

Welcome

Traffic Management Plan Haldimand County

Open House Round 1

July 2024

Provide Your Input

Please review the information on the boards
Please ask questions and share your thoughts

Stay Informed

Visit the Haldimand County project website at
www.haldimandcounty.ca/trafficstrategy/

for information on the project and public engagement opportunities
For updates and notifications, follow [@haldimandcounty](https://twitter.com/haldimandcounty) on social media channels



Overview of Open House

- Introduce Study Purpose
- Present Study Timelines
- Present Typical Measures Used to Address Roadway Safety Concerns
- Receive Input from the Community
- Next Steps

Study Purpose

Haldimand County Council identified traffic management on County roadways as a priority for the 2022-2026 term of Council.

- Objective is to develop a traffic management strategy:
 - √ Review and assessment of traffic concerns (speeding, safety, trucks)
 - √ Develop process to address traffic concerns through:
 - Engineering measures
 - Education
 - Enforcement practices

Scope of Work

Preliminary Investigation

- Desktop Review, Site Visit, Council Workshop
- Establish Existing Condition and Develop Problem and Opportunity Statement

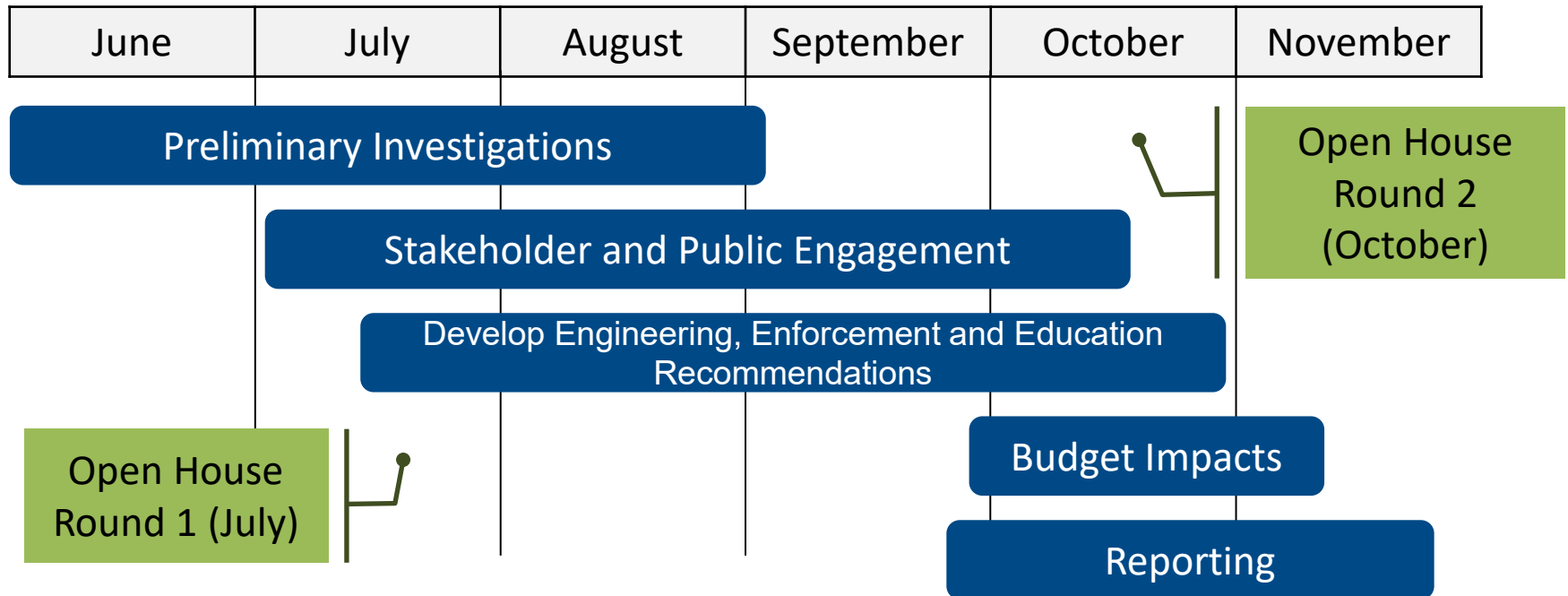
Public Consultation

- Open House Round 1 to solicit feedback from residents and stakeholders (July)
- Open House Round 2 to present our recommendations (October)
- Two formal touch points with Stakeholders Advisory Groups
- Public Survey

Engineering & Enforcement

- Investigate and recommend traffic calming measures, develop a traffic calming policy and recommendation for design criteria
- Investigate and recommend enforcement measures
- Develop a plan to promote the traffic management strategy

Project Timelines and Milestones



Traffic Management Measures

- The County is looking at means to address roadway safety issues associated with:
 - Speed of traffic
 - Volume of traffic on residential streets
 - Truck traffic
 - Interactions between farm equipment and traffic on County roads
 - Pedestrian safety
 - Cyclist safety
- There are engineering, education and enforcement options and measures to address these issues

Engineering Measures

- There are a number of changes to the roadway character that can be made to affect change in motorist behaviour
- These measures are usually referred to as “traffic calming” and are usually applied in locations experiencing excessive vehicle speed, high volumes of traffic cutting through neighbourhoods
- The Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming describes traffic calming as:
 - “The process and measures applied by road authorities to address concerns about the behaviour of motor vehicle drivers travelling on streets within their jurisdictions.”

