



Report back to the community

November 2018

What would it take to have a safe highway 6?



We dedicate this report and all actions that arise from it, to our first responders.

And the memories of:

**Traves Atchison
Jana Watson
Chad Honneyman**

and all souls lost prior

“There are memories that time does not erase...
Forever does not make loss forgettable, only bearable.”
Cassandra Clare

Prepared by:

Francesca Dobbyn
United Way of Bruce Grey
execdir@unitedwaybg.com

From presentations data and reports provided by:

Bruce Peninsula OPP
Ministry of Transportation
Owen Sound Transportation Company – Chi Cheemaun
Parks Canada – Bruce Peninsula National Park

Under the leadership of

Terry Bell
Chair, Bruce Peninsula Safe Communities Committee
terrybell@outlook.com

For more information on the Bruce Peninsula Safe Communities Committee please contact Committee Secretary/Treasurer Francesca Dobbyn at 519-376-1560, execdir@unitedwaybg.com

In 2017 - What would it take to have a safe highway 6?

This question was posed in two community meetings in the fall of 2017. As a result of concerns regarding the number of speeding and other traffic tickets, along with 4 fatalities the Bruce Peninsula Safe Communities Committee (BPSCC) embarked on hosting 2 community meetings. One in South Bruce Peninsula and one in Northern Bruce Peninsula. During the planning there was a 5th fatality, adding urgency and concern to the entire community.

The format and agenda were kept simple to focus on creating a community dialogue at both meetings.

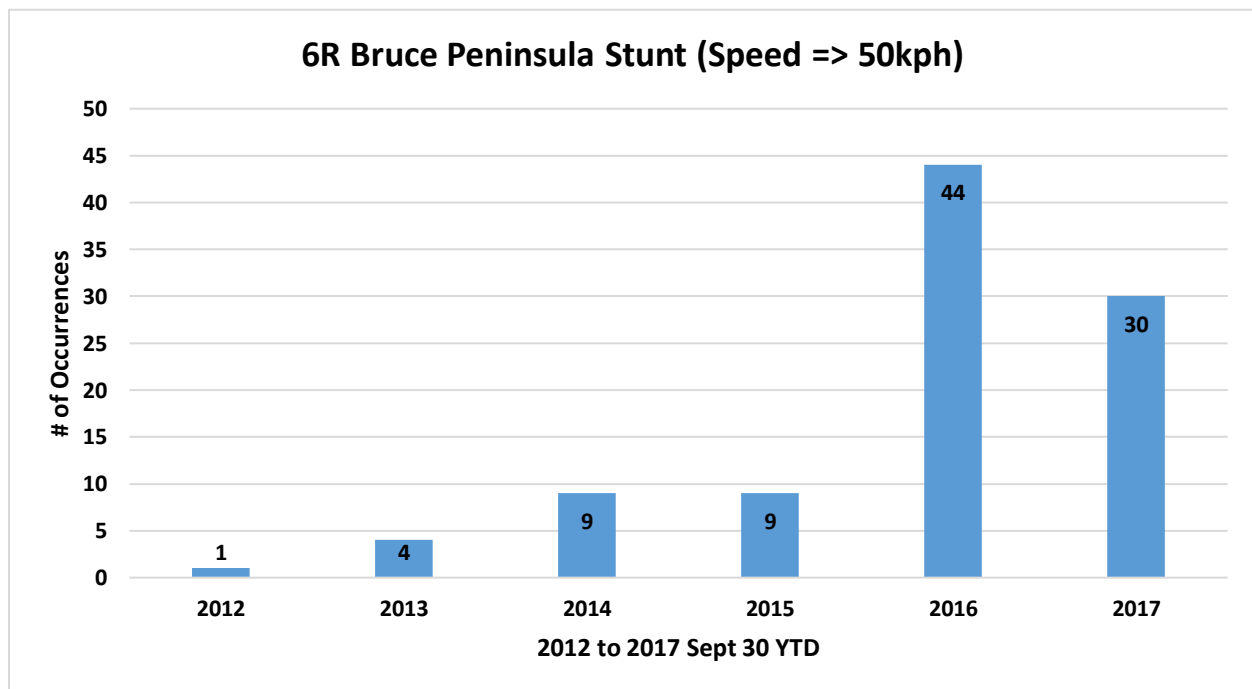
Francesca Dobbyn, Executive Director of the United Way of Bruce Grey, who serves as the Secretary Treasure for the group facilitated both meeting. The meetings were opened by Terry Bell, chair of the committee.

