



BURNSIDE

Pedestrian Safety Study Municipality of Grey Highlands



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Agenda

- Purpose
- Background Review
- Active Transportation Facility Guidelines
- Identification of Pedestrian Safety Issues
- Collision Considerations
- Resident Feedback / Public Survey
- Investigation of Selected Locations
- Crossing Guard Warrant Review
- General Recommendations

Purpose

- Review of Active Transportation Infrastructure in Sensitive Areas
- Identify Existing Safety Issues
- Review of Technical Guidelines and Best Practices
- Review of Municipal Policies, Standards and Operating Practices

Background Review

- Background Reports Related to Active Transportation Were Reviewed
- Background Documentation Reviewed Consists of, but not Limited to:
 - Grey Highlands Official Plan
 - Grey Highlands Development Standards
 - Grey Highlands 2018 Road Management Plan
 - Grey County Recreational Trails Master Plan
 - Grey Highlands Recreation Master Plan
 - Grey Highlands DRAFT Trails Master Plan
 - Literature Review – Road Safety in Other Jurisdictions

Active Transportation Facility Guidelines

- Review of Various Active Transportation Guidelines and Best Practices was Completed. Including, but Not Limited to:
 - Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities
 - OTM Book 15 – Pedestrian Crossing Treatments
 - Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide (PCCG)
 - Ontario Minimum Maintenance Standards (O.Reg 239/02, as amended by O.Reg 366/18)
 - Ontario Traffic Council (OTC) Crossing Guard Guidelines
 - Safer School Zone Act (Bill 65)
 - Review of Community Safety Zones (CSZ)

Identification of Pedestrian Safety Issues

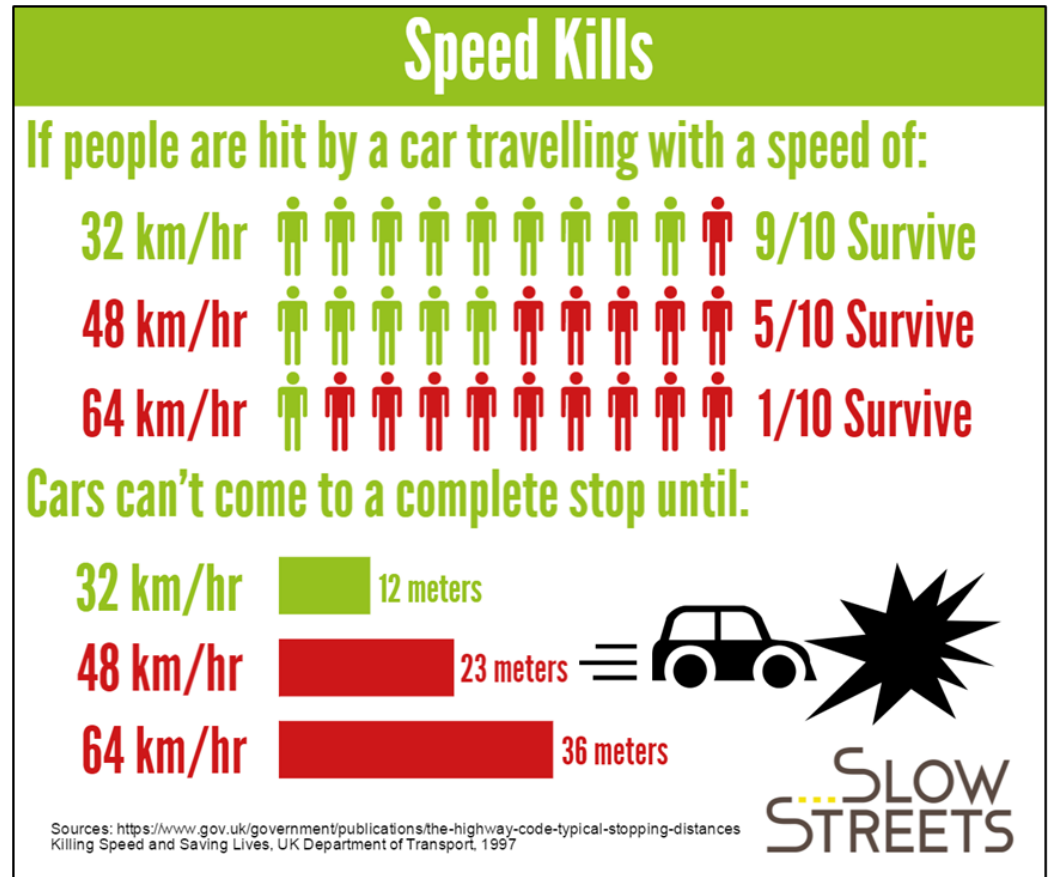
- Police Services Board July 26, 2022 Meeting Minutes Identified:
 - Speeding issues in Kimberley
 - Problems with main roads in Eugenia (narrow roads, no shoulders, no sidewalks, inadequate lighting, lack of speed control, etc.
 - Fatal Collision in Eugenia
- Service Requests Made Through the Municipal Platform were Reviewed.
- Report from the Kimberley Safety Group Regarding Safety in Kimberley was Reviewed.
- Downtown Markdale Community Vision Study was Reviewed.
- Resident Concerns Regarding Traffic Calming in Ceylon were Reviewed and Documented.

