

Speed & Road Safety Concerns

Oxford Road 7, Zorra

Presentation to Township of Zorra 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 7 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 Zorra Council**
- **Public consultation**
- **County Council approval**

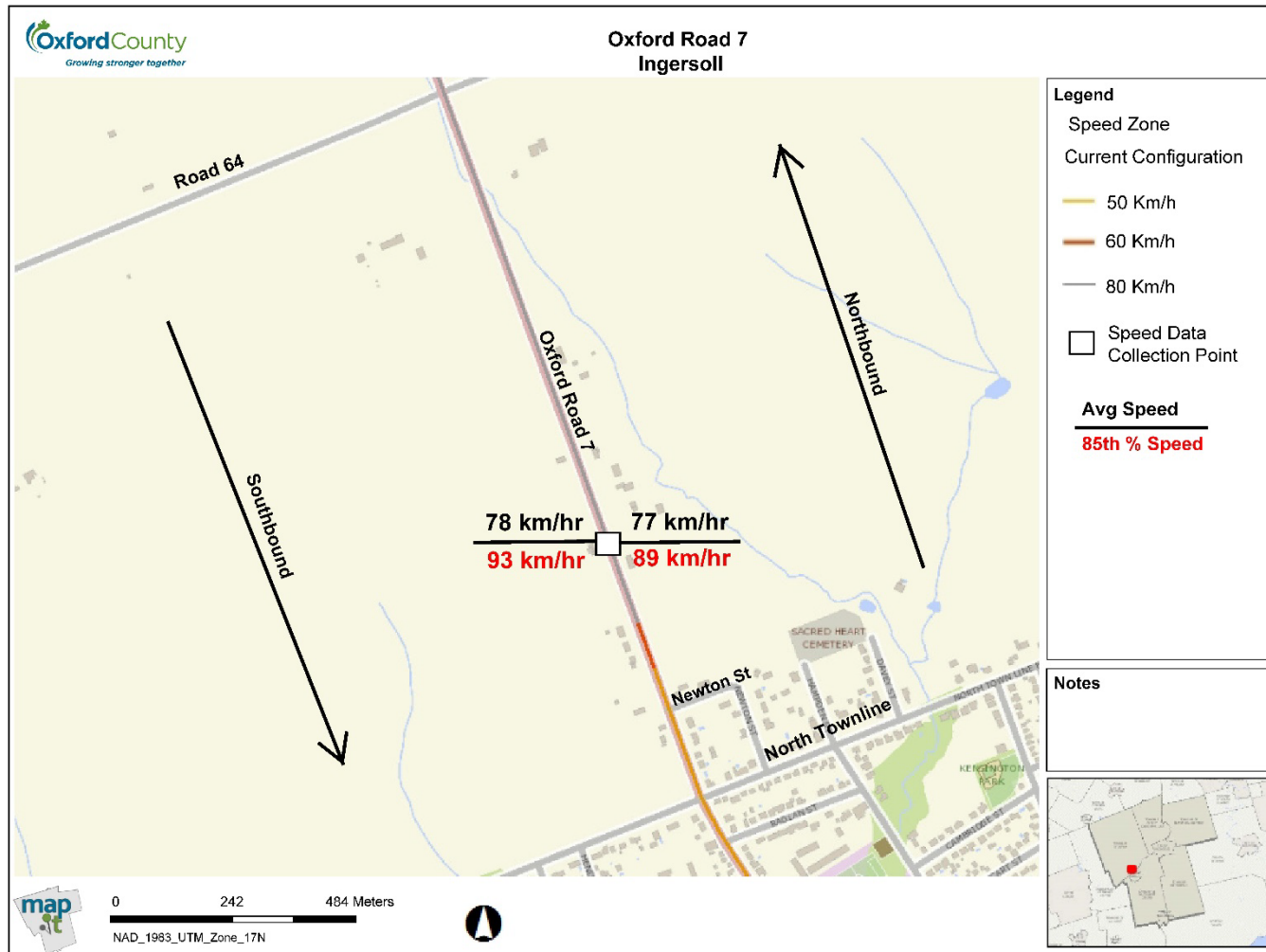
OR 7 Existing Conditions

- **Agricultural lands and residential lots on both sides of roadway**
- **Rural road x-sec**
- **Cluster of homes beyond urban limit**

OR 7 Existing Speed Zones



Speed Data – OR 7



Collision History OR 7 Study Limits

Year	2013	2014	2015	2016	2017	2018	2019	2020
Property Damage Only	0	0	0	1	0	0	1	1
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	1	0	0	1	1
Total Collisions 2013 – 2020: 3								

- **Historical collision data from 2013 to 2020:**
 - ▶ **3 total collisions; property damage only**
 - ▶ **Avg 0.38 collisions/year**
 - ▶ **Collision Rate**
 - **OR 7 = 0.47 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 7