Community Safety Officer Provincial Constable Adam Belanger reviewed statistics on charges laid by OPP officers within the Bruce Peninsula detachment catchment area (therefore not all on highway 6).

Constable Belanger's data demonstrated that most collisions occurred during peak day time hours, and that stunt driving charges had a correlation to tourism traffic and generalized 'summer' weather patterns.

There has also been a significant increase in the number of charges laid in the past 5 years.

Something had to be done.



Report Back to the Community

Significant initiatives and changes were undertaken in 2018 by a variety of partners to address traffic safety on the Bruce Peninsula with a focus on highway 6. The Safe Communities Committee decided to once again, host 2 public meetings to bring the broader community up to date on these activities and the results.

The meetings were held in Wiarton and Lions Head in November. This report is a summary of the information provided at those meetings.

Speeding

While there are many aspects to safe driving, excessive speeding was identified as an issue in 2017 as the number of stunt driving (driving more than 50 km/h over the speed limit) charges had grown significantly.

The Safe Communities Committee embarked on a fundraising efforts to raise funds to purchase SpeedSpy devices for the OPP. SpeedSpys use radar technology to measure 3 data points of traffic: date, time of day and speed. The device is not used for enforcement and cannot differentiate between a first responder vehicle responding to a call and a vehicle stunt driving. It simply measures the vehicle speed, time and date.

This data collection is important as it can pinpoint where and when excessive speeding is or is not happening. It then allows the OPP to deploy its resources accordingly.

Due to a significant response to the call for donations, the Committee was able to purchase 2 devices, a value of excess of \$7 000. We thank those that stepped forward and helped fund these devices.

The SpeedSpy devices tracked 354 vehicles stunt driving in the 18 days the devices were deployed.

2018 saw a 300% increase in the number of stunt driving charges laid.

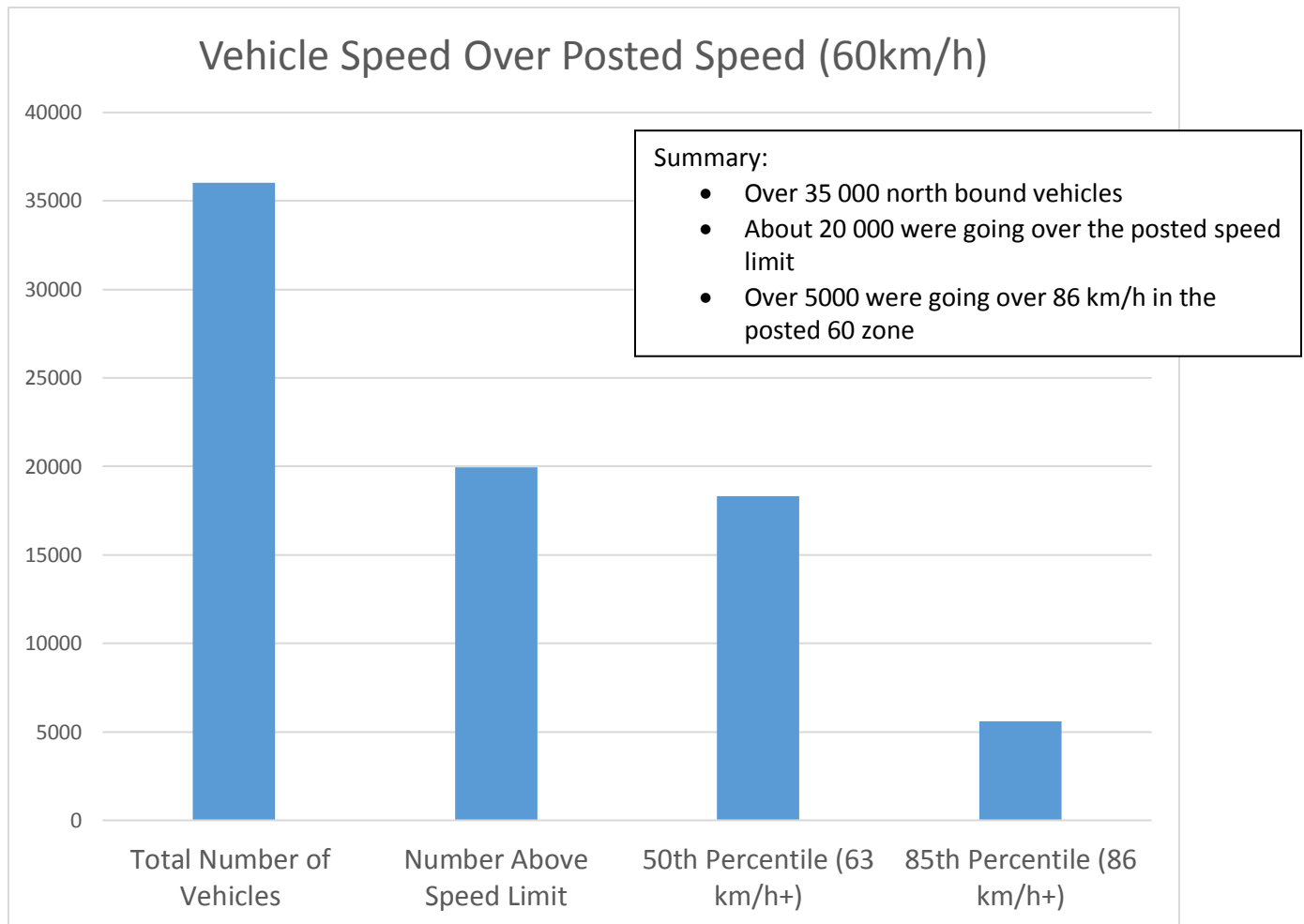
In **2017** Bruce Peninsula OPP officers charged **43 drivers** with Stunt driving- 50km/h or more over the posted speed limit - Jan 1 to Dec 31, 2017

