



**The Corporation of the Municipality of Wawa
Staff Report**

Office of Infrastructure Services

Prepared For: Committee of the Whole	Report No.: DB 2023 - 02
Agenda Date: February 7, 2023	File No.: C11


Report Purpose

The purpose of this report is to address safety concerns as they relate to perceived speeding vehicles on Municipal residential streets. This report aims to provide Municipal Council with the background information necessary to determine whether it is appropriate to lower the speed limit within the Municipal Townsite and the Michipicoten River Village. The change in speed limit within the Townsite will exclude Mission Road and Main Street as they are classified as MTO highways that have a minimum speed limit of 50km/hr. In addition, the Michipicoten River Village Road and Michipicoten Harbour Road will also be maintained at their existing speed limits of 50km/hr.

Background

The Municipality of Wawa has received complaints from residents regarding the speed of vehicles both within the Townsite of Wawa, and the Michipicoten River Village. To assess the issues related the speeding, the Municipality purchased a “speed spy” camera for the Ontario Provincial Police (OPP) to use to conduct speeding surveys. It should be noted that the speed spy camera capabilities are limited to identifying the speed a passing vehicle is travelling at and the time; no other details such as licence plate or vehicle information are recorded. The results of the speed spy reports completed in 2021 reveal that most vehicles travel between 40-50km/hr. Under the Highway Traffic Act, OPP noted that 10km/hr over the speed limit is only a fine \$40 with no demerit points. Based on the results of the speed spy survey and the shift to speed reductions in other small Municipalities, the OPP in the past has recommended to the Municipality that it may be beneficial to reduce the speed within the Townsite to 40km/hr. OPP also indicated that adding school safety zones would double traffic fines.

In addition to the studies completed by the OPP, residents have indicated concerns over the perceived speeding of heavy trucks and equipment on residential streets. As a result, in 2022 the Municipal Council attempted to pass a by-law to reduce the speed of Municipal heavy trucks and equipment. However, due to the by-law exclusively targeting

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Municipal vehicles, the by-law was not passed by the Court. Therefore, speed limits have not changed on roads adjacent to the Municipal snow dump.

To address the concerns of perceiving speeding of heavy trucks and equipment, Municipal Staff have been working diligently to ensure the safe operation of heavy trucks and equipment while performing necessary daily operations and road maintenance. Measures taken to eliminate the perceived speeding of heavy trucks and equipment includes using alternative routes where appropriate to access the snow dumping site. Furthermore, Directors have participated in ride-alongs with Drivers when possible and noted that in almost all cases the maximum speed limit of 50km/hr could not be reached due to the nature of manoeuvring residential streets and the vehicles' inability to accelerate quickly. It was observed by the Directors that the Municipal heavy trucks travelled between 30-42km/hr, which was dependant on road conditions, and the presence of pedestrian and vehicular traffic.

In conjunction with the Director ride-alongs, the Municipality completed a pedestrian and traffic count on residential streets surrounding the snow dump access and schools. The traffic counts were completed around 3:00PM to 4:00PM, which are considered prime hours for traffic around the school zone. Results for all the roads surveyed indicated there is up to ten (10) times more passenger vehicle traffic than that of heavy truck and equipment. It is important to acknowledge that all roads surveyed had a similar amount of heavy vehicle traffic, which is a direct result of Municipal Staff attempting to use varied route options when appropriate.

Municipal Council should also be aware that there are currently no records of any traffic related violations involving Municipal heavy equipment or vehicles on streets adjacent to the snow dump.

To further support the transition to the 40km/hr speed limit, the City of Toronto has implemented a Complete Street Guideline. Complete Street Models focus on the importance of safety and assess for all user types that include traffic safety and calming measures. Figure 8-5 from the City of Toronto's Complete Street Guideline illustrates that a reduction in speed from 50km/hr to 40km/hr increases the chances of survival for a vulnerable road user from 15% to 70%.

