

Post Monitoring Speed Review

Embros, Kintore, Uniondale

Presentation to Township of Zorra

February 5, 2025

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SUPERVISOR OF TRANSPORTATION

SPEED MANAGEMENT POST MONITORING REVIEWS

Embros,
Oxford Road 6

Kintore,
Oxford Road
16 and 119

Uniondale,
Oxford Road
28 and 119

EMBRO STUDY AREA



OR-6 (EMBRO) - Study Area

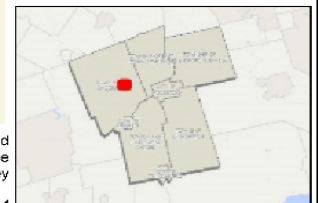


Legend

- Speed Zone
- 40
- 50
- 60
- 70
- 80

 Area of study

Notes



0 299 598 Meters

NAD_1983_UTM_Zone_17N



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

December 20, 2024

EMBRO SPEED MANAGEMENT & ROAD SAFETY REVIEW – 2019 FINDINGS

- 85th percentile speed was excessive at village limits
- 85th percentile speed was acceptable within village
- 85th percentile speed north of Embro near Ralph Street was marginally excessive
- No apparent speed related collision trends
- 50 km/h zones at approaches of the village extend beyond the built-up area
- 80 km/h zone north of Embro near Ralph Street was considered appropriate and aligns with driving environment

