

Traffic Management Strategy ENG-71-2024

Final Report

Presentation to Council

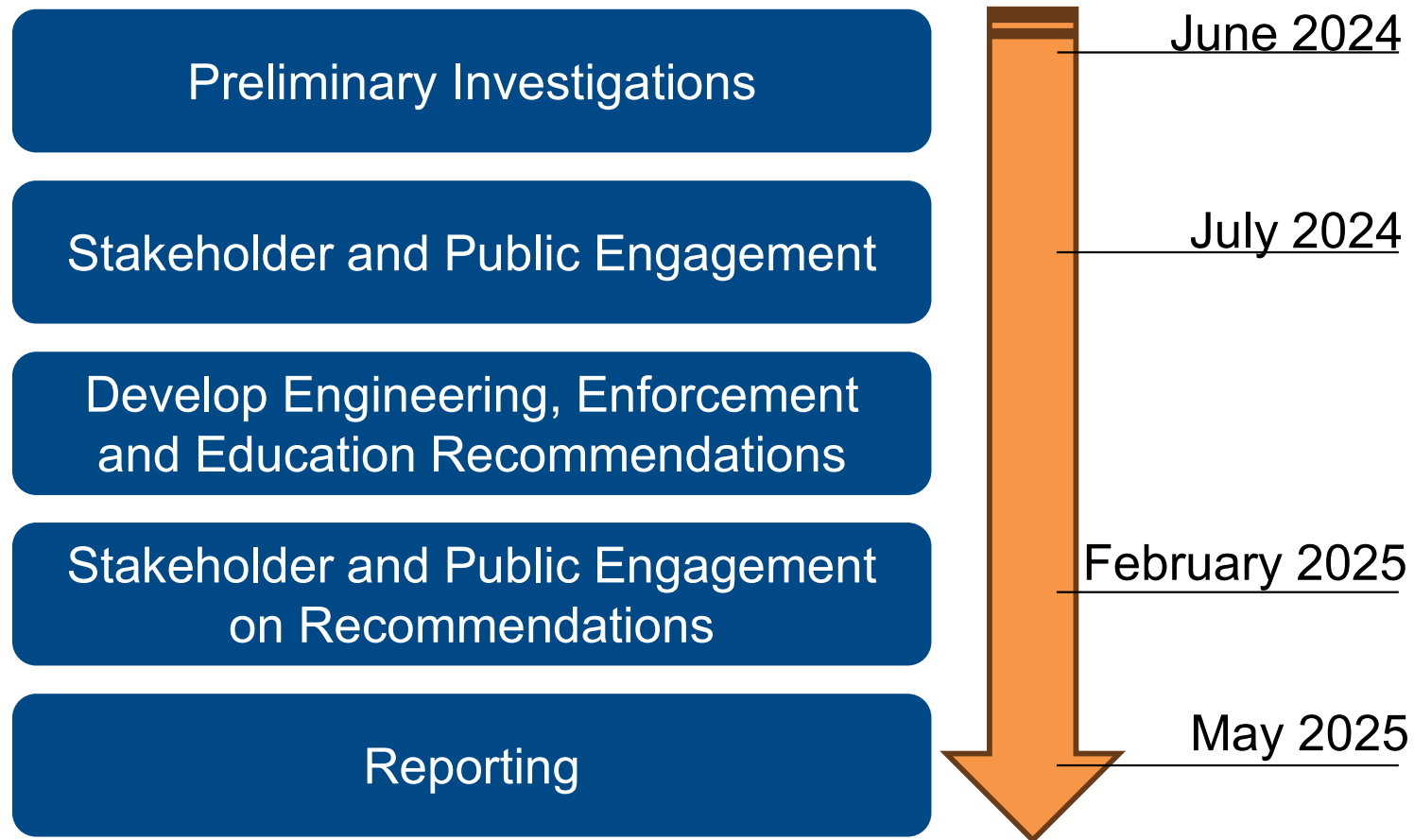
May 20, 2025

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 to:
 - ✓ Review and assess traffic concerns
 - ✓ Develop a process to address traffic concerns through:
 - Engineering measures
 - Education
 - Enforcement practices

