

Speed & Road Safety Concerns

Oxford Road 2 & Oxford Road 3, Princeton

Presentation to Township of Blandford-Blenheim Council

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Supervisor of Transportation

County-wide Traffic Calming Approach

- Ongoing speed monitoring in communities
- Information sharing and collaboration with OPP, municipal partners and community
- Adoption of posted speeds which are consistent with driving environment
- Prioritization and monitoring of traffic calming measures
- Consideration of traffic calming measures as part of road design

OR 2 & OR 3 Speed and Road Safety Review Work Plan

- **24hr/7day speed data collection and analysis**
- **Review existing conditions and collision data**
- **Determine appropriate posted speed limit (TAC)**
- **Consult with Municipal Representatives and Police**
- **Present findings and recommendations to BB Council**
- **Public consultation**
- **County Council approval**

OR 2 Existing Conditions

- **Rural x-sec west and east ends of village**
- **Urban x-sec on north side from OR 3 west**
- **Semi urban x-sec on south side from OR 3 west**
- **Boundary road shared with Brant County**

OR 3 Existing Conditions

- **Urban x-sec from OR 2 to Gissing St**
- **Semi urban x-sec from Gissing St to Township Rd 2/Roper St**
- **Rural x-sec north of Township Rd 2/Roper St**

OR 2 Speed Zones



Oxford Road 2 Princeton



OR 3 Speed Zones



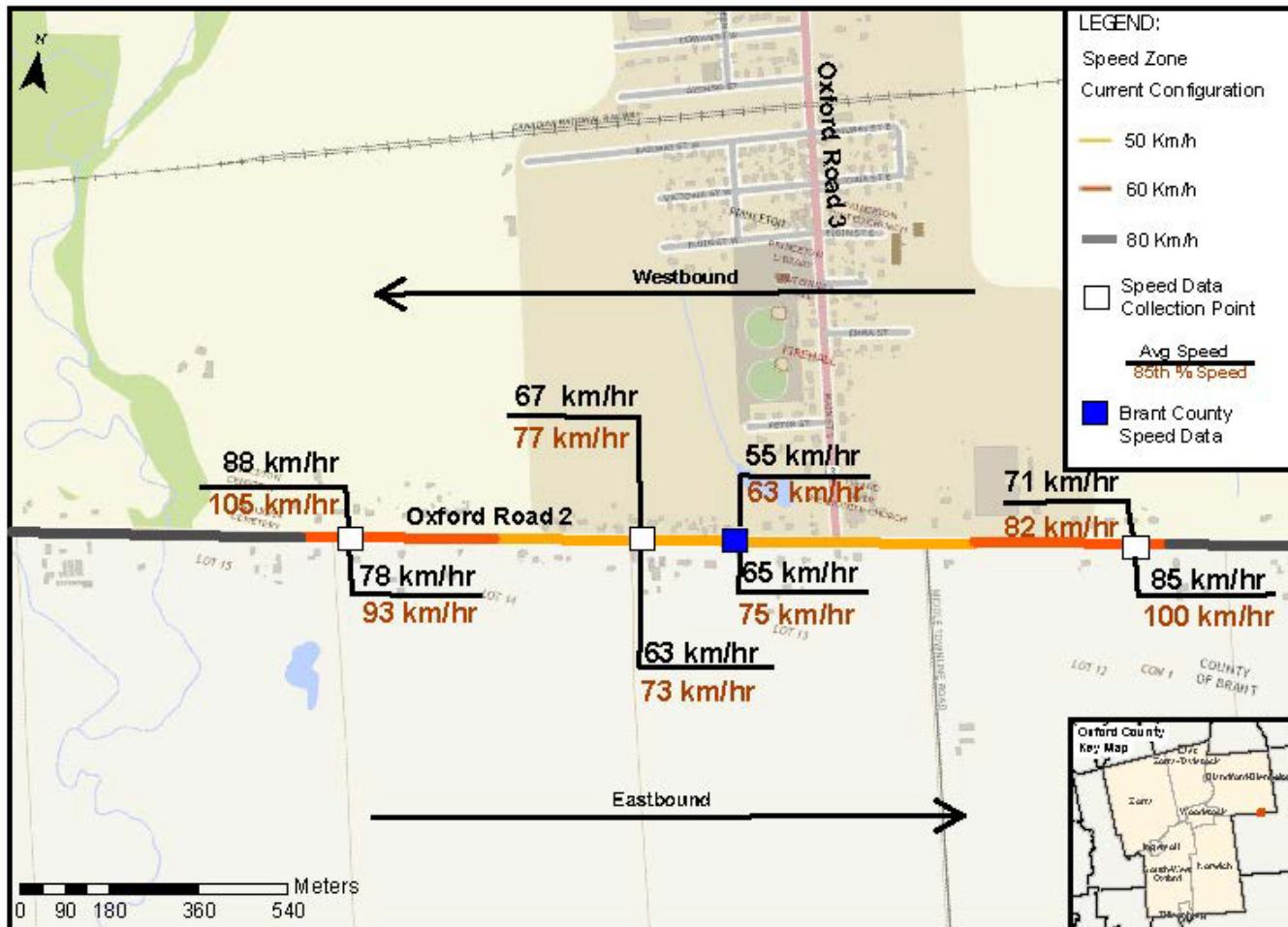
Oxford Road 3 Princeton



Speed Data – OR 2



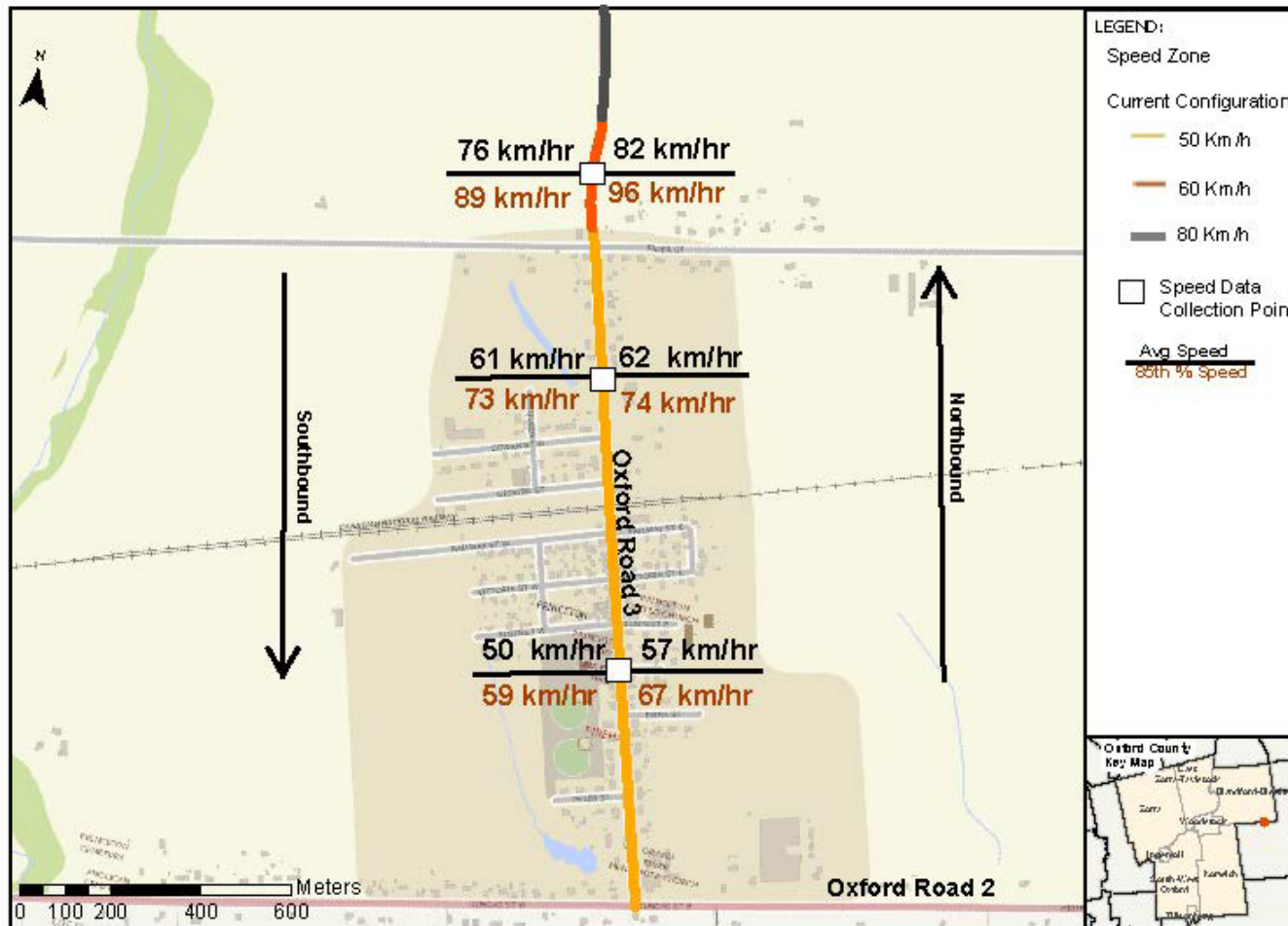
Oxford Road 2 Princeton



Speed Data – OR 3



Oxford Road 3 Princeton



Collision History OR 2 Study Limits

Year	2013	2014	2015	2016	2017	2018	2019	2020
Property Damage Only	0	0	0	2	2	3	1	2
Non-Fatal Injury	0	0	0	0	0	0	0	0
Fatal Injury	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	3	1	2
Total Collisions 2013 – 2020: 10								