The following boards present the more common engineering measures used across Ontario

Engineering Measures

Speed Cushion



Speed Cushions are two or more raised areas placed laterally across a roadway with gaps between the raised areas to facilitate emergency vehicles. Their application is primarily on local and collector streets at mid-block locations.

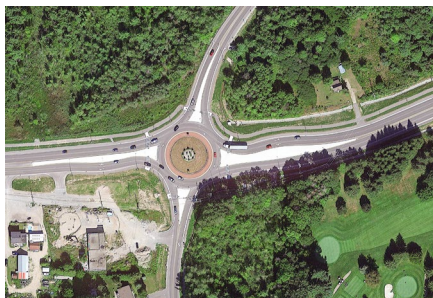
Pros: Have been shown to be effective in reducing speeds and traffic volumes in residential areas.

Cons: May slightly affect emergency response times and transit service.

Negative effects on winter maintenance operations

Cost Category: Low cost.

Mini-Roundabout



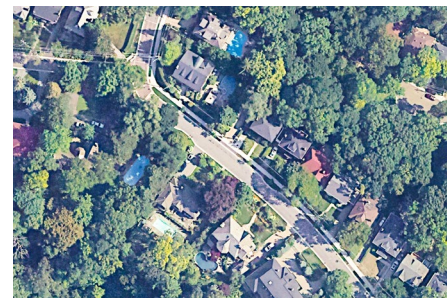
A traffic circle/mini-roundabout is an island located at the centre of an intersection, requiring vehicles to travel through the intersection in a counter-clockwise direction around the island.

Pros: Speed, traffic and conflict reduction, traffic noise may be reduced, and has no effect on resident access and roadway operations.

Cons: Could reduce on-street parking and may restrict trucks and longer Vehicles.

Cost Category: Medium to high cost.

Chicane



A chicane is a series of curb extensions on alternating sides of a roadway, which narrows the roadway and requires drivers to steer from one side of the roadway to the other to travel through the chicane

Pros: Effective in reducing speeds and traffic volumes. Noise and air quality improvements due to lower traffic volumes. No effect on resident access and enforcement.

Cons: Typically affects on-street parking and has some risk of head-on collision.

Cost Category: Medium cost.

Source: R.J. Burnside and Associates Ltd, City of Toronto

Engineering Measures

On-Street Parking



On-street parking is the reduction of roadway width available for vehicle movement by allowing motor vehicles to park adjacent and parallel to the curb.

Pros: Creates a buffer between the road and sidewalk. Reduced noise due to lowered traffic volumes. Has minimal impact on access.

Cons: Reduced visibility for cyclists, potential for driveway obstructions, and potential risk of rear-end and sideswipe collisions.

Cost Category: Low to medium cost.

Raised Median Island



A raised median island is an elevated median constructed on the centreline of a two-way roadway to reduce the overall width of the adjacent travel lanes.

Pros: Speed and conflict reduction can act as a pedestrian refuge. There is minimal effect on maintenance operations.

Cons: May restrict access, reduce on-street parking, and affect cyclist due to narrowed path.

Cost Category: Medium to high cost.

Flexible Bollard



Flexible post mounted delineators are used to create the effect of a median, thus giving a sense of constriction for drivers.

Pros: Effective in reducing speeds and some potential for head-on conflict reduction.

Cons: May require high maintenance if hit often by vehicles. Affects snow removal and conflict with large vehicles.

Cost Category: Low cost.

Source: Town of Oakville, Haldimand County

Engineering Measures

Dragon's Teeth



Dragon's teeth are a series of triangle pavement markings along the edge of the travelled lanes. They may be painted with increasing size to give the impression of roadway narrowing. They provide a visual change of the roadway.

Pros: Easy to implement. Provides a buffer between road and sidewalk. Does not impact access or winter maintenance activities.

Cons: Regular maintenance of paint is required. Limited data on its effectiveness.

Cost Category: Low cost.

Curb Extension



A curb extension is a horizontal intrusion of the curb onto the roadway resulting in a narrow section of roadway. The curb is extended on one of both sides of the roadway to reduce its width.

Pros: Effective speed reduction and reduces conflicts with pedestrians due to reduced crossing distance.

Cons: Incompatible with cycling and on-street parking. Affects winter maintenance operations.

Cost Category: Medium to high cost.

Sidewalk Extension



A sidewalk extension is a sidewalk continued across a local street intersection at the level of the roadway. Textured/patterned elements that contrast the roadway can be incorporated into it.

Pros: Improves pedestrian visibility and may reduce conflicts with vehicles. Positive guidance for visually impaired pedestrians.

Cons: Could provide a false sense of security. Requires ongoing maintenance. Limited data on its effectiveness in speed reduction.

Cost Category: Low to medium cost.

Source: Haldimand County, Town of Oakville, ITE Canada

Education Measures

- Education measures include the development of programs and initiatives to inform motorists, pedestrians and especially school children about roadway safety
- These programs require police and the community to work together to ensure that motorists, cyclists and pedestrians are safe on roadways
- Some of the better-known programs are the R.I.D.E. Program and Canada Road Safety Week, as well as neighbourhood portable radar signs

The following boards present the more common education measures used across Ontario

Education Measures

Programs and Initiatives



The CAA School Safety Patrol program runs in partnership with police services, school boards, teachers, bus consortiums and student volunteers since 1929. The program was developed to protect and educate elementary school children on safe road-crossing practices.