In **2018** Bruce Peninsula OPP officers charged **130 drivers** with Stunt driving- 50km/h or more over the posted speed limit - Jan 1 to November 12 2018

SpeedSpy Data Results

June 29 – July 4 – Canada Day weekend

Ferndale – 60 km per hour zone



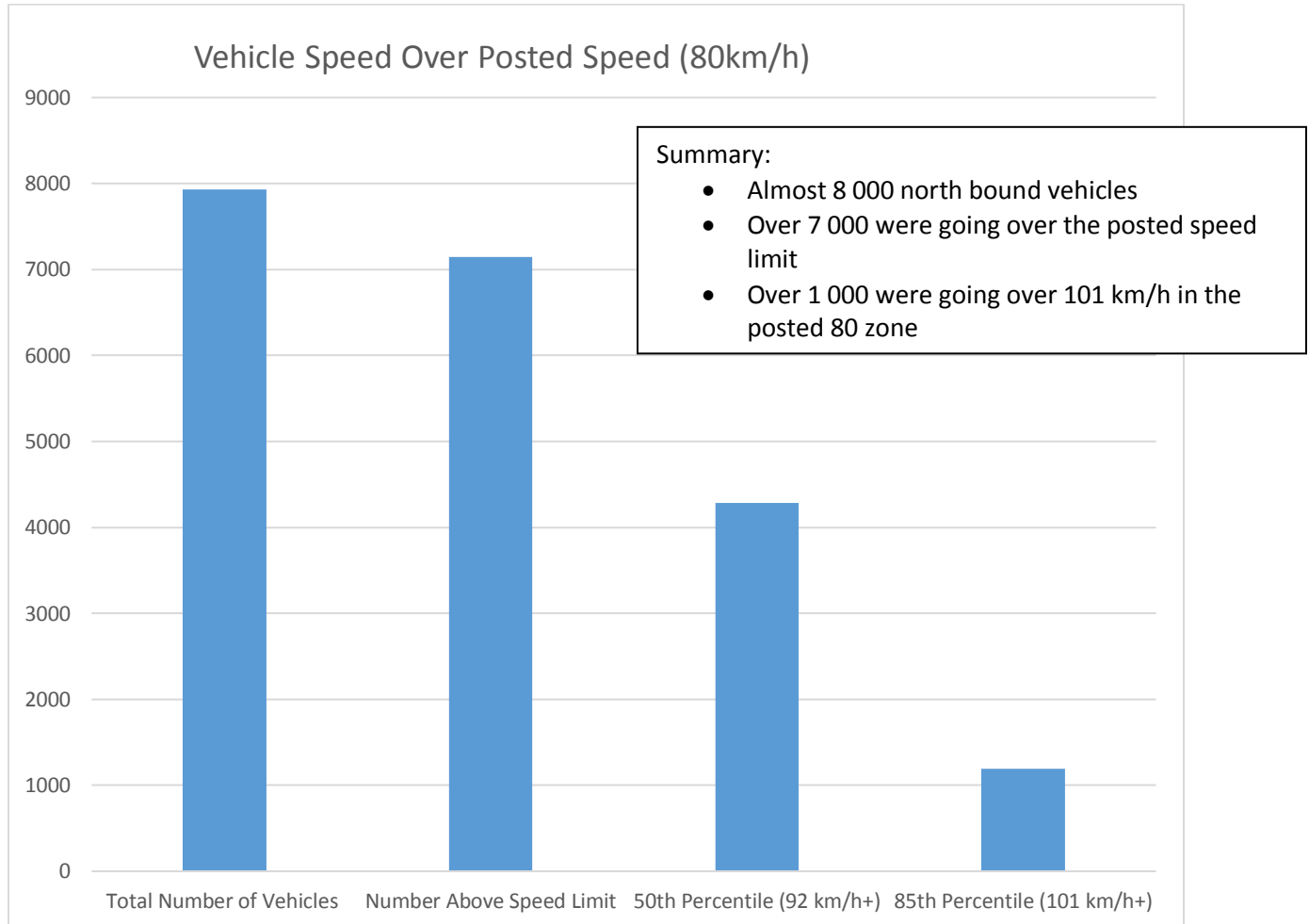
Vehicles Stunt Racing - 256 vehicles stunt driving

