



TRAFFIC MANAGEMENT STRATEGY



haldimandcounty.ca/trafficstrategy

For: OPP Detachment Board Meeting, June 26, 2025, Kris Franklin





TRAFFIC MANAGEMENT STRATEGY



BURNSIDE



Haldimand
County

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:

- Consult with the public
- Review and assess traffic concerns
- Develop a process to address traffic concerns through:
 - Engineering measures
 - Education
 - Enforcement practices

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Haldimand
County



HEALTHY COMMUNITIES

Community Safety

2

Ensure residents feel secure by maintaining safe public spaces, positive collaboration with law enforcement and appropriate emergency response.

2025
2027

Immediate Goals

Address wider range of property and land use issues
Extended by-law hours and additional staff resources

Meet new legislative requirements geared to public safety and law enforcement
Implementation of new OPP detachment board

Address local health challenges and reduce strain on hospitals
Expansion of Community Paramedic Program
New EMS stations in Caledonia and Dunnville

Implementation of drinking water backflow prevention program

Implementation of Traffic Management Study short-term recommendations

Project Timelines and Milestones

Milestone	Timeline
Consultant Recruitment	Spring 2024
Stakeholder Engagement Round 1	Summer 2024
Solution Development	Summer-Fall 2024
Stakeholder Engagement Round 2	Feb 4 & 6 2025
Final Report to Council and endorsement of Recommendations 1-16	May 20, 2025
Implementation	Summer 2025 and Beyond

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Consultation and Public Engagement Round 1

- Council Workshop
- In Person Open Houses- Caledonia and Cayuga
- Virtual Open House
- Social Media Campaign and Signage
- Online Survey - 1000+ Responses
- Internal Stakeholder Workshops
- External Stakeholder Workshops
- OPP/Detachment Board Rep Workshop



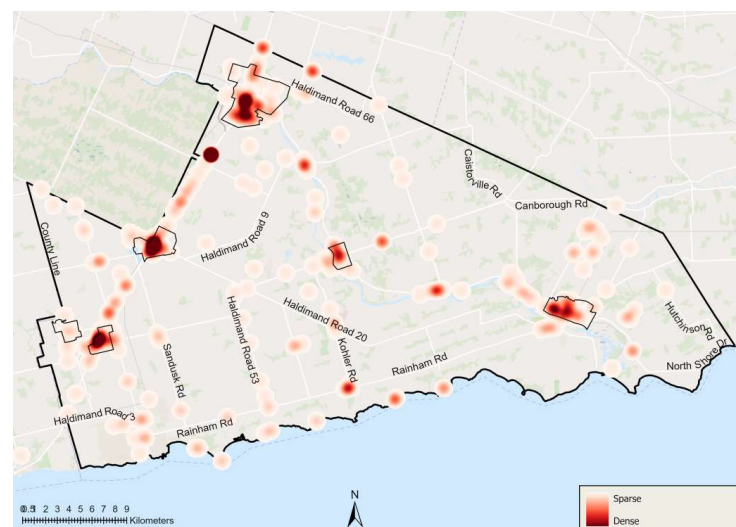
Consultation Results and Community Input

- 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.

Consultation Results and Community Input (Cont'd)

In addition to safety concerns, the community noted the need to:

- Optimize traffic control signals
- Assess roadway and bridge conditions
- Review illegal or lack of parking
- Implement by-passes
- Evaluate sightlines in rural intersections and at-grade railway crossings
- Address traffic conditions along Highway 6 and Highway 3 (MTO jurisdiction)



Areas of Concern Identified by the Community

Consultation and Public Engagement Round 2

- County Senior Management presentation
- In Person Open Houses- Caledonia and Dunnville
- Social Media Campaign
- OPP Discussions
- Internal Stakeholder Meetings