Pros: Increases active transportation awareness and safety.

Cons: Requires community commitment.

Cost Category: Low to medium cost.

Speed Display Device



A speed display device is an interactive sign that displays vehicle speeds as oncoming motorists approach. Vehicle speed is captured using radar and can trigger the display board to show when vehicle approach at predetermined unsafe speed.

Pros: Effective in alerting drivers and reducing vehicle speeds. Potential for reduction of speed-related collisions. **Cons:** The devices may be less effective without complementary enforcement.

Cost Category: Low to medium cost.

Vehicle Activated Signs



Vehicle activated signs are electronic roadside warning signs equipped with radar speed detectors and an illuminated display. Their purpose is to alert drivers to reduce speed as they approach specific conditions or hazards ahead.

Pros: Effective in alerting drivers and reducing vehicle speeds. Potential for reduction of speed-related collisions. **Cons:** Excessive use may lead to reduced effectiveness.

Cost Category: Low cost.

Source: Haldimand County, Durham Region, CAA.com

Enforcement Measures

- Enforcement is the third measure in the “3 E’s” of roadway safety
- The local police force is often asked to provide roadway safety specific enforcement under the rules of the road as established in the Highway Traffic Act, R.S.O. 1990, c. H.8
- Municipalities are now trending towards the use of technology to enforce the rules of the road through Red Light Cameras and Automated Speed Enforcement

The following boards present the more common enforcement measures used across Ontario

Enforcement Measures

Police Enforcement



Police enforcement involves officers positioning themselves in known speeding hotspots, using speed measuring devices to detect speeders, and then pursuing the offenders.

Pros: Effective speed reduction measure. Requires sustained enforcement campaign.
Cons: Limited police resources.
Cost Category: High cost.

Red Light Cameras



A Red Light Camera (RLC) is a camera that captures an image of a vehicle which has entered an intersection despite the traffic signal indicating red.

Pros: Decreased front-into-side collisions and overall injury crashes.
Cons: Vehicles abruptly stop to avoid crossing red light.
Cost Category: High cost but does produce an off-setting revenue.

Automated Speed Enforcement



Automated Speed Enforcement (ASE) uses a camera and a speed measuring device to detect vehicles travelling in excess of the posted speed limit and capture its image as proof for conviction.

Pros: Long-term effectiveness in speed reductions.
Cons: Motorists might seek alternative routes and move the issue to other areas. Vehicles accelerate after passing the camera.
Cost Category: High cost but does produce an off-setting revenue.

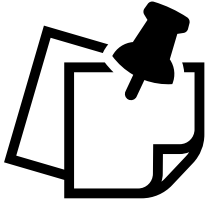
Source: Adobe Stock Town of Innisfil, City of Mississauga

Purpose of Today

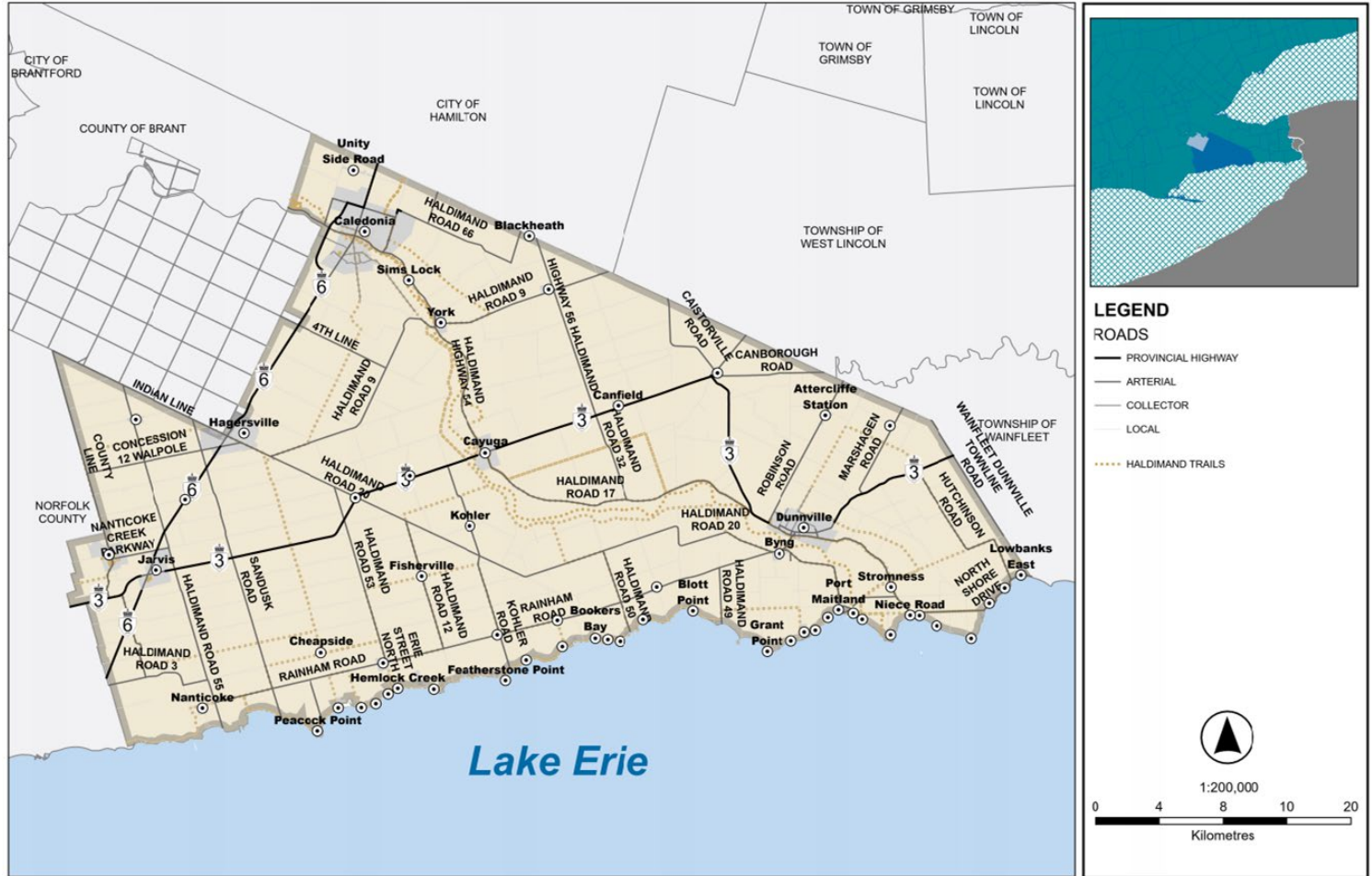
- The focus of today's open house is to obtain Community input on current roadway safety concerns
- This input will inform the development of the traffic management strategy recommendations and action items

