

Tavistock “5 Corners” Community Consultation Meeting

October 25, 2011 – 7 pm

Tavistock & District Recreation Centre – Upper Hall

Meeting Facilitated by: Don McKay, Mayor, Township of East Zorra-Tavistock

Township Councillors present: Mayor Don McKay, Deputy Mayor Maureen Ralph, Councillor Linda Fulton.

Township Staff Present: CAO Jeff Carswell, Director of Public Works and Development Dennis O’Neil and Township Fire Chief Scott Alexander.

Meeting Notes Prepared by: Scott Alexander, Fire Chief and Jeff Carswell, CAO, Township of East Zorra-Tavistock

The meeting was broken into several steps, the first being stakeholder identification and then desired outcomes that should be achieved. Following these steps, the various options that could be considered were identified. The final step was to evaluate the options against the stakeholders and desired outcomes to determine which options would best meet the stakeholder needs and desired outcomes.

Stakeholder Identification:

The first step for the consultation was to identify the stakeholders and users of the intersection (who is affected):

- Cars, vehicles
- Trucks
- Emergency Services
- Pedestrians
- Cyclists
- Post Office, Jutzi, businesses right on the corner
- Parades
- Farm Equipment

Desired Outcomes:

Various outcomes were identified for the intersection (what do we want):

- Improved Safety for Drivers and Pedestrians
- Shorter wait times
- Less confusion / more clarity
- confidence that you know what the other drivers will be doing
- less traffic, especially trucks

- fewer accidents / less severe accidents
- reduction in the potential for accidents
- stop trucks / vehicles from stopping the middle of the intersection
- prevent people from cutting through Jutzi and Tavistock Vets
- reduce/eliminate desire to “beat the light”
- slow down left turns from Hope Street West onto Woodstock Street South (large arcing turn permits high speed)

Options that could be considered

- Separate green lights with advance for each direction, plus a pedestrian cycle
- 4 Way Stop
- Straight through North / South, East / West Flashing Red with speed reduction and enforcement
- Improve lighting configuration and visibility – reduce drivers seeing the wrong light
- Lane marker improvements – on the road, plus add lane marker improvements overhead
- Add lane markers and signage further back from intersection (get people in the correct line sooner)
- Move stop blocks further back from the intersection
- remove the triangle
- make the triangle bigger
- add a barrier to triangle to improve pedestrian safety
- move the crosswalk away from triangle
- button for pedestrian cycle required at all corners
- one-way streets
- need connections/bypass from Bender Subdivision to Woodstock
- need connections/bypass from Woodstock Street to William/Mogk/east side (Station Street?)
- destination signage (New Hamburg, Shakespeare, Hickson/Woodstock)
- one traffic light right in the middle for all directions
- advance green left turn only – all or two at a time
- restrict truck right hand turns from Hope Street to Woodstock Street North
- use arrow lights for all left turns
- improve no parking areas
- enforce no parking areas
- enforce traffic rules in intersection
- trucks have difficulty maneuvering in town
- right in, right out only for business on the corner
- barrier curb at Jutzi – control entrance / exit
- raise the height of the lights so traffic further back can see them
- parking on Woodstock Street South, near post office – many think this is a driving lane

- light on island for Woodstock Street South to North traffic
- remove some buildings from the intersection
- roundabout
- red light cameras
- visibility of pavement markings year round
- Clinton has a similar intersection – what do they do?

Option Evaluation

While there are many specific suggestions, many had similar themes and common elements that could address the needs of the Stakeholders and possibly achieve some of the desired outcomes.