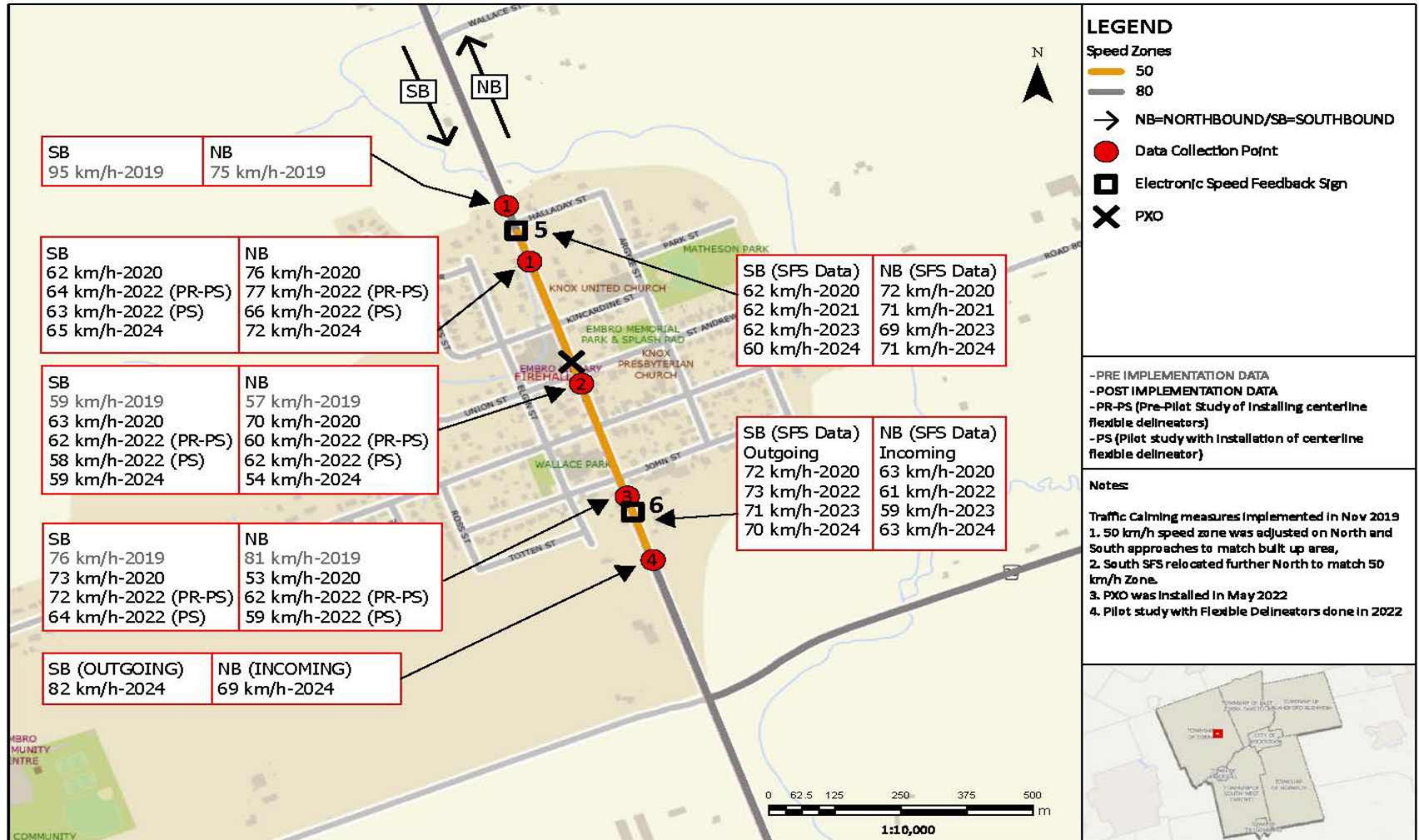
EMBRO - TRAFFIC CALMING MEASURES

Approved by County Council under report PW 2019-51
Implemented in November 2019

- Adjusted 50 km/h speed zone at approaches to match limits of built-up areas
- Relocated south SFS to match adjusted 50 km/h speed zone limit
- In 2022, centerline flexible delineator pilot project and installation of PXO at Union St/St. Andrew St
- CSZ designation - to be implemented in 2025 – Q1

POST MONITORING SPEED DATA

OXFORD RD 6 (EMBRO) - 85TH% SPEED SUMMARY



EMBRO SPEED MANAGEMENT & ROAD SAFETY REVIEW – POST MONITORING

Post monitoring speed data collection – 2020, 2022, 2024

Key Findings:

North End

- Incoming 85th percentile speeds **reduced** up to 33 km/h (2020)
- Outgoing 85th percentile speeds **reduced** by 9 km/h with centerline delineators; otherwise remains excessive

South End

- Incoming 85th percentile speeds **reduced** up to 28 km/h (2020)
- Outgoing 85th percentile speeds **reduced** by 12km/h with centerline delineator; otherwise remains excessive