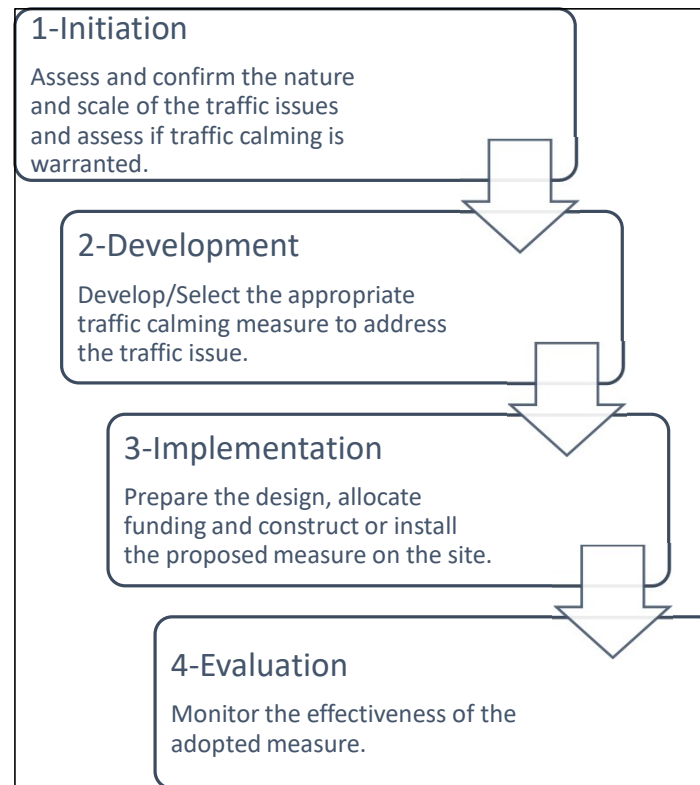
Study Recommendations-Short Term Opportunities (1-2 Year Quick Wins)

Recommendation	What this does
1. Adoption of the Traffic Calming Implementation Framework	Provides the County with a process to review traffic calming strategies, evaluate when and where they are appropriate and guidelines on how to implement them.
2. Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database	Streamlines the management of roadway safety concerns, enforcement, traffic calming initiatives, and completed projects. Enhances coordination across departments and stakeholders.
3. Establish a Road Safety Committee	A platform for collaboration for review of road safety concerns with County Staff, EMS, Council, Ontario Provincial Police (OPP). Potentially Public representatives. This provides a process to review road safety concerns received from residents or Council members amongst a committee.
4. Strengthen the County's role in the Agricultural Advisory Committee	Constant/permanent engineering role in the Committee will ensure timely acknowledgement of issues and mitigative measures