4 Way Stop	<ul style="list-style-type: none"> • Generally Addresses stakeholders and outcomes • increased safety especially for pedestrians • traffic calming • easy to try • not sure about wait times • not sure if traffic volumes are too high • works in the early morning hours now, what would be the effect of extending the time – local observation is traffic is just as busy while operating a 4 Way stop
Flashing Green Lights – one for each direction, plus a pedestrian cycle	<ul style="list-style-type: none"> • Generally Addresses stakeholders and outcomes • easy to try – just reprogram • may keep the traffic flowing, but may still be some pedestrian risk • “beat the light” mentality may still be present
Improved signage & markings– overhead, on road, further back, include destination information	<ul style="list-style-type: none"> • Addresses stakeholders and outcomes • Should be cost effective • Would be required in conjunction with any other options
Reduce traffic (especially trucks) by having alternatives and bypasses	<ul style="list-style-type: none"> • Addresses stakeholders and outcomes • Can’t force someone to use a by-pass, requires knowledge
Various intersection layout details based on above options	<ul style="list-style-type: none"> • Would address some specific stakeholders and outcomes • Exact design elements would be based on other items that take place

OPP Constable Mike Hanna addressed the group with respect to enforcement and general observations from a police perspective.

- Blinders on the lights would help with confusion
- Noted competing interest – some want to keep the traffic moving, others want to slow it down
- Roundabout construction would take 4 – 5 months, do we want this area under construction for that long?
- Speed bumps/rumble strips – not mentioned as option??
- Will work on concerns related to yellow/red light running – will advise other officers of information gathered at this meeting
- Parking/stopping near the intersection continues to be a priority – some signage on Woodstock Street North, east side needs to be corrected
- Red light cameras can have complicated issues associated with them – don’t usually slow people down
- Will be bringing the portable speed awareness sign into town shortly
- Multi-lane 4 way stops can be confusing and complicated

Tavistock Fire Chief Paul Roth addressed the group from a Firefighter perspective.

- There needs to be increased awareness of the Volunteer Firefighter Green Flashing lights, especially when they are coming up from behind
- Alternate routes for the firefighters to get to the hall are important
- Some communities advertise/promote use of the green flashing light in their community

Next Steps:

The information gathered from this meeting will be presented to Township Council and the Oxford County Public Works Department. It is the Township’s goal that these ideas and suggestions get considered and evaluated by the County Public Works Department for this intersection. The intersection is ultimately under the jurisdiction of the County of Oxford and there may be some technical, regulatory reasons why some ideas cannot be implemented, but many of the ideas and suggestions can be found throughout the Province and should help to meet the requirements of the Stakeholders and Objectives for this intersection.

Emailed Comments:

- #1 *“My remedy would be to have 4 cycles to the traffic light instead of the current 3 cycles. Each of the four traffic directions would have it's own green light while the other three directions remain red. Maria Street will not exit into the intersection, and therefore does not require a green light. I feel that it would be safer if no right turns were allowed on any red light. There is not enough room for a long left turn lane for each of the four directions and that is why I feel that advanced green lights will not work at this corner.”*

- #2 *"We appreciate the opportunity to comment regarding traffic flow and safety at our main intersection and suggest consideration be given to:*
- Route through truck traffic around Tavistock. We believe much of the traffic results from trucks "bypassing" Stratford. With the paving of the Maplewood Sideroad and Line 29, through traffic should be encouraged to follow a designated "bypass" route.*
 - Adjust the traffic lights controlling Hope St. traffic so that traffic flows in one direction only at one time as it is with the lights controlling the Woodstock St. traffic. At peak times much congestion occurs as a result of vehicles turning left to Woodstock St. This would also make it much safer for pedestrians crossing Woodstock St.*
 - Limit parking on Maria St. between Woodstock St. and Hendershot St. to 15 minutes and enforce the parking limit. We think this would address some of the congestion issues at peak traffic times as it would free up a little more parking for people picking up mail on their way home from work, etc.*

We have heard some conversation regarding closing the Maria St. access from the intersection but do not believe this is viable as that would force all trucks on route to the feed mill to access the mill via Hendershot, Decew or Adam St. which may result in more of an issue?"