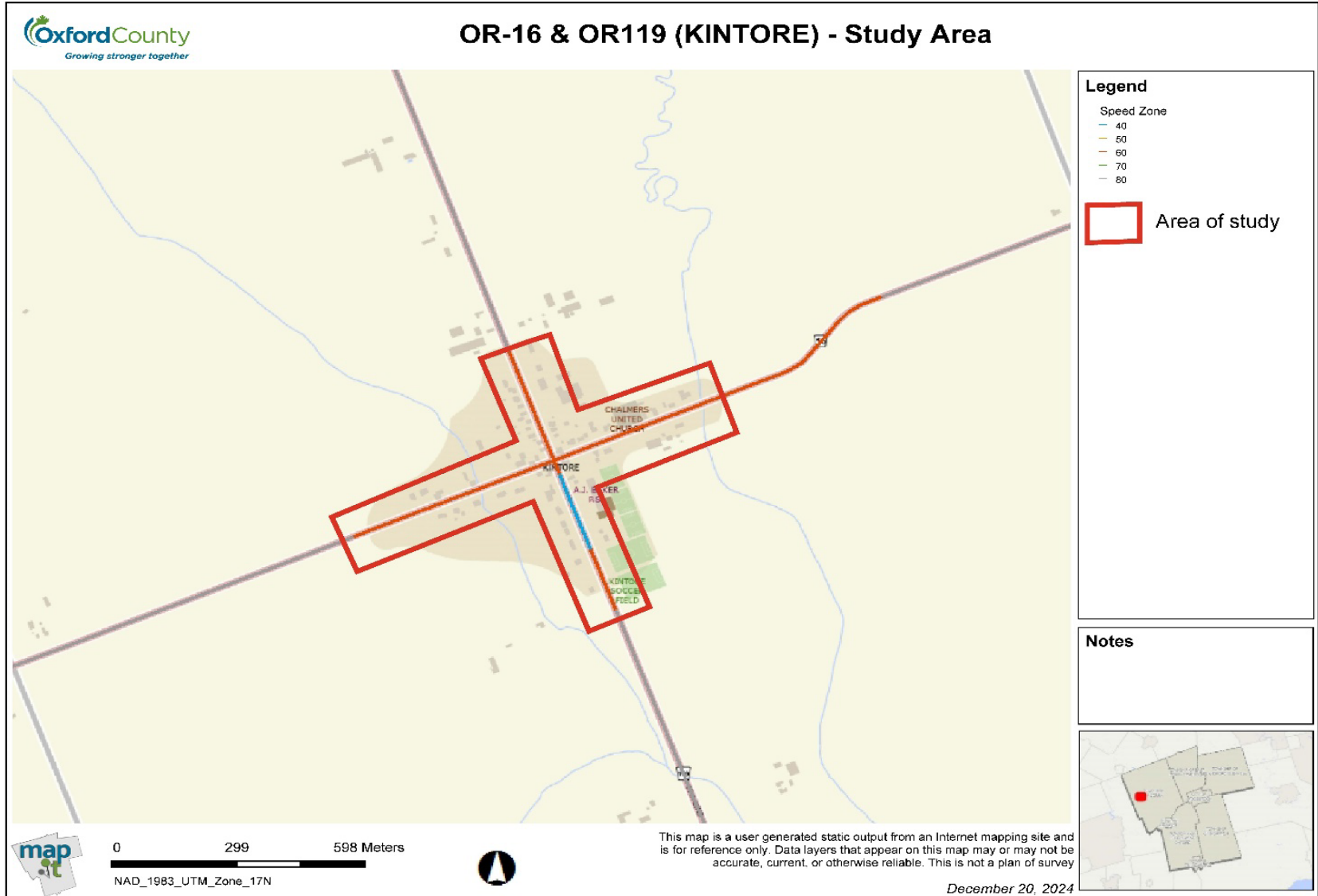
RECOMMENDATIONS

- Automated Speed Enforcement in Community Safety Zone
- Physical features (horizontal deflection) at approaches subject to the outcome of the Plattsville pilot study in 2025 (curb bump outs with center island)
- Continued post monitoring/data sharing with Police



Kintore – OR16/119

KINTORE STUDY AREA



KINTORE SPEED MANAGEMENT & ROAD SAFETY REVIEW – 2019 FINDINGS

- Excessive outgoing 85th percentile speeds on the east end – OR 16
- Marginally excessive incoming 85th percentile speeds at the north end - OR 119
- Incoming/outgoing 85th percentile speeds were excessive at west end – OR 16
- 60 km/h zones at north, south and east ends extend beyond urban cross section limits