Collision Considerations

- Vision Zero:
 - Implemented in Sweden in 1997
 - Goal of Eliminating Deaths and Serious Injuries from Collisions.
 - Widely Adopted Policy and Strategic Goal for Municipalities.
- Vision Zero Principles:
 - Life and Health Cannot be Exchanged for Other Social Benefits.
 - All Serious Injuries and Fatalities are Preventable
 - Road Users are Vulnerable and Should Not be Seriously Injured or Killed as a Result of a Collision
 - Humans are prone to Error, but Collisions Resulting in Severe Injuries or Fatalities Should Not be a Result
 - System-wide Changes are the Most Effective Way to Implement This Strategic Goal.
- Countermeasures can be Categorized Based on the 5 E's
 - Engineering, Education, Enforcement, Engagement and Evaluation

Collision Considerations

- Vehicle Speeds Are One of The Most Important Parameters.



Collision Locations

- Collision Location 1: Inkerman Street and Raglan Street Intersection
 - Collision Involving 4 Pedestrians (1 Fatality)
 - Collision Occurred on July 19, 2022 at Approximately 10:06 pm in Eugenia.
 - No Pavement Markings Present
 - Limited Street Lighting
 - No Sidewalks and/or Sufficient Shoulders
 - Uninterrupted Flow (i.e., No Stop Sign) for 1.2 km Along Inkerman Street



Collision Locations

- Collision Location 2: Toronto Street and Main Street
 - Collision Involving 1 Pedestrian (Life Threatening Injuries)
 - Collision Occurred on November 22, 2019 at Approximately 2:33 pm in Markdale.
 - Intersection is a Meeting Point for 2 Arterial Roads in the Downtown Core
 - Heavy Truck Traffic Due to Local Industries
 - Stop Blocks are Set Back, Increasing Turning Speeds at Crosswalks



Resident Feedback / Public Survey

- In Addition to Desktop Review and Site Visits, a Public Survey was Launched.
- An Online Survey Consisting of 21 Questions Was Developed to Collect The Following key Information:
 - Community that the Responding Residents Reside in.
 - Modes, Frequency and Purpose of Active Transportation Activities.
 - Time Period and Duration of Active Transportation Activities.
 - Frequently Utilized Routes of Active Transportation Activities.
 - Available and Missing Active Transportation Infrastructure.
 - Traffic Conditions Along The Frequently Utilized Routes.
 - Other Concerns Regarding Traffic Operations and/or On-Street Parking.