Study Process



Policies Reviewed

- All-way Stop Policy (2007-03)
- Speed Limit Policy (2007-02)
- Community Safety Zone Policy (2003-09)
- Traffic Warrant Sign Policy for Agricultural Equipment on County Roads (07-2008)
- Parking By-Law (307/02)
- Non-Standard Warning Sign Request Form
- Proposed new policies (Neighborhood Speed)

Consultation

- Public Open Houses
- Project webpage
- Social Media
- Resident Survey
- Internal Stakeholder Advisory Group (SAG)
- External Stakeholder Advisory Group (SAG)
- Ontario Provincial Police (OPP)

Community Input

- The community's input reflected the following:
 - An equal desire to address speeding through Engineering and Enforcement with Education a close third
 - A strong support for Traffic Calming
 - Support for automated enforcement in School Zones and areas of high pedestrian activity
 - The need to address truck traffic (volumes and roads used)
 - Area specific concerns within and outside the scope of this study.

Opportunity Statement

The following statement has been developed based on a scan of best practices and input from the Community:

“Haldimand County has established a vision for a transportation network that ensures equal treatment for pedestrians, cyclists, and all vehicles, including agricultural, allowing them to move together safely.”

Traffic Management Strategy

- The Traffic Management Strategy provides a series of recommendations to guide Haldimand's roadway network planning and operations
- Implementation of these recommendations ranges from immediate to long-term considerations

Recommendations

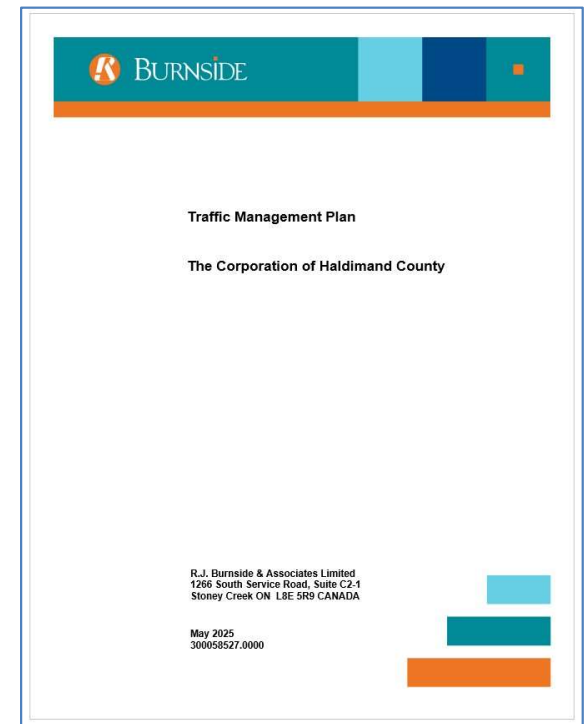
Short-Term Opportunities (1-2 Year Quick Wins)

1. Adoption of the Traffic Calming Implementation Framework

- Process to manage traffic calming strategies

2. Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database

- Streamline the management of roadway safety concerns
- Enhance coordination across departments and stakeholders



Recommendations

Short-Term Opportunities (1-2 Year Quick Wins)

3. Establish a Road Safety Committee

- A forum for collaboration among residents, Council members, County staff, EMS, and Ontario Provincial Police (OPP) representatives

4. Strengthen Haldimand County's role in the Agricultural Advisory Committee

- Permanent engineering role in the Committee will ensure timely acknowledgement of issues and mitigative measures