KINTORE - TRAFFIC CALMING MEASURES

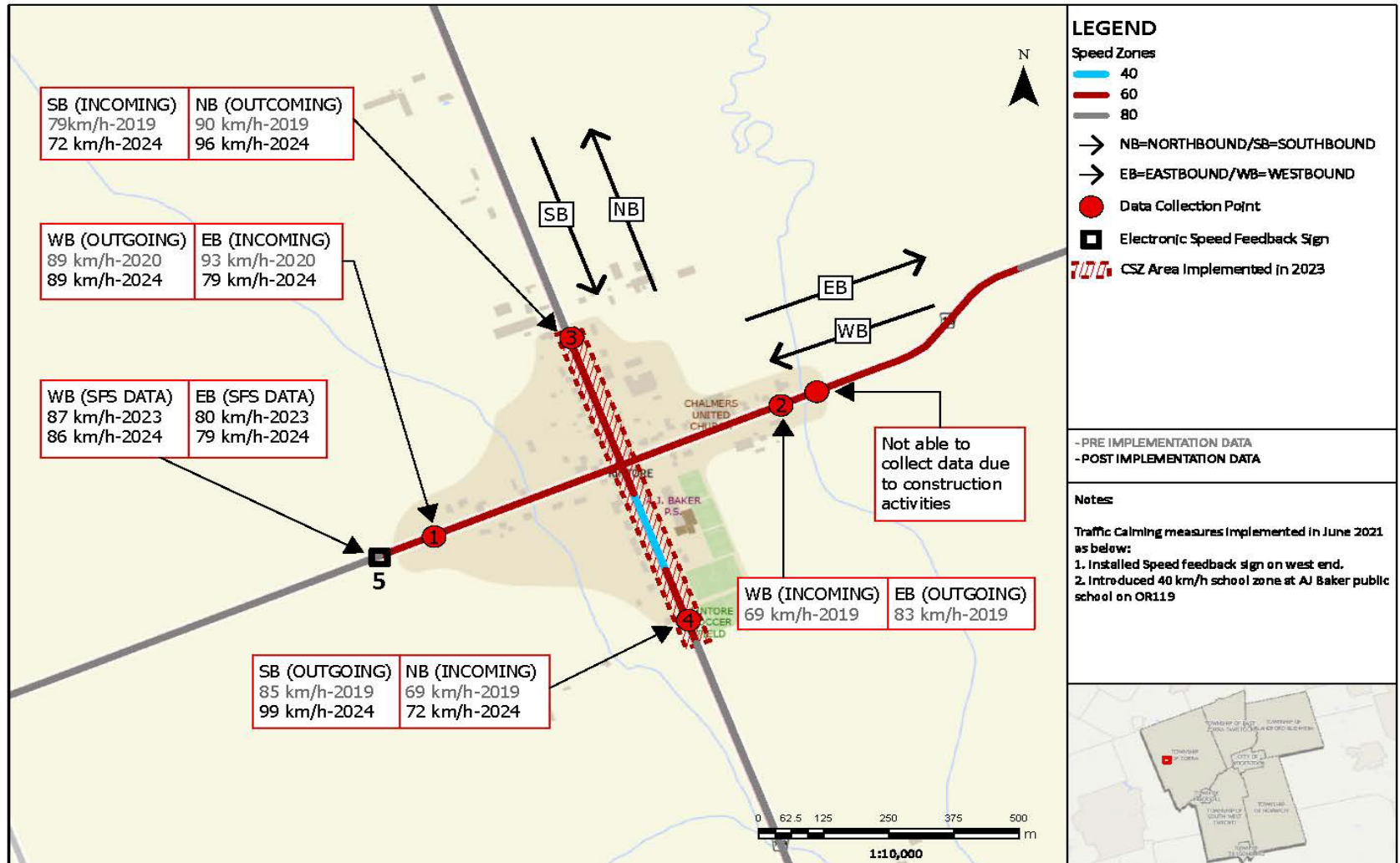
Approved by County Council under report PW 2021-10

Implemented in June 2021

- Introduced 40 km/h school zone for AJ Baker School on OR 119 at prescribed times
- Installed SFS at west village limit
- Adjust 60 km/h zone limit at north end
- Accessible curb drop, tactile sidewalk plates and ladder crosswalk markings at intersection – 2022