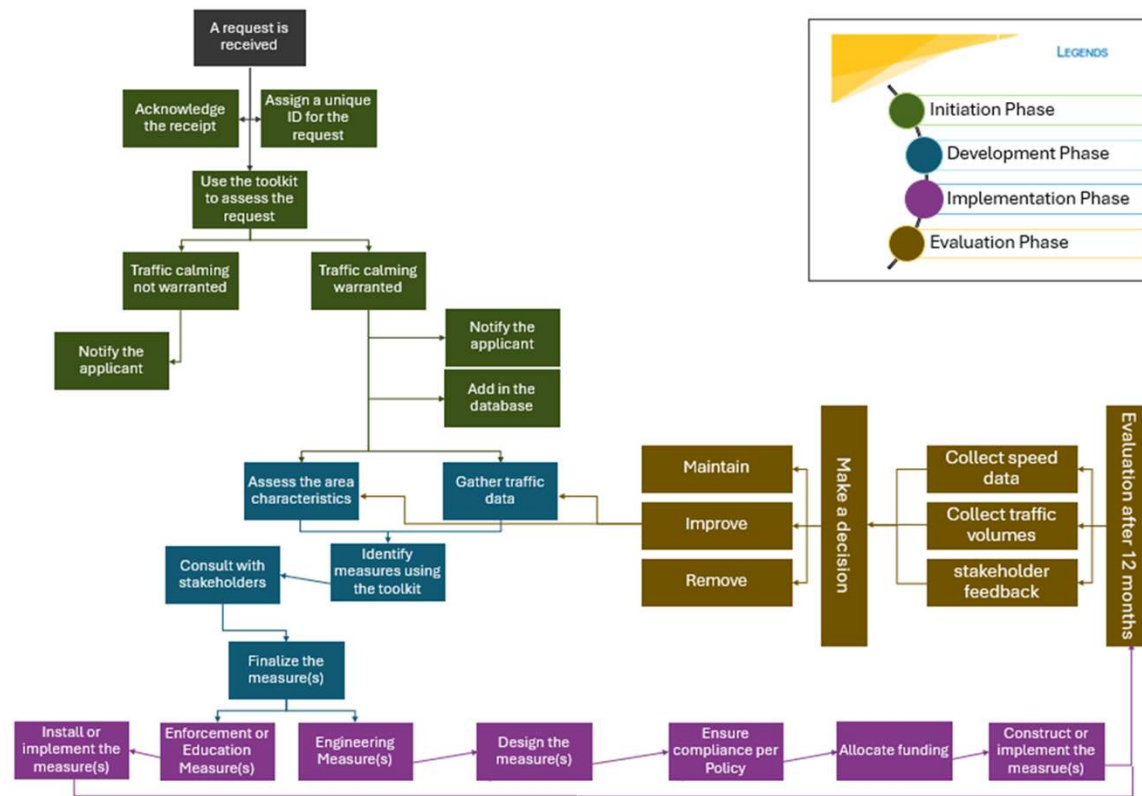
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Traffic Calming Policy Framework Steps