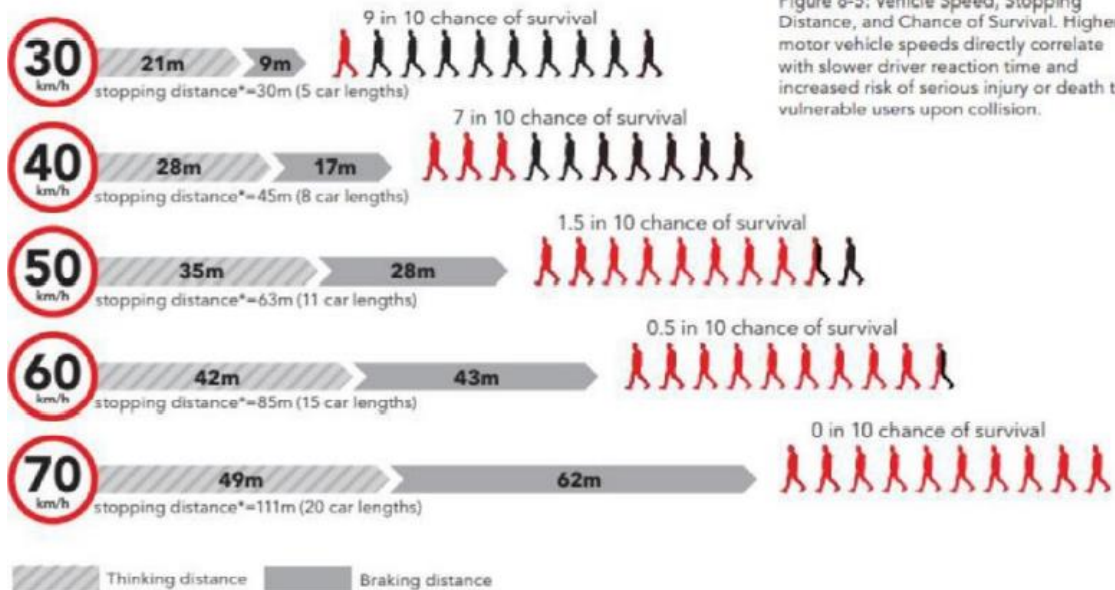


Figure 8-5: Vehicle Speed, Stopping Distance, and Chance of Survival. Higher motor vehicle speeds directly correlate with slower driver reaction time and increased risk of serious injury or death to vulnerable users upon collision.

*Stopping distances during wet conditions. Single car length=5.6m. Based on a 2.5s reaction time, representing 90th percentile of drivers.

source: Adapted from World Health Organization, 2008. Speed management: a road safety manual for decision-makers and practitioners. Transportation Association of Canada, 2011. Geometric Design Guide for Canadian Roads Part 1. 1.2.5.2 - 1.2.5.4.

Staff Recommendation

Given the history of the Municipality's issue with perceived speeding by all vehicle types on residential streets, the Municipality is recommending the following speed limit reductions to be adopted by Council:

- Reduce the Townsite speed limit from 50km/hr to 40km/hr;
 - This change excludes Mission Road and Main Street as they are part of the provincial highway system (Highway 101) and cannot have speed limits less than 50km/hr as identified by the MTO.
- Reduce the Michipicoten River Village speed limit from 50km/hr to 40km/hr;
 - This change excludes the Michipicoten River Village Road and Michipicoten Harbour Road.

Please see Figure 1 – Proposed Speed Changes for Wawa Townsite, and Figure 2 – Proposed Speed Changes for Michipicoten River Village for an illustration of the proposed speed limit changes. The red areas on both maps indicate 50km/hr zones, with yellow zones indicating a change to the 40km/hr speed limit.