POST MONITORING SPEED DATA

OXFORD RD 16/119 (KINTORE NORTH/SOUTH AND EAST/WEST) - 85TH% SPEED SUMMARY



SB (INCOMING) 79km/h-2019
 72 km/h-2024

NB (OUTCOMING) 90 km/h-2019
 96 km/h-2024

WB (OUTGOING) 89 km/h-2020
 89 km/h-2024

EB (INCOMING) 93 km/h-2020
 79 km/h-2024

WB (SFS DATA) 87 km/h-2023
 86 km/h-2024

EB (SFS DATA) 80 km/h-2023
 79 km/h-2024

SB (OUTGOING) 85 km/h-2019
 99 km/h-2024

NB (INCOMING) 69 km/h-2019
 72 km/h-2024

WB (INCOMING) 69 km/h-2019

EB (OUTGOING) 83 km/h-2019

Not able to collect data due to construction activities



KINTORE SPEED MANAGEMENT & ROAD SAFETY REVIEW – POST MONITORING

Post monitoring speed data collection – 2024

Key Findings:

West End

- Incoming 85th percentile speed **reduced** by 14 km/h
- Outgoing 85th percentile speed had **no change**

North End

- Incoming 85th percentile speeds **reduced** by 7 km/h
- Outgoing 85th percentile speeds **increased** by as much as 6 km/h

South Leg

- Incoming 85th percentile speeds **increased** by 3 km/h
- Outgoing 85th percentile speed **increased** by as much as 14 km/h

