



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Don Kudo, County Engineer
Date: Tuesday, September 14, 2021
Subject: Road MAP: Speed Management Corridor Reviews

Background:

The Road Master Action Plan included a speed management review of specific locations where there were known speeding concerns. The corridors reviewed were based on input from Roads staff, County and Local councillors, and OPP. Feedback provided by the public on these specific corridors through the Social Pinpoint exercise was also collected and documented. The purpose of the reviews was to propose possible speed management measures to be implemented, including changes to posted speed limits and speed mitigation measures for the identified corridors. The reviews were conducted in accordance with the draft Speed Management Guidelines.

Attached to the staff report is our consultant's presentation that provides details on how the assessments were carried out, the technical findings and the recommendations developed. The presentation includes a map and summary table of the locations of the 16 speed management corridor reviews. In total 27 segments, representing the 16 corridors were assessed. The consultant team provided a comprehensive 86 page technical memo with a detailed corridor analysis for each location. Each analysis provided details on the corridor context, public feedback, traffic data, problem statements, posted speed limit review, potential mitigation and recommendations including figures displaying existing and recommended conditions.

A summary of the results and recommendations follows:

Technical Findings - Posted Speed Limit Review

Overall, the speed corridor review noted that the County's current posted speed limits were in close compliance to the technically recommended posted speed limits. Of the 27 segments analyzed, 12 locations were recommended to be "retained" (current posted speed limit in compliance with the technically recommended speed limit), 11 locations were +/- 10 km per hour (9 increases/2 decreases recommended to current posted speed limits) and 4 locations were recommended to increase the current posted speed limit a mix of 10 km per hour to 20 km per hour. Overall, this indicates that the majority (23) of the segment locations were in close compliance with the current posted speed limits.

At many of these locations, the posted speed has been long established prior to the TAC guidelines were adopted by the County. At this time, staff are not recommending changes to the posted speed limits where an increase of 10 km per hour was recommended through this review. The 2 locations (segments of Wellington Road 50 and Wellington Road 41) where a posted speed limit decrease was recommended through this review, staff will provide the committee with revisions to the bylaws to implement these change at an upcoming Roads Committee meeting. The 4 locations (segments of Wellington Road 124, Wellington Road 24, Wellington Road 32, and Wellington Road 6) where the recommended posted speed limits were noted to increase a mix of 10 km per hour to 20 km per hour,

staff recommend that further analysis, monitoring and consultation occur prior to any changes are proposed to the committee. These locations could be subject to the development of Speed Management Plans as proposed in the draft guidelines.

The review study also recommended 4 locations (Wellington Road 19 - 2 locations, Wellington Road 36, Wellington Road 11) where the transition of the posted speed limits could be adjusted to be closer to the urban/rural split. These proposed adjustments would be subject to further review with respect to confirmation of sightlines and safe stopping distance. Any proposed changes to the limits of posted speed limits would require a bylaw revision for approval by the committee.

Recommended Minor Works

For a number of segment locations, recommended adjustments to existing signage (location of signs, additional warning sign tabs) and installation of new signs (speed radar signs, advisory signs, flashing school zones signs). These immediate minor works consisting of 11 locations could be implemented in the short term. With the results of the corridor reviews being used as examples for other corridors that were not reviewed in the study, an annual capital budget allocation of \$50,000.00 to implement minor works for speed management purposes is recommended. This annual capital budget allocation would also be used to fund the development of speed management plans for design and consultation purposes.

Pedestrian crossovers (PXO) were recommended for 5 locations as a speed management measure. The draft Speed Management Guidelines propose that a cost share with the local municipality be determined on a site specific basis as a PXO installation would provide benefits to pedestrian use and to the county road network. An annual capital budget allocation of \$150,000.00 to provide funding for PXOs on County roads is recommended.

Recommended Major Works

Changes to the physical road environment as a means to help manage speed is proposed for 11 locations. These changes consist of traffic calming curb extensions, modifications to the road cross section and urbanization of the right of way through various means such as adding sidewalks, multi use paths, paved boulevards, curb and gutter. These major capital road works require detailed design and estimates and in some cases, full road reconstruction to implement. Cost sharing of elements that are local responsibility such as sidewalks would also need to be determined with the local municipality. The inclusion of these design elements to currently forecasted road projects such as the upcoming reconstruction of WR 32 (Lake Road) would impact those project specific budgets.

Other major work that would have capital budget impacts would be the implementation of Community Safety Zones and Automated Speed Enforcement. The Speed Management Corridor Reviews recommend 3 locations (segments of Wellington Road 24, Wellington Road 18, and Wellington Road 11) as possible candidates for Automated Speed Enforcement. As provided in a September, 2020 report to the Police Services Board, costs for ASE for both capital and operating includes the capital costs for cameras and associated equipment and annual operating costs for processing and administration. Financial impacts were not possible to quantify as the estimates for the number of cameras and number of charges to be issued would need to be determined. CSZ and ASE are speed management tools proposed in the draft guidelines to be implemented as part of a speed management plan. Staff recommend that should the Speed Management Guidelines be adopted, the engagement and consultation elements for these road corridor segments be undertaken. As part of the

development of speed management plans, costing for the implementation of ASE could be determined and provided for consideration by committee and council.

Next Steps

The technical recommendations in the Speed Management Corridor Reviews will help inform cost estimates for the various locations and prioritize implementation. The cost estimate for Recommended Minor Works indicates an annual capital road budget allocation of \$200,000.00 for various minor speed management changes and studies. Technical recommendations for major works that have significant cost implications would be proposed as separate project specific road budgets items or included as part of a road reconstruction project budget. Staff will continue to work on revisions to posted speed limit bylaws with respect to posted speed limit reductions and adjustments to the speed limit transition locations for approval by the committee.

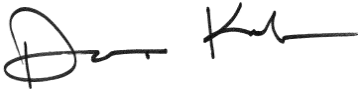
Recommendation:

That the report entitled Road MAP: Speed Management Corridor Reviews be received for information;

And

That an annual allocation of \$200,000.00 for Speed Management Works and Studies as outlined in this report be included in the County's 2022-2031 budget and 10-year plan process.

Respectfully submitted,



Don Kudo, P. Eng.
County Engineer

Attachment: Presentation – Speed Management Corridor Reviews