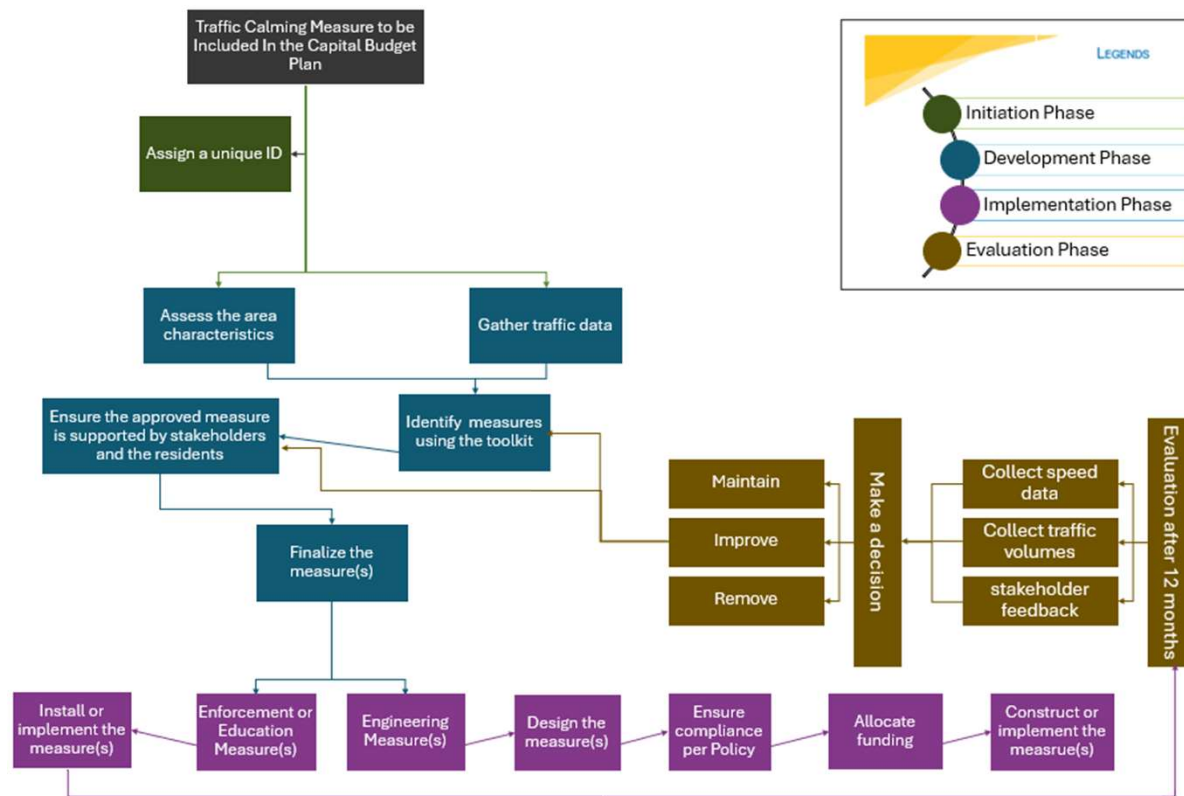


Traffic Calming Request- Public Request Process






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Traffic Calming Request- Capital Planning Process






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Engineering Measures




Speed Cushion	Mini-Roundabout	Chicane
		
<p>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.</p>	<p>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.</p>	<p>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</p>
<p>Pros: Have been shown to be effective in reducing speeds and traffic volumes in residential areas.</p> <p>Cons: May slightly affect emergency response times and transit service. Negative effects on winter maintenance operations</p> <p>Cost Category: Low cost.</p>	<p>Pros: Speed, traffic and conflict reduction, traffic noise may be reduced, and has no effect on resident access and roadway operations.</p> <p>Cons: Could reduce on-street parking and may restrict trucks and longer Vehicles.</p> <p>Cost Category: Medium to high cost.</p>	<p>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.</p> <p>Cons: Typically affects on-street parking and has some risk of head-on collision.</p> <p>Cost Category: Medium cost.</p>

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Engineering Measures

On-Street Parking	Raised Median Island	Flexible Bollard
		
<p>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.</p> <p>Pros: Creates a buffer between the road and sidewalk. Reduced noise due to lowered traffic volumes. Has minimal impact on access.</p> <p>Cons: Reduced visibility for cyclists, potential for driveway obstructions, and potential risk of rear-end and sideswipe collisions.</p> <p>Cost Category: Low to medium cost.</p>	<p>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.</p> <p>Pros: Speed and conflict reduction can act as a pedestrian refuge. There is minimal effect on maintenance operations.</p> <p>Cons: May restrict access, reduce on-street parking, and affect cyclist due to narrowed path.</p> <p>Cost Category: Medium to high cost.</p>	<p>Flexible post mounted delineators are used to create the effect of a median, thus giving a sense of constriction for drivers.</p> <p>Pros: Effective in reducing speeds and some potential for head-on conflict reduction.</p> <p>Cons: May require high maintenance if hit often by vehicles. Affects snow removal and conflict with large vehicles.</p> <p>Cost Category: Low cost.</p>

Engineering Measures

Dragon's Teeth	Curb Extension	Sidewalk Extension
		
<p>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.</p> <p>Pros: Easy to implement. Provides a buffer between road and sidewalk. Does not impact access or winter maintenance activities.</p> <p>Cons: Regular maintenance of paint is required. Limited data on its effectiveness.</p> <p>Cost Category: Low cost.</p>	<p>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.</p> <p>Pros: Effective speed reduction and reduces conflicts with pedestrians due to reduced crossing distance.</p> <p>Cons: Incompatible with cycling and on-street parking. Affects winter maintenance operations.</p> <p>Cost Category: Medium to high cost.</p>	<p>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.</p> <p>Pros: Improves pedestrian visibility and may reduce conflicts with vehicles. Positive guidance for visually impaired pedestrians.</p> <p>Cons: Could provide a false sense of security. Requires ongoing maintenance. Limited data on its effectiveness in speed reduction.</p> <p>Cost Category: Low to medium cost.</p>

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

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2. Develop a Centralized Roadway Safety and Traffic Calming Reporting Tool and Database	Streamline the management of roadway safety concerns, enforcement, traffic calming initiatives, and completed projects. Enhance coordination across departments and stakeholders.
3. Establish a Road Safety Committee	Create a forum for collaboration to review road safety concerns with Haldimand County staff, Council, Ontario Provincial Police (OPP), and potentially public representatives.
4. Strengthen the County's role in the Agricultural Advisory Committee	Establish a permanent engineering role in the Committee to ensure timely acknowledgment of issues and mitigative measures.