- #3 *"Just a few things that would maybe help solve some of the problems of the "Five Corners." When coming from the North (from Shakespeare) could there not be arrows painted on the pavement showing a sharp left and angle left on the left lane and sharp right and angle right turns on the right lane. Many times I have almost been hit because I usually go down Maria Street and someone in the right lane does the same thing.*

When coming out of the Mac's parking lot onto Hope Street, only right turns should be allowed. People are seeing the wrong green light when they are trying to go left and almost cause accidents once again.

On Woodstock Street, when sitting in front of IDA, many people apparently don't see the "no right turn on red light" because they keep doing it. Many people just driving through town think the parking lane is a second lane.

The signs should be more visible. Maybe hang them from the lights themselves????

Rumor has it also, that a parking lot is going to be proposed for Maria Street. Whatever for? Every time I'm uptown there is lots of available parking. Closing Maria Street would only create problems on Woodstock Street with people

turning left onto Decew or William Streets to get to the mill (trucks), arena, Memorial Hall, school, doctors and their homes.

Hopefully some of these ideas can be implemented to help ease the stress of the "Five Corners."

#4 *"I know I'm not from Tavistock but do regularly use the 5 corners and have some insight to the issues at that intersection*

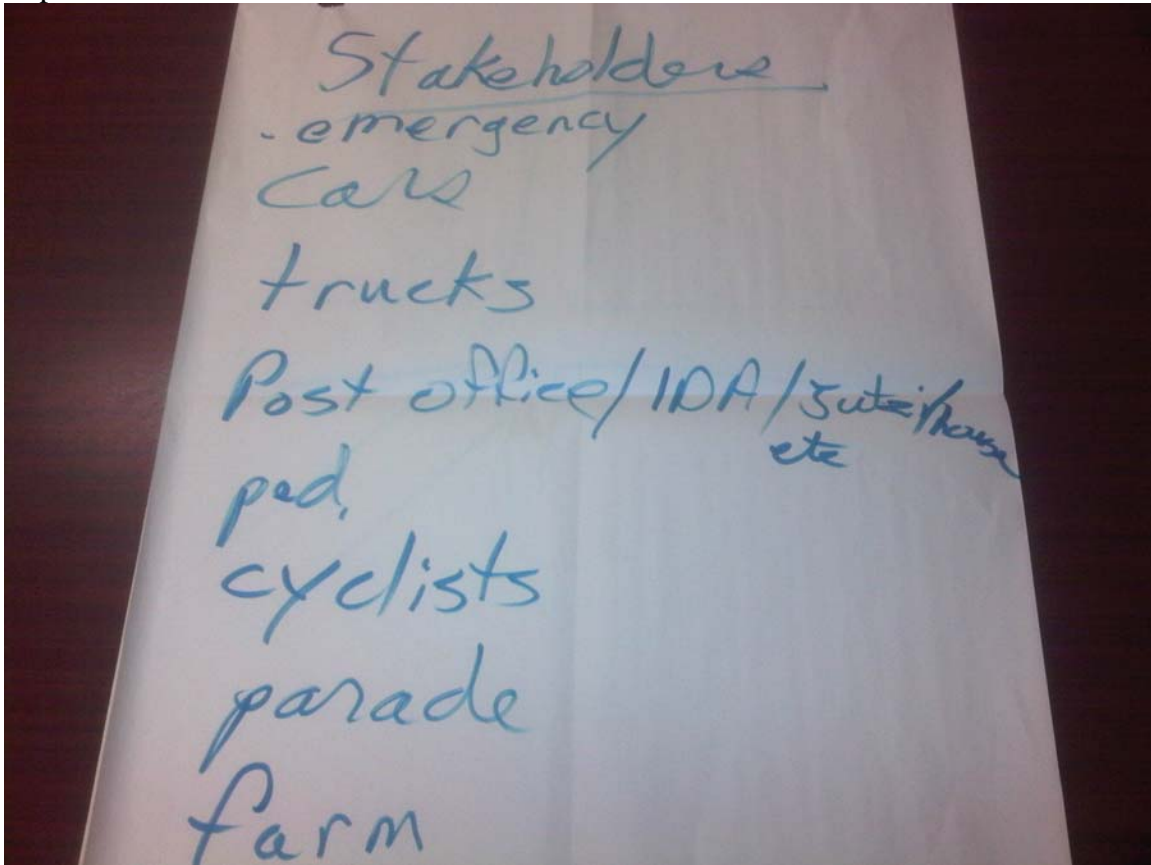
- No Right Turn on Red at all corners, it just adds to the confusion. Only allow people to move on their green light*
- Separate Green Lights for all streets, don't combine Hope Street East & West. People turning congests the intersection, allowing one direction at a time would allow everyone to pass without any issues of oncoming traffic.*
- No Right Turns at all from Hope Street West to Woodstock Street South (59) at stop light. No Left Turns From Woodstock Street South (59) to Hope Street West at stop light.*
- 4 (a) Large Truck Route Signage at Perth Oxford Road (eastbound) before Road 34, west of Tavistock. Telling drivers (including map picture if possible) to access Hwy 59 South to Hickson, Woodstock & 401 via Road 34. No Commercial Vehicle Access to Hwy 59 South via Tavistock. 4 (b)- Large Truck Route Sign on Hwy 59 (northbound) before Road 34 showing access to Hope Street West/Perth Oxford Rd/Rd 24. No Commercial Vehicle Access to Hope Street West/Road 24 West via Tavistock*