Please provide your input on the following boards or through our comment forms

Tell us your Transportation Concern



Use a sticky note to provide your comments



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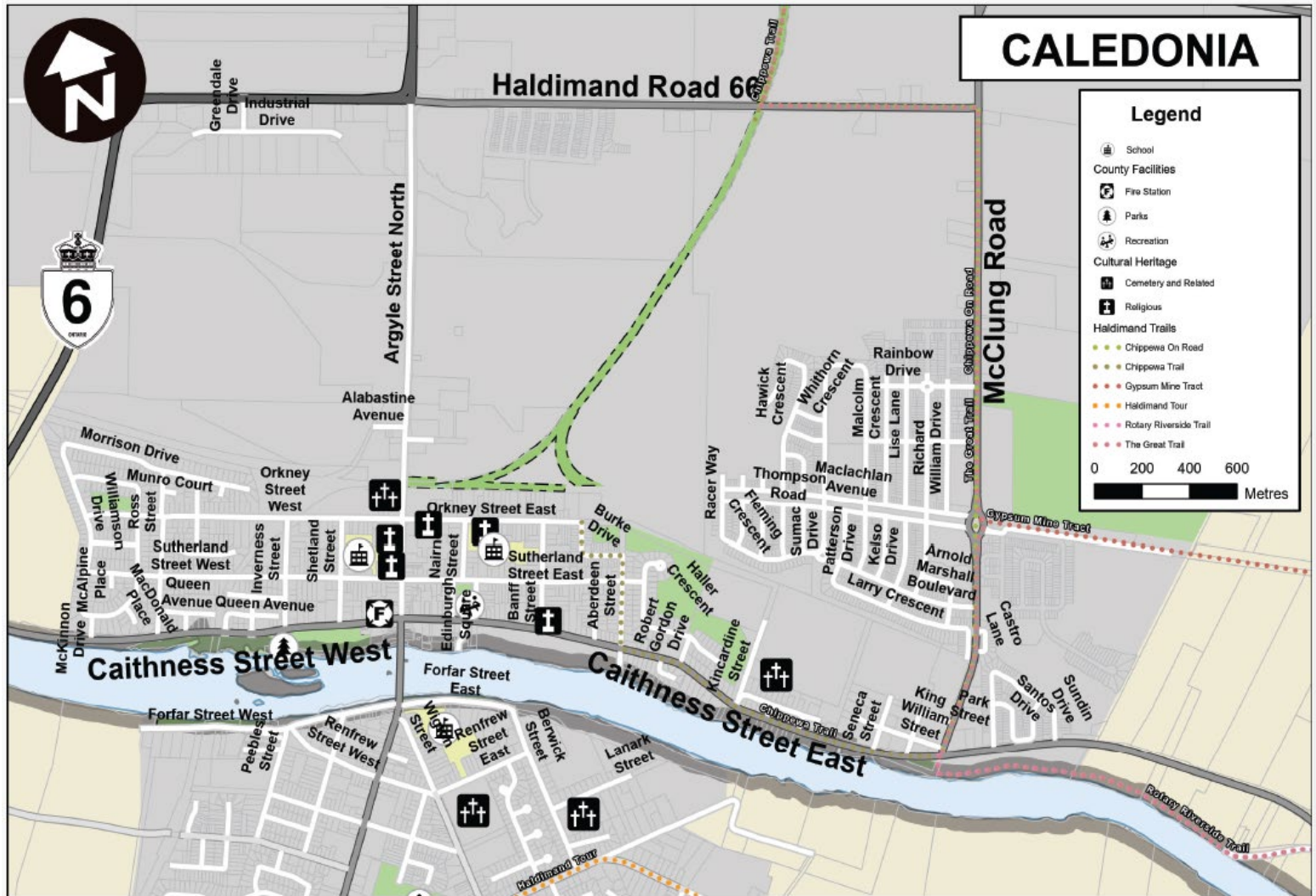
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Speed Concerns

