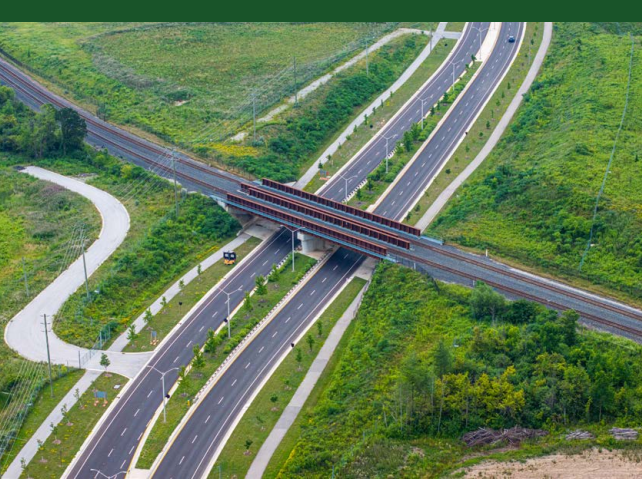
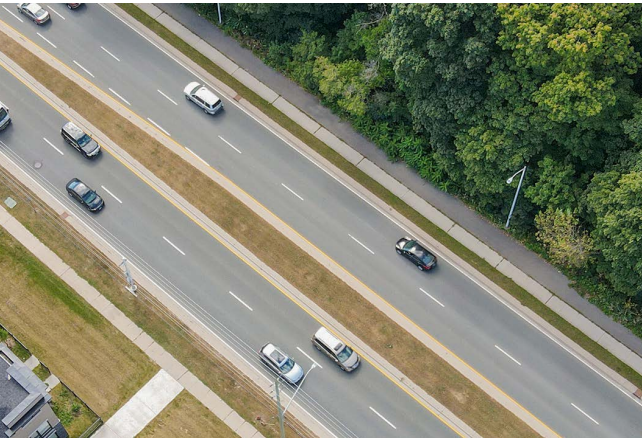




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to Report No. PW-13-26
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2025

Halton Region Transportation Progress Report



Executive Summary

Halton Region is committed to strategic investments that enhance transportation options and ensure infrastructure remains in optimal condition. The 2025 Transportation Progress Report provides an overview of activities related to the operation and maintenance of the Regional Transportation System. The Comprehensive Road Safety Action Plan (CROSAP), Drive SAFE (Safety Awareness For Everyone) initiative and other safety programs and initiatives continue to provide improvements for all road users. Although traffic volumes continued to rise in 2025, Regional road infrastructure improvements and traffic signal optimization have continued to provide consistent service levels. Significant progress was also made advancing Halton Region's Advanced Traffic Management System (ATMS),

which improves the Region's ability to monitor traffic conditions and respond to operational issues in real time.

Halton Region continues to follow Provincially regulated maintenance standards and reviews pavement and traffic conditions regularly to support a safe and efficient travel experience across the Regional Road Network. While the overall system functions well, it is recognized that certain key corridors may experience localized congestion and operational challenges during peak hours. These areas remain a focus for ongoing monitoring, improvement planning, implementation of pilot projects, and strategic investment to meet the needs of the growing Halton community.



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1. Introduction

1.1 Purpose

Halton Region's Traffic Operations and Safety team continues to review the performance of Halton's Road Network to:

- Maintain a safe and efficient road system and on-road active transportation facilities;
- Identify existing and future capacity issues;
- Identify opportunities for improvement to safety and service levels; and
- Evaluate state-of-good repair requirements.

Halton completes annual programs to ensure Regional Roads are operating in the safest, most efficient manner possible, and that the service life of Halton's infrastructure is optimized. Consistent with these objectives, staff continues to monitor the overall performance of the Regional Road Network and to provide annual updates to Regional Council.

The purpose of the annual Transportation Progress Report is to provide a summary of the network's performance and highlight key achievements in the operations and maintenance of the network. Key performance indicators provided in the report will facilitate tracking and measurement of the overall condition of the Regional Road Network and measured over time.

Annual routine monitoring of the transportation network supports evidenced-based decisions on future improvements and associated timing of when they should be implemented.

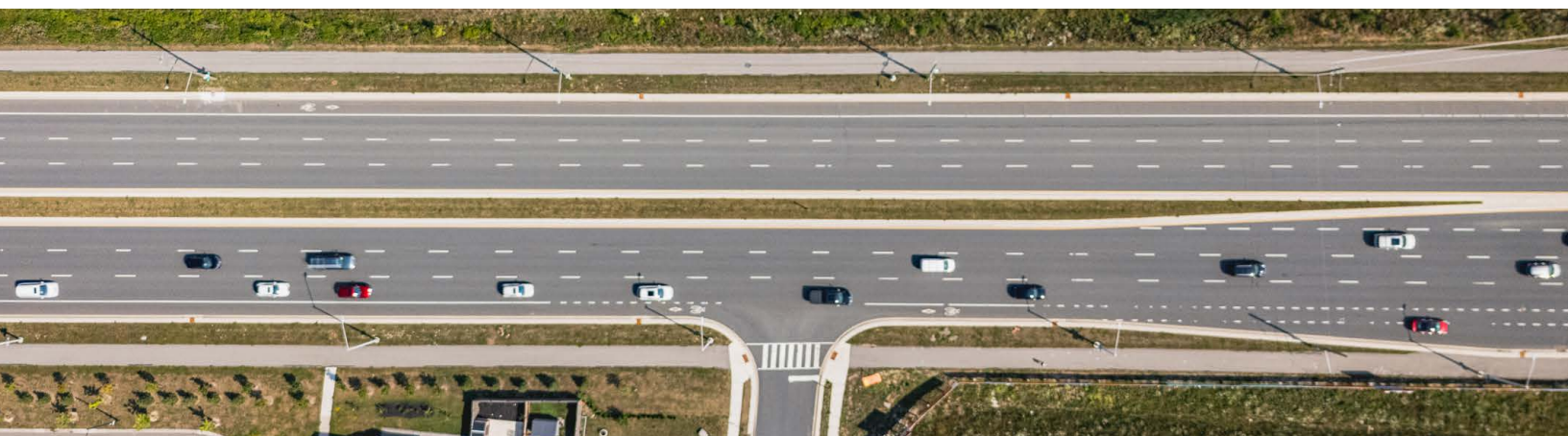
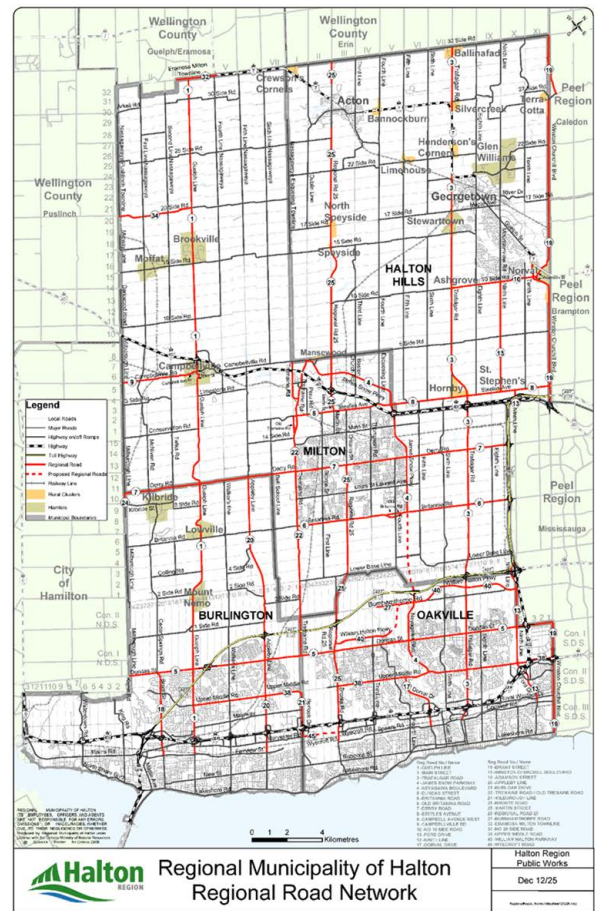
1.2 Background

The 2025 Transportation Progress Report provides an update and summary of the activities completed to ensure the Regional Road Network operates safely and efficiently.

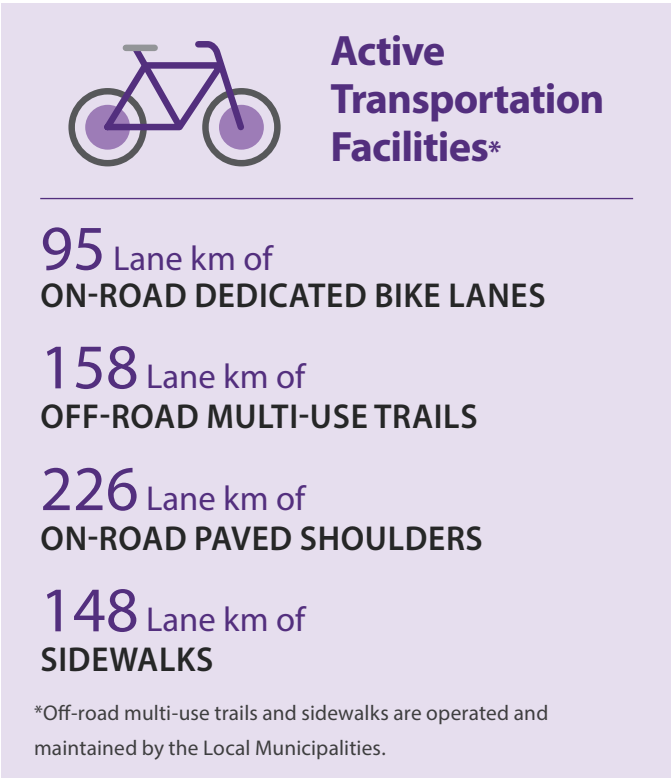
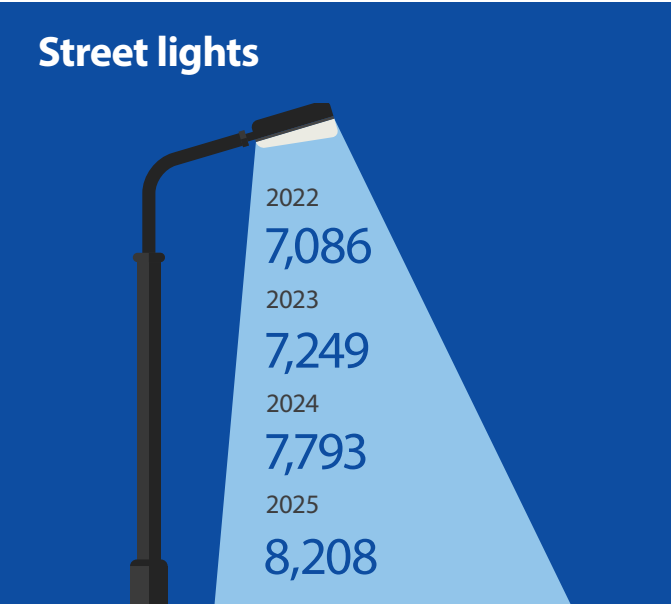
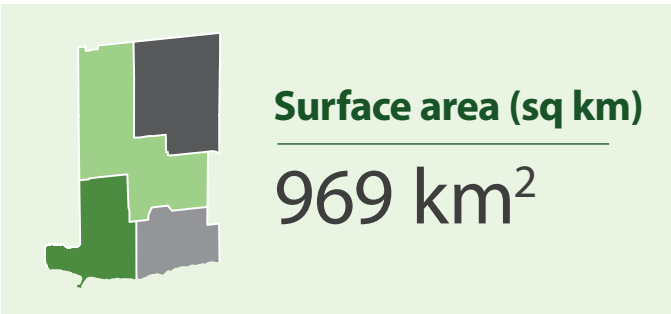
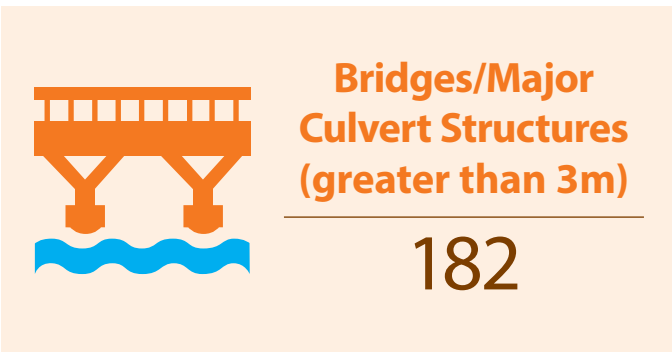
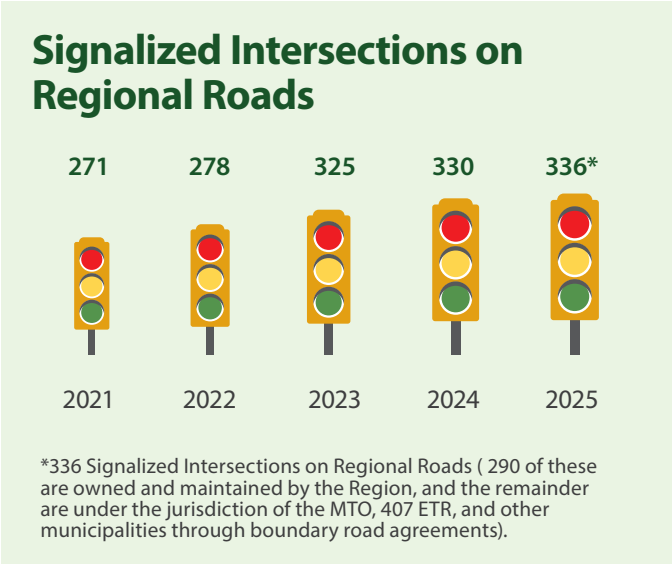
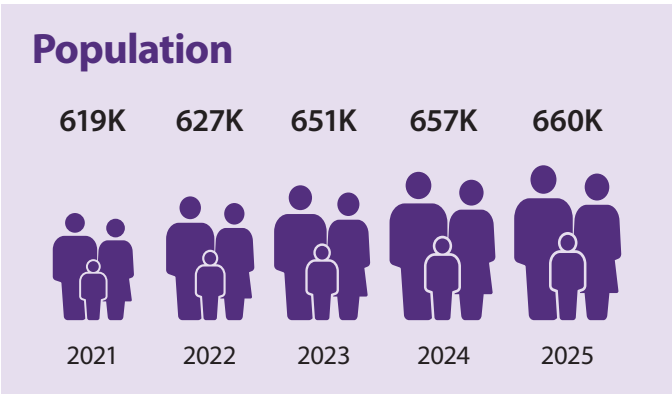
1.3 Network Profile