Recommendations

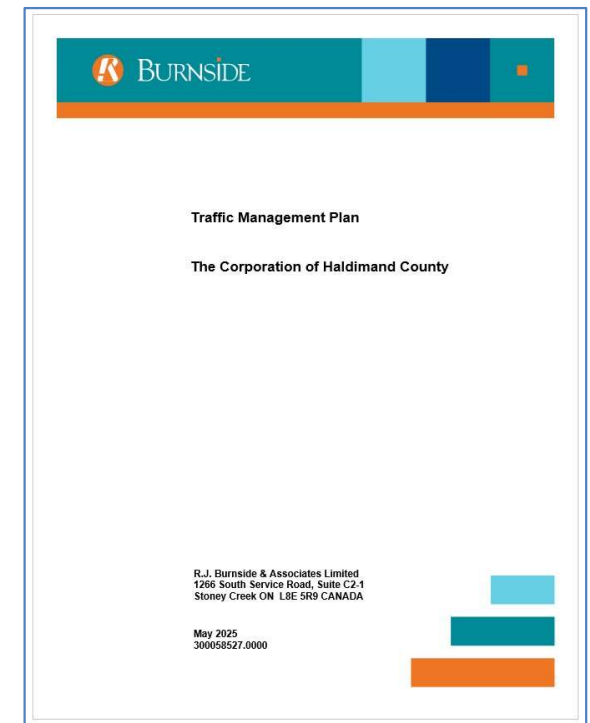
Short-Term Opportunities (1-2 Year Quick Wins)

5. Update Haldimand County policies, practices and criteria

- Updating existing policies and develop new policies that align with the traffic management strategy

6. Implement a comprehensive education strategy

- Foster greater public awareness, support, and participation in its traffic safety and calming efforts
- Promotional materials such as brochures, flyers, lawn signs, billboards, and digital content to engage the community

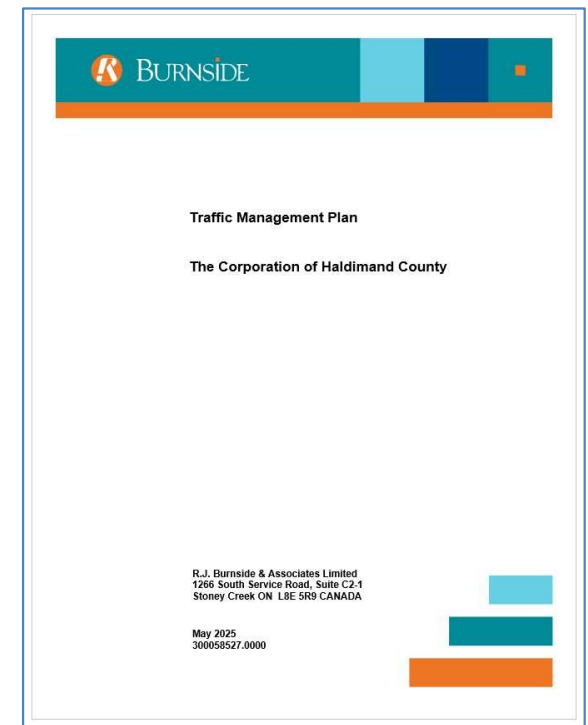


Recommendations

Short-Term Opportunities (1-2 Year Quick Wins)

7. Invest in Temporary Traffic Calming Measures

- Used as a preliminary stage in the implementation of any traffic calming plan
- Confirm effectiveness and community support prior to full implementation



Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

8. Assess third-party automated enforcement program

- Engage in discussions with adjacent municipalities on opportunities for a coordinated third-party automated enforcement program for speeding issues.

9. Update County Design Specifications

- Incorporate traffic calming devices and active transportation facilities for urban and rural roadways.

10. MTO – Truck Traffic Review (Hwy 3/Hwy 6)

- Continue to advocate for by-pass/highway extensions to manage truck traffic through built-up areas

Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

11. Expand and Develop In-School Safety Programs

- Engage with the various school boards to introduce in-school road safety programs such as the CAA School Patroller or Walking Bus programs, as well as Safe School Streets and Safe School Routes

12. Corporate Engagement Programs

- Engage corporate citizens (major employers, tourist attractions, haulage companies) to promote roadway safety

13. County-Wide Review of Posted Speed Limits

- Conducting a review of posted speed limits on all County Roads to align with traffic management strategy

Recommendations

Medium to Long Term (Building systems and Transformative Opportunities)

14. Establish Consistent Funding

- Capital budget/reserve for traffic management initiatives, starting with an annual budget of \$50,000 in 2025 and building out to align with the demands/success of the program

