



## REPORT

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

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

**DATE:** May 7, 2024

**REPORT NO.:** TPW-2024-007

**SUBJECT:** Limehouse Neighbourhood Traffic Calming

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### RECOMMENDATION:

THAT Report No. TPW-2024-007, dated May 7, 2024, regarding the Limehouse Neighbourhood Traffic Calming, be received;

AND FURTHER THAT the proposed traffic calming measures identified within Limehouse Street Neighbourhood Traffic Calming Report be implemented.

### KEY POINTS:

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

- Aggressive driving and speeding within the Limehouse Neighbourhood has been an on-going concern with area residents.
- 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 on 22 Side Road and Fifth Line.
- Public Engagement was obtained through the “Let’s Talk Halton Hills” platform along with both a virtual and in-person Public Information Centre and received comments on the proposed traffic calming plan.
- The recommended Traffic Calming Plan is illustrated in Attachment 1.
- Summary of the public comments are shown in Attachment 2.
- Once approved by Council, the recommended traffic calming measures will be implemented in 2024.

## **BACKGROUND AND DISCUSSION:**

Over the last few years, an operational safety review was undertaken to assess the need for traffic calming measures within the Hamlet of Limehouse. The review was initiated due to residential safety concerns regarding heavy vehicles and aggressive driving and speeding exhibited by cut-through traffic and visitors accessing the Limehouse Conservation Area and its many trails.

Various non-intrusive traffic calming measures have been implemented over the years, which included signs, pavement markings, Vehicle Activated Traffic Calming Sign (VATCS) and “Flexible Bollards”. These measures were found to be either not compatible in a rural area or produced only minor reduction in operating speeds and aggressive driving.

In addition, staff have deployed the Radar Messaging Boards along various road segments 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 Limehouse when resources are available.

In 2024, staff collected both volume and speed data on all study area roads. The results indicated that the operating speeds are outside acceptable ranges based on the posted speed limits.

As indicated in the Traffic Calming Implementation Protocol, a neighbourhood approach was taken to ensure that all roads within the area were reviewed and evaluated. These included the following:

- 22 Side Road from Fifth Line to the Hamlet’s easterly Boundary
- 22 Side Road from Fifth Line to Fourth Line
- Fifth Line from 22 Side Road to the Hamlet’s northerly Boundary
- Fifth Line from 22 Side Road to a point approximately 270 m south of Limehouse Conservation Area

Based on the safety review, staff are recommending both non-intrusive and intrusive traffic calming measures within the neighbourhood which are illustrated in Attachment 1.

A detailed summary of the traffic calming measures are as follows:

### **1. Installation of Speed Cushions**

A speed cushion is an intrusive traffic calming measure. It is similar to a speed hump but does not cover the entire road. Speed cushions are intended to limit passenger vehicle travel speeds while allowing larger vehicles such as trucks and emergency vehicles to pass without difficulty, thus reducing the noise pollution and the negative effects on emergency vehicle response times.

22 Side Road east of Fifth Line carries the higher classification of a Minor Arterial Road as it provides quarry traffic access to Fountain Green Quarry located on Fifth Line. Additionally, Limehouse Public School is located immediately east of Fifth Line.

The posted speed limits on this section of 22 Side Road are 40 km/h within the school zone and 50 km/h to the east of the school zone. Given the higher operating speeds, staff initially recommended installing two (2) speed cushions closer to Limehouse Public School. However, following public consultation, staff recognized the need to include an additional speed cushion near the easterly boundary of the Hamlet; for a total of three (3) speed cushions.

## 2. Installation of Speed Humps

Speed humps are intrusive traffic calming measures which are only recommended where the posted speed limit is 50 km/h and below. Given the high operating speeds on all the area roads staff is recommending the following:

- Installation of two (2) speed humps on 22 Side Road west of Fifth Line within the 50 km /h posted speed limit zone.
- Installation of two (2) speed humps on Fifth Line north of 22 Side Road between the Quarry entrance and the Hamlet's northerly Boundary
- Installation of three (3) speed humps on Fifth Line from 22 Side Road to a point approximately 270 m south of Limehouse Conservation Area.

## 3. Installation of permanent Radar Message Board (RMB) signs

Staff reviewed the speeds on 22 Side Road from Fourth Line to the Hamlet's westerly boundary and recognized the need for traffic calming measures. Given the posted speed limit of 60 km/h staff are recommending the installation of two (2) permanent Radar Message Boards, one per direction. These measures have shown effectiveness in the reduction of operating speeds by alerting motorists.

## 4. Pavement Markings

Staff are recommending the removal of the "Passing Zone" on 22 Side Road east of Fourth Line. This will further discourage aggressive driving and high operating speeds.

## 5. Enhanced Signs

"Traffic Calmed Neighbourhood" signs will be installed at all entrance points of the study area, to notify approaching vehicles of the conditions ahead and bring more driver awareness to increase safety in the area.

Based on the study results and public feedback, staff recommend the implementation of the proposed intrusive and non-intrusive traffic calming measures within the Limehouse Neighbourhood as indicated in Attachment 1.

Once approved by Council, it is anticipated that this work will be implemented in the summer of 2024.

### **STRATEGIC PLAN ALIGNMENT:**

This report identifies a safe and welcoming community 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 has been conducted as follows: Hand delivered letters to all study area residents, Virtual PIC on the "Let's Talk Halton Hills" platform, In-person PIC, as well as one month of public consultation on Let's Talk Halton Hills.

On February 8, 2024, the "Let's Talk Halton Hills" platform was launched to provide all interested residents with the proposed Limehouse Neighbourhood traffic calming measures. This platform provided residents with the option of reviewing all relevant materials on-line, listening to a pre-recorded public information session, obtaining answers to their questions, and providing feedback. All feedback was accepted until March 31, 2024.

The project had 324 visitors on the "Let's Talk Halton Hills" project page and staff received 8 questions and comments from registered constituents. Staff have advised the area residents of the proposed recommendation report and Council meeting for their information. An update to the "Let's Talk Halton Hills" project page will advise all interested residents on Councils' decision on the recommendations report.

On February 22, 2024, staff held a Public Information Centre (PIC) at the Limehouse Memorial Hall. The PIC provided interested residents with the opportunity to review all materials depicting the proposed Limehouse Neighbourhood traffic calming measures.

The PIC was well received with over 30 residents in attendance. Staff received comments through comment cards at the event and emails afterwards.

A summary of all comments and feedback can be found in Attachment 2.

**INTERNAL CONSULTATION:**

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

Chris Mills, Chief Administrative Officer