The Regional Road Network in Halton (2025) is shown in Figure 1 below.

**Figure 1 - The 2025 Regional Road Network
(See Appendix A for more detail)**



2. Halton Region 2025 statistics



3. Road Safety

The Regional Road Network consists of Major Arterial roads. These arterial roads facilitate through-traffic and have limited driveway access. They typically carry high traffic volumes and accommodate all types of vehicles, including bicycles, passenger cars, transit vehicles and heavy trucks. Traffic flow on arterial roads is designed to be mostly uninterrupted, with stops only at controlled intersections such as traffic signals, all-way stops, and Pedestrian Crossovers.

Halton's Traffic Operations and Safety team continuously monitors the Regional Road Network to promote the safe and efficient movement of people and goods. They focus on ongoing maintenance and improvements, regularly assessing road performance to enhance safety and reduce delays.

Halton Region remains committed to proactively implementing proven measures to enhance the safety and efficiency of the transportation network.

3.1 Road Safety Strategy

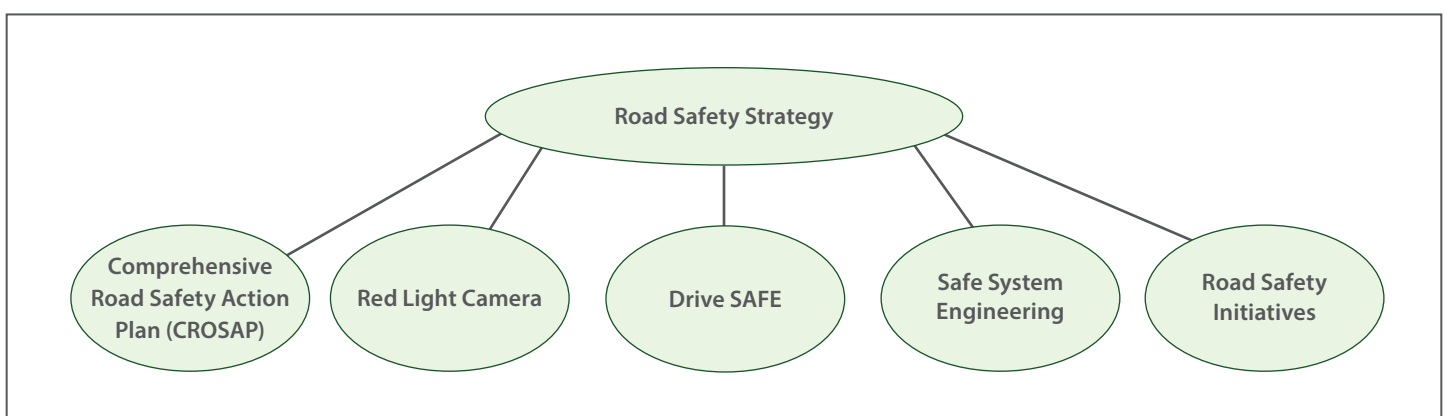
Halton Region uses an enhanced, evidence-based road safety program designed to reduce the risk of fatal and serious injury collisions on Regional roads. This proactive strategy reflects our commitment to continuous improvement and supports the development of a safe, efficient, and well-managed transportation network.

Traditionally, road authorities approached road safety reactively, with responsibility for preventing collisions placed primarily on individual road users and collisions viewed mainly as the result of driver error. Under this model, safety improvements are often implemented only after serious incidents occur, focused on high-collision locations, and justified largely through cost-benefit analysis, with limited consideration of broader system risks or environmental impacts.

In contrast, Halton Region's approach emphasizes shared responsibility and the role of transportation system design in preventing serious injuries and fatalities. Through coordinated Education, Engineering, and Enforcement, Halton Region addresses root causes rather than isolated incidents. This includes integrating safety features into roadway design, reviewing speed limits, coordinating enforcement and education campaigns, and investigating serious collisions to identify and correct system-level deficiencies. Proactive Region-wide reviews, routine maintenance, and capital projects are used to identify risks early, while active transportation infrastructure is incorporated into reconstruction projects to reduce conflict between vehicles, pedestrians and bicycles to support safer and more sustainable travel options.

The following graphic outlines the key components of Halton's Road Safety Strategy:

- Comprehensive Road Safety Action Plan (CROSAP);
- Red Light Camera Program;
- Drive SAFE public awareness campaign;
- Safe System Engineering; and
- Road Safety Initiatives.



The Comprehensive Road Safety Action Plan (CROSAP) is a three-step process used to improve road safety in Halton Region:

1. **Network Screening:** Intersections and road segments are analyzed and ranked using a "Potential for Safety Improvement" (PSI) index, which is based on collision history, traffic volume, and updated safety performance models developed in 2023.
2. **Diagnostic Review:** The highest risk locations are reviewed through detailed safety assessment, and potential solutions are identified and evaluated using cost-benefit analysis.
3. **Implementation of Solutions:** Feasible safety improvements are implemented, often alongside planned infrastructure upgrades, to maximize impact and cost efficiency. Funding is provided through the Regional capital budget.

Red Light Camera Program is an automated enforcement system installed at intersections to detect and photograph vehicles that enter the intersection after the traffic signal has turned red. The system captures images of the vehicle's license plate, date, time, and location of the violation. These details are used to issue a ticket to the registered owner of the vehicle.

Red light cameras aim to improve road safety by discouraging drivers from running red lights, a common cause of serious collisions at intersections. They operate continuously helping to enforce traffic laws even when police officers are not present.

To date, Halton Region has participated in the provincial Red Light Camera Program since 2012 and has 23 red light cameras operating at Regional signalized intersections.

Drive SAFE (Safety Awareness for Everyone) is Halton Region's public awareness initiative focused on addressing speeding, aggressive driving, and other unsafe behaviours on our roads. The program promotes safe driving habits through a variety of outreach tools and communications, including:

- Media publications;
- Social media messaging;
- Campaigns in partnership with Halton Regional Police;
- Speed feedback signs; and
- Portable variable message sign (PVMS) trailers.

Safe System Engineering

Across the transportation sector, there has been a growing shift toward holistic road safety strategies that recognize

the need to design systems that protect people, which aims to eliminate fatal and serious injury collisions by prioritizing human life and acknowledging human fallibility.

Building on these foundational principles, Halton Region has adopted an enhanced, evidence-based approach tailored to our local context. This includes Safe System Engineering - a design philosophy that embeds safety into every aspect of the transportation network, rather than relying solely on individual driver behaviour or enforcement.

This approach focuses on:

- Reducing the risk of crashes by designing safer roads and intersections;
- Minimizing harm when collisions do occur;
- Managing vehicle speeds to match the level of protection offered by road infrastructure;
- Separating road users like motorists, cyclists, and pedestrians where appropriate; and
- Promoting predictability and clarity through signage, signal design, and layout.

Road Safety Initiatives

Road Safety Initiatives include targeted, context-specific programs and operational measures that complement engineering, enforcement, and education efforts to address emerging safety concerns across the Regional road network. These initiatives focus on proactive safety improvements such as speed management strategies, enhanced pavement markings and signage, intersection visibility improvements, and pilot projects that test new safety treatments. They are implemented where local conditions, collision trends, or community feedback indicate specific safety risks that may not be addressed through broader programs.

By delivering focused initiatives tailored to site-specific needs, Halton Region is able to respond to evolving safety challenges and continuously enhance roadway safety while supporting the broader objectives of the Region's road safety strategy.

Together, the **Comprehensive Road Safety Action Plan (CROSAP)**, **Red Light Camera Program**, **Drive SAFE**, **Safe System Engineering**, and **Road Safety Initiatives** provide a coordinated and proactive framework for improving safety across the Regional road network. By combining system-wide analysis with context-specific improvements and targeted safety programs, Halton Region continues to advance a practical and progressive approach to reducing the risk of fatal and serious injury collisions while supporting a safe and resilient transportation network.

3.2 Road Safety Performance

Halton Region has made significant investments in road safety since the implementation of CROSAP, including improvements to signage, pavement markings, traffic signal operations, roadway design, and roadside safety features. More recently, enhancements such as off-road active transportation facilities, rumble strips, and improved illumination have been integrated into new capital construction projects to further improve safety and accessibility for all road users.

These ongoing efforts are delivering measurable results over the long term. Over the past twenty years, Halton Region has experienced significant population and employment growth, resulting in increased traffic volumes across the Regional road network. As traffic volumes grow, the likelihood of collisions and injury outcomes can increase due to greater exposure and more conflict opportunities. Despite this sustained growth in travel demand, overall collision trends on Regional Roads have declined, demonstrating that safety improvements, infrastructure investments, and proactive programs are effectively mitigating risk.

Figures 2 and 3 illustrate this trend, showing increasing travel demand—measured in Annual Vehicle Kilometres Travelled (AVKT)—alongside decreasing collision rates, defined as collisions per million vehicle-kilometres travelled, including those resulting in injuries and fatalities. Because these rates account for traffic volume, they provide a more accurate measure of safety performance than total collision counts alone overall.