15. Automated Data Collection – Speed

- Adopt an automated data collection and monitoring system for the speed sign program so that the data can be collected and shared with the Road Safety Committee in real time

16. Traffic Signal Upgrades

- Improve the safety and efficiency of signalized intersections by modernizing the traffic signal management software

Study Motto & Logo

Recommendation #6 - Implement a **comprehensive education strategy**

- Community feedback to develop a Road Safety logo and motto was reviewed.
- It incorporates key themes from the consultation.
- Considers the County Logo and Branding

Road Safety Logo (Draft)



Potential use in brochures / Notices



Sample Uses

Recommendation #6 - Implement a **comprehensive education strategy**



Traffic Management Strategy - Costs

- Cost vary depending on complexity of the traffic safety solution
- Study provides a range of capital and operating costs
- Recommend a specific budget for roadway safety implementation projects based on this strategy starting with \$50,000 in 2025 and gradually increasing the annual budget to align with community demands

Traffic Calming Policy Framework

Recommendation #1 - Adoption of the **Traffic Calming Implementation Framework**



Traffic Calming Policy Framework

- Address concerns of residents and motorists relating to speeding and the need for traffic calming on Haldimand County roads.
- Outlines processes and procedures/guidelines for the County to implement traffic calming measures and manage and address the concerns of the public regarding speeding issues.
- Overall objectives are to provide:
 - Tools and procedures to process public requests regarding the installation of traffic calming measures.
 - Approved traffic calming measures applicable to the environment, infrastructure, and conditions of Haldimand County.
 - A defined process to plan, design, budget, and implement traffic calming measures.
 - Resident involvement in traffic calming activities

Traffic Calming Policy Framework

1-Initiation

Assess and confirm the nature and scale of the traffic issues and assess if traffic calming is warranted.

2-Development

Develop/Select the appropriate traffic calming measure to address the traffic issue.

3-Implementation

Prepare the design, allocate funding and construct or install the proposed measure on the site.

4-Evaluation

Monitor the effectiveness of the adopted measure.