Day	Count	Average Speed
Friday	33	121.8
Saturday	77	117.9
Sunday	57	118.1
Monday	39	120.4
Tuesday	34	115.8
Wednesday	16	117.3



August 9 - 12

South of Mar – Picnic Rest Area– 80 km per hour zone



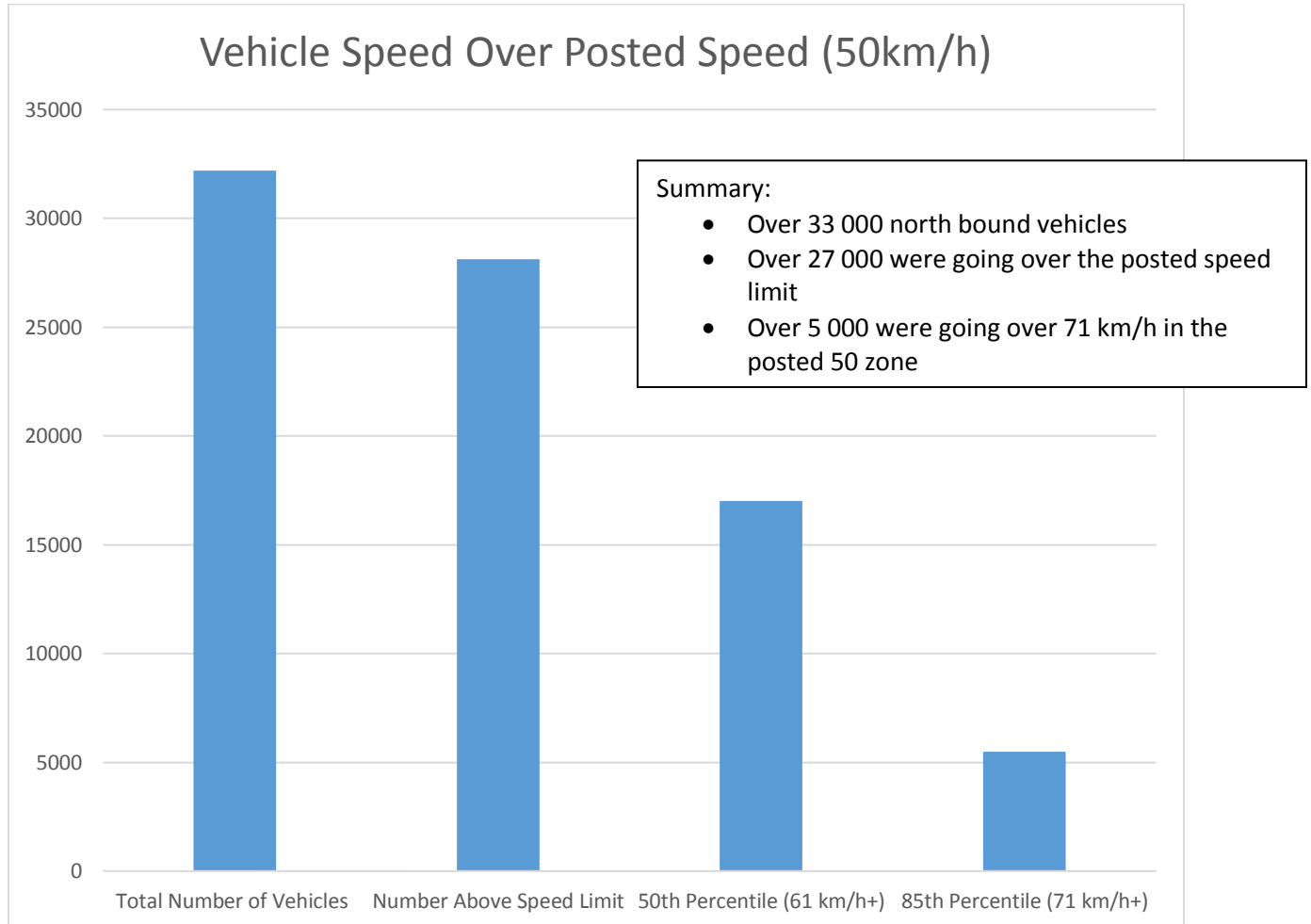
Vehicles Stunt Racing – 30 vehicles stunt driving

