

# **Speed & Road Safety Concerns**

## **Oxford Road 59 (Vansittart Ave), Woodstock**

**Presentation to City of Woodstock Council**

**March 17, 2022**

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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

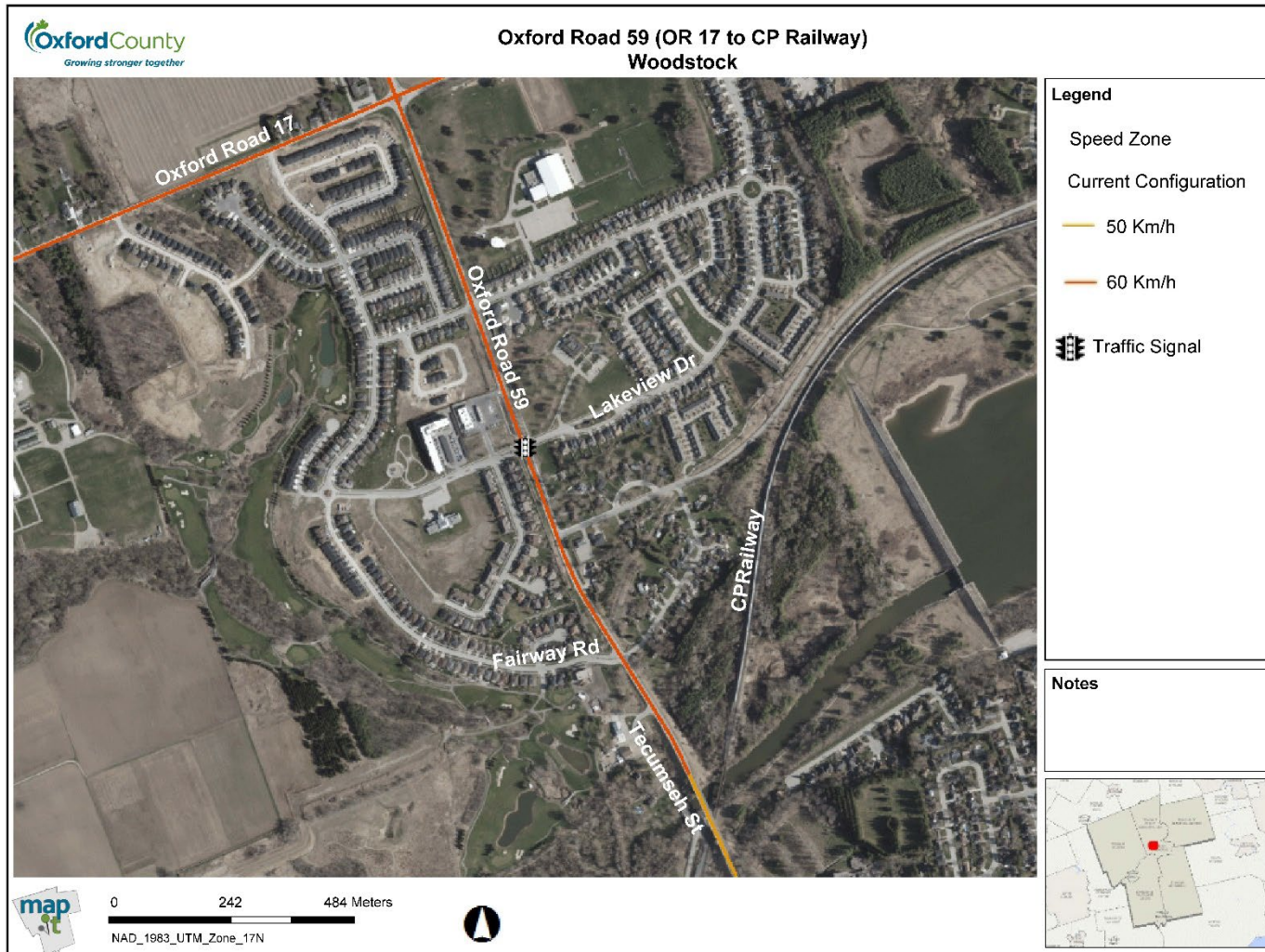
# **OR 59 (Vansittart Ave) Speed and Road Safety Review Work Plan**

- **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 Woodstock Council**
- **Public consultation**
- **County Council approval**