- **Historical collision data from 2013 to 2020:**
 - ▶ 10 total collisions; property damage only
 - ▶ Avg 1.25 collisions/year
 - ▶ Collision Rate
 - OR 2 = 0.81 per 1mil vehicle kms
 - Provincial Avg (2018) = 1.46 per 1mil vehicle kms

Collision History OR 3 Study Limits

Year	2013	2014	2015	2016	2017	2018	2019	2020
Property Damage Only	0	0	1	0	1	1	1	0
Non-Fatal Injury	0	0	1	0	0	0	0	0
Fatal Injury	0	0	0	0	0	0	0	0
Total	0	0	2	0	1	1	1	0
Total Collisions 2013 – 2020: 5								

- Historical collision data from 2013 to 2020:
 - ▶ 5 total collisions; 1 non-fatal injury & 4 property damage only
 - ▶ Avg 0.63 collisions/year
 - ▶ Collision Rate
 - OR 3 = 0.55 per 1mil vehicle kms
 - Provincial Avg (2018) = 1.46 per 1mil vehicle kms

Establishing Posted Speeds (TAC)

- **TAC Guidelines – 2009**
- **Risk based analysis**
- **Physical and Road-User characteristics**
- **Systematic, consistent approach**
- **Site specific characteristics, engineering judgement**
- **Excludes school zones/playground areas**
- **Local, Provincial policies**

Appropriate Posted Speeds and Speed Variation/Differential

- Reduces speed variation/differential
- Reduces risk of collisions
- Enhances road safety
- Risk of collision is lower with uniform traffic flow
- Improves enforcement effectiveness
- Promotes uniform traffic flow
- Collision rate is more directly affected by speed variation than absolute speed
- Posted speeds lower than design/operating speeds result in:
 - ▶ Tailgating
 - ▶ Impatient Drivers
 - ▶ Passing
 - ▶ Greater collision risk

Posted Speed Limits – OR 2

SEGMENT (WEST TO EAST)	POSTED SPEED (KM/H)	TAC RECOMMENDED POSTED SPEED* (KM/H)	DIFFERENCE (KM/H)	OXFORD COUNTY RECOMMENDED POSTED SPEED (KM/H)
West Quarter Townline Road to Horner Creek – Rural	80	90	+10	80
Horner Creek to the start of the North Sidewalk - Rural	50/60/80	80	+30/+20/0	70
Start of North Sidewalk to Brant Road 25 - Urban	50	70	+20	60
Brant Road 25 to Blenheim Road / Etonia Road - Rural	50/60/80	80	+30/+20/0	80

*TAC Canadian Guideline for Establishing Posted Speed Limits (2009)

Posted Speed Limits – OR 3

SEGMENT (SOUTH TO NORTH)	POSTED SPEED (KM/H)	TAC RECOMMENDED POSTED SPEED* (KM/H)	DIFFERENCE (KM/H)	OXFORD COUNTY RECOMMENDED POSTED SPEED (KM/H)
Oxford Road 2 to Township Road 2 - Urban	50	60	+10	50
Township Road 2 to Township Road 3 – Rural	50/60/80	80	+30/+20/0	80

*TAC Canadian Guideline for Establishing Posted Speed Limits (2009)

