Mill Street East Area (Ward 1 – Acton)

The proposed area is situated in close vicinity to McKenzie Smith-Bennett (MSB) Elementary School, includes the following road segments as shown in Attachment 1:

- Mill Street East between Acton Boulevard and Young Street / Highway 7
- Arthur Street between Acton Boulevard and Young Street
- Peel Street between Acton Boulevard and Young Street
- Wellington Street between Mill Street East and Queen Street / Highway 7
- George Street between Mill Street East and Arthur Street

The above listed road segments are classified as Local with cut-through traffic. At least three (3) key characteristics, as identified in the 40 km/h Speed Limit Area Policy, must be met to warrant the lower speed limit.

In this case the key characteristics are:

- A close proximity to and Elementary School
- A close proximity to a park
- The lack of pedestrian facilities (sidewalks)

This area is frequented by cut-through traffic which drops-off/picks-up school children at MSB school. Simultaneously, other children are walking to school along the road segments where sidewalks are not present. In the past, residents have raised concerns with aggressive driving and pedestrian safety.

Barraclough Boulevard Area (Ward 2 –Glen Williams)

This area includes the following road segments as shown in Attachment 2:

- Barraclough Boulevard
- Holdroyd Court
- Ainley Trail

Staff has received residential concerns regarding pedestrian safety within the rural neighbourhood. The lack of formal sidewalks combined with the hilly terrain, limit the area where residents can safely walk within the neighbourhood.

In accordance with the 40 km/h Speed Limit Area Policy, Barraclough Boulevard is automatically eligible to have a lower speed limit since it is classified as a Local Road that does not serve cut-through traffic.

West Branch Drive Area (Ward 3 – Georgetown)

This area includes the following road segments as shown in Attachment 3:

- West Branch Drive
- Foxtail Court

West Branch Drive and Fox Tail Court are Local roads located in an enclosed neighbourhood. Given that the two roads are classified as Local Classification without cut-through traffic, the neighbourhood is automatically eligible for the implementation of the reduced speed limit of 40 km/h.

In addition, there is a significant number of motorists that visit the area to connect to the local park and walking trails that lead through scenic Hungry Hollow and residents have raised concerns with aggressive driving.

Upper Canada Court Area (Ward 2 – Norval)

This area includes the following road segments as shown in Attachment 4:

- Upper Canada Court
- Ridgegate Crescent

Upper Canada Court and Ridgegate Crescent are classified as Local with no cut-through traffic, the neighbourhood is automatically eligible for the implementation of the reduced speed limit of 40 km/h.

Previously, intrusive traffic calming measures in the form of speed humps were implemented to ensure safety of all road users in the area which walk to the parkette and cross the road frequently since sidewalks are only present on the west side.

Next steps

Following the approval of this report, staff will update the Uniform Traffic Control By-law 84-1 to designate the installation of 40 km/h Area signs at all Entrance/Exit points of the identified neighbourhoods.

The 40 km/h Area Speed Limits within the four (4) neighbourhoods are intended to be implemented this year. As part of this multi-year program, staff will continue to expand the 40km/h Speed Limit Areas within the community and intend to include at least three (3) new areas in each subsequent year's Traffic Engineering Workplan.

Staff will be updating the Let's Talk Halton Hills 40 km/h Speed Limit Area Implementation Project page to advise the community of the areas that will be included this year's Workplan and continue to update the page throughout the multi-year program.

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 was conducted through a virtual Public Information Centre and consultation through the Let's Talk Halton Hills platform.

The Let's Talk Halton Hills 40 km/h Speed Limit Area Implementation Project page will be updated to advise the community of the areas that will be included in this year's Workplan.

INTERNAL CONSULTATION:

This report has been discussed internally within the Transportation & Public Works Department.

FINANCIAL IMPLICATIONS:

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

The implementation of the 40 km/h Speed Limit Area beyond this year will be reviewed and forwarded to Budget Committee for consideration as part of a future budget process.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation & Public Works

Chris Mills, Chief Administrative Officer