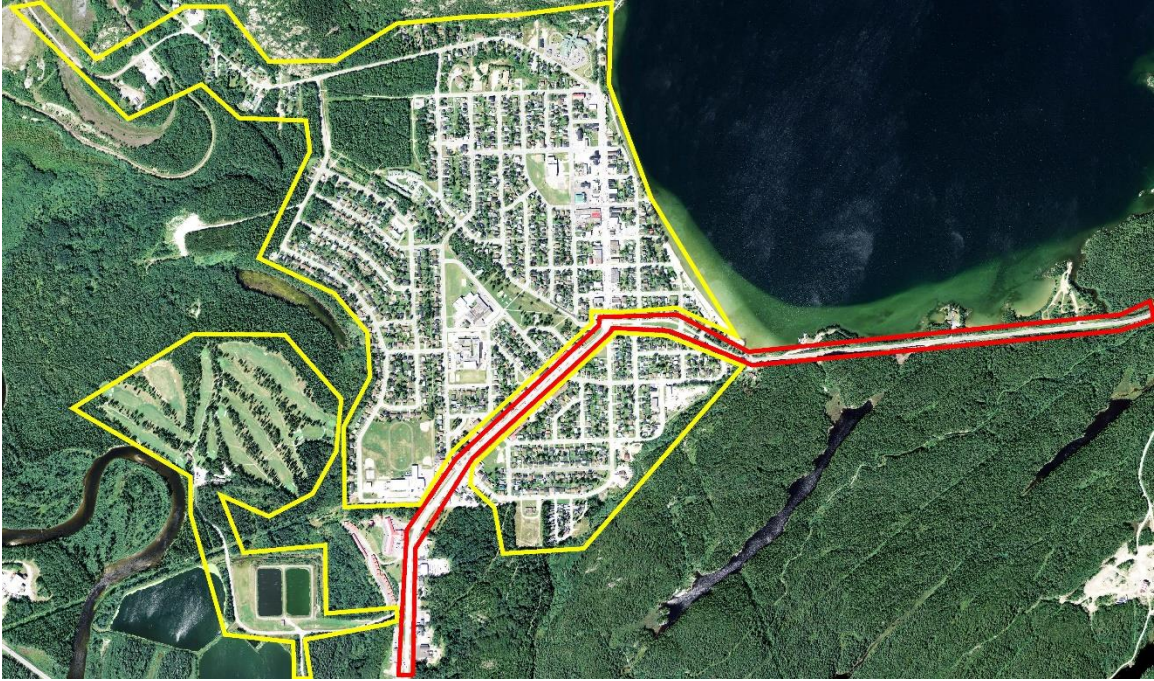


Figure 1– Proposed Speed Changes for Wawa Townsite

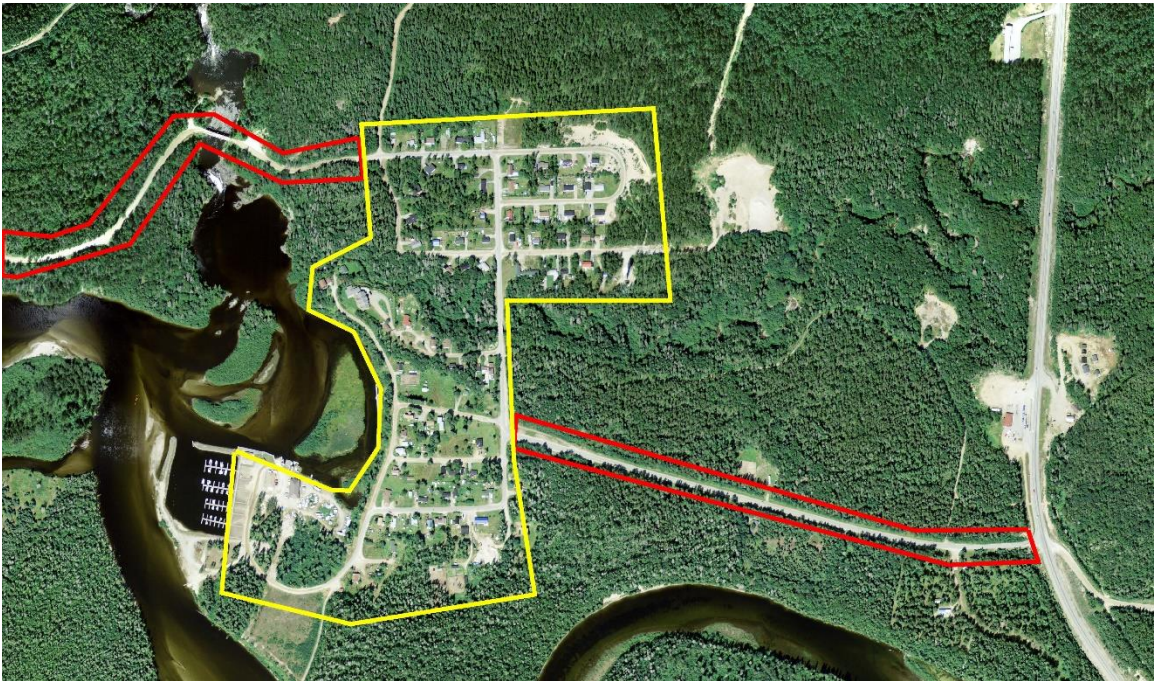


Figure 2 – Proposed Speed Changes for Michipicoten River Village

Despite the speed limit changes noted above, Municipal Staff would like to remind and encourage Municipal Council and residents to notify the OPP if they identify a perceived speeding issue.

Recommended Next Steps

If Council finds it agreeable to move towards changing the speed limit to 40km/hr on the residential streets indicated on Figures 1 and 2, Municipal Staff will take the following next steps:

- 1) Host Public Consultation Opportunities
- 2) Amend Traffic By-Laws and/or Develop New Municipal Policies
- 3) Order Signage
- 4) Provide Public Education Opportunities
- 5) Implement Signage for Summer 2023

Council should note that Municipal Staff have increased the Operational Budget for signage in anticipation of moving forward with the 40km/hr speed limit changes.

Attachments

Attachment 1: Speed Spy Report – Churchill Avenue – Wawa May 2021

Attachment 2: Speed Spy Report – Government Road – Wawa May 2021