Speed & Road Safety Concerns

Oxford Road 8 (Douro St), Plattsville

Presentation to Township of Blandford-Blenheim Council

March 16, 2022

Shawn Vanacker, Oxford County
Supervisor of Transportation

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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**

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OR 8 (Douro St) 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**

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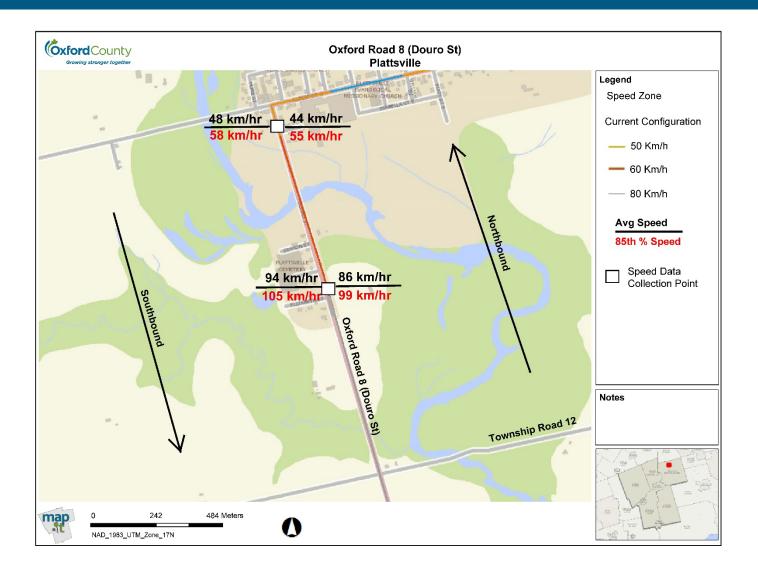
OR 8 Existing Conditions

- **Urban x-sec from Albert St W to Isabella St**

- **Rural x-sec from Isabella St to Township Rd 12**

- **Cluster of homes and intersecting streets on west side of OR 8 at south end of village limits**

- **Mostly rural land use on east side of OR 8**

OR 8 Speed Zones

Speed Data – OR 8

Collision History
OR 8 Study Limits

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021*
Property Damage Only	0	0	1	0	0	0	0	0	0
Non-Fatal Injury	0	0	0	0	0	0	0	0	0
Fatal Injury	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0
Total Collisions 2013 – 2021: 1									

- **Historical collision data from 2013 to 2021:**
  - ► **1 total collision; property damage only**
  - ► **Avg 0.13 collisions/year**
  - ► **Collision Rate**
    - — **OR 8 = 0.21 per 1mil vehicle kms**
    - — **Provincial Avg (2018) = 1.46 per 1mil vehicle kms**

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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**

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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 then design/operating speeds result in:**
  - ▸ Tailgating
  - ▸ Impatient Drivers
  - ▸ Passing
  - ▸ Greater collision risk

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Posted Speed Limits – OR 8

SEGMENT (NORTH TO SOUTH)	POSTED SPEED (KM/H)	TAC RECOMMENDED POSTED SPEED* (KM/H)	DIFFERENCE (KM/H)	OXFORD COUNTY RECOMMENDED POSTED SPEED (KM/H)
Albert Street W to 50m south of Isabella Street - Urban	50	N/A**	---	50
50m south of Isabella Street to 100m south of Elizabeth Street - Rural	60/80	70	+10/-10	70
100m south of Elizabeth Street to Township Road 12 - Rural	80	80	0	80

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

** Road Segment too short to effectively apply TAC Guidelines

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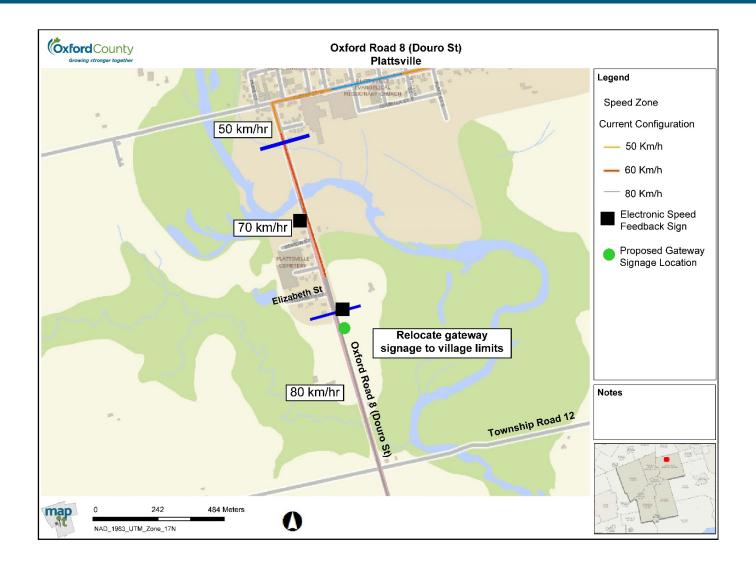*Growing stronger together*

Speed and Road Safety Review Findings OR 8

- **Operating speeds in the 50km/h zone are not excessive**

- **Operating speeds approaching the village limit are excessive**

- **Posted speed from Isabella St to village limit is below TAC recommended speed**

- **Historical collision data did not identify any speed related trends**

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Recommendations – Immediate OR 8

Future Considerations OR 8

- **Ongoing Police enforcement and speed data collection & sharing**

- **Community Watch Program (Township)**

- **Additional gateway features**
  - ► Landscaping, trees, shrubbery
  - ► Pavement markings
  - ► Flexible delineators

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Next Steps

- **Public consultation**

- **County Council Authorization/By-law**

- **Implementation of immediate measures**
  - ► Speed limit and zone adjustments
  - ► Installation of speed feedback signs
  - ► Relocation of gateway signage

- **Post Monitoring**