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October 13, 2016

Town of Minto  
5941 Highway No. 89  
HARRISTON, Ontario  
N0G 1Z0

ATTENTION: Bill White  
Chief Administrative Officer/Clerk

RE: TOWN OF MINTO  
QUEEN STREET SOUTH  
PALMERSTON  
OUR FILE: A3153A

Dear Sir:

This report has been prepared to address safety concerns that have been raised in regard to Queen Street South in Palmerston. We have reviewed the site and the Staff Report dated April 8, 2016, prepared by Mr. Mike McIsaac, Road Foreman.

It has been identified that residents have raised concerns with the speed of traffic on Queen Street (which has a posted speed limit of 50 km/h), and with vehicles disobeying the stop signs on Queen Street at Walker Street. It is our understanding that no speed studies have been carried out to verify the speed of traffic. However, since Queen Street provides a connection to North Perth and the location of the study area is near the edge of the urban area are factors that may lead to increased speeds on this roadway.

The Staff Report identifies that a three-way stop was installed at the intersection of Queen Street and Walker Street in 2011 under Bylaw 2011-069. It is identified that the all-way stop is not warranted under Book 5 of the Ontario Safety Manual (OTM). The Report also identifies that OTM Book 5 states that all way stop signs are not suitable speed control devices and should not be used to slow traffic in residential areas. We concur with the statements and conclusions in the report regarding this existing all-way stop.

Further we note that the Transportation Association of Canada *Neighbourhood Guide to Traffic Calming* also states "Stop signs used as traffic calming measures may not be effective, and may create compliance problems."

The reports of non-compliance with the stop signs on Queen Street would tend to support the position of these Transportation publications that all-way stop signs are not particularly effective as speed control measures. That said, the removal of stop signs is also problematic in that many residents have become used to them.

From Walker Street northerly, Queen Street has an urban cross-section with barrier curb and gutter and sidewalk on the west side. The asphalt width is 6.5 metres, which is less than the standard of 8.0 metres for a local urban road. Parking is prohibited on the west side of the street. South of Walker Street, the asphalt width is 6.8 metres, with no curbs and no sidewalk. There are no parking restrictions on this section of the road. Sight distances are very good in both directions. The attached photos show Queen Street looking north and south from Walker Street.

The existing posted speed limit is 50 km/h. This is an appropriate speed limit for this residential street. We do not recommend reducing the speed limit, as the posting of unrealistically low speed limits tends to frustrate drivers and lead to even less compliance. Even drivers that tend to obey speed limits will end up exceeding speed limits that they perceive to be unrealistically low. Instead, education and enforcement of the existing speed limit is recommended.

We have not identified any concerns with the configuration of Queen Street that would be a safety concern. The road is straight and sight distances are good. While the roadway width is less than Town Standard, the pavement width of 6.5 to 6.8 metres is acceptable for two way traffic. The slightly narrower pavement may have a traffic calming effect.

It is desirable (but not required) that urban streets have a sidewalk on at least one side. It is our understanding that this section of Queen Street may be scheduled for upgrades within the next five years. The provision of curb and gutter with sidewalk on one side is recommended at the time of reconstruction to emphasize the urban nature of the roadway, and accommodate pedestrians.

## **POTENTIAL MEASURES**

### **Removal of the All-Way Stop**

From a traffic engineering perspective, removal of the unwarranted all-way stop would be recommended. However, this process requires community involvement, advertising, and advance signing. Unless there is consensus in the local community to remove the stop signs on Queen Street at Walker Street, we recommend that they be retained at this time. There do not appear to be any sight distance issues with seeing the stop signs, but stop bars should be painted on the roadway to provide better emphasis.

### **Traffic Calming**

There are a number of traffic calming measures that can be considered, including chicanes, speed humps, marked or textured cross-walks, provision of on-street parking etc. All potential traffic calming measures have benefits and disbenefits. All measures are not perceived the same way by both residents and street users. Careful study and community involvement is key to successful implementation. Some municipalities have developed policies which address prioritization and implementation.

Prior to the consideration of any more extensive traffic calming measures, we recommend the implementation of more limited measures as well as awareness.

### **Awareness, Education and Enforcement**

Motorists may not be aware of their speed, or fail to recognise the urban setting and need to moderate their speed. It is suggested that the Town install temporary portable speed signs. These signs provide a readout of approaching vehicle speed, flashing when the speed exceeds the posted speed. The signs also log traffic volumes and speeds and provide reports to the Municipality. These

signs are usually installed for a period of one week. Following this education period, the police should be requested to provide periodic enforcement of both speed and failure to stop.