Figure 2 - Injury collision rates vs. annual daily vehicle km travelled

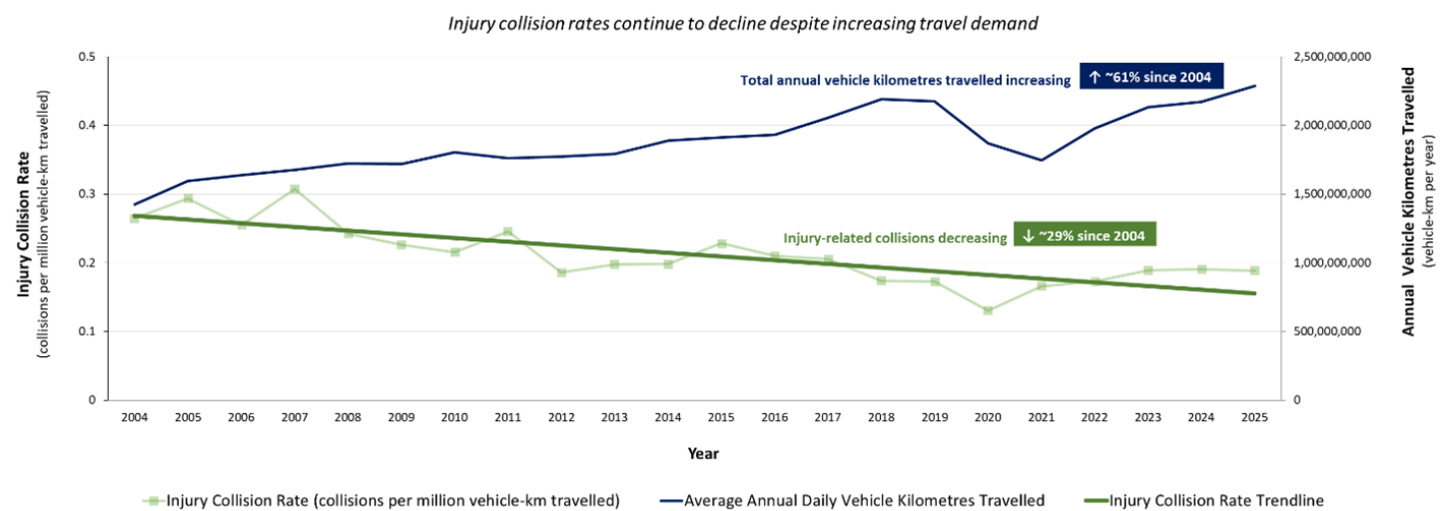
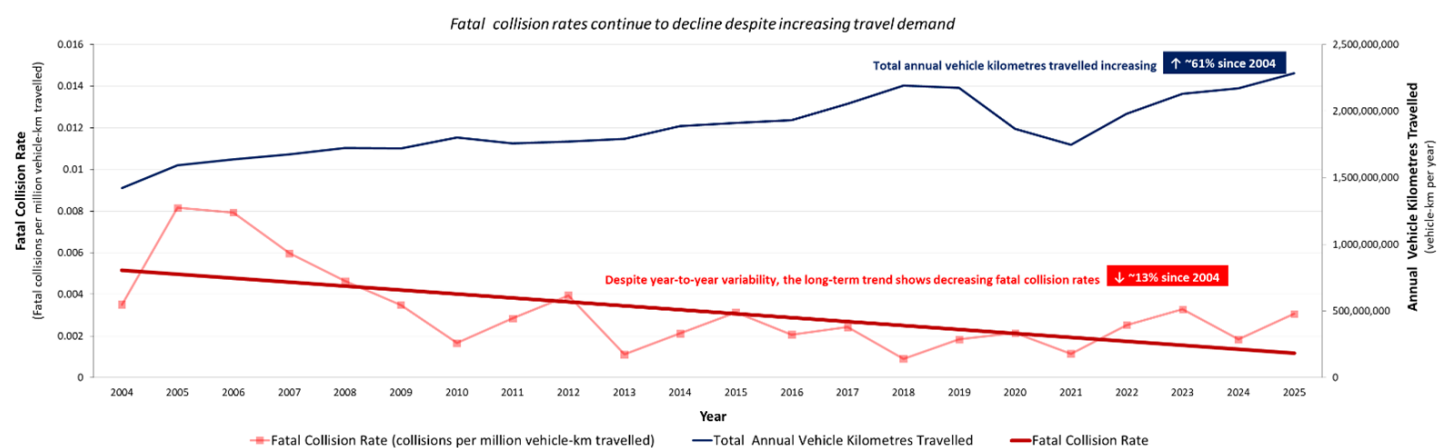


Figure 3 - Fatal collision rates vs. annual daily vehicle km travelled



3.3 2025 Collision Trends on Regional Roads

Collisions are grouped into three categories based on severity:

- **Property Damage Only (PDO) and Non-Reportable (NR)** collisions are the least severe and involve no bodily injuries. These are grouped together for reporting purposes, though NR collisions are self-reported at a collision reporting centre, while PDO collisions involve police attendance.
- **Non-fatal injury collisions** involve one or more individuals sustaining bodily harm.
- **Fatal collisions** are the most severe and result in loss of life.

In 2025, a total of 3,523 collisions were reported on Regional roads, representing a slight decrease compared to 2024. Most of the collisions, 3,085 incidents, or 87.6%, fell into the PDO/NR category, followed by 431 non-fatal injury collisions and 7 fatal collisions. Compared to 2024, PDO/NR collisions declined from 3,131 to 3,085, while non-fatal injury collisions increased slightly from 414 to 431, and fatal collisions rose from 4 to 7.

It is important to note that vehicle exposure, measured in Annual Vehicle Kilometres Travelled (AVKT), also increased between 2024 and 2025. The non-fatal injury collision rate in 2025 was 0.19 per one million vehicle kilometres travelled. This rate was higher than in 2022 (0.17) and remained unchanged from 2023 (0.19) and 2024 (0.19), indicating a period of stability in non-fatal injury collisions since 2023.

In 2025, the fatal collision rate was 0.00306 per one million vehicle kilometres travelled, higher than 2022 (0.00253) and 2024 (0.00184), but lower than 2023 (0.00328). Given the relatively small number of fatal collisions each year, this rate is sensitive to small changes in collision frequency, making multi-year trends a more reliable indicator of overall safety performance.

These numbers highlight the ongoing importance of Halton Region's road safety initiatives, which aim not only to reduce the total number of collisions, but also to mitigate the severity of outcomes when collisions do occur. Rate-based analysis and multi-year trend monitoring remain essential tools for assessing safety performance and guiding continued improvements.

Overall, while annual rates vary, the broader trend indicates that collision rates have improved long term compared to recent years, reflecting continued progress in road safety performance.



Collisions Distribution by Municipality

Collision data for 2025 also varies by local municipality. As shown in **Figure 4**, the Town of Oakville recorded the highest number of collisions on Regional roads, with 1,262 total incidents, including 134 non-fatal injuries and two fatalities. The City of Burlington followed with 992 collisions, which included 107 non-fatal injuries and three fatalities. In the Town of Milton, there were 922 collisions, with 137 non-fatal injuries and one fatality. The Town of Halton Hills experienced the fewest incidents, reporting 347 total collisions, 53 non-fatal injuries and one fatal collision reported in 2025.

These localized insights help guide targeted safety improvements and support data-driven planning for future road safety investments across Halton Region.

Figure 4 - Comparison of collision severity by municipality, 2025

Municipality	Fatal	Non-Fatal Injury	Property - Damage Only & Non-Reportable	Total
Town of Oakville	2	134	1,126	1,262
City of Burlington	3	107	882	992
Town of Milton	1	137	784	922
Town of Halton Hills	1	53	293	347
Total	7	431	3,085	3,523

When comparing collision rates normalized by vehicle activity (AVKT), a clearer understanding of relative safety performance is observed across the municipalities. As illustrated in **Figure 5**, The Region-wide average collision rate is 1.54 collisions per million vehicle kilometres travelled. The Town of Oakville (1.59) is closely aligned with this average, while the Town of Milton (1.40) is slightly lower, indicating fewer collisions relative to traffic exposure. In contrast, the City of Burlington records the highest overall rate (2.03), while the Town of Halton Hills has the lowest (1.00).

Across all municipalities, property-damage-only collisions comprise the majority of total collisions and are the primary driver of overall rates, particularly in Burlington. Non-fatal injury collision rates are generally consistent across the Region, with slightly higher values observed in Burlington and Milton. Fatal collision rates remain low across all municipalities, with minimal variation.

Figure 5 - Comparison of collision rates and AVKT by municipality, 2025

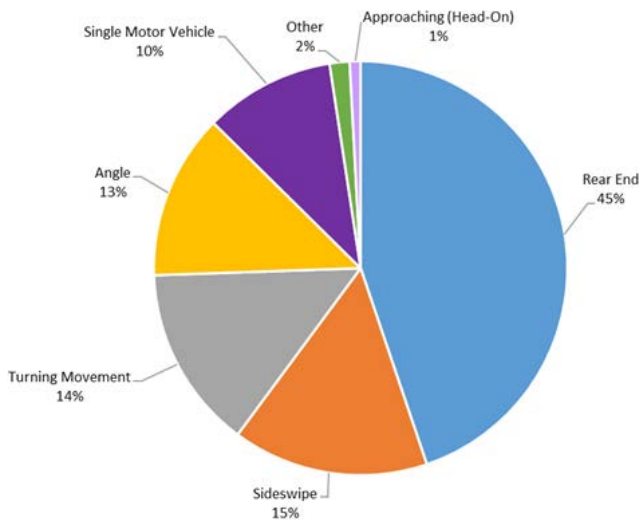
Municipality	AVKT	Fatal Collision Rate	Non-Fatal Injury Collision Rate	Property-Damage Only & Non-Reportable Collision Rate	Total Collision Rate
Town of Oakville	794,660,445	0.00252	0.17	1.42	1.59
City of Burlington	488,524,866	0.00614	0.22	1.81	2.03
Town of Milton	656,249,844	0.00152	0.21	1.19	1.40
Town of Halton Hills	345,908,313	0.00289	0.15	0.85	1.00
Total	2,285,343,467	0.00306	0.19	1.35	1.54

Collision Impact Types and Driver Behaviour

Collisions are further categorized by the type of impact, which provides insight into common driving behaviours and roadway conditions. On Regional roads, the most typical collision types include rear-end, angle (such as T-bone), sideswipe, turning movement (often involving opposing turns), approaching (e.g., head-on), single motor vehicle, and other.

As illustrated in **Figure 6**, rear-end collisions remain the most prevalent, representing 45% of all reported collisions in 2025. Sideswipe collisions were the second most common at 15%, followed by turning movement collisions at 14% and angle collisions at 13%. These patterns have remained relatively consistent year over year and continue to emphasize the need for targeted safety improvements at intersections and along high-volume corridors to help reduce the frequency and severity of these incidents.

Figure 6 - Collision impact types, 2025



When broken down by location, different patterns in collision types begin to emerge. **Figures 7 and 8** illustrate the proportion of collision impact types occurring at intersections compared to midblock segments (roadway sections between intersections).

At intersections, rear-end collisions remain the most common, accounting for 47% of all intersection collisions in 2025, followed by turning movement collisions at 18% and angle collisions at 15%. These figures reflect the complexity of intersection operations, where higher volumes of crossing and turning vehicles increase the likelihood of these types of crashes.

Conversely, midblock segments tend to show a different profile. In 2025, rear-end collisions accounted for 39%, with sideswipe and single motor vehicle collisions making up 24% and 23%, respectively. These types of impacts are more typical of uninterrupted traffic flow areas where lane changes, speed variation, and roadside conditions play a larger role.

These distinctions reinforce the importance of tailoring safety strategies to context-specific collision patterns - focusing intersection safety improvements on managing turning conflicts and signal timing, while addressing midblock safety through lane design, speed management, and access control.