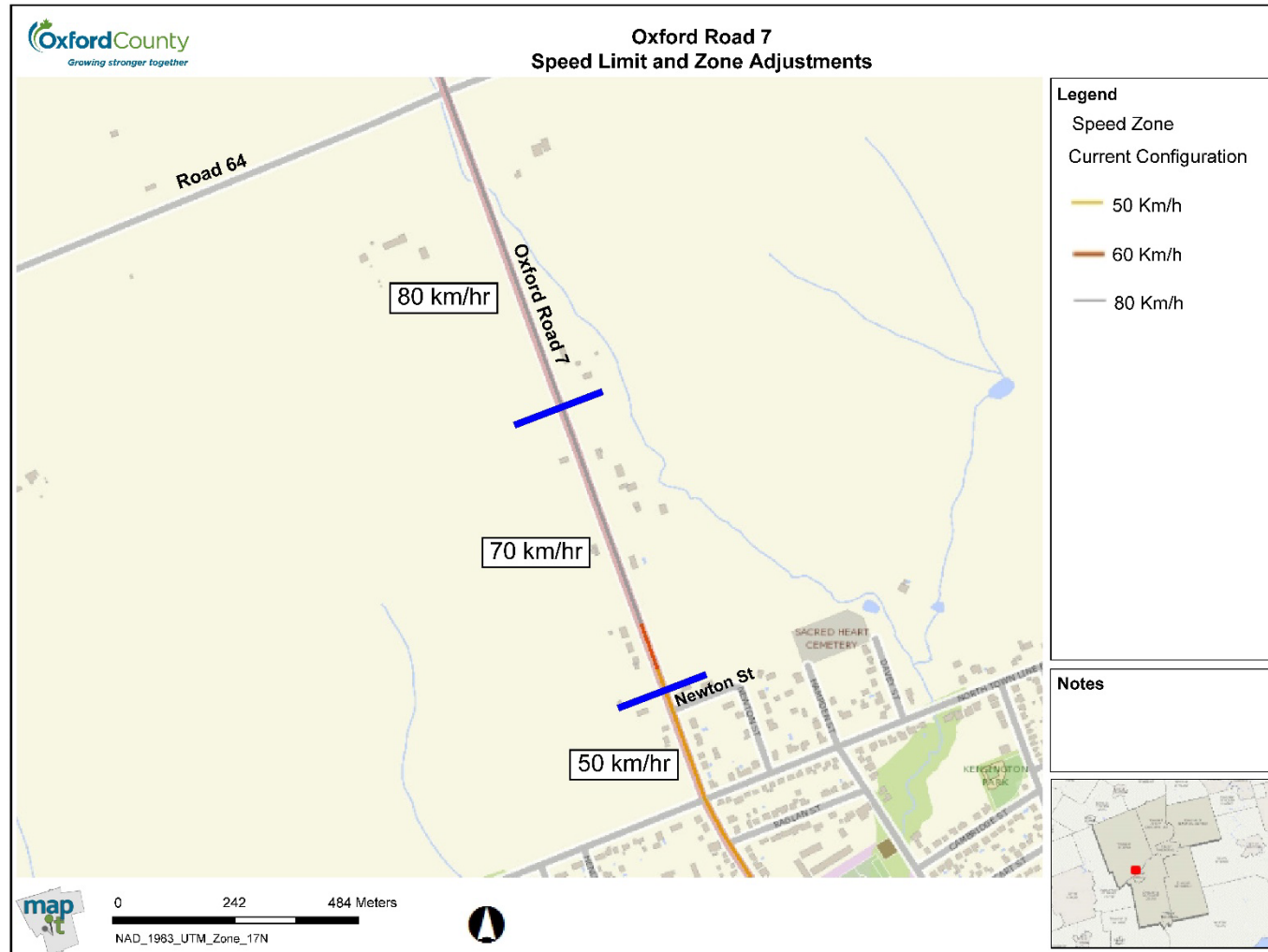
SEGMENT (SOUTH TO NORTH)	POSTED SPEED (KM/H)	TAC RECOMMENDED POSTED SPEED* (KM/H)	DIFFERENCE (KM/H)	OXFORD COUNTY RECOMMENDED POSTED SPEED (KM/H)
Newton Street to 590 metres north of Newton Street - Rural	50/60/80	70	+20/+10/-10	70
590 metres north of Newton Street to Road 64 - Rural	80	80	0	80

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

Speed and Road Safety Review Findings OR 7

- **Operating speeds are marginally excessive**
- **Posted speed does not align with TAC recommended posted speed**
- **Historical collision data did not show apparent speed related trends**

Recommendations – Immediate OR 7 Speed Limit and Zone Adjustments



Future Considerations OR 7

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

Next Steps

- **Public consultation**
 - ▶ www.speakup.oxfordcounty.ca/road-safety
- **County Council Authorization/By-law**
- **Implementation of immediate measures**
 - ▶ Speed limit and zone adjustments
- **Post Monitoring**

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THANK YOU