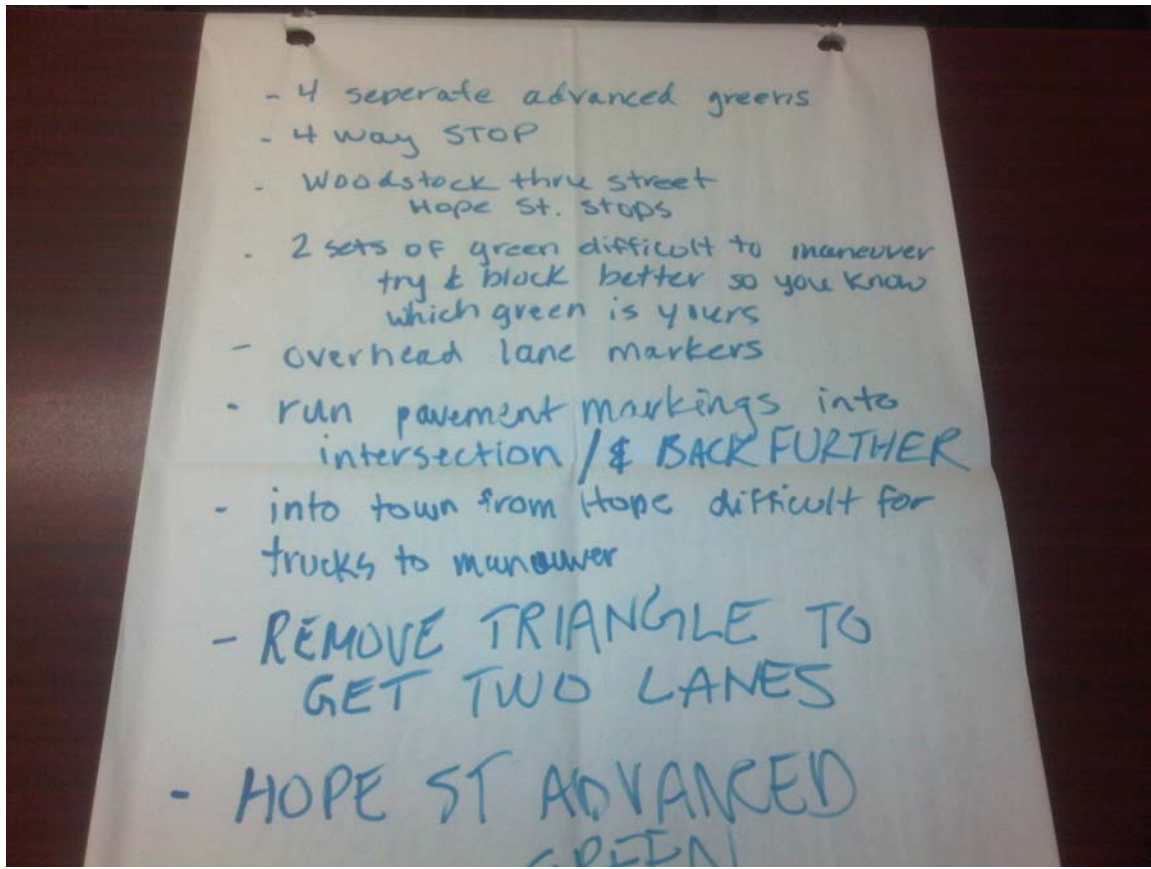
I hope my input was of some value thanks for your time."

