

Road Safety

Grand Forest Drive, Barrie, ON, Canada

Presented by Daniel J. Rolph, P. Eng.
City of Barrie, Main Council Chambers

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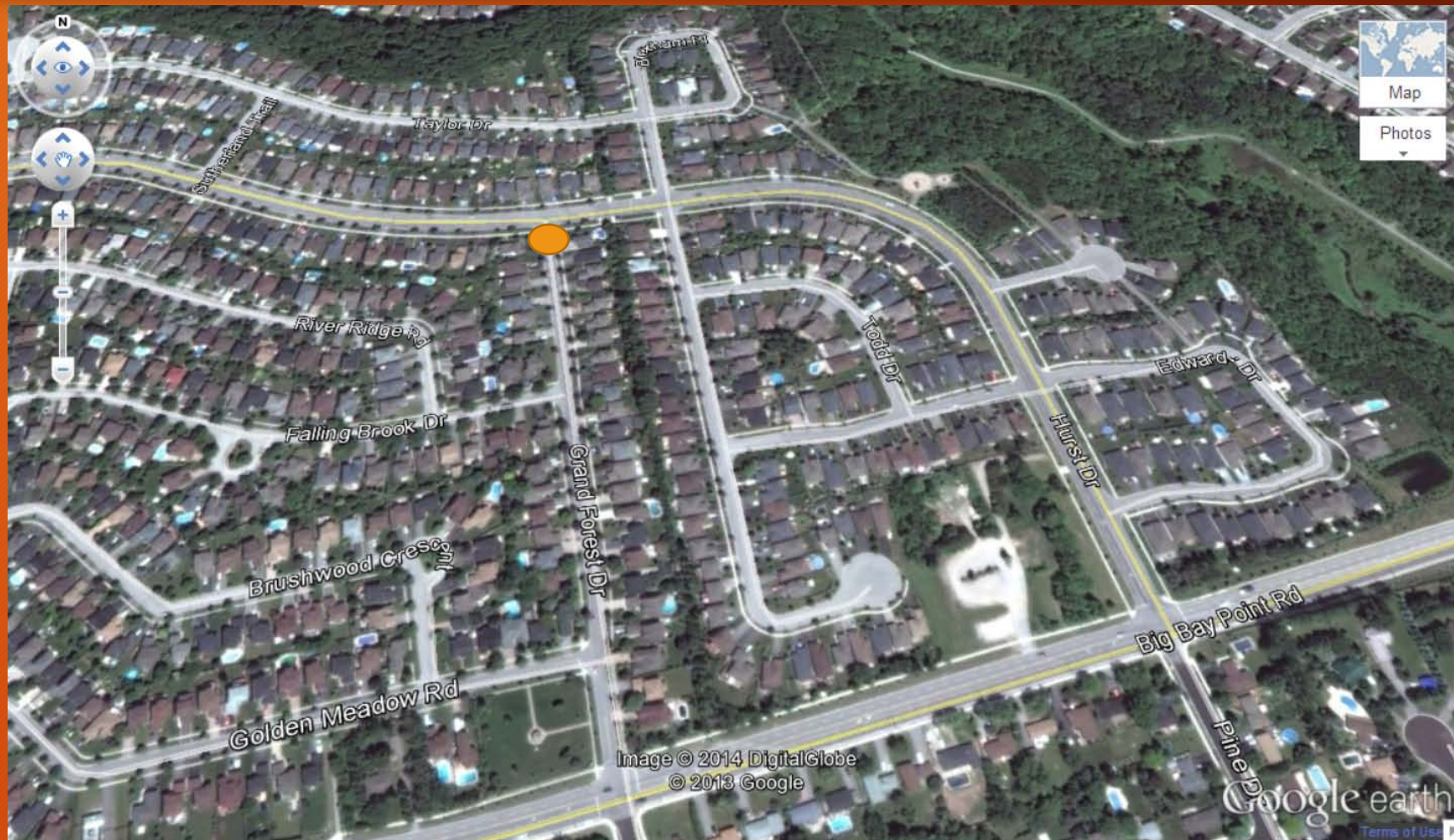
Presenter

- Moved to Barrie from Sudbury in May 2010
- Married, father of two under the age of 8
- Professional engineer (mining)
- First learned of traffic calming intentions for Grand Forest in September 2010 during mayor and councillor election canvassing
- Passionate about thoughtful design and safety

Grand Forest - Arterial Route?



Grand Forest - Street View



Grand Forest - Design

- Long-time residents report the street was originally designed to dead-end at Hurst end, now no room for turnaround bulb
- Over time, became a connecting road between arterial routes Big Bay Point (BBP) and Hurst
- Straight and short in length, i.e., approximately 400 m
- Gentle crest at approximate mid-point of length
- Typical residential two standard lanes, plus small width allowance
- No posted speed limit, therefore maximum 50 km/h
- Re-surfacing will be required soon... (opportunity)

Grand Forest – Current State

- No stop signs along its length
- Signage at both ends of street that trucks are not permitted
 - Accessed regularly by full-size school buses and medium trucks
- Observations of traffic indicates >50% of users do not reside in immediate subdivisions or on the street
- High rates of speed and volume for design of street
- Recent monitoring by Barrie Police
 - 336 vehicles in 2 hours during evening busy period
 - Max speed of 65 km/h, average of 40 km/h
 - Marked police car, early March road conditions
 - Information forwarded to Steve Rose, Supervisor, Traffic Technologists
- Advanced green signal on Big Bay Point removed ~2 years ago

Soliciting Help (2010-Present)

- Current and potential Ward 10 councillors
- Registered traffic complaints with Barrie Police
- Mayor Lehman and Office of the Mayor
- Various City of Barrie traffic staff
- Other Ward councillors, transportation committee members
- Patrick Brown, MP
- Sgt. Furlong, Barrie Police
- Residents

Applicable Legislation

- Defer to City traffic staff for specifics
- MTO restrictions on speed limits within City limits
- Exceptions for safety should and can be made
- Ontario Chief Coroner 2010 report on pedestrian fatalities
 - Recommends reduction of current default 50 km/h limit to 40 km/h
 - Recommends 30 km/h in residential areas
 - <http://www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf>

Concerns

- See following photos taken Tuesday, February 25, 2014 ~ 8am
- 20 minutes spent observing traffic behaviour
- Road width
- Traffic volume and speed
- Relatively good surface conditions and visibility
- Snow banks down 2 ft from peak (so average condition)
- Lack of respect for residents safety









Petition Signatures

- 32 residents from various addresses along the street
- Special thanks to Mike McCann for the initiative in obtaining

Previous Requests

- Initial request was for stop signs installed at Falling Brook
 - Denied by transportation committee (ineffective, emissions?)
- Multiple requests from Alex Nuttall to review permanent measures, or at least install temporary measures
- Speed cushions installed in July 2012, removed ahead of winter
- In 2013, cushions deployed elsewhere due to other calming needs

Results To Date

- Advance green removed at BBP
- Four months of speed cushion calming

Further Work Required

- Status quo is not acceptable - this is a safety issue
- Lower speed limits not permitted under current law? Why?
- Consider 30 km/h and install stop sign at Falling Brook?
 - Must be accompanied by increased, sustained enforcement
- At least 32 residents support permanent calming measures
- Given the well-documented history of concerns, and past actions taken to address the problem, what is the City's legal exposure if nothing is done and someone is injured?
- Who will be held accountable for a solution and communicating it to residents?
 - Single point of contact