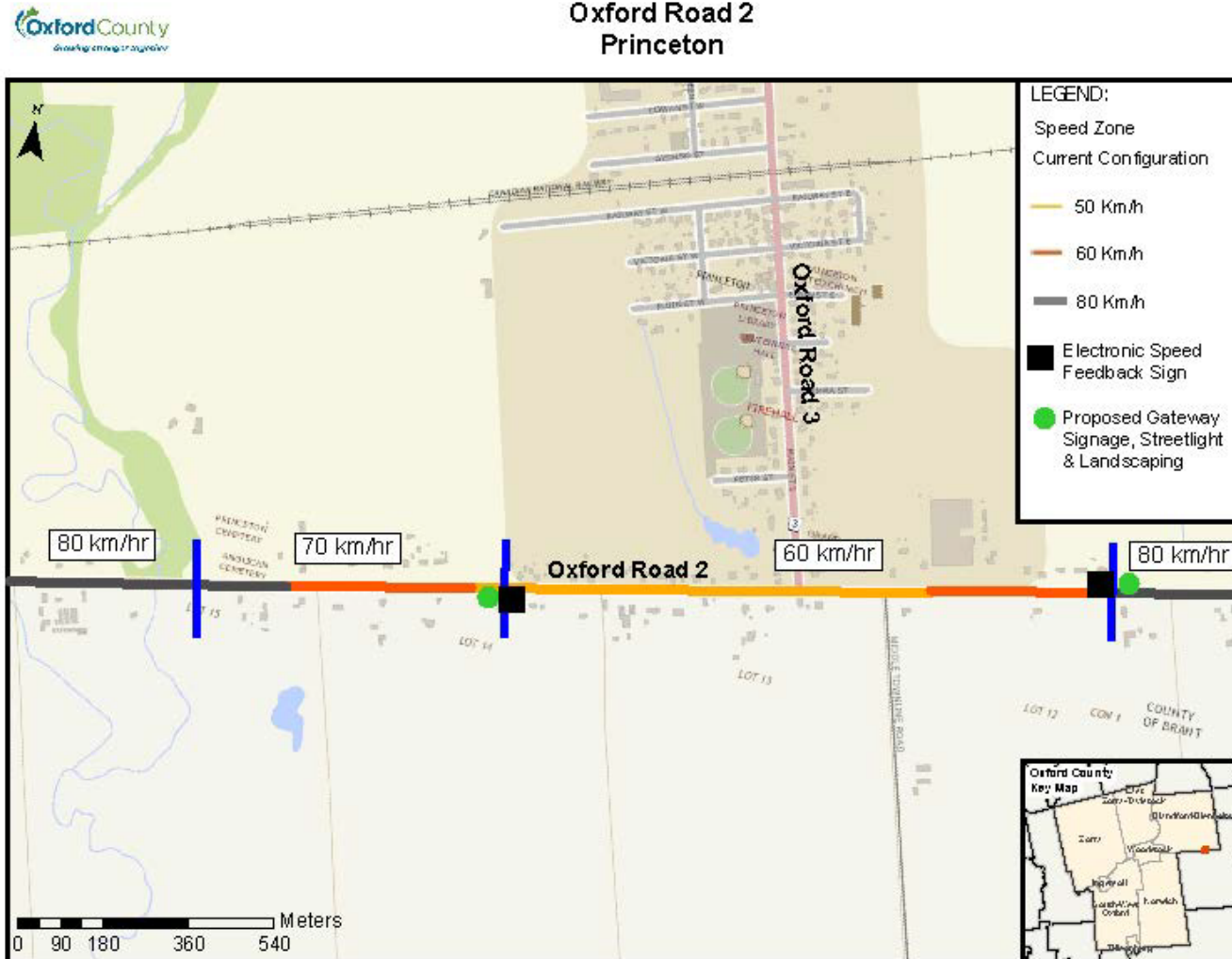
Speed and Road Safety Review Findings OR 2

- **Operating speeds are excessive**
- **Posted speed through village is 20km/h below TAC recommended speed**
- **Historical collision data did not show apparent speed related trends**

Speed and Road Safety Review Findings OR 3

- **Operating speeds are marginally excessive between OR 2 and Gissing St**
- **Operating speeds are excessive north of Gissing St**
- **50km/h zone north of Gissing St does not align with the driving environment**
- **60km/h transition zone north of Township Rd 2 /Roper St is ineffective at reducing approach speeds**
- **Historical collision data did not show apparent speed related trends**

Recommendations – Immediate OR 2



Recommendations – Immediate OR 3



Future Considerations OR 2 and OR 3

- **Extend urban x-sec on OR 2 to align with proposed 60km/h speed zone**
- **Extend urban x-sec on OR 3 from Gissing St to Township Rd 2/Roper St (2024)**
- **Reduce road width on OR 3 (2025)**
- **Pedestrian warrant study OR 3**

Future Considerations OR 2 and OR 3

- **Ongoing Police enforcement and speed data collection & sharing**
- **Automated speed enforcement/CSZ designation**
- **Community Watch Program (Township)**
- **Traffic calming features**
 - ▶ Pavement markings
 - ▶ Flexible delineators

County-wide CSZ Designation Criteria

- **Areas of special safety concern**
 - ▶ Schools, community centres, recreational areas, hospitals, senior centers/residences, high pedestrian volumes
- **Safety risk analysis for areas of special concern**
 - ▶ Collision ratio, traffic volumes, pedestrian volumes, operating speeds, % sidewalks, # of entrances/km
- **CSZ designation supports potential implementation of Automated Speed Enforcement (ASE)**
- **Segments in Princeton would meet area of special safety concern on OR 3 (community centre)**

Next Steps

- **Public consultation**
- **County Council Authorization**
 - ▶ Brant County authorization for OR 2 recommendations
- **By-law amendment**
 - ▶ Brant County matching by-law for OR 2
- **Implementation of immediate measures**
 - ▶ Speed limit and zone adjustments
 - ▶ Installation of electronic speed feedback signs
- **Post Monitoring**

Speed & Road Safety Concerns

THANK YOU