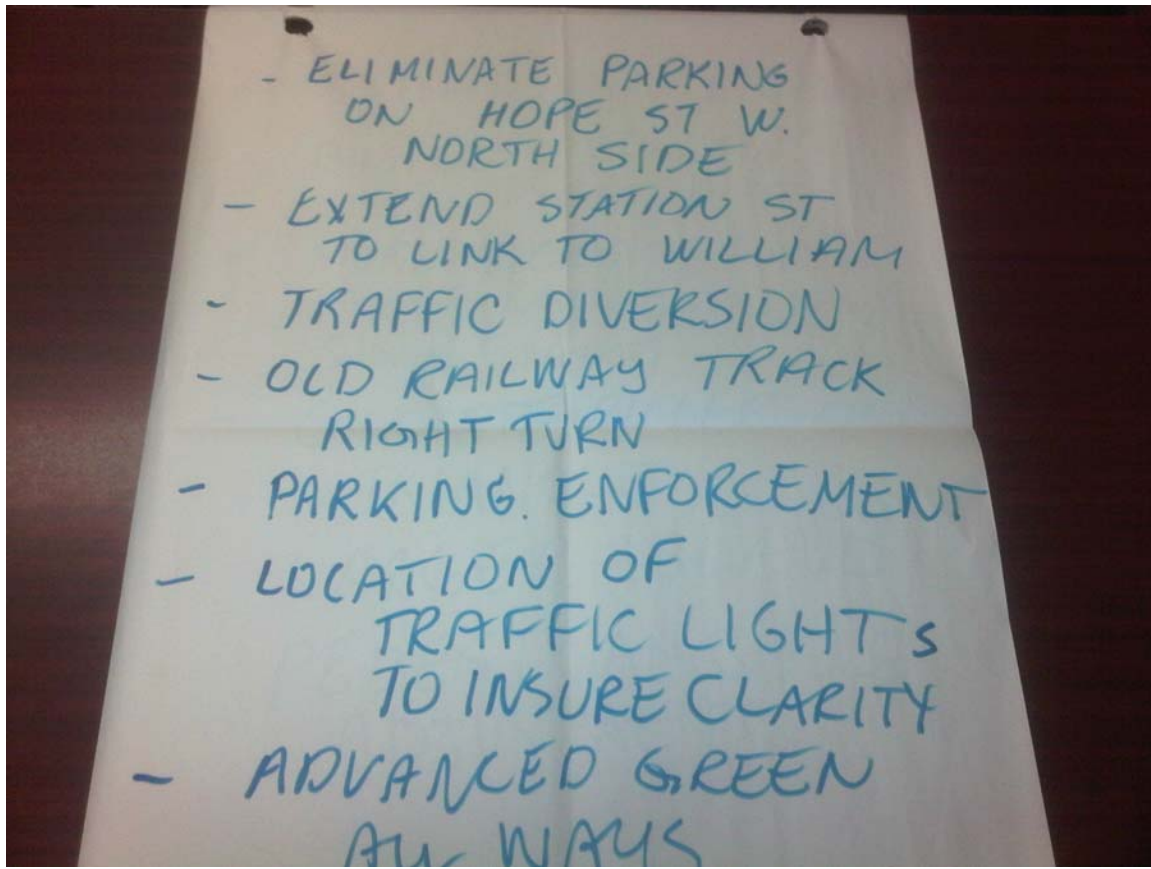
#5 *"My suggestion would be to use the same pattern as # 2 hwy and Oxford Rd 4 - 1 direction of travel at a time. Eg. Woodstock St. North bound - Green Light , all other lights Red , next change ,Hope St. West bound - Green , all other lights Red ,next Woodstock St. South bound - Green , all other lights Red , next Hope St. East bound - Green , all other lights Red, next change , All cross walk lights go to walk , and not worry about Maria St. as it is One-way only , not entering the intersection . I think this system works well at the above stated intersection , I cannot see why it will not work in Tavistock . It will eliminate all left turn confusion ."*