Day	Count	Average Speed
Friday	13	139.9
Saturday	15	135.8
Sunday	2	139.5



August 16 - 23

South of Tobermory– 50 km per hour zone



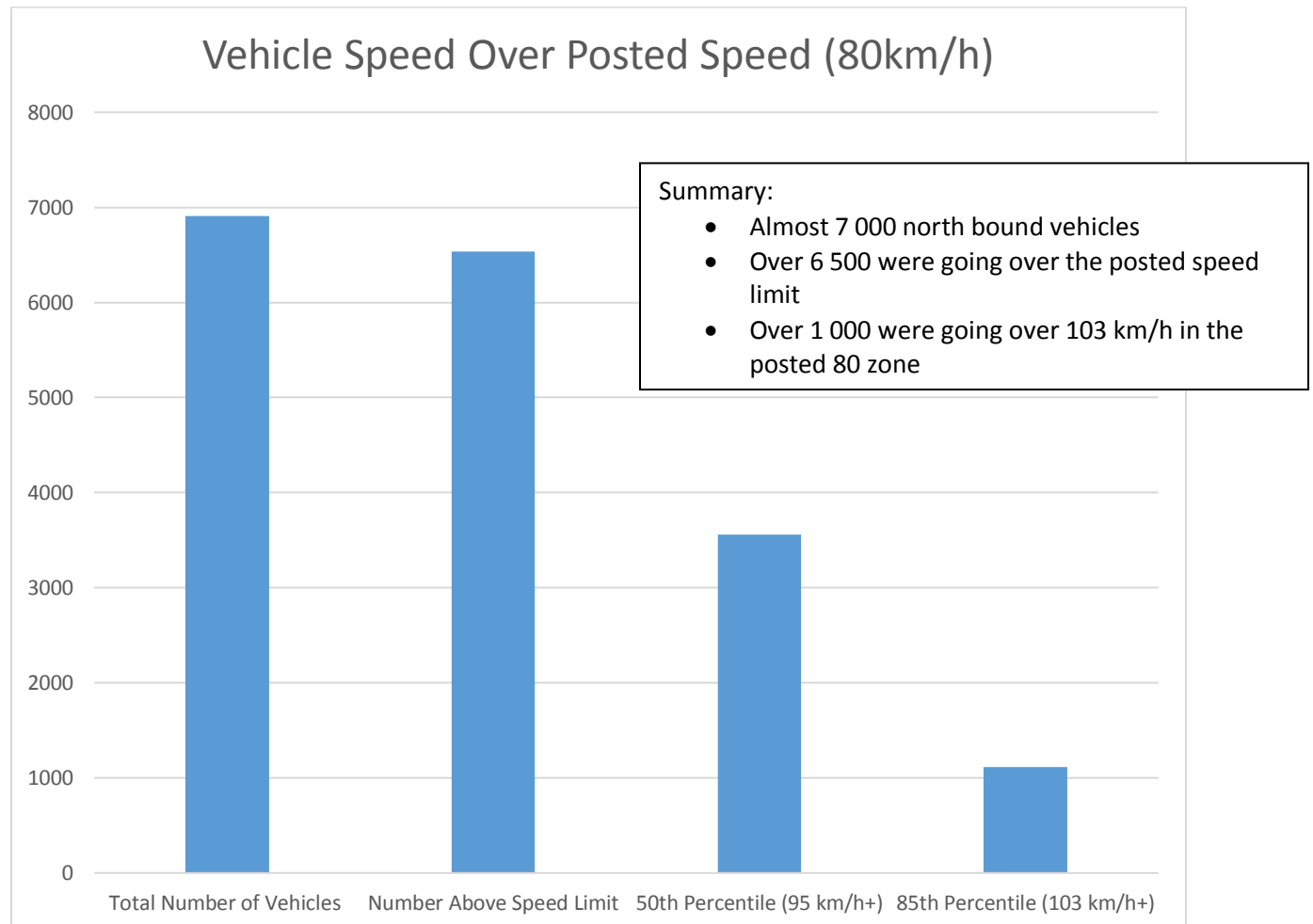
Vehicles Stunt Racing – 30 vehicles stunt driving