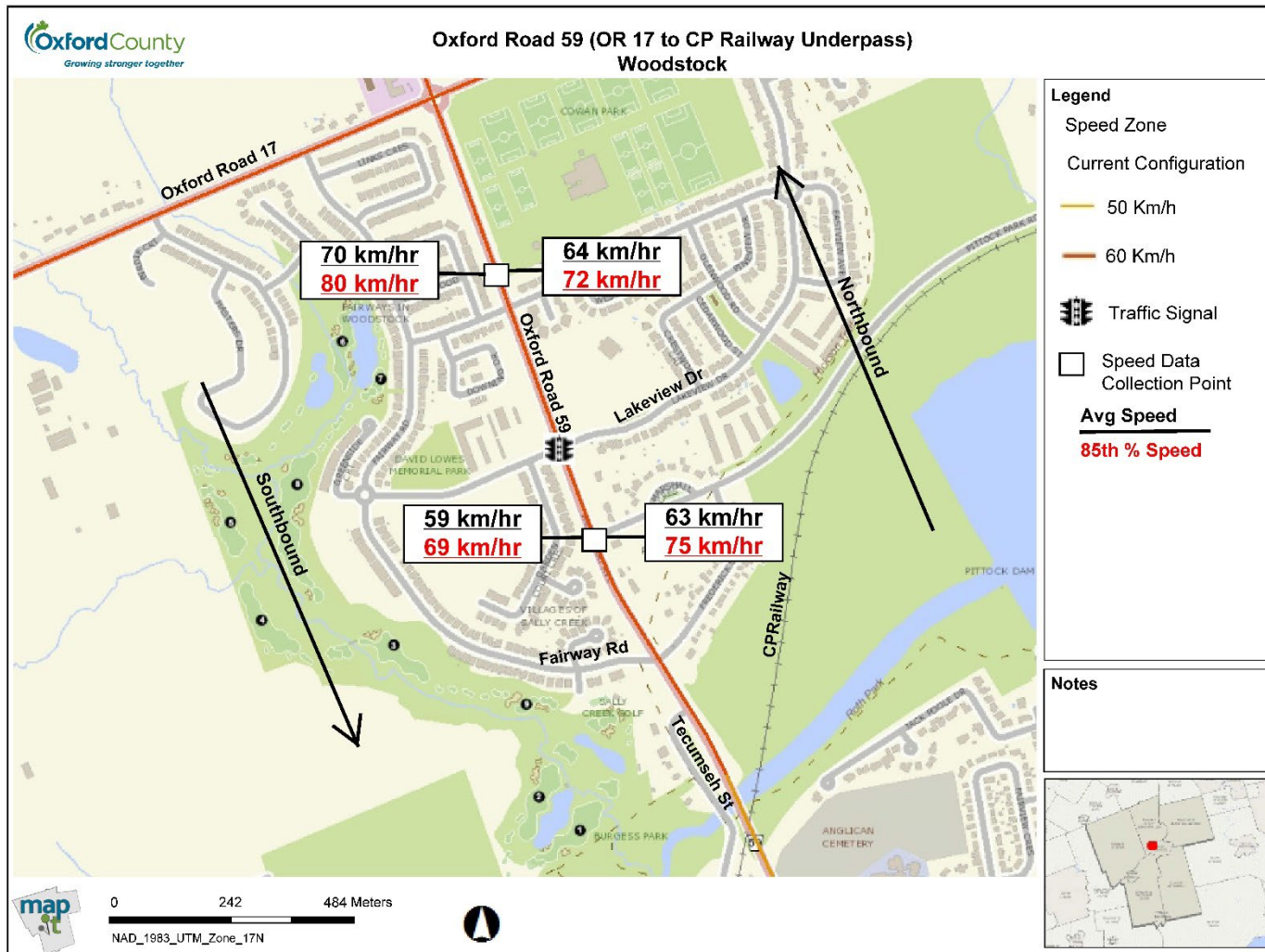
# **OR 59 (Vansittart Ave) Existing Conditions**

- **Urban x-sec from CPR Underpass to Lakeview Dr**
- **Rural x-sec from Lakeview Dr to OR 17**
- **Signalized intersection at Lakeview Dr**
- **Street lights and sidewalks from CPR Underpass to Ridgewood Dr**
- **Limited entrances throughout corridor**

# OR 59 Speed Zones



# Speed Data – OR 59



# Collision History OR 59 Study Limits

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Property Damage Only	2	7	4	5	0	6	3	5	2
Non-Fatal Injury	1	0	0	1	0	0	0	0	1
Fatal Injury	0	0	0	0	0	0	0	0	0
Total	3	7	4	6	0	6	3	5	3
Total Collisions 2013 – 2021: 37									

- **Historical collision data from 2013 to 2021:**
  - ▶ **37 total collisions; 3 non-fatal injuries & 34 property damage only**
  - ▶ **Avg 4.35 collisions/year**
  - ▶ **Collision rate = 0.87 per 1mil vehicle kms**
    - **Provincial Avg (2018) = 1.46 per 1mil vehicle kms**

# Establishing Posted Speeds (TAC)

- TAC Canadian Guideline – 2007
- 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 59