Resident Feedback / Public Survey

- The primary concerns noted by residents included:
 - Condition of the Existing Pedestrian Infrastructure
 - Lack of Pedestrian Infrastructure
 - High Traffic Speeds and/or High Traffic Volumes
 - Heavy Truck Traffic
 - Unsafe Road Crossings
 - Insufficient Buffer Between Cyclists and Motorists

Investigation of Selected Locations

- The Study Reviewed 8 Specific Locations for Detailed Review.
- Countermeasures were Selected Based on Existing Conditions/Issues.
 - Organized Based on the 5 E's Introduced Earlier.
- Locations Reviewed Include:
 - Main Street and Toronto Street (Markdale)
 - Grey County CP Rail Trail Main Street Crossing (Markdale)
 - Inkerman Street (Eugenia)
 - Canrobert Street and Pellisier Street (Eugenia)
 - Macphail Memorial Elementary School (Flesherton)
 - Community of Kimberley
 - Community of Ceylon
 - Community of Priceville

Crossing Guard Warrant Review

- Detailed review was completed at 7 crossing locations school catchment areas within the Municipality
 - Existing PXO crossing on Main Street East (Markdale)
 - Edith Avenue and Main Street East intersection (Markdale)
 - Campbell Street and Hill Street intersection (Flesherton)
 - Campbell Street and Alice Street intersection (Flesherton)
 - Highland Drive and Toronto Road Intersection (Flesherton)
 - Grey Road 4 / Grey Road 2 / Sideroad 45 intersection (Maxwell)
 - Due to Ongoing Road Construction it is Recommended that Crossing Guard Studies be Completed at the Following Additional Intersections with Toronto Street: Campbell Street, Elizabeth Street.

Crossing Guard Warrant Review

- Analysis was completed using the Ontario Traffic Council (OTC) Exposure Index and gap study methodology.
- A crossing guard is warranted at the existing PXO crossing on Main Street East
- Edith Avenue and Main Street East nearly meets the warrants for a PXO. The Municipality should continue to monitor the number of safe gaps available.
- Based on weather and construction interruptions during the current study work, it is recommended that the Municipality continue to monitor crossing activity.

General Recommendations

- It is Recommended that the Municipality and/or County Continue to Monitor Traffic Operations and Collision Rates at Signalized Intersections. Leading Pedestrian Intervals may be Considered at Signalized Intersections Where Pedestrian Safety is Identified to be an Issue.
- Urban Areas Designated as A Community Safety Zones (CSZ) Should Have a Consistent Speed Limit of 40 km/h Throughout The Municipality. CSZs in the Rural Hamlets Should have Speed Limited of 40 or 50 km/h, Depending on the Pedestrian Environment.
- Where Insufficient Active Transportation Facility are Available (i.e., Sidewalks, Bike Lane, Street Lights), the Municipality Should Implement Satisfactory Facilities With Appropriate Buffer Zones.
- Consideration Should be given to Providing Full Year Maintenance for Active Transportation Facilities, Where Conditions Warrant
- The Municipality Should Monitor and Review Locations of Significant Pedestrian Crossing Activity (e.g., School Areas, Trail Crossings etc.) using OTM Book 15 and PCCG Guidelines for PXO Warrants.
- School Zones Should be Created in all School Catchment Areas that Experience Significant Student Travel Activity. Where A School Zone is Present, Significant Crossings Should be Subject to Ongoing Monitoring for PXO Warrants and/or Crossing Guards Requirements.

General Recommendations

- It is Recommended that the Municipality Formulate a Policy Regarding Traffic Control Signage (e.g., Digital Speed Signs) and Consider Automated Speed Enforcement (ASE). Pedestrian Signage Should be Reviewed on all Roads to Meet the Requirements of the Ontario Traffic Manual and Related Acts and Regulations
- It is Recommended That The Municipality Develops a Posted Speed Limit Policy.
- It is Recommended That The Municipality Consider Adopting Vision Zero Collision Policies.
- It is Recommended That The Municipality Formulate a Traffic Calming Policy
- It is Recommended That Future Updates to The Official Plan and/or Development Standards Reflect Complete Streets Typologies