Day	Count	Average Speed
Friday	2	105.5
Saturday	8	102.6
Sunday	6	104.8
Monday	5	108.8
Tuesday	6	104.8
Wednesday	3	104.3



October 5 – 7 – Thanksgiving Weekend

Highway 6 north of Pike Bay Road – 80 km per hour zone



Vehicles Stunt Racing – 38 vehicles stunt driving

Day	Count	Average Speed
Friday	8	136.875
Saturday	19	134.263
Sunday	11	136.9



Ministry of Transportation – Speed Study

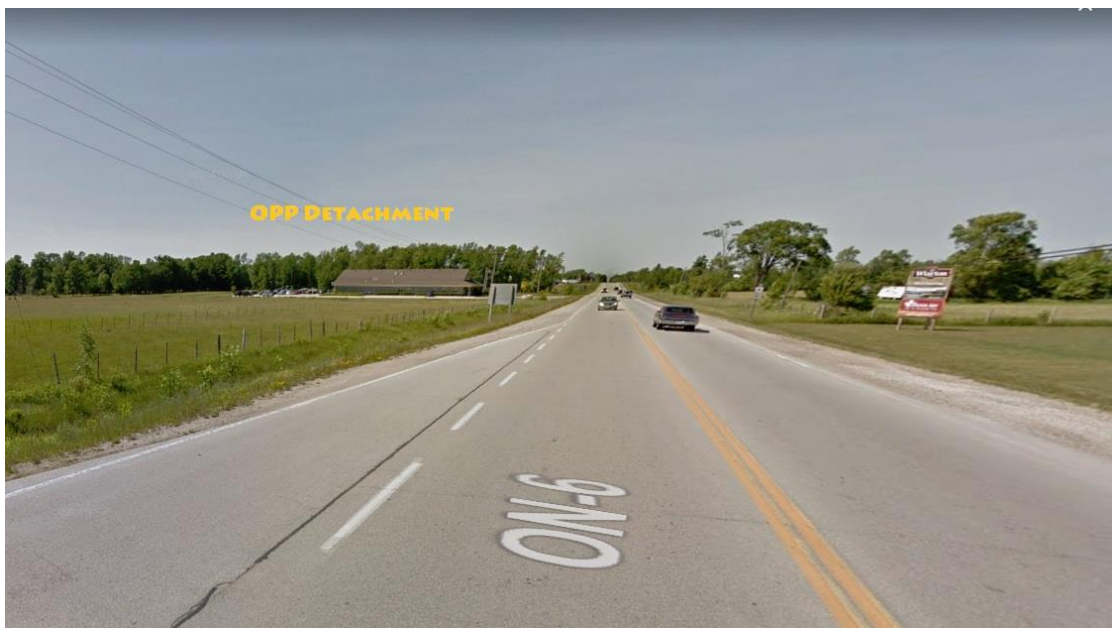
The MTO also conducted 3 speed studies in 3 different locations