Figure 7 - Collision impact types at intersections, 2025

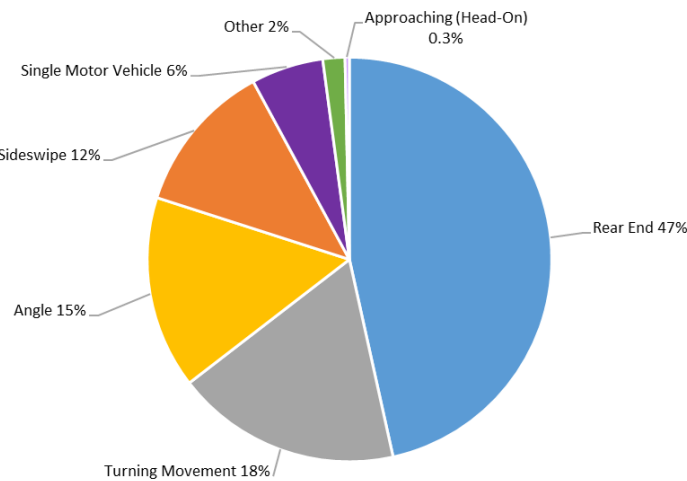


Figure 8 - Collision impact types at midblocks, 2025

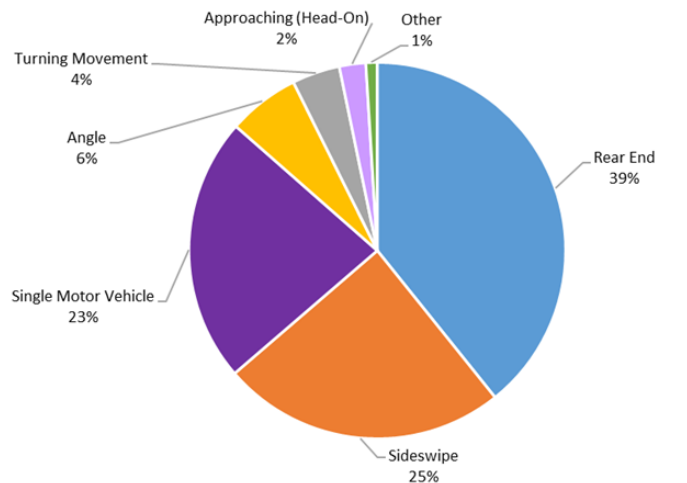


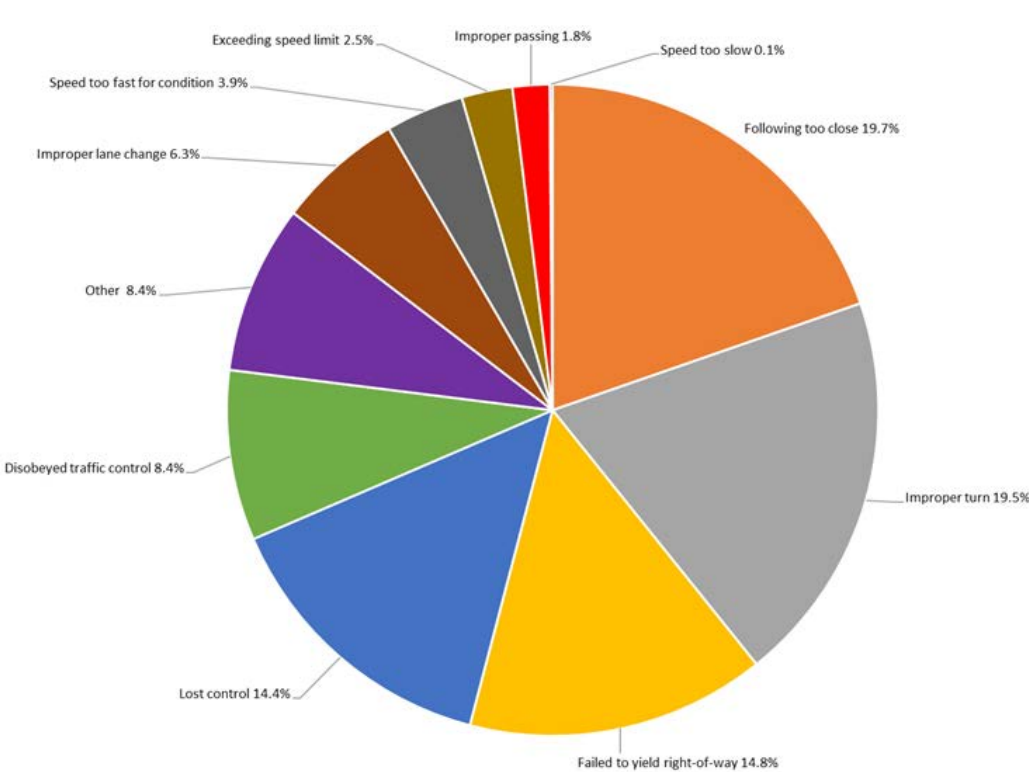
Figure 9 provides a comparison of collision impact types across each of the local municipalities. The Town of Oakville reported the highest number of angle, rear-end, sideswipe and turning movement collision types. In contrast, the City of Burlington saw the most other collision types while the Town of Milton saw the most approaching (head-on) and single motor vehicle collisions. These variations reflect differences in road network characteristics, traffic volumes, and local driving conditions across Halton Region.

Figure 9 - Collision impact types by municipality, 2025

Municipality	Approaching	Angle	Rear end	Sideswipe	Single motor vehicle	Turning movement	Other	Total
Oakville	5	161	595	233	89	164	15	1,262
Burlington	5	106	469	143	92	158	19	992
Milton	11	142	376	129	113	137	14	922
Halton Hills	9	40	133	37	68	53	7	347
Total	30	449	1,573	542	362	512	55	3,523

Driver behaviour is closely linked to the type of collision that occurs. For instance, rear-end collisions, Halton Region’s most frequent collision type in 2025, are often the result of following too closely, where drivers are unable to react in time to sudden stops. Similarly, angle collisions typically involve a driver disobeying traffic control, such as running a red light or failing to yield. Reflecting this relationship, the most common at-fault action in 2025 was “following too close,” a trend that has remained consistent over the past five years. Figure 10 illustrates the distribution of at-fault driver actions, highlighting the ongoing importance of addressing risky behaviours through education, enforcement, and engineering measures.

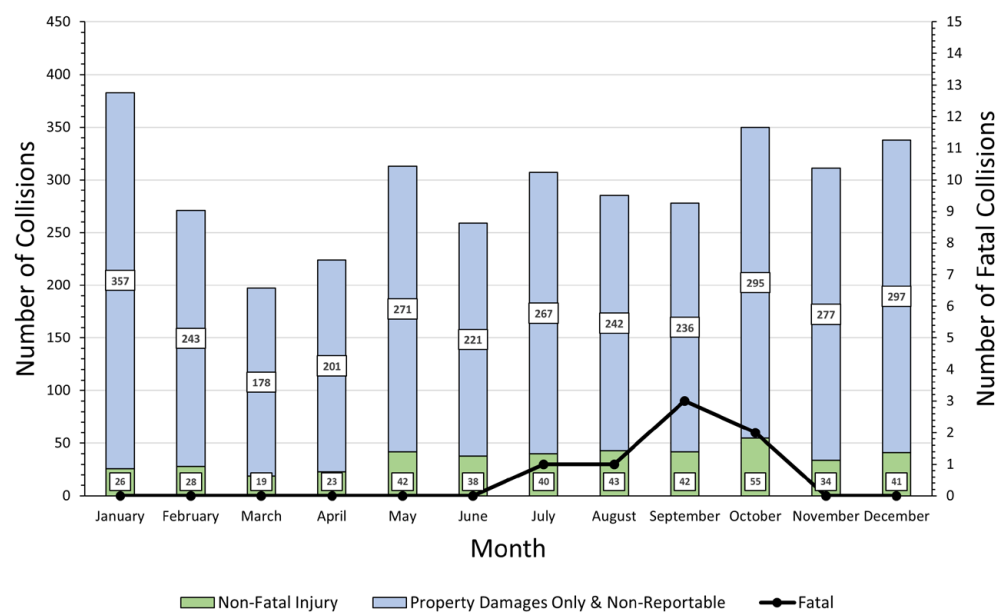
Figure 10 - Driver’s actions in collisions, 2025



Collisions by Month, Day, Time

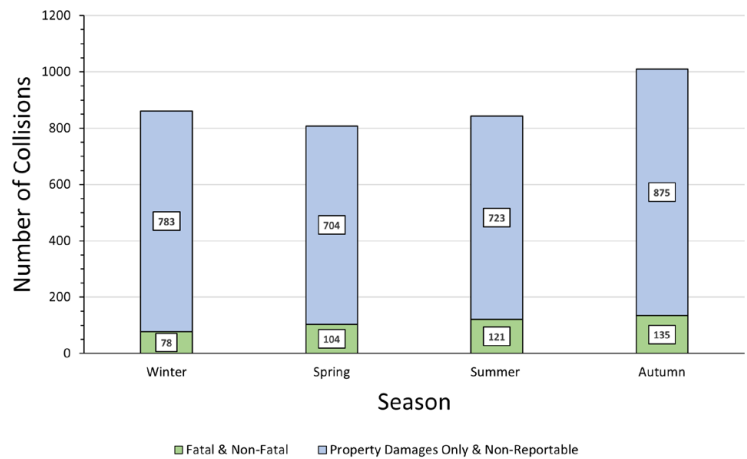
When looking at collisions by time of year, certain patterns begin to emerge. In 2025, the highest number of overall collisions occurred in January, December, and October. Conversely, the lowest totals were recorded in March, April, and June. However, when focusing on the severity of collisions, the summer and early autumn months, particularly September, October and August, saw the highest number of injury and fatal incidents. In contrast, March, April, and January experienced the fewest injury-related collisions. These seasonal trends reflect variations in weather, travel behaviour, hours of daylight, and traffic volumes throughout the year. **Figure 11** provides a monthly breakdown of collisions by severity.

Figure 11 - Monthly collision severity, 2025



When grouped by season, collision data show that autumn had the highest number of total collisions, followed by summer, winter, and spring. In terms of severity, autumn also recorded the highest number of non-fatal and fatal injury collisions, while winter had the fewest. Autumn experienced four fatal collisions, compared to three in summer. **Figure 12** illustrates the distribution of collisions by season and severity.

Figure 12 - Seasonal collision severity, 2025



Approximately 77% of collisions on Regional roads occurred during dry road surface conditions. However, collision frequency tends to increase during adverse weather events. Six of the ten days with the highest number of reported collisions occurred during snow or rain, while only four took place under clear conditions. **Figures 13 and 14** provide a breakdown of collisions by road surface condition and highlight the top ten days with the highest collision counts, along with associated weather conditions.

Figure 13 - Collisions by road surface conditions, 2025

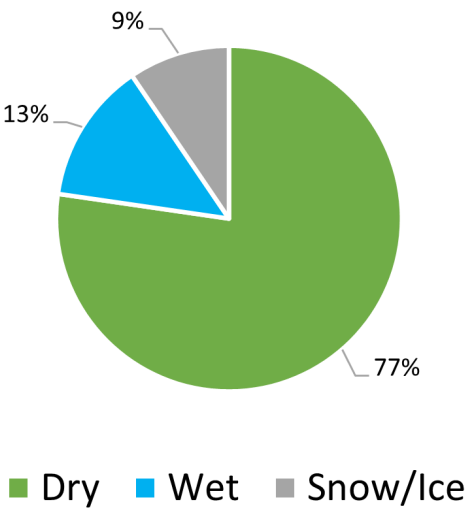
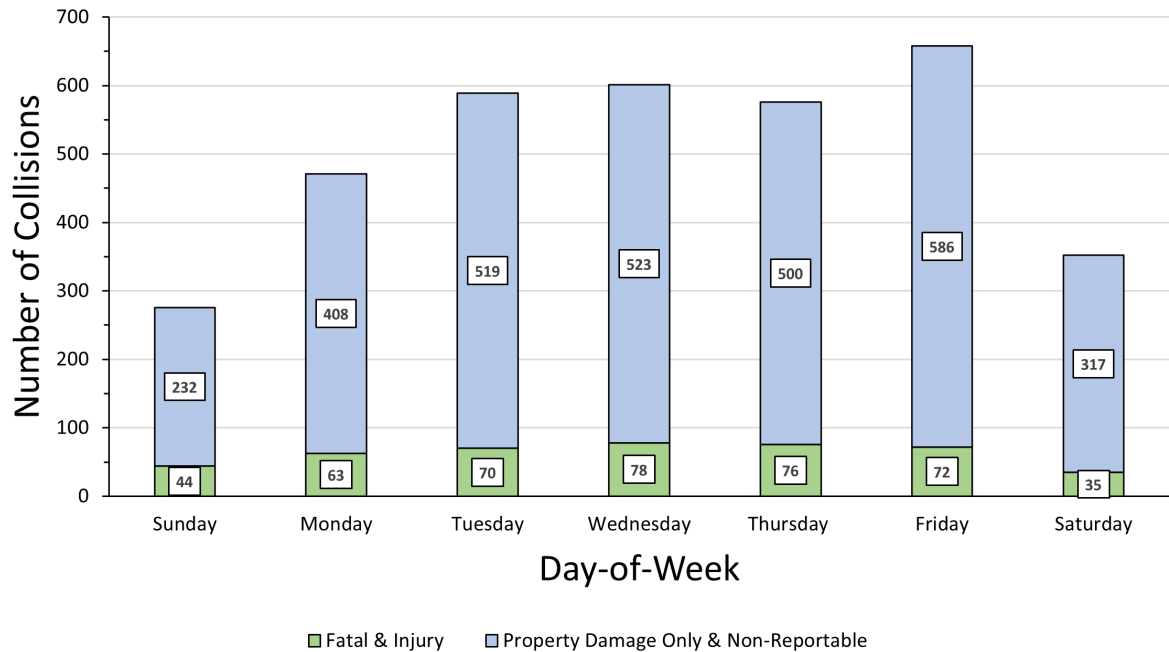