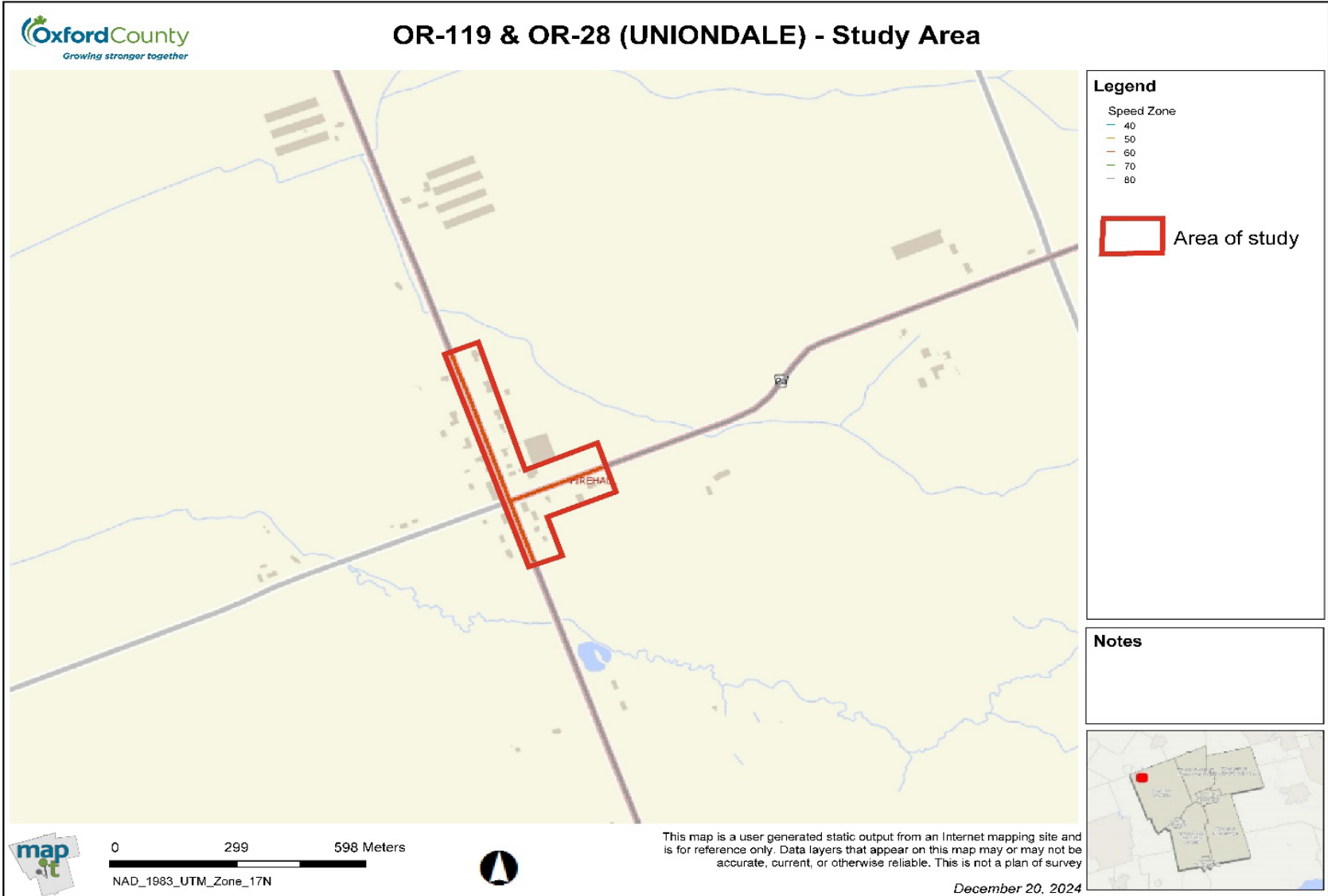
RECOMMENDATIONS

- Installation of flexible centre line delineators on all village approaches
- Speed feedback signs at the north, south and east approaches
- Automated Speed Enforcement within Community Safety Zone
- Continued post monitoring/data sharing with Police

An aerial photograph of a rural landscape. A paved road with a double yellow line runs diagonally from the bottom right towards the center of the image. The surrounding area is filled with vibrant green fields, some of which appear to be planted in rows, possibly corn. In the distance, there are clusters of trees and a few buildings, including what looks like a farm with a silo. The sky is a clear, bright blue with a few wispy clouds near the horizon.

Uniondale – OR 119/28

UNIONDALE STUDY AREA



UNIONDALE SPEED MANAGEMENT & ROAD SAFETY REVIEW – 2020 FINDINGS

- Left-turn lanes for southbound and northbound directions on OR 119 at OR 28 intersection was not warranted
- Incoming/Outgoing 85th percentile speeds were excessive on OR 119 approaches
- 60 km/h speed zone on OR 119 does not align with the built-up area
- Incoming/Outgoing 85th percentile speeds on OR 28 approach was acceptable