Highway 6 - Speed Study Summary				
Date	Location	Total Number of Vehicles	85th Percentile Speed	Highest Recorded Speed km/h
Thursday May 17 to Tuesday May 22, 2018	North of Bruce Road 9/Colpoy's Bay Road	27854	99.56	200
Friday June 29 to Wednesday July 4, 2018	North of Johnson Harbour Road	35800	100.215	200
Thursday August 2 to Wednesday August 8, 2018	North of Grey Road 17 N. Jct/Boat Lake Road	82554	97.70	150

MTO equipment cannot measure beyond 200 km/h so it is possible that vehicles exceeded that speed.

From the Grey Road 17 N location you can see the Wiarton OPP Detachment.

(screenshot – Google maps)



General Enforcement and changes

The OPP increased the number and presence of traffic enforcement officers on Highway 6 during recognized peak times of day and times of the week.

Completed traffic safety video to educate and inform drivers.

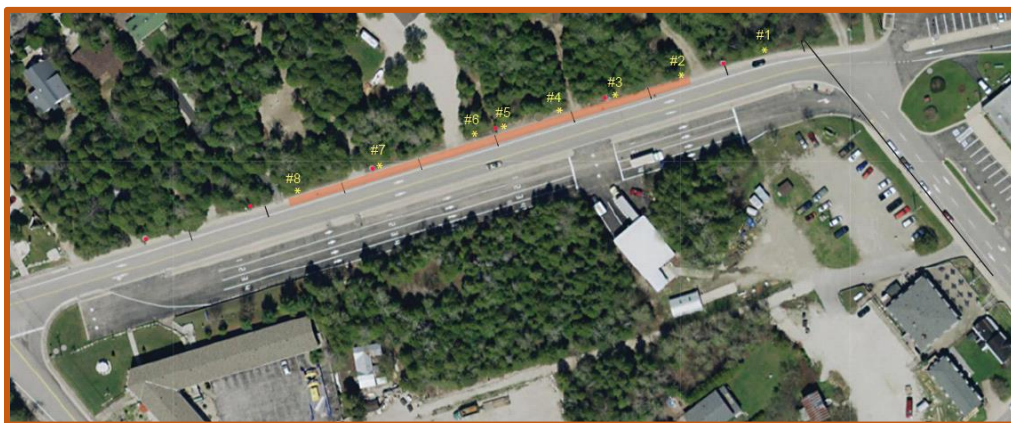
The OPP were able to borrow a LIDAR device, which proved so successful the detachment has obtained a permanent LIDAR device for deployment. The device uses laser technology rather than radio technology of typical speed radar devices. The deploying office can pick a car out of a group of vehicles and put the dot directly on that vehicle, and it measures the speed with extreme accuracy.

The MTO reviewed the centre lane road markings and extended 2 no passing zones to exceed standard requirements.

Parking near the Dorcas Bay Road and highway 6 intersection was banned to improve highway sightlines.

Chi Cheemaun reservation agents would review the need to be at the ferry dock one hour prior to departure, as well as any ongoing road construction that could cause delays and result in passengers 'rushing' to catch the ferry.

A truck marshalling area was created in Tobermory so that the Chi Cheemaun can off load a few larger truckers and or RVs who then park. The smaller vehicle traffic is then unloaded and sent along its way. This "uncorking" of the ferry ensures that the slower larger traffic is not at the front of the southbound traffic cluster.



Aircraft Enforcement

Highway 6 is the first and only 2 lane highway in Ontario to be marked and subsequently enforced by the OPP aerial Enforcement Program.

The MTO worked with the OPP to determine the best location for aircraft enforcement and south of Ferndale was the chosen location. The pavement is marked in blocks and road side signage. The installation took place in May of 2018.