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

Recommendation	What this does
5.Update a number of County policies, practices, and criteria	Review and develop new policies that align with the traffic management strategy, allowing for future traffic calming measures.
6.Implement a comprehensive education strategy	Foster greater public awareness, support, and participation in traffic safety and calming efforts. Engage the community with promotional materials such as brochures, flyers, lawn signs, billboards, and digital content.
7.Invest in Temporary Traffic Calming Measures	Investigate temporary measures as a preliminary stage in any traffic calming plan to confirm effectiveness and community support prior to full implementation.

5. Update a number of County policies, practices, and criteria

- Rate of Speed Policy/By-law
- Neighborhood Speed Policy
- Rural Intersection Review Policy
- All-Way Stop Policy
- Community Safety Zone Policy
- Pedestrian Crossovers
- Official Plan
- Zoning Bylaw
- Master Servicing Plans
- Parking Bylaw
- Slow Moving Vehicle Signs Warrant
- Non Standard Sign Request

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Study Recommendations-Medium to Long Term

Recommendation	What this does
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	Review roadway design criteria to incorporate traffic calming devices and active transportation facilities for urban and rural roadways.
10.MTO – Truck Traffic Review (Hwy 3 / Hwy 6) advocate for Bypass/Highway 6 extension to Mount Hope	Continue to advocate for by-pass/highway extensions to manage truck traffic through built-up areas.
11.Expand and Develop In-School Safety Programs	Engage with school boards to introduce in-school road safety programs such as the CAA School Patroller or Walking Bus programs, Safe School Streets, and Safe School Routes.

Study Recommendations-Medium to Long Term

Recommendation	What this does
12. Corporate Engagement Programs	Engage corporate citizens to promote roadway safety.
13. County Wide Review of Posted Speed limits	Conduct a review of posted speed limits on all County roads to ensure they align with the traffic management strategy.
14. Establish Consistent Funding	Establish a 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 County's existing speed sign program to share data with stakeholders and 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.



Next Steps

Traffic Management Strategy Council Presentation May 20th ,2025

- Staff Report- Council Endorsed recommendations 1-16
- Direction to Staff to begin implementation of Traffic Management Strategy Final Report recommendations

Next Steps

2025 actions

- R1-Evaluation of Current Capital Projects and Target Areas for Traffic Calming
 - To be included in future capital projects starting in 2026 year
- R3-Establishment of Road Safety Committee
 - Draft Terms of Reference
 - Determine if Committee of Council or more of working group
 - Solicit members and establish before the end of 2025
- R5-Begin update process for Policies, processes, procedures warrants
 - Community Safety Zone Policy (target September 16th CIC)
 - Area Speed Policies (target September 16th CIC)
 - Rate of Speed Bylaw (target September 16th CIC)

Next Steps

2025 actions

- R6-Mock ups of signage
 - Graphic Design (ongoing)
 - Mock ups with printing company(End of August)
 - Install sample signage and evaluate (Fall 2025)
- R7-Purchase temporary speed humps and select pilot site
 - Delivery in July
 - Select pilot sites and post advanced signage
 - End of August installation
- R16- Traffic Signal Software – approved through IT governance June 9th 2025
 - Will be installed with Signal Upgrades
 - Jarvis Talbot and Main 2025
 - Dunnville Broad and Taylor 2025
 - Hagersville Main and King 2026



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