## **CONCLUSIONS AND RECOMMENDATIONS**

A review of the site has not identified any inherent safety concerns.

The existing all-way stop, while not warranted, should be retained, and emphasized by painting stop bars.

When Queen Street is scheduled for improvements, provision of curb and gutter, and sidewalk on one side should be considered.

An awareness, education, and enforcement program should be implemented including the installation of temporary portable electronic speed signs, followed by increased enforcement.

We trust that this information is satisfactory for your present requirements and should you have any questions, please do not hesitate to contact the undersigned.

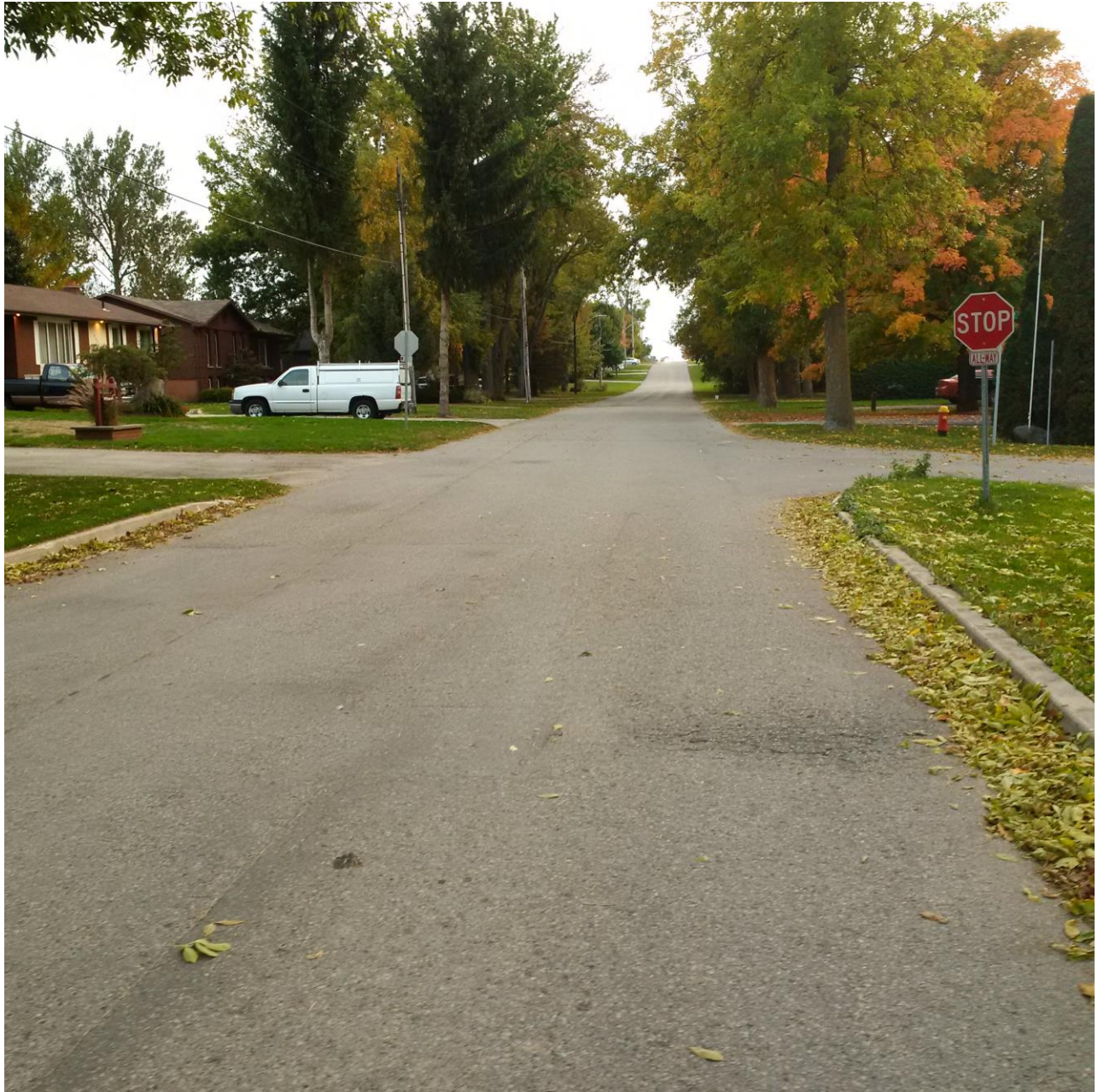
Yours very truly,

TRITON ENGINEERING SERVICES LIMITED



Howard Wray, P. Eng.

cc: Paul F. Ziegler, C.E.T



Queen Street Looking South





Queen Street Looking North