Truck Traffic Concerns

Pedestrian & Cycling Concerns

Other Concerns



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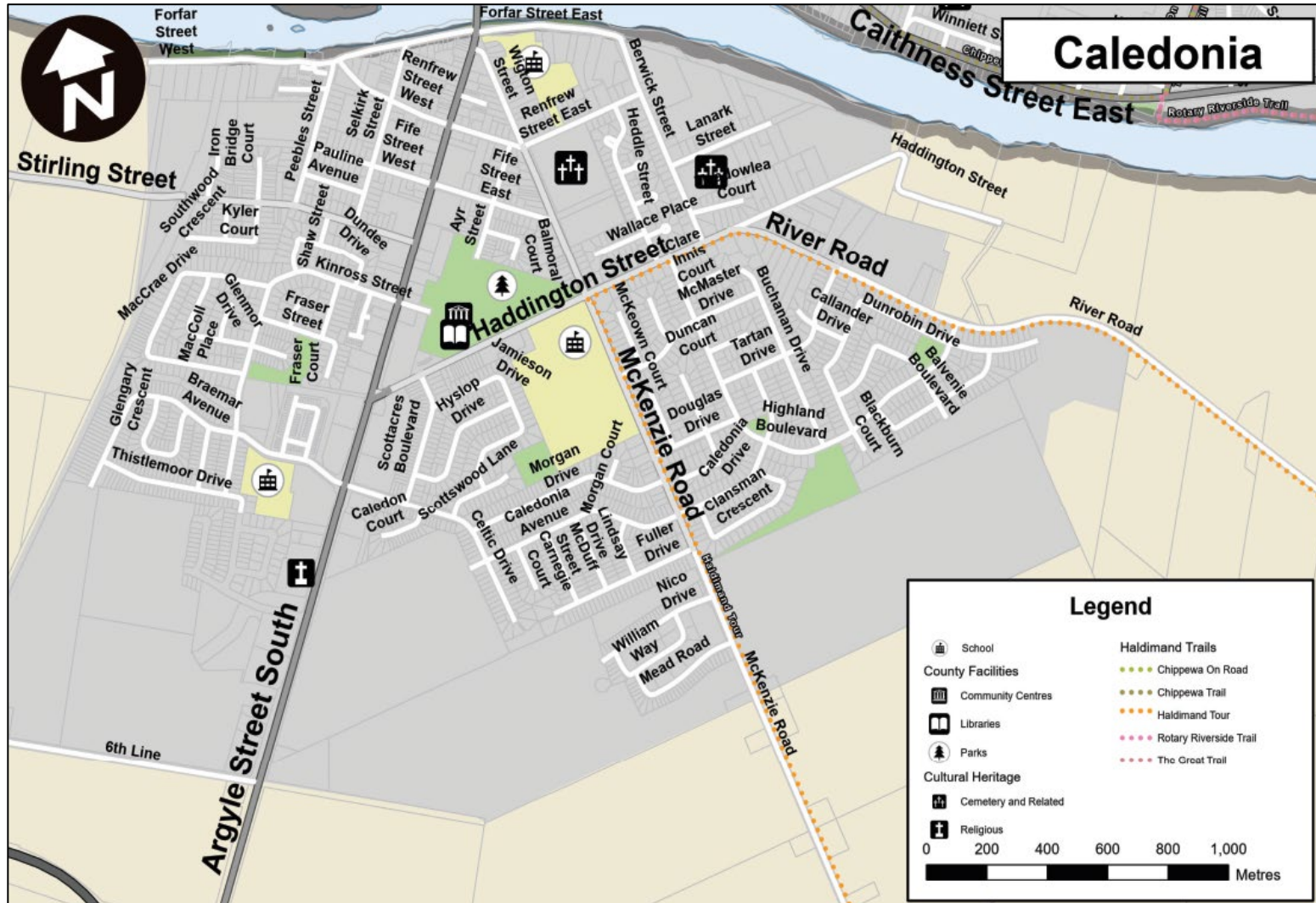
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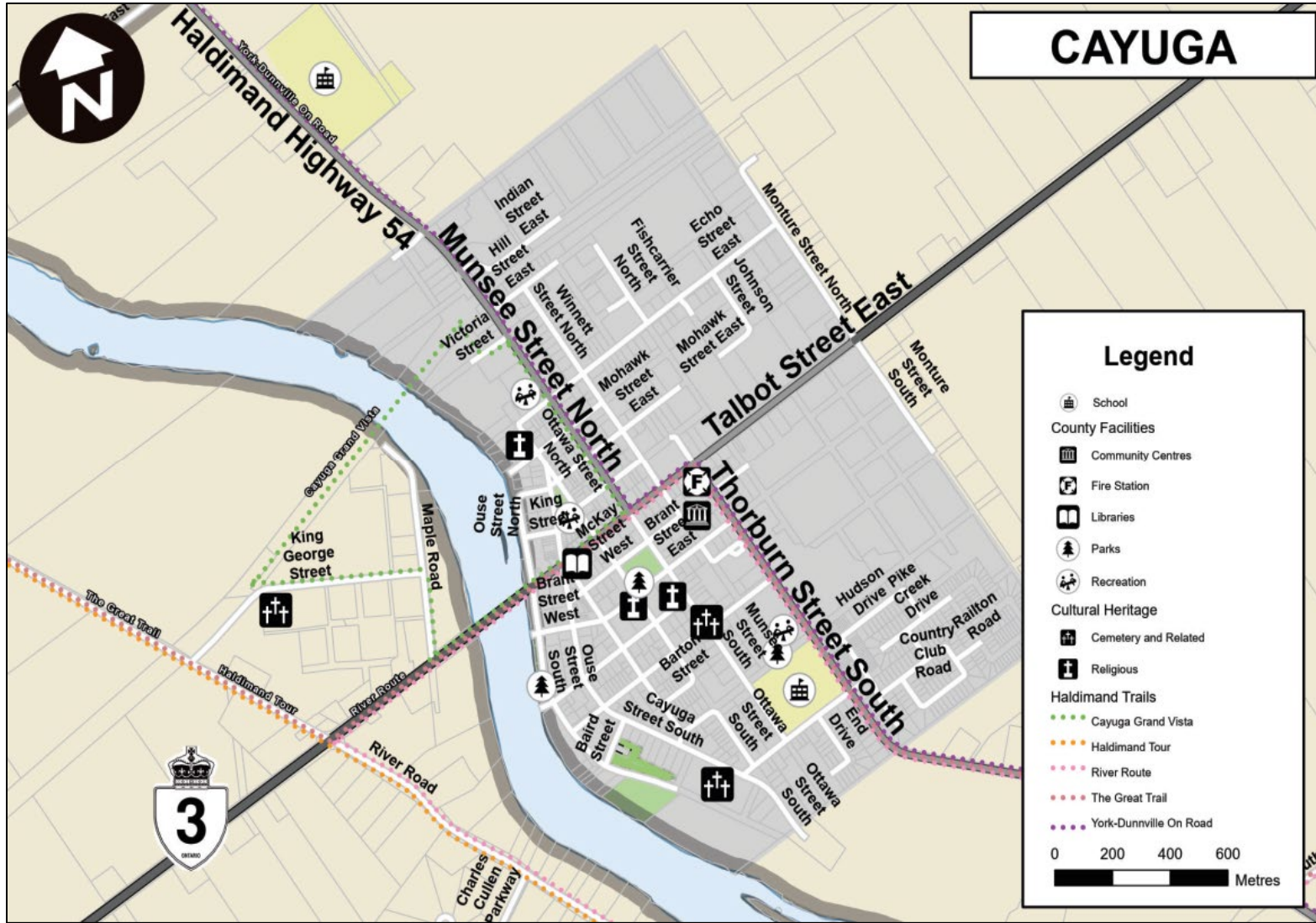
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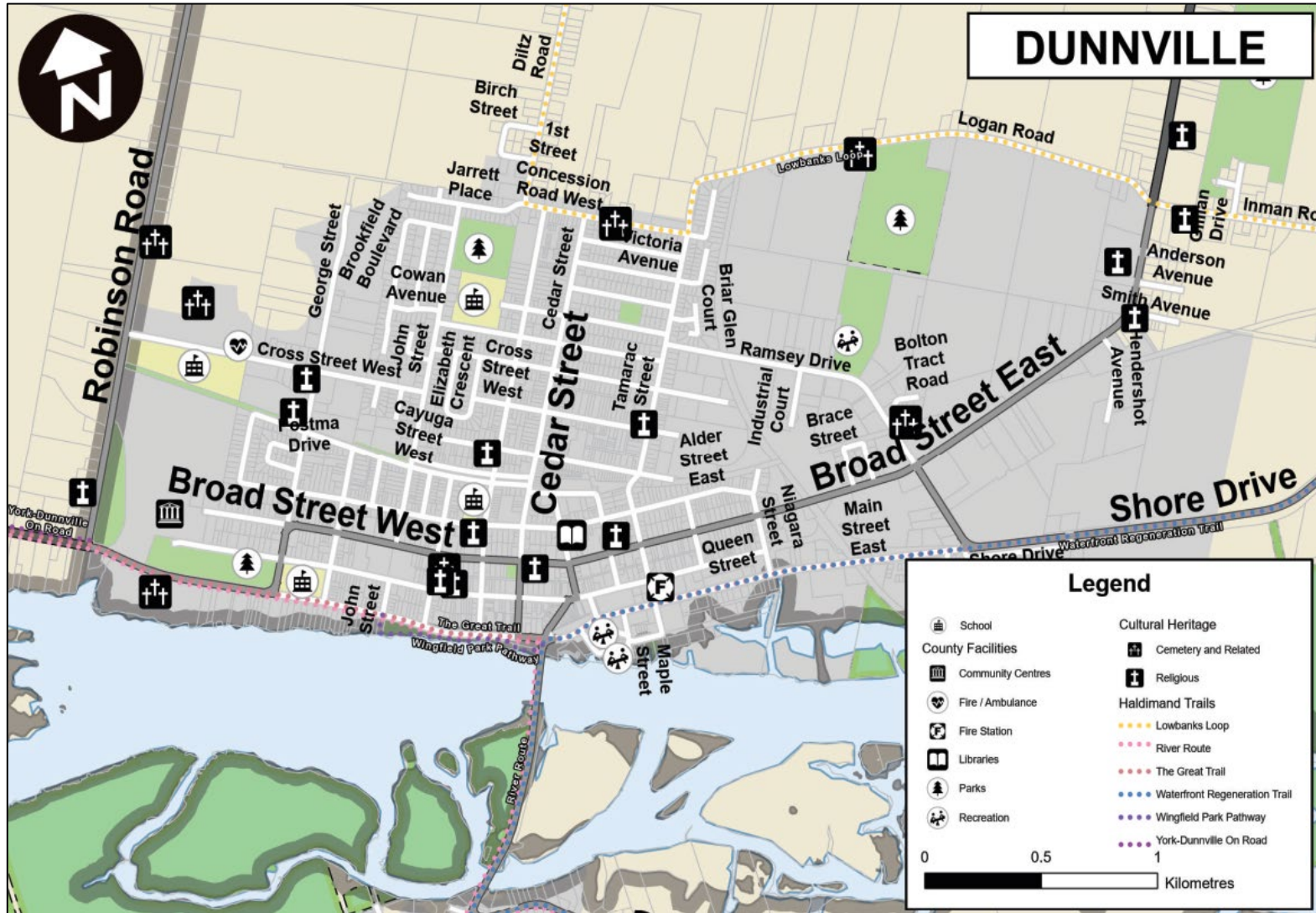
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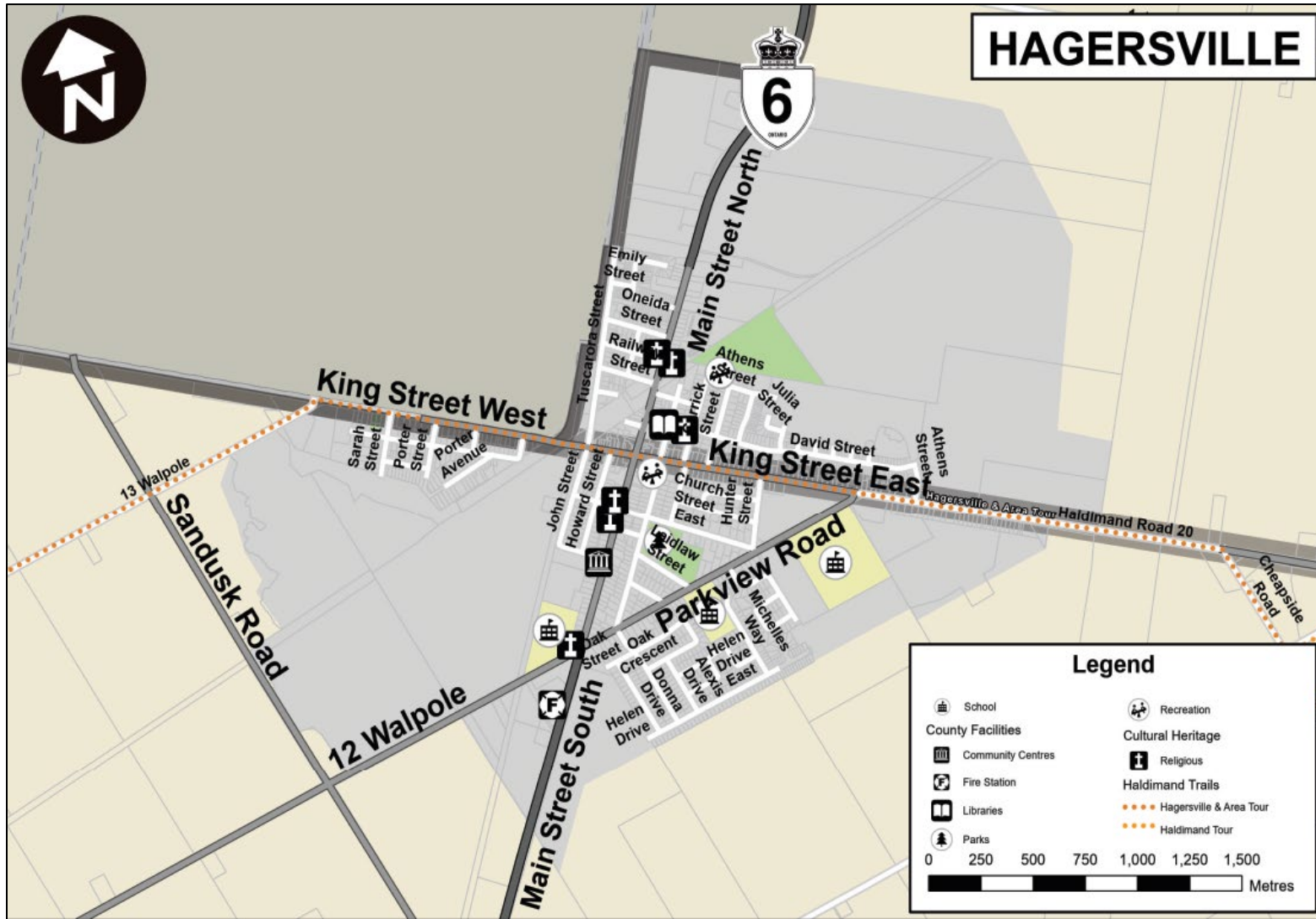
