



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 Guidelines – Revised

Background:

The Committee was provided a presentation, a staff report and a copy of the Speed Management Guidelines at the April, 2021 meeting. At both the committee and council meetings, councilors provided comments on the guidelines and staff provided a follow up report in May, 2021. Both previous staff reports are attached for information.

Staff have worked with the consultant to revise the guideline document and a revised version is included as an attachment to this report. This revised version reflects the comments received and the following is a summary of the changes:

Section 7.1 – Engagement: Establish Project Stakeholders

Comments with respect to road environment and the local context were noted. This section of the guidelines was revised to include a number of additional factors as part of the development of a Speed Management Plan.

The proposed Speed Management Team consisting of Roads and OPP staff would meet quarterly to review not only the technical analysis but also to consider the local context and factors impacting the road environment including traffic volumes and type (trucks, buses), other road users (agricultural equipment, horse and buggy), driveway access type and use (residential, commercial, institutional, industrial).

The guidelines also note that regular reporting to the Roads Committee through the preparation of a summary report of current speed management location reviews would be provided to the committee. This summary report will keep the committee informed on the status of the various speed management corridor reviews in progress prior to staff reports being tabled for decisions at the committee.

Section 7.2 – Engagement: Figure 2- Speed Management and Stakeholder Engagement Process

The Screening Process flowchart was revised to incorporate the Stakeholder Engagement Process. This combined process chart indicates four possible stakeholder points of contact to ensure that consultation with affected parties occurs during a speed management review.

Section 5.2.3 Geometric Modifications- Pedestrian Crossovers (PXOs)

In this section, the guidelines have been revised to note that implementation of PXOs can be considered a measure to not only improve pedestrian safety but also better manage roadway speeds. If a PXO is proposed as an element of a Speed Management Plan, a cost share for the implementation

is noted in the guidelines. A determination on the cost share between the local municipality and the County would be based on site specific factors.

Section 5.3.1 Other Modifications - Speed Display Boards

This section has been revised to note that the implementation of speed display signs as components of a Speed Management Plan will be paid for by the County. The current practice of the cost allocation to the local municipality and/or community group who request speed display signs to be installed that is not part of an identified candidate location of Speed Management Plan, is also noted in the guideline document.

Future Work

Once the guidelines are adopted, a summary companion document to simplify the guideline will be created. This type of simplified document would be used as a public reference resource and as a public education tool. The complete Speed Management Guidelines will be used as an internal document for Roads and OPP staff to have a common base to work from when dealing with speeding complaints. Further development of the guidelines include worksheets for staff to use for recording, compiling and analyzing speed data and criteria, and is planned to be included as appendices in the Speed Management Guidelines document.

Budgets for the costs associated with implementing Speed Management Plans such as PXO and speed radar signs installations will be part of the planning process. The implementation of Community Safety Zones and a move to Automated Speed Enforcement will need budgets to support these costs. It is foreseen that an annual capital allocation to address various speed management issues will need to be developed along with project specific budgets for the implementation of extensive, higher cost speed management controls.

Staff will monitor the effectiveness of the Speed Management Guidelines and make revisions and modifications to the document as necessary.

Summary

The Speed Management Guidelines provide a consistent approach to deal with speeding concerns on the County road network. The guidelines provide criteria to analyze speed and tools to help mitigate speeds. It also details stakeholder engagement, the formation of a Speed Management Team, and regular reporting to the Roads Committee. The revised guideline document addresses a number of the comments received on the initial draft including changes in practices with respect to cost allocation for PXOs and speed radar signs.

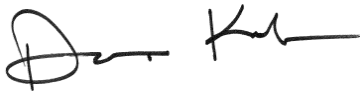
Recommendation:

That the report entitled Road MAP: Speed Management Guidelines – Revised be received for information;

and

That the Speed Management Guidelines dated August, 2021 be approved.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Don Kudo', with a long horizontal stroke extending to the right.

Don Kudo, P. Eng.
County Engineer

Attachments: County of Wellington Speed Management Guidelines - August 2021 – 20-3297
Roads Committee (May 11, 2021) - Road MAP: Speed Management Guidelines – Follow
Up
Roads Committee (April 13, 2021) report - Road MAP: Speed Management Guidelines