UNIONDALE - TRAFFIC CALMING MEASURES

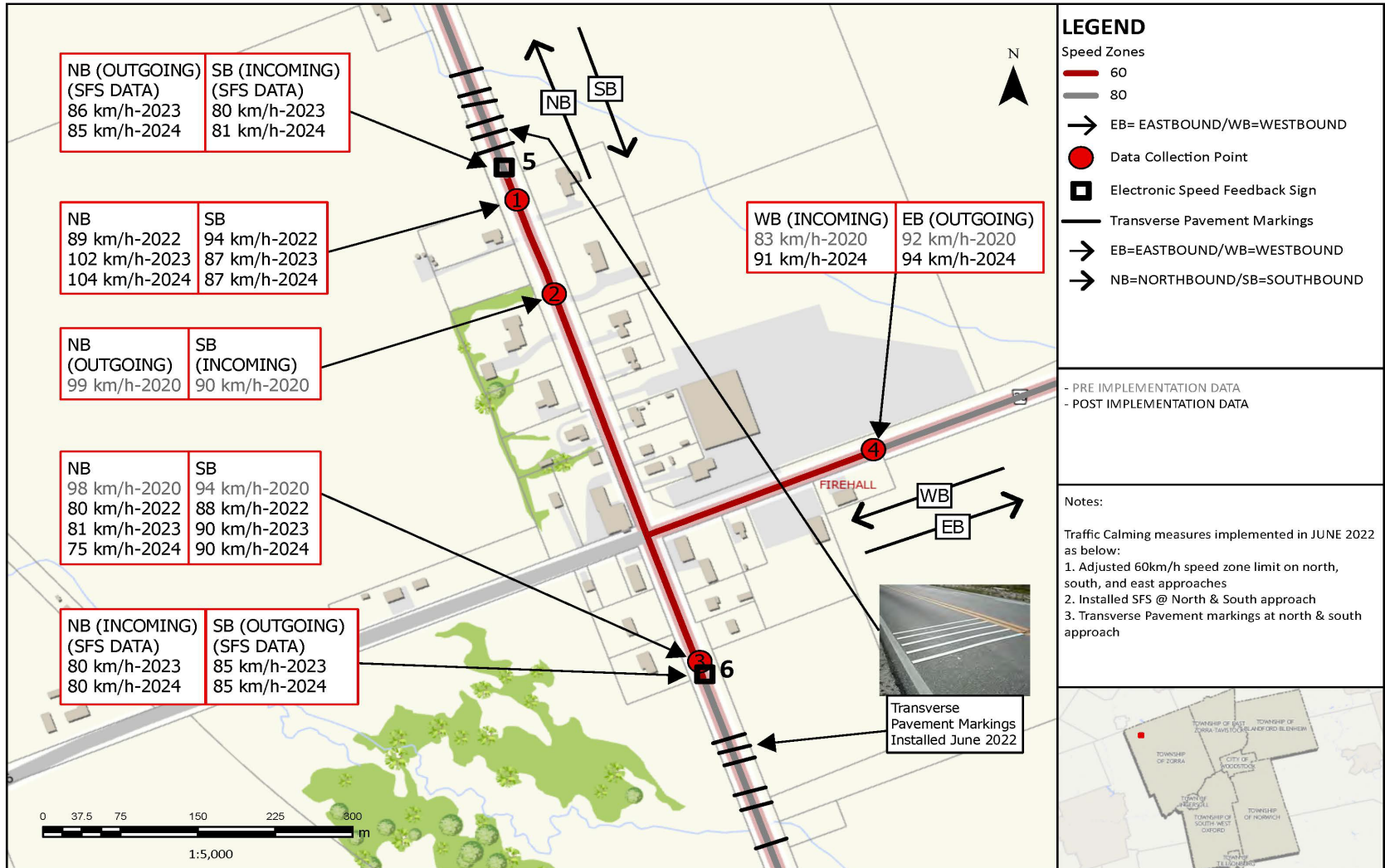
Approved by County Council under report PW 2021-26

Implemented in June 2022

- Adjusted 60 km/h speed zone limits on north and south approaches
- Implemented 60 km/h speed zone on OR28
- Installed SFS at north & south approaches
- Transverse pavement markings at north & south approaches

POST MONITORING SPEED DATA

OXFORD RD 119/28 (UNIONDALE) - 85TH% SPEED SUMMARY



UNIONDALE SPEED MANAGEMENT & ROAD SAFETY REVIEW – POST MONITORING

Post monitoring speed data collection – 2022, 2023, 2024

Key Findings:

North Leg

- Incoming 85th percentile speeds **reduced** up to 3 km/h (2024)
- Outgoing 85th percentile speeds **reduced** up to 10 km/h (2022)
- Outgoing 85th percentile speed **increased** up to 3 km/h (2023) and 5 km/h (2024) respectively

South Leg

- Incoming 85th percentile speeds **reduced** up to 23 km/h (2024)
- Outgoing 85th percentile speeds **reduced** up to 6 km/h (2022)

East Leg

- Incoming 85th percentile speeds **increased** up to 8 km/h (2024)
- Outgoing 85th percentile speeds **increased** up to 2 km/h (2024)

RECOMMENDATION

- Installation of centerline flexible delineators at north, south and east approach
- Speed feedback sign installation at east approach
- Continued post monitoring/data sharing with Police

NEXT STEPS

- Public Communication – Mailout, SUO
- Report to County Council – March 12,2025
- Implementation of additional measures – Q3 2025
- Post Monitoring



DISCUSSION