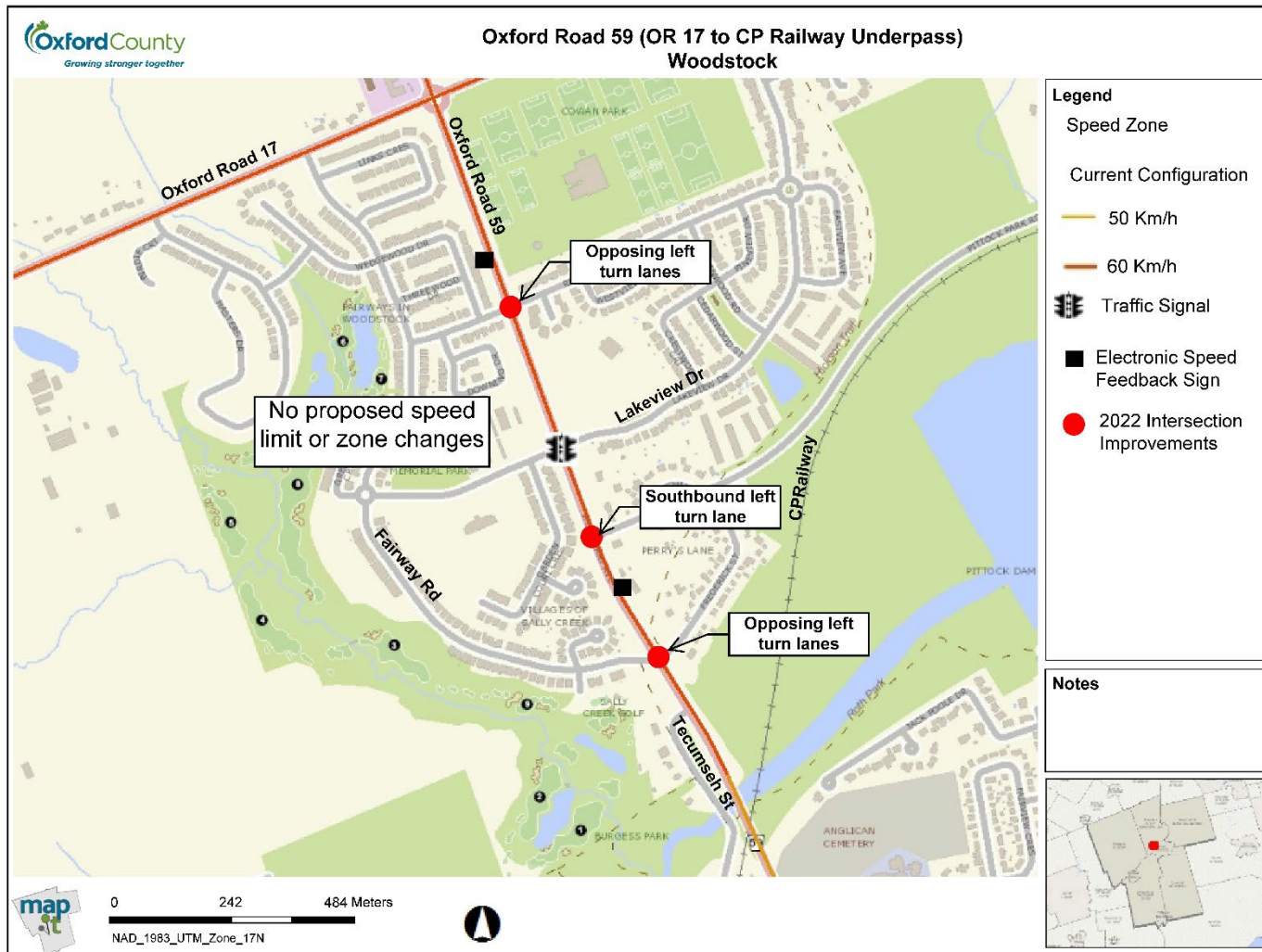
SEGMENT (SOUTH TO NORTH)	POSTED SPEED (KM/H)	TAC RECOMMENDED POSTED SPEED* (KM/H)	DIFFERENCE (KM/H)	OXFORD COUNTY RECOMMENDED POSTED SPEED (KM/H)
CPR Underpass to Lakeview Drive - Urban	60	70	+10	60
Lakeview Drive to Oxford Road 17 - Urban	60	70	+10	60

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

# Speed and Road Safety Review Findings

- Northbound operating speeds marginally excessive from CPR Underpass to Lakeview Dr
- Southbound operating speeds excessive from Lakeview Dr to OR 17
- Posted speed is 10km/h less than TAC recommended speed
- Historical collision data identified a number of rear end intersection related collisions

# Recommendations – Immediate OR 59



# Future Considerations OR 59

- **Urbanize road x-sec Lakeview Dr to OR 17**
  - ▶ Barrier curb & gutter, bicycle lanes, sidewalks & street lights
- **Ongoing Police enforcement and speed data sharing**
- **Automated speed enforcement/CSZ designation**
- **Community Watch Program (City)**

# Proposed 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 would support potential implementation of Automated Speed Enforcement (ASE)**
- **Segment north of Lakeview Dr would meet area of special safety concern**

# Next Steps

- **Public consultation**
- **County Council Authorization/By-law**
- **Implementation of immediate measures**
  - ▶ Installation of electronic speed feedback signs
  - ▶ Intersection improvements at Fairway Rd, Pittock Park Rd and Ridgewood Dr (2022 construction)
- **Post Monitoring**

# Speed & Road Safety Concerns

**THANK YOU**