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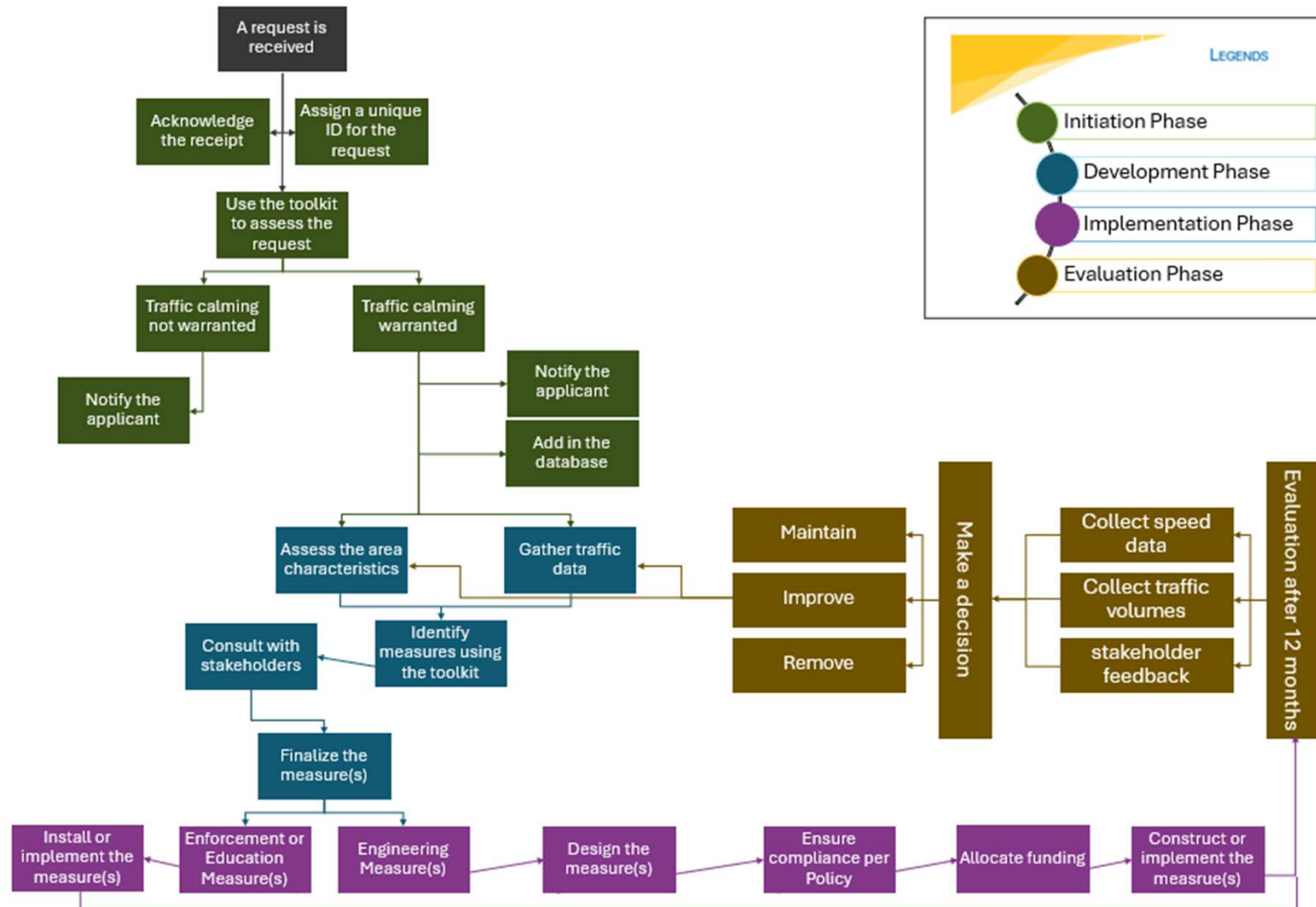
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Public Request Process

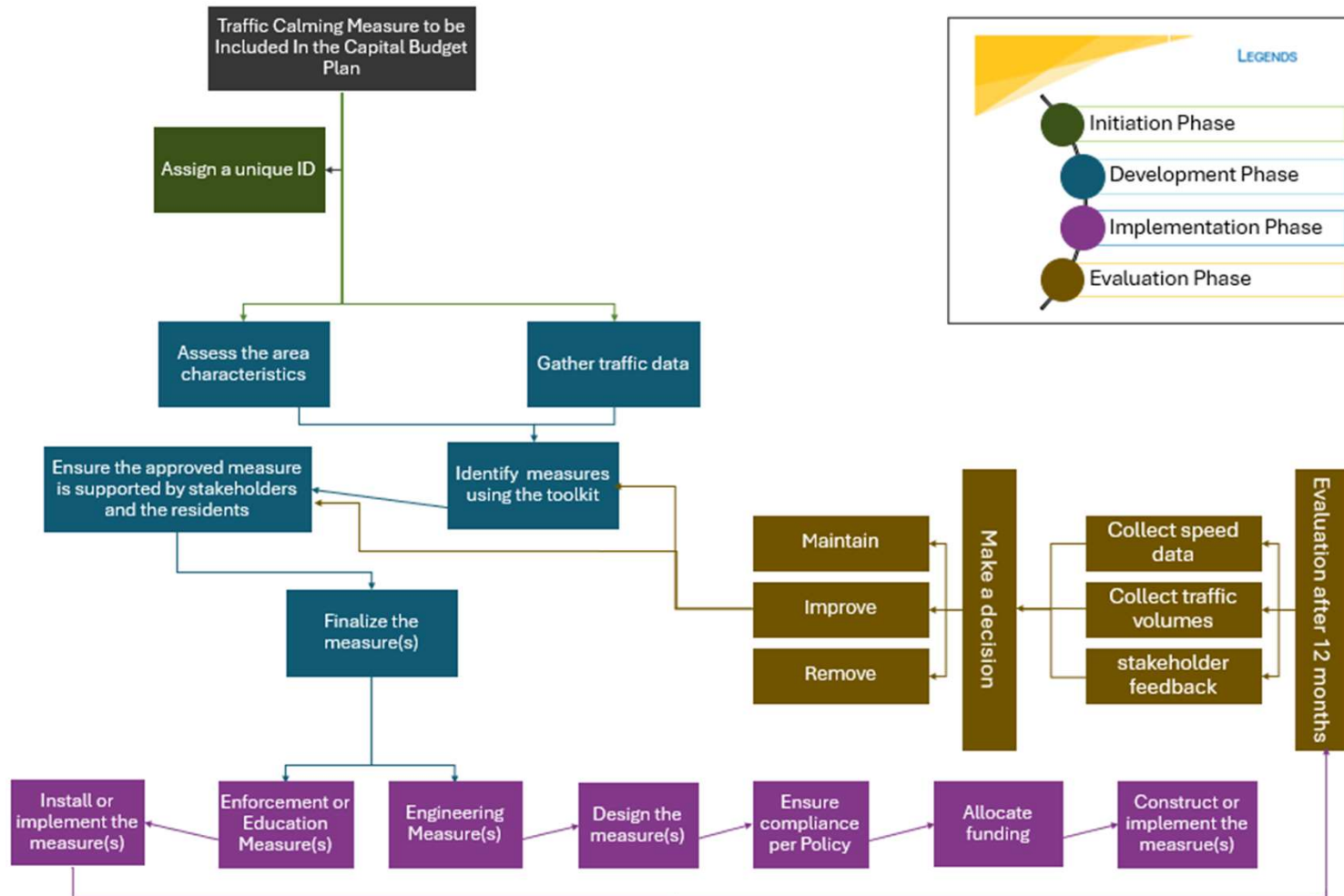
Recommendation #1 - Adoption of the Traffic Calming Implementation Framework