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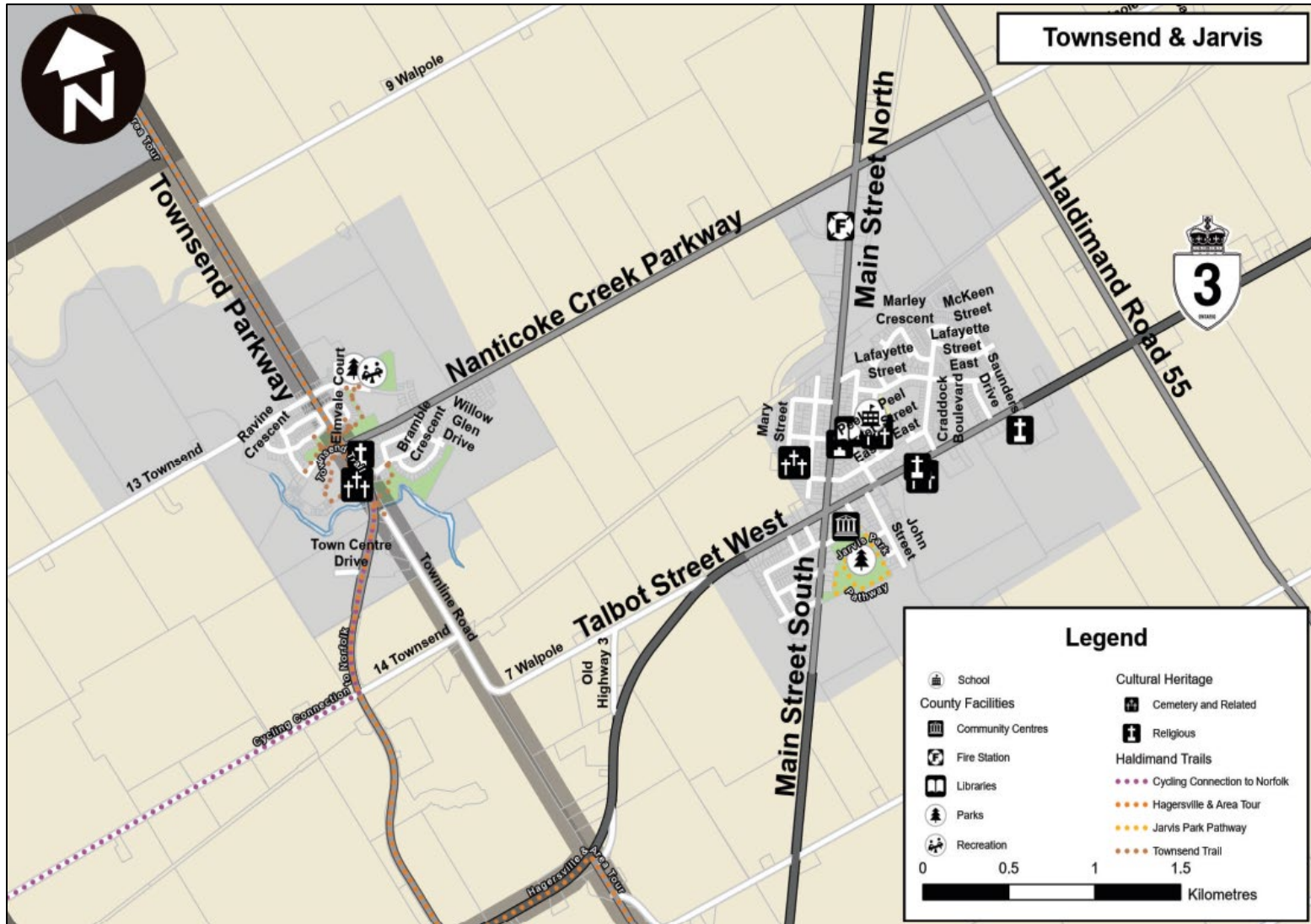
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Speed Concerns

Truck Traffic Concerns

Pedestrian & Cycling Concerns

Other Concerns



Study Motto

- We are looking for your creative ideas for the branding of the County's Traffic Management Strategy
- Some communities use "Take a Brake" or "Streets for All"



Study Motto

- Please give us your ideas or suggestions as to what you feel is an appropriate motto, here:

Community ideas for study motto:

Next Steps

- Prepare Open House Round 1 Summary including Resident Survey
- Establish Existing Conditions/Baseline
- Develop Problem and Opportunity Statement
- Develop Preliminary Suite of Measures
- Conduct Second Public Consultation Open House Round 2 (October)
- Present Findings and Recommendations to Council

Questions, Comments or Concerns?

Please scan the QR code to complete the survey:



For ongoing project updates, visit the Traffic Strategy webpage at <https://www.haldimandcounty.ca/trafficstrategy/>

The Open House presentation is posted for reference on this project website. If you have any questions or concerns, please contact us through the Traffic Strategy webpage or by calling (905) 318-5932.