The airplane was in the OPP western region for 6 days in 2018. Four days over the 400 series highways and 2 days on highway 6.

Despite only being in the region for 33% of the time, highway 6 was responsible for over 50% of the charges laid in the 6 day time frame.



*Not to scale

Social Media and Community Engagement

Traffic complaints, made by the public, for unsafe driving on Highway 6

2017
(JAN 1 – DEC 31)
South Bruce Peninsula **141**
Northern Bruce Peninsula **109**

Total – 250 traffic complaints

2018
(JAN 1 – NOV 12)
South Bruce Peninsula **190**
Northern Bruce Peninsula **160**

Total – 350 traffic complaints

The public remains the great ally in creating a safer highway 6. There was a significant increase in calls to the OPP to report dangerous and unsafe driving.

Multiple partners: OPP, MTO, Chi Cheemaun and locals were all instrumental in sharing out messages through social media.

Social media posts such as these, also engaged the public and local mainstream media in the effort.



Signage

Four more yellow and blue safety signs specific to the stunt driving fines were installed on the highway, in addition to the other yellow and blue safety signs that had been previously installed.



Larger oversized speed limit signs are being Installed with plans for more to be installed in 2019.



Two Portable variable message signs were deployed on the peninsula for the summer. The first was at Weir's road for northbound traffic. The second just south of Warner Bay road for southbound traffic.

The signs displayed different safety messages for drivers



Parks Canada

Bruce Peninsula National Park and Fathom Five National Marine Park are the 2 most visited national parks in Ontario. In 2016 more cars were turned away from the parks than actually visited the parks.

Changes with the park to assist with increased visitor attention:

- Four hour parking limit at Cyprus Lake location (Grotto)
- Increased the number of front line staff
- Limit the number of vehicles and or people at any given time in one place
- Introduced online reservation system for 4 hour trips to the Grotto

These changes in combination with a focus on ‘redirecting’ tourists resulted in a 38% reduction in redirects comparing 2016 to 2017 and 12% reduction going from 2017 to 2018 season.



Ideas for 2019

From the Community

At the November 13th and 14th public meetings the following ideas were suggested:

- Passing lanes
- Request a portion of the fines levied against stunt drivers be returned to the community to fund the safety efforts
- A return of photo radar
- Review the home communities of those charged with stunt driving and provide messaging in their home communities
- Multi-lingual and or pictographic signage both to direct people but also provide a safety message

From Partners

The Chi Cheemaun is looking at 'dry camping' for RVs at the ferry dock, so that more RVs and the like take the first crossing of the day, therefore spreading out the larger vehicles to other sailings.

The MTO will continue to review speed limit designations in various areas adjusting as needed, along with additional signage and the potential of adjusting highway markings to change behaviours.

Sign messages possible for 2019

**Speed Kills
Slow Down**

**People Live Here
Don't Speed**

**Report
Impaired Driving
Call 911**

**Safety First
Obey Speed Limits**

**Arrive Alive
Don't Drive
Impaired**



The Bruce Peninsula Safe Communities Committee received its accreditation from Parachute Canada in May of 2017.

The committee had been meeting for almost 3 years and had run numerous local initiatives that focused on reducing injuries and creating a safer community over all.

The committee meets the first Thursday of each month and welcomes community partners to join.

Sixty-nine communities in Canada have been designated as Safe Communities, with more communities seeking this designation every year. Canadian Safe Communities believe that a safe life is a basic right.

The official designation of a municipality as a Safe Community indicates a publicly articulated commitment to work towards a safer locality for all. It is the beginning of a concerted effort to make injury prevention and safety promotion a top community priority with tangible results, ultimately creating safer places where citizens can live, work and play.



Communities bring together local officials from their municipalities at a leadership table, including representatives from local government, public health, police, fire and emergency services, educational institutions, local business, and health and safety organizations. Designated Safe Communities have completed a formal Priority Setting Exercise and community scan, to inform their programming decisions, and they have a proven plan for sustainability.



As part of Safe Driving Week local first responders, under the Safe Communities leadership, at Bruce Peninsula District School conduct a: *We Love the Way You Drive* interaction recognizing those leaving the school fully prepared to drive safely.