Figure 14 - Top ten days by number of collisions, 2025

Date	Number of Collisions	Snow	Rain	Clear
Friday, January 31, 2025	72	✓		
Wednesday, December 10, 2025	29	✓		
Thursday, May 8, 2025	23			✓
Tuesday, February 18, 2025	22	✓		
Tuesday, January 2, 2025	21	✓		
Wednesday, April 2, 2025	21	✓		
Friday, October 24, 2025	21			✓
Tuesday, January 28, 2025	20	✓		
Wednesday, May 28, 2025	20		✓	
Tuesday, October 7, 2025	20		✓	

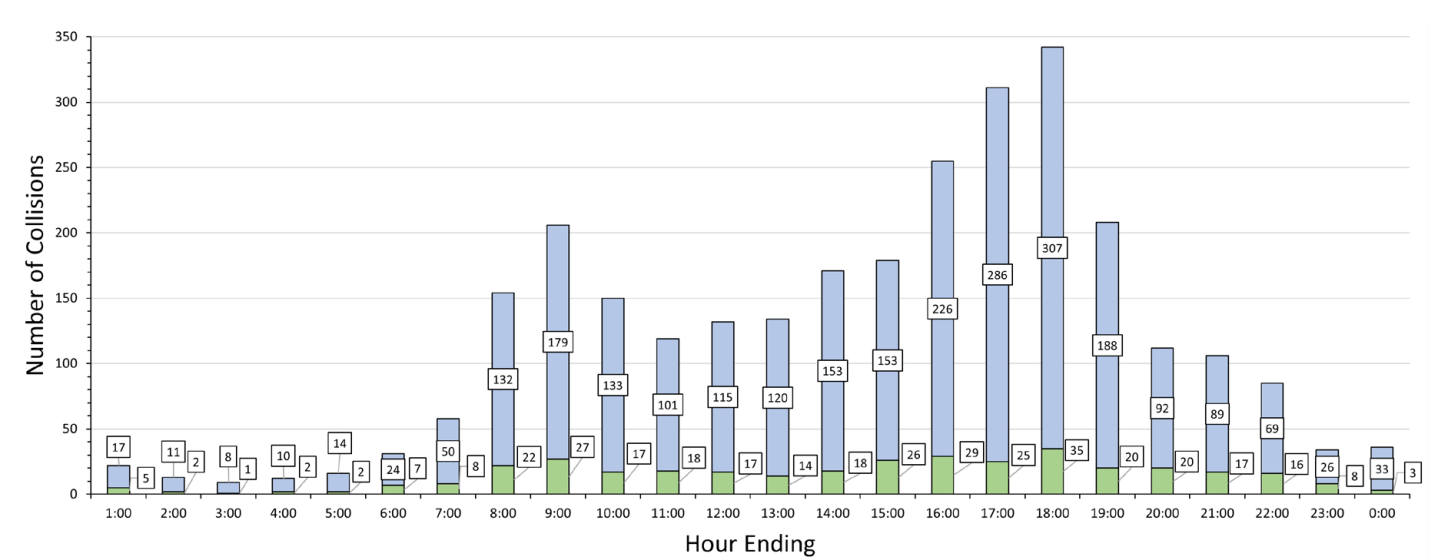
Figure 15 highlights collision patterns by day of the week, showing that Sunday experienced the fewest collisions, while Friday has the highest number. In 2025, fatal collisions occurred on five separate days – two occurred on Tuesday and Friday while one occurred on Sunday, Monday, and Thursday.

Figure 15 - Collisions by day-of-week, 2025



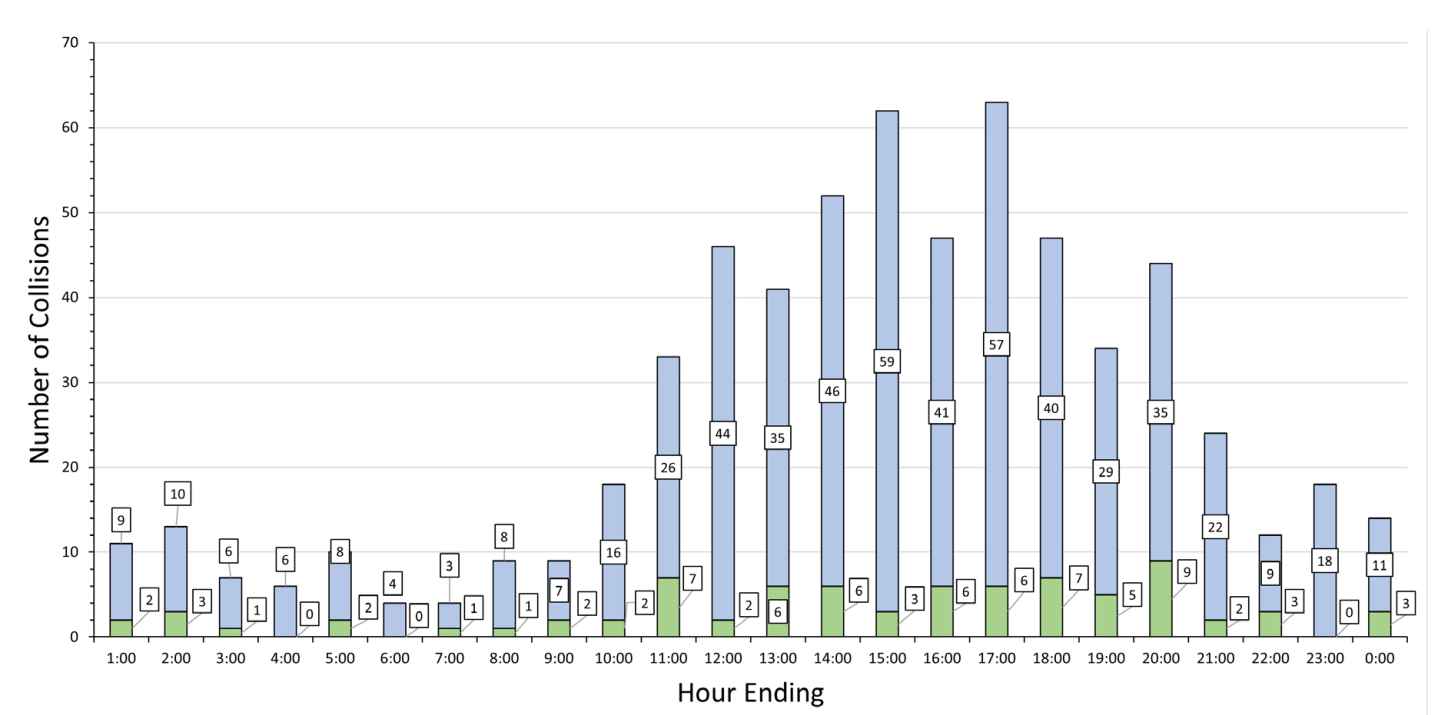
Collision patterns closely reflect daily traffic volumes. As shown in **Figure 16**, weekday collisions are concentrated during the morning and afternoon commute periods, with the highest proportion occurring between 3 p.m. and 6 p.m., accounting for 31% of all weekday collisions. A smaller peak occurs between 8 a.m. and 9 a.m., consistent with commuting and school-related travel.

Figure 16 - Weekday collisions by time-of-day, 2025



In contrast, **Figure 17** shows that weekend collisions are more concentrated in the afternoon, with 47% occurring between 12 p.m. and 5 p.m. Weekends also experience a higher share of late-night and early-morning collisions, with 7% occurring between midnight and 6 a.m., compared to 3% on weekdays.

Figure 17 - Weekend collisions by time-of-day, 2025



Pedestrian, Cyclist and E-Scooter Collisions

Halton Region continues to expand its active transportation network to better support walking and cycling. Halton Region continues to expand its active transportation network to better support walking and cycling. For context, the Ministry of Transportation of Ontario classifies non-fatal injuries as minimal (minor abrasions or bruising not requiring hospital treatment), minor (requiring emergency room treatment), and major (serious injuries requiring hospital admission).

In 2025, there were 26 pedestrian collisions. While no fatalities were reported, 23 resulted in non-fatal injuries, including four major injuries, ten minor injuries, and nine minimal injuries.

Cyclist collisions increased from 37 in 2024 to 46 in 2025. Two fatalities were reported, and 28 collisions resulted in non-fatal injuries. Of those 28 collisions, three involved major injuries, 11 minor injuries, and 14 minimal injuries.

There were seven e-scooter collisions in 2025, five of which resulted in injuries. No major injuries were reported; one collision resulted in a minor injury and four resulted in minimal injuries. As micromobility use continues to grow, Halton Region is monitoring e-scooter activity and tracking related collisions to better understand emerging trends, identify potential risks, and inform future education, enforcement, and infrastructure initiatives in collaboration with the local municipalities.

Figures 18 and 19 illustrate annual trends in pedestrian and cyclist collisions by severity. Pedestrian collisions have generally declined over time, with some year-to-year variation. Cyclist collisions increased during the mid-2010s, likely reflecting growth and urbanization along Regional roads. In response, road reconstruction projects reference Ontario Traffic Manual Book 18 and related guidance to inform context appropriate active transportation treatments on Regional roads. This approach integrates the needs of vulnerable road users into planning and design and supports a safer, more connected, and sustainable transportation network.

Figure 18 - Number of collisions involving pedestrians on Regional Roads, 2004 - 2025

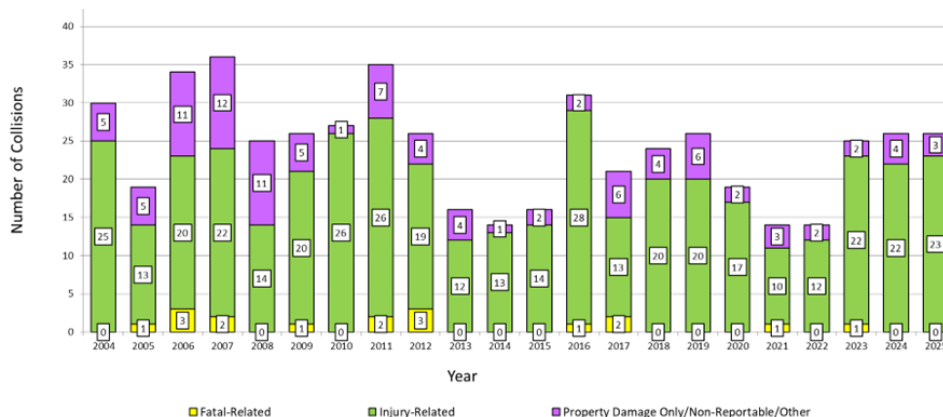


Figure 19 - Number of collisions involving cyclists on Regional Roads, 2004 - 2025



3.4 Road Safety Initiatives

Halton Region continues to implement targeted road safety and operational reviews based on findings from the network screening process. Locations identified as having a high potential for safety improvements are reviewed in detail, and where feasible, enhancements are programmed for future implementation.

As part of these ongoing reviews, Halton Region regularly updates and expands roadway signage, including advanced street name signs, street name signs on signal mast arms, and trailblazer signage for MTO and Highway 407 connections. Upgrades to intersection geometry, such as converting right-turn channels into smart channels with Pedestrian Crossovers (PXOs), are also planned and integrated into upcoming capital projects to enhance safety and accessibility. Additionally, capital projects and development-related work will consider opportunities to incorporate protected intersections to improve access for pedestrians and cyclists.