Capital Planning Process

ENG-12-2025, Attachment 2

Recommendation #1 - Adoption of the Traffic Calming Implementation Framework



Traffic Calming Toolkit Rating System

Standardized Evaluation:

- Point-based system to consistently evaluate traffic calming requests based on objective, measurable criteria.

Multiple Factors:

- Speeding, traffic volume, collision history, proximity to pedestrian generators, land use type, truck volumes.

Maximum Score:

- Total score reflects the overall justification for implementing traffic calming measures.

Thresholds for Road Types:

- A minimum score must be met to warrant traffic calming for local, collector, and arterial roads.

Data-Driven Prioritization:

- Enables the County to allocate resources efficiently and equitably.





Traffic Calming Pre-Screening Form

Request ID		Date	
Street Name		From To	
Request Details		Area Details	
Has this location been reviewed in the past 2 years?	Environment type		
Type of Concern	Are sidewalks/bikeways available?		
Is there support from 70% of residents in the area?	Land use		
Is there support from 25% of residents in the adjacent neighbourhood/s?	Pedestrian Facilities		
	Are there pedestrian generators within 250 m of the area?		
Road Details		Traffic Details	
Road Class	85th Speed (km/hr)		
Posted speed limit (km/hr)	AADT		
Approximate length of the corridor (in meters)	Truck Volumes		
	Number of collisions in last 3 years		
	Number of pedestrian generators		
	Is the road a county designated cycling route?		
Applicant Details		Is there a serious collision in last 3 years	
Full Name		Total Score	
Phone Number			
Email Address			
		Comments:	
Result			

How the Toolkit Works

- The toolkit is a fully automated, Microsoft Excel-based tool used to evaluate traffic calming requests.
- The input data is taken from the resident-submitted Request Form and speed and ATR study by the County.
- Scores are assigned based on the warrant criteria.
- The toolkit automatically calculates the total score to determine if traffic calming is warranted.
- Based on the results, it suggests appropriate traffic calming measure(s).

Traffic Calming Measures

Speed Cushion



Mini-Roundabout



Chicane



Speed Display Device



Red Light Cameras



Automated Speed Enforcement



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

Thank you