

Correspondence from Halton Region dated July 12, 2022

From: "Farr, Andrew" <Andrew.Farr@halton.ca>

Date: Jul. 12, 2022 13:35

Subject: Delegation by the Regional Road #25 Safety Committee - Halton Region Council Meeting of July 13, 2022

To: !!Regional Chair and Members of Regional Council <RegCouncil@halton.ca>

Cc: "MacCaskill, Jane" <Jane.MacCaskill@halton.ca>

Good afternoon Chair Carr and Members of Regional Council;

Tomorrow Regional Council will receive a delegation related to Regional Road #25. I have received questions from several Councillors regarding the email below.

The Province granted the authority for municipalities to create Community Safety Zones (CSZ) through the *Highway Traffic Act* by allowing municipal Councils to designate parts of roadways as a CSZ by passing by-laws for specific road segments. Both Halton Region and the local municipalities can designate sections of roads as a CSZ as long as they are the road authority of that section of road.

Halton Region currently has two CSZs:

- Dundas Street in Burlington, in front of Frank Hayden Secondary School in an urban setting; and,
- Guelph Line in the Hamlet of Brookville, in a rural setting.

Guelph Line would be the more comparable to Regional Road #25 as both are rural arterial roads. However, the CSZ in Brookville was implemented as this section of road contains features of what are called special consideration by the Province. For Guelph Line, these include:

- an elementary school;
- a community centre;
- an unsignalled entrance into the town works yard; and,
- an unsignalled entrance into a community park.

Other safety elements that were considered were the cross section of the two lane road and the buildings and structures that are located adjacent to the right-of-way with minimal setbacks.

The area we considered for Regional Road #25 between Lower Base Line and Britannia Road does not have these features and the cross section of the road was reconstructed to four lane roadway in 2016.

As per the 2021 Transportation Progress Report (PW-29-22), we have recently completed a Traffic Operations Safety Study (TOSS). The study includes an operational and geometric assessment safety perspective of the Regional Road network to ensure that the network is operating as safely and efficiently as possible and in conformance with industry standards and emerging safety initiatives. Based on the findings from the TOSS, over the next year staff will be undertaking further review of the CSZs on Regional Roads and the applicability of Automated Speed Enforcement (ASE). The results of the review will be presented to Regional Council in 2023 in conjunction with the 2022 Transportation Progress Report.

To ensure an evidence-based approach, the entire road network needs to be reviewed within a common framework to establish CSZs rather than have segments of road reviewed in isolation of the entire road network. Moving forward, to support Halton Region's review of CSZs across the entire Regional Road network, staff are developing CSZ guideline criteria and a warrant process for Regional Council's review and endorsement. The intent of adopting Region-wide CSZ implementation criteria is to identify areas with vulnerable road users such as schools, playgrounds, parks, hospitals and retirement homes, supported by documented evidence, where public safety is of a special concern. Implementation of CSZs in areas of special concern and where safety risks are evident through traffic data analysis will also inform the development of an ASE program. You may recall that ASE currently can only be implemented within Community Safety Zones.

In terms of ongoing road safety measures for this stretch of Regional Road #25:

- Halton Region has installed two driver feedback boards in this area and will continue to review this data with Halton Regional Police (HRP) for enforcement purposes.
- Our Road Operations team will continue to review locations where these feedback boards are warranted.
- Halton Region recently installed centre median rumble strips to address any concerns with distracted driving in an effort to mitigate any head on collisions.

Please let me know if you have any questions or concerns.

Thank you,

Andrew Farr, P.Eng.

Commissioner, Public Works

Public Works

Halton Region

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