3.4.1 Traffic Operations Safety Study (TOSS) – Visual Inspection

Throughout 2025, staff continued to advance recommendations stemming from the Region-wide Traffic Operations Safety Study (TOSS). This comprehensive study supports a five-year implementation plan to update and replace traffic control devices, including pavement markings, regulatory signs and warning signs. The majority of these works has been completed, any remaining improvements will be completed in 2026. These improvements do not require capital projects and are being carried out by the Local Municipalities through existing maintenance contracts.

Where capital investment is required, these improvements are bundled with other state-of-good-repair projects, or delivered independently when no planned resurfacing or reconstruction is imminent.

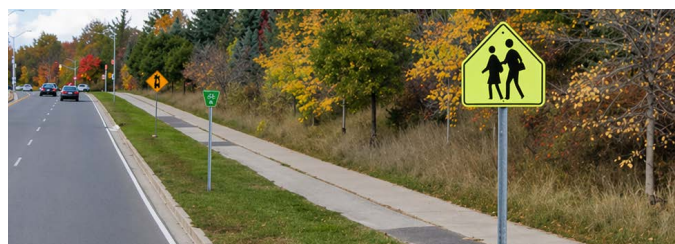
Annual resurfacing projects also provide an opportunity to deliver safety upgrades. In 2025, for example, major streetlight enhancements were installed as part of the Derry Road resurfacing between James Snow Parkway and Highway 407. Similarly, guiderail improvements, tactile warning surface indicators, and accessible pedestrian signals are commonly integrated into resurfacing scopes.

For infrastructure needs not aligned with scheduled capital

work, Halton Region allocates dedicated funding through business cases to deliver improvements such as:

- Modifying driveway headwalls and centre-island medians;
- Installing dedicated turning lanes;
- Constructing smart right-turn channels with PXOs; and
- Adding protective barriers around retaining walls.

These projects demonstrate Halton's continued focus on proactive safety improvements across the Regional Road Network.



3.4.2 School Safety Review

In 2025, Halton Region retained a consultant to undertake traffic operational and safety reviews of road segments and intersections adjacent to the following 16 schools:

- MM Robinson High School;
- Corpus Christi Catholic Secondary School;
- Dr. Frank J. Hayden Secondary School;
- Holy Trinity Catholic High School;
- St. Ignatius of Loyola Catholic Secondary School;
- Rotherglen School;
- Brookville Public School;
- Irma Coulson Public School;
- Our Lady of Victory Catholic Elementary School;
- Halton Hills Christian School;
- Pineview Public School;
- Stewarttown Middle School;
- Palermo Public School;
- Walden International School;
- John Knox Christian School; and
- Fern Hill School Oakville Campus.

The purpose of the study was to evaluate existing traffic operations and identify opportunities for safety enhancements and traffic calming measures appropriate for Regional roads within school areas. The review included site visits during morning arrival and afternoon dismissal periods to observe pedestrian activity, driver behaviour, and

overall school-related traffic operations. These observations, together with a review of available traffic volume data, speed studies, and collision history, formed the basis of the analysis.

Recommendations to improve safety and operations at midblock locations and intersections adjacent to the schools include:

- Signal timing adjustments;
- Infrastructure improvements;
- Installation of speed feedback signs;
- Targeted speed enforcement;
- Implementation of leading pedestrian intervals; and
- Pavement marking and signage enhancements.

Where feasible, recommended improvements will be coordinated with the 2026 state-of-good-repair resurfacing program to improve efficiency and minimize disruption. Signal timing adjustments, as well as pavement marking and signage enhancements, will be implemented by Regional Traffic Operations staff and through existing Regional maintenance contracts. Infrastructure-related recommendations will be evaluated for feasibility and prioritized through future planning and funding decisions. Additionally, based on geometrics and safety concerns, 19 new speed feedback signs will be installed using available 2026 funding with remaining units proposed for inclusion in the 2027 budget.

Staff will also continue to collaborate with Halton Regional Police Service to support routine enforcement efforts aimed at enhancing safety and speed compliance within school areas.

3.4.3 Automated Speed Enforcement Review

In 2025, considerable effort and attention was assigned to automated speed enforcement (ASE). Building on work previously completed in 2022 on ASE, Halton Region commissioned an in-depth review related to the planning and implementation of an ASE program. The objective was to support informed decision-making and ensure program effectiveness, sustainability, and community acceptance. A jurisdictional scan from participating municipalities and a program implementation process informed the following key areas in the expanded review:

- Resources required – including staffing, financial, and technological resources necessary to administer an effective program;

- Stakeholder involvement;
- Administrative penalty system (APS) to collect fines;
- Program evaluation – including key performance indicators to assess the effectiveness of the ASE program over time;
- Feedback to improve community perceptions; and
- Vandalism mitigation.

Following completion of this review, the Provincial government adopted legislation revoking authority for municipalities to operate ASE cameras.

Halton Region will continue to collect and analyze operating speed data within Community Safety Zones as part of our broader Road Safety Strategy to better understand baseline conditions and the effectiveness of existing speed management initiatives. This ongoing analysis will inform the evaluation of other proven approaches that are compatible with the function of Regional roads such as the expanded use of dynamic signage, targeted enforcement, and technology-based tools that promote compliance in the absence of ASE.



3.4.4 Red Light Camera Review – Guelph Line and South Service Road

To address the increase in angle collisions at the intersection of Guelph Line and South Service Road, where red light cameras (RLCs) monitor the northbound and southbound approaches, Halton Region commissioned a comprehensive safety review focused on RLC performance. The review examined traffic volumes, collision history, RLC infractions, signal timing plans, and on-site observations supported by video footage. The intersection was also compared to four City of Toronto locations with similar freeway off-ramp configurations and RLC enforcement to determine whether the safety concerns are site-specific or influenced by geometric conditions.

The review found that aggressive driving behaviour appears to be contributing to the continued occurrence of angle collisions. Collision records indicate that many incidents involve northbound vehicles in the outside or adjacent through lane striking eastbound vehicles proceeding through the intersection. This pattern appears relatively unique to Guelph Line and South Service Road; however, one comparable Toronto location also exhibited elevated RLC infractions and angle collisions following camera installation.

Both locations share similar geometric characteristics, including comparable lane configurations, closely spaced signalized intersections to the south, and freeway on-ramps immediately north of the intersection.

Based on these findings, several mitigation measures are recommended to reduce angle collisions. These include enhanced RLC signage, adjustments to signal clearance intervals, improved coordination offsets between adjacent signals, pavement marking modifications, and additional signal heads. Proposed pavement marking and signal head changes have been submitted to the Ministry of Transportation for feedback and approval.

3.5 Intersection Traffic Control Improvements

Intersection safety remains a key priority in Halton Region. Traffic control improvements such as traffic signals and roundabouts play a critical role in managing vehicle movements and reducing the risk of severe collisions.

Traffic signals provide structured phasing for conflicting traffic movements and are proven to reduce right-angle collisions compared to stop-controlled intersections. In some contexts, roundabouts can offer safety benefits by reducing vehicle speeds and conflict points; however, the selection of intersection control is determined through site-specific analysis and compatibility with Regional road operations.

Each year, Halton Region undertakes a comprehensive assessment of all unsignalized intersections to determine the need for traffic signals. This assessment follows the methodology outlined in the Ontario Traffic Manual and considers current traffic volumes, pedestrian activity, and historical collision data. Particular attention is given to “preventable” collisions that would be mitigated under signalized conditions.

While traffic signals remain a valuable tool, Halton Region also evaluates roundabouts as a viable alternative, particularly where they align with long-term transportation planning objectives. All intersection control decisions are evaluated for feasibility and prioritized based on current operational needs and through future planning and funding decisions. Additionally, resurfacing of intersections and roadways improves road surface conditions and tire grip which enhances safety for all road users.

In 2025, Halton Region built new signalized intersections at:

- William Halton Parkway and commercial development between Sixth Line and Trafalgar Road in the Town of Oakville;
- Derry Road and Eighth Line in the Town of Milton;
- Derry Road and residential development between Regional Road 25 / Ontario Street and Holly Avenue in the Town of Milton;
- Derry Road and commercial development between James Snow Parkway and Fifth Line in the Town of Milton;
- Trafalgar Road and Hornby Road in the Town of Halton Hills; and
- Regional Road 25 and 25 Side Road in the Town of Halton Hills.

3.6 Speed Management on Regional Roads

Speed management is a vital element in Halton Region’s approach to road safety. Although speed-related collisions remain relatively low, excessive speed significantly increases the likelihood and severity of injury when collisions do occur.

Halton Region’s Speed Control Policy, first adopted in 2000, provides a structured framework to evaluate and adjust posted speed limits where necessary. Each year, staff conduct a comprehensive speed review across the Regional Road Network. This process involves measuring actual operating speeds and comparing them with existing posted limits. A key metric is the 85th percentile speed, which indicates the speed at or below which 85% of vehicles are travelling under free-flow conditions.

Where discrepancies are observed between posted and operating speeds, a more detailed assessment is conducted. Based on the findings, staff may recommend changes such as adjusting speed limits, increasing enforcement, deploying public awareness initiatives, or implementing physical roadway modifications.



- Derry Road, from 150 metres east of Twiss Road to 300 metres east of Guelph Line in the City of Burlington was reduced from 80 to 60 km/hr;
- Dundas Street, from Kerns Road to 300 metres east of Kerns Road in the City of Burlington was reduced from 80 to 60 km/hr;
- Trafalgar Road, from 250 metres north of Dundas Street to 650 metres south of Burnhamthorpe Road in the Town of Oakville was reduced from 80 to 60 km/hr; and
- Ford Drive, from 90 metres south of Gate 3 Ford Entrance to 70 metres south of the Highway QEW Eastbound On-Ramp in the Town of Oakville was reduced from 70 to 60 km/hr.

3.6.1 Annual Review of Posted Speed Limits

To promote driver compliance and improve road safety, it is essential that posted speed limits are both reasonable and consistent with the road environment. The ideal speed limit for any road segment is influenced by several factors, including:

- Roadside environment;
- Typical operating speeds;
- Road alignment (curves, hills);
- Traffic volume and driveway density;
- Pedestrian and cyclist activity; and
- Adjacent land use.

When speed limits are improperly set for the road conditions, compliance drops, leading to unsafe speed variations between vehicles. Inconsistencies between posted limits and the visual cues drivers receive, such as lane width, shoulder condition, curves, and pavement quality, can also result in operating speeds that differ from the intended limit. Overall, motorists tend to drive at speeds that align with the roadway's design and surrounding environment, regardless of the posted speed.

In 2025, speed limit changes were made at the following locations:

- Regional Road 25, from 25 metres south of 25 Side Road to 330 metres south of Kingham Road in the Town of Halton Hills was reduced from 80 to 60 km/hr;
- Regional Road 25, from 400 metres south of Britannia Road to 200 metres north of Louis St. Laurent Avenue in the Town of Milton was reduced from 70 to 60 km/hr;
- Derry Road, from 200 metres east of James Snow Parkway to 250 metres east of Sixth Line in the Town of Milton was reduced from 80 to 60 km/hr;

3.6.2 2025 Annual Speed Review

Figure 20 shows the results of the 2025 Annual Speed Review, summarizing findings and recommended actions based on current traffic data.

**Figure 20 - Annual speed review, 2025
(See Appendix B for more detail)**

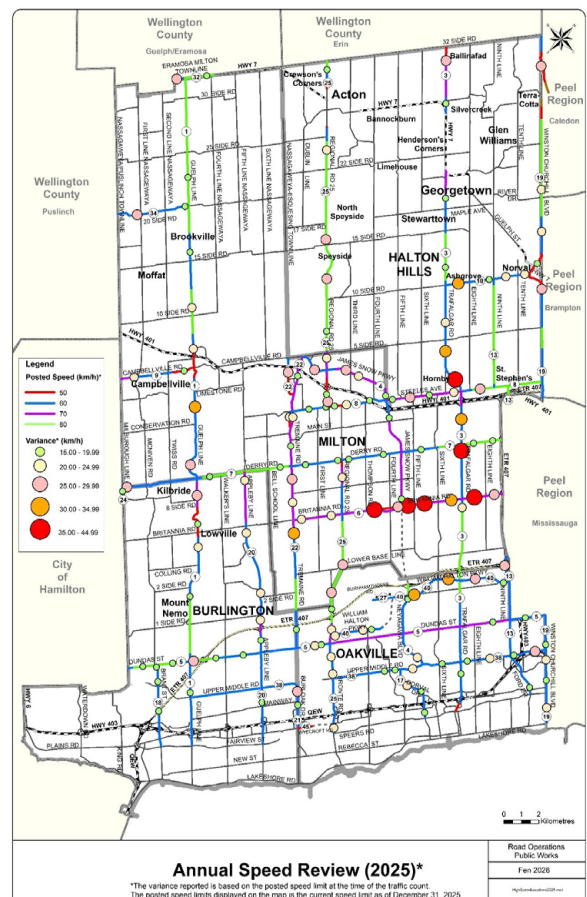


Figure 21 and the list below illustrate the top 20 roadway segments that were identified as having the highest variances between posted speed limit and 85th percentile operating speeds.

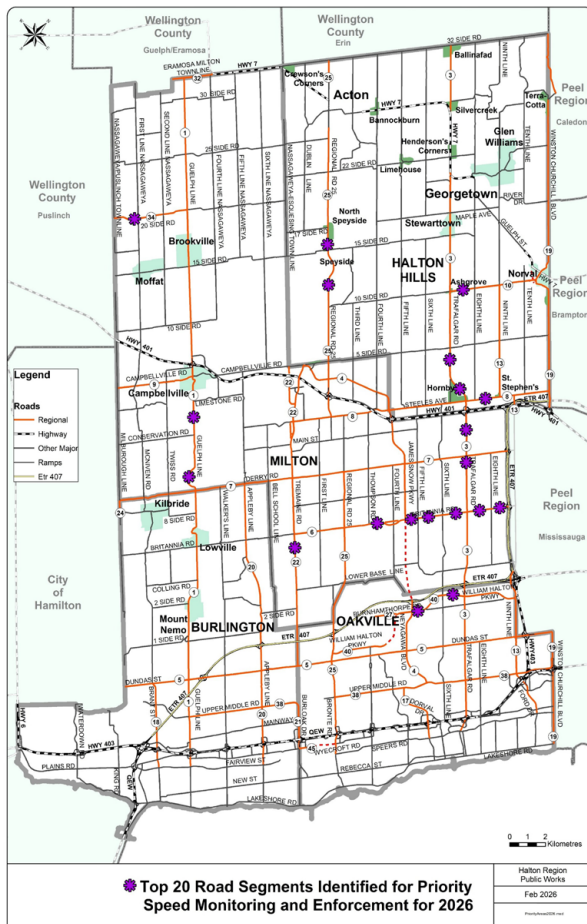
1. Britannia Road – between Trafalgar Road and Eighth Line;
2. Trafalgar Road – between Britannia Road and Derry Road;
3. Trafalgar Road – between Steeles Avenue and Hornby Road;
4. Britannia Road – between Fifth Line and Sixth Line;
5. Britannia Road – between Thompson Road and Fourth Line;
6. Britannia Road – between James Snow Parkway and Fifth Line;
7. 10 Side Road – between Trafalgar Road and Eighth Line;
8. William Halton Parkway – between Neyagawa Boulevard and Sixth Line;
9. Trafalgar Road – between Hornby Road and 5 Side Road;
10. Guelph Line – between Conservation Road and Limestone Road;
11. William Halton Parkway – between Sixth Line and Trafalgar Road;
12. Tremaine Road – between Lower Base Line and Britannia Road;
13. Trafalgar Road – between Derry Road and Auburn Road;
14. Britannia Road – between Sixth Line and Trafalgar Road;
15. 20 Side Road – between Milborough Line and First Line;
16. Britannia Road – between Eighth Line and Highway 407;
17. Regional Road 25 – between 15 Side Road and 17 Side Road;
18. Steeles Avenue – between Eighth Line North and Eighth Line South;
19. Guelph Line – between Derry Road and Conservation Road; and
20. Regional Road 25 – between St. Helena Road and 15 Side Road.

The annual speed review enables Regional staff to identify locations requiring detailed assessment and, where appropriate, the implementation of measures to support speed reduction.



Figure 21 - Priority speed enforcement locations for 2026

(See Appendix C for more detail)

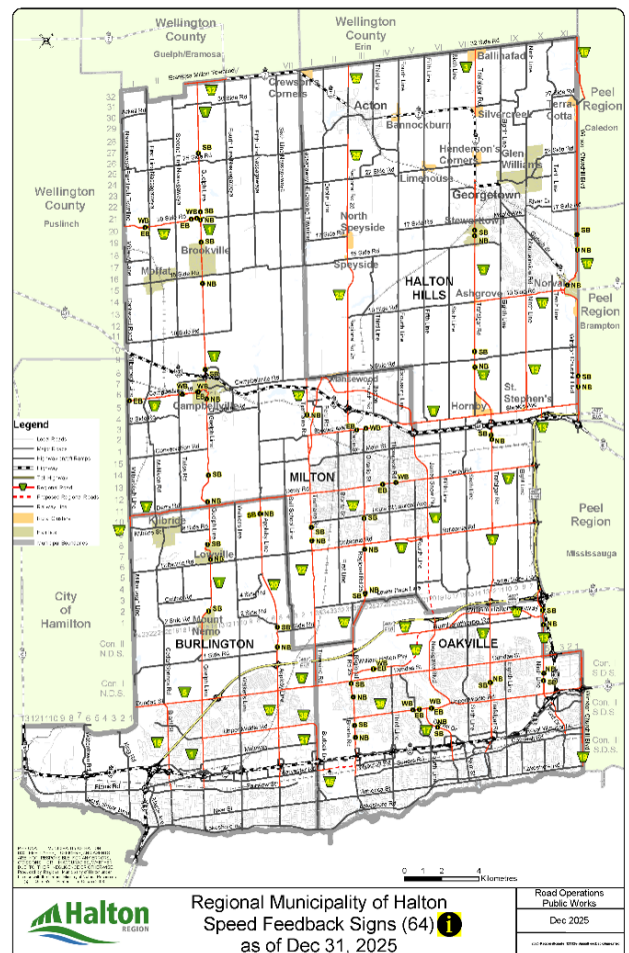


- Alert drivers of their current speeds;
- Identify areas and times with recurring speeding issues; and
- Determine when targeted enforcement is needed.

These signs detect the speed of approaching vehicles and display real-time feedback compared to the posted speed limit. Halton Region regularly evaluates the effectiveness of the signs through compliance assessments, which consistently show that they help reduce vehicle speeds—improving safety and reducing collision risks.

Currently, Halton Region has 64 speed feedback signs installed in priority areas, as shown in Figure 22.

Figure 22 - Speed feedback sign locations
(See Appendix D for more detail)



3.6.3 Speed Management Countermeasures

In addition to the Annual Speed Review, Halton Region implements several speed management strategies, including:

- Driver speed feedback signs;
- Public awareness campaigns;
- Police enforcement; and
- Portable Variable Message Sign (PVMS) trailers.

The driver speed feedback sign program is a cost-effective tool that helps raise awareness of motorists' operating speeds and collect data on driver behavior. The program serves three main purposes:

3.6.4 Police Enforcement and Regional Collaboration

Collaboration with Halton Regional Police and local municipalities is central to Halton’s speed management strategy. Police enforcement remains the most effective method for addressing speeding concerns. Halton Region works closely with the Halton Regional Police Service (HRPS) and the four local municipalities—Burlington, Halton Hills, Milton, and Oakville—to coordinate targeted enforcement efforts across Halton Region.

Speed data from the annual speed review, driver speed feedback signs, and spot speed studies is regularly analyzed and shared with HRPS. These insights are used by the District Response Units (DRUs) to focus enforcement efforts on high-priority areas where speeding is most frequent.

To support ongoing collaboration, Regional staff provide monthly speed data reports to HRPS. This proactive partnership ensures enforcement resources are deployed strategically and consistently across all municipalities.

This coordinated approach strengthens Halton Region’s overall speed management strategy by combining data-driven insights with visible, targeted enforcement.



3.7 Red Light Camera Program

Halton Region continues to participate in the Provincial Red Light Camera (RLC) Program, which aims to improve road safety by reducing red light running and the resulting high-severity, right-angle collisions at signalized intersections.

Since joining the program in 2012, Halton has installed 23 RLCs at key intersections across Halton Region. The cameras use automated enforcement to target specific red-light violations known to cause angle-type collisions, improving safety for both drivers and pedestrians.

3.7.1 Program Results and Safety Impact

The program has shown strong safety benefits. Since joining the program, intersections equipped with RLC have experienced a 22% reduction in right-angle collisions. This trend is illustrated in **Figure 23**, which compares the average annual number of collisions over the five-year period preceding activation with the most recent five-year moving average (2021 – 2025) following activation, providing a consistent basis for evaluating changes over time.

Figure 23 - Red light camera collisions

RLC Location	Average Annual Collisions (5 Years Pre-Activation)	Average Annual Collisions (Post-Activation, 5-Year Moving Average)	Change in Average Annual Collisions
Trafalgar Road and Upper Middle Road	1.6	1.4	-0.2
Brant Street and North Service Road	3	4	1
Trafalgar Road and Leighland Avenue	4.8	2.6	-2.2
Derry Road and Trafalgar Road	1.6	2.2	0.6
10 Side Road and Ninth Line	0.8	1.4	0.6
Upper Middle Road and Oxford Road	1.6	1.2	-0.4
Derry Road and James Snow Parkway	2	1.4	-0.6
Derry Road and Ontario Street	3	3.4	0.4
Trafalgar Road and 5 Side Road	0.2	0.2	0
Appleby Line and Mainway	0.8	1	0.2
Guelph Line and Upper Middle Road	2.2	2	-0.2
Guelph Line and Mountainside Road	3.8	2.4	-1.4
Derry Road and Commercial Street	4	3.6	-0.4
10 Side Road and Eighth Line	1.2	0.4	-0.8
Guelph Line and South Service Road	1.6	1.2	-0.4
Derry Road and Savoline Boulevard	1.2	0.2	-1
Upper Middle Road and Sixth Line	1.8	0.6	-1.2
Upper Middle Road and Third Line	2.6	3	0.4
Steeles Avenue and Ninth Line North	1	0.6	-0.4
Ford Drive and Royal Windsor Drive	2.8	1.2	-1.6
James Snow Parkway and Main Street	2.6	0.2*	-2.4
Dundas Street and Trafalgar Road	3.2	0.6*	-2.6
* - Comparison shows 2.5 years post RLC activation as these cameras were activated in July, 2023.			

Halton Region will continue to monitor intersection operations, collision trends, and RLC data throughout 2026 and beyond to assess the effectiveness of RLC and determine whether additional operational, enforcement, or geometric improvements are warranted. Ongoing monitoring will help ensure that corrective actions achieve the intended safety outcomes and support continued reductions in red light running and angle collision occurrences.

3.7.2 Infraction Trends (2017 -2025)

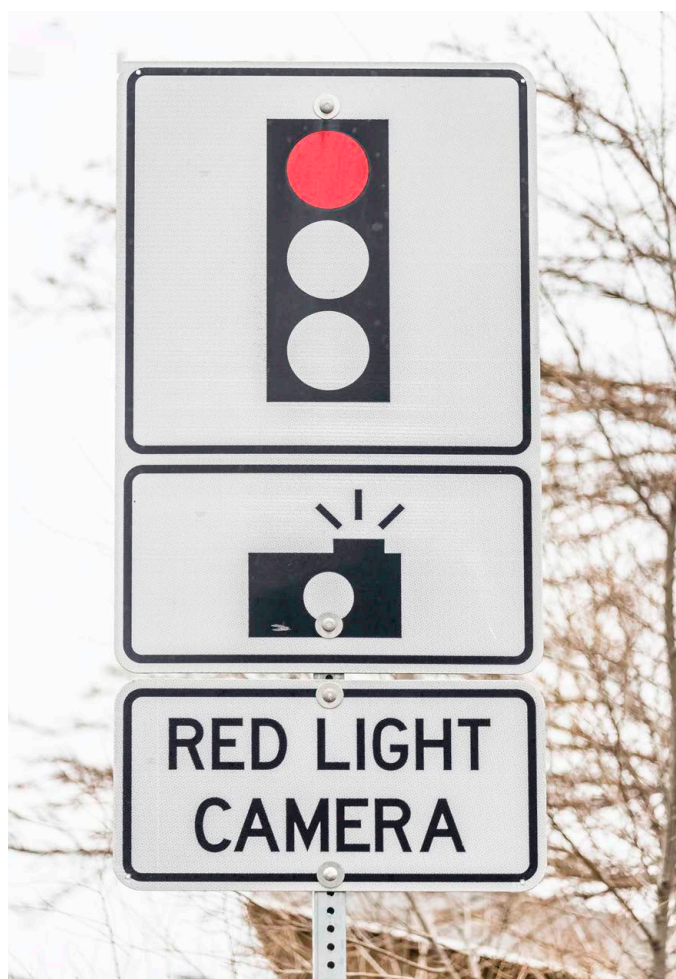
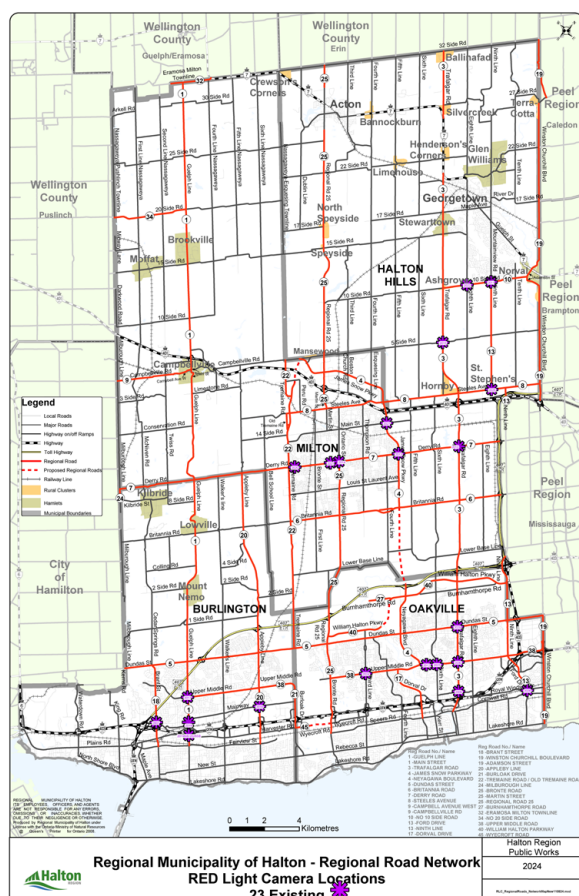
In 2025, Halton Region recorded an average of 1.56 infractions per day, a 16% decrease from 2024. **Figure 24** presents total annual infractions and average daily rates from 2017 to 2025. The downward trend suggests improved driver compliance at red light camera monitored intersections.

Figure 24 - Red light camera infraction rate, 2017 – 2025

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Number of Active Cameras	17	17	20	18	18	18	23	23	23
Total Infractions	11,568	14,715	12,880	9,593	11,207	13,010	14,558	14,994	12,697
Total Days Active	4,457	5,532	6,080	6,406	6,552	6,336	7,290	8,076	8,132
Average Daily Infraction Rate	2.6	2.66	2.12	1.50	1.71	2.05	2.00	1.86	1.56

The Red Light Camera Program continues to demonstrate success in reducing serious collisions. Halton Region plans to expand the program to additional signalized intersections as more locations with actionable angle collision patterns are identified, further enhancing road safety. A full map of RLC locations is provided in **Figure 25**.

**Figure 25 - Red light camera locations
(See Appendix E for more detail)**



3.8 Drive SAFE Public Awareness Program

The Drive SAFE (Safety Awareness For Everyone) program is Halton Region's public education initiative focused on promoting safe driving behaviours and reducing risky activities such as speeding, aggressive driving, and distracted driving.

The program delivers a range of safety messages through multiple channels, including social media, printed materials, community outreach, and partnerships with other Regional departments. Recent initiatives have included safety videos on school zone awareness and distracted driving, developed in collaboration with Halton Regional Police.



As part of the annual Project Safe Start campaign, Regional staff supported enforcement and education efforts at the beginning of the school year. These efforts emphasized the importance of driver attention in school zones and compliance with speed limits, stop signs, and school bus laws.

To complement fixed signage, Halton Region also deploys portable variable message signs in areas with known speeding concerns or near schools. These signs provide real-time speed feedback to drivers and serve as a visible reminder to slow down and drive cautiously.

In 2025, targeted deployments focused on areas near schools and during seasonal transitions such as the end of Daylight Savings Time, reinforcing messages about visibility, winter preparedness, and safe driving in low-light conditions.

Additionally, Halton Region staff contributed to Halton Regional Police Service's targeted social media campaign designed to raise public awareness around e-scooter rules of the road and safety.

Ontario Regulation 389/19 (Electric Kick Scooters) establishes a provincial pilot framework that sets out vehicle requirements and operating conditions for e-scooters in Ontario. The regulation applies only in municipalities that have opted into the pilot and enacted local by-laws permitting their use on public roadways or other public spaces within their jurisdiction. Sidewalks, multi-use paths, and multi-use trails are operated and maintained by the local municipalities and are therefore subject to municipal authority. At this time, Halton Region has not enacted a by-law respecting e-scooter operation and, accordingly, e-scooters are not authorized for use on Regional roads. Should Halton Region choose to permit e-scooters in the future, any associated operational and safety considerations—particularly at transitions between local facilities and the Regional road network—would be reviewed in accordance with the provincial framework and applicable municipal by-laws.

Together, these education, outreach, and awareness initiatives complement engineering and enforcement efforts by encouraging safer road user behaviour. Through continued public engagement and targeted messaging, Halton Region aims to reduce risk, improve compliance, and support a safer transportation network for all users.



4. Operational Performance

Halton Region is committed to maintaining a safe, efficient, and reliable transportation network. To support this objective, staff conduct annual monitoring programs that assess network performance and inform ongoing operational improvements.

4.1 Travel Speed and Delay Study

The annual Travel Speed and Delay Study is a key performance monitoring initiative that evaluates traffic flow on Regional roads. The study compares actual travel times during peak periods with ideal travel times under free-flow conditions to assess level of service (LOS) and identify areas of delay or congestion. Level of service is a qualitative measure to describe the quality of traffic flow along a segment based on factors such as speed, travel time, freedom to maneuver, and driver comfort. It is graded from **A (free-flow conditions)** to **F (severe congestion)** to indicate how efficiently vehicles can travel on that roadway.

The level of service framework helps Halton Region understand where traffic performance is strong and where improvements may be needed. Results from this study are used to inform future planning, prioritize corridor improvements, and guide capital investment decisions.

The 2025 Travel Speed and Delay Study is being coordinated by the Ministry of Transportation with municipalities participating from Halton Region, Durham Region, Peel Region, and the City of Hamilton.

This study is in process; however, results are not available.

4.2 Traffic Signal Corridor Optimization

Traffic signal coordination plays a critical role in maintaining the efficient operation of the Regional Road Network. Since 2011, Halton Region has undertaken annual signal optimization studies along priority corridors to ensure that signal timing plans remain aligned with evolving traffic demands and operational conditions.

As traffic volumes, travel patterns, and corridor characteristics change over time due to growth and development, existing signal timings can become less effective. These studies systematically review current traffic conditions and update key timing parameters—including cycle lengths, how long each direction gets a green light and how signals are timed along a corridor—to better accommodate prevailing traffic flows. This includes optimizing peak direction movements, typically favouring eastbound and southbound traffic in the morning and

westbound and northbound traffic in the afternoon.

Each optimization study considers both individual intersection performance and overall corridor progression to ensure consistent, efficient, and reliable travel along the network.

In 2025, signal optimization was completed on the following corridors:

- Guelph Line, from Fairview Street to Dundas Street
- Derry Road, from Tremaine Road to Trafalgar Road

These corridors were prioritized based on traffic volumes, congestion levels, proximity to major destinations and highway connections, and overall operational performance challenges.

Optimizing signal timing along these routes supports:

- Reduced vehicle delay and stops,
- Improved progression and travel time reliability, and
- Enhanced overall network safety and efficiency.

The 2025 optimization efforts resulted in measurable, incremental improvements to corridor travel times along both Guelph Line and Derry Road. As part of the updates, cycle lengths and pedestrian timing parameters were refined to ensure full compliance with current accessibility and safety standards. The revised timing plans provide more consistent and predictable operations for all road users, while maintaining a balanced approach between vehicular progression and pedestrian needs.

Looking ahead, signal optimization efforts are being supported by the continued implementation of modern signal interconnect infrastructure along key corridors. This infrastructure enables real-time monitoring, improved coordination, and integration with the Region's Advanced Traffic Management System (ATMS), positioning Halton to leverage emerging technologies such as adaptive signal control and data-driven traffic management strategies.

4.3 Advanced Traffic Management System

In 2025, Halton Region made significant progress advancing the implementation of its Advanced Traffic Management System (ATMS). An ATMS is an integrated system of technologies used to monitor, manage, and optimize traffic flow in real time across a road network.

The implementation project began in 2018, with the Town of Oakville phase substantially completed in 2024. Through this phase, Halton Region established connectivity to all

Regional traffic signals where fibre is present within Oakville and enabled remote video viewing through video detection cameras.

In 2024, the project approach was updated to refine the implementation strategy and confirm a phased delivery within the Town of Milton, Town of Halton Hills, and City of Burlington. The updated approach includes a three-tiered framework:

- **Tier One** – Connectivity to traffic signals to enable remote monitoring of signal operations;
- **Tier Two** – Connectivity to video detection cameras to allow remote viewing; and
- **Tier Three** – Connectivity to closed-circuit television (CCTV) cameras and implementation of adaptive traffic signal control and transit signal priority.

In 2025, Tier One was prioritized for immediate implementation in Milton and Halton Hills with the objective of establishing remote access from Halton Region's Traffic Monitoring Centre to all Regional traffic signals in Milton and Halton Hills.

This objective was achieved in 2025, enabling real-time monitoring and adjustments to signal operations, improving response times to traffic conditions and supporting more efficient management of the transportation network.

The expansion of ATMS connectivity supports improved situational awareness and more timely operational

responses to traffic concerns. From a safety perspective, remote monitoring enhances Halton Region's ability to identify and respond to signal malfunctions, unusual operations, or traffic disruptions that may contribute to collision risk. Operationally, centralized access allows staff to monitor performance, make signal timing adjustments efficiently, and reduce response times compared to traditional field-based interventions. From a financial stewardship perspective, remote access and proactive monitoring can help optimize maintenance resources, reduce unnecessary site visits, and extend the service life of infrastructure through earlier identification of issues. While the ATMS does not eliminate congestion, it provides a foundation for more responsive, data-driven traffic management across the Regional network.

Along with achieving Tier One connection in Milton and Halton Hills, Halton Region began piloting adaptive signal control on Trafalgar Road between Cornwall Road and Leighland Avenue in Oakville. Adaptive signal control uses real-time traffic data to dynamically adjust signal timings, improving traffic flow, reducing delays, and enhancing overall corridor performance. The pilot allows Halton Region to evaluate the benefits of this technology and plan for future expansion along other busy corridors.

Building on the success achieved in 2025, Halton Region aims to complete Tier One connectivity for all Regional traffic signals in the City of Burlington in 2026, further expanding the reach and benefits of the ATMS across Halton Region.

5. Conclusion

The **2025 Transportation Progress Report** highlights key initiatives and performance outcomes across the Regional Road Network. Notable achievements include:

- **Installation and activation of six traffic signals** within the Town of Oakville, Town of Milton, and Town of Halton Hills.
- **The commissioning and completion of three comprehensive traffic safety consultant reviews** relating to school zone safety, automated speed enforcement, and mitigating red light running at a key intersection.
- Continued public engagement through the **Drive SAFE campaign**, including the E-scooter safety initiative in partnership with Halton Regional Police.

- **Continuity of the annual corridor optimization program**, with optimizations completed for Guelph Line and Derry Road in 2025.
- **Tier One connectivity** through Halton Region's ATMS to all traffic signals in the Town of Milton and Town of Halton Hills.

These results demonstrate Halton Region's commitment to proactive traffic management, road safety, and long-term infrastructure planning.

Appendix A