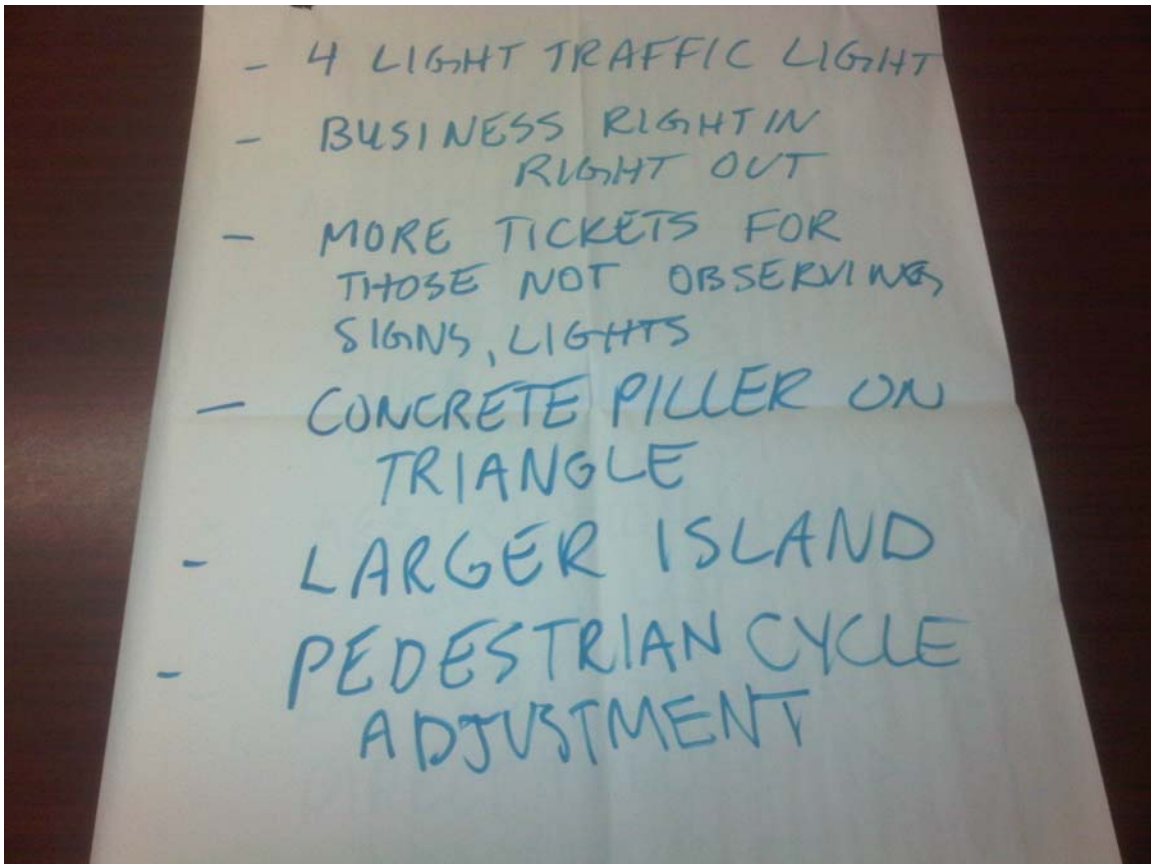
Attachments:

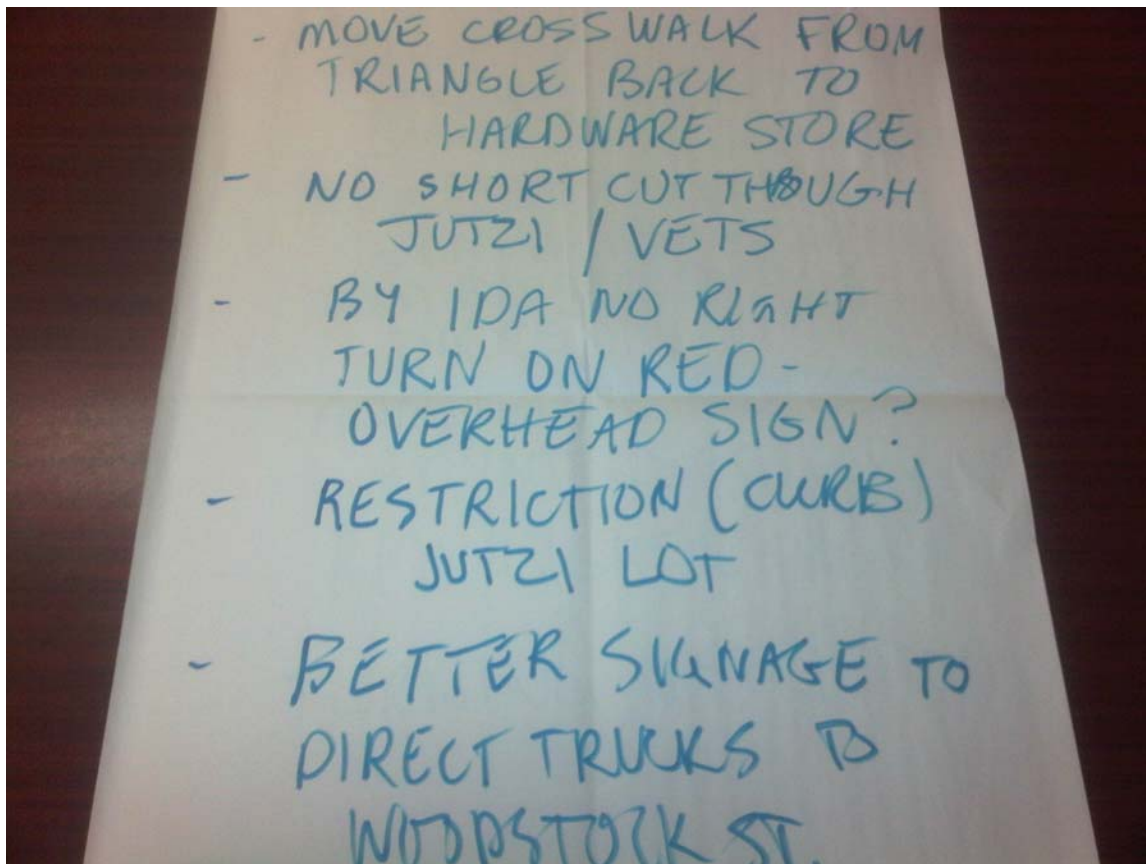
Flip Chart Notes





- 
- A photograph of a piece of white paper with handwritten notes in blue ink. The paper is slightly wrinkled and has two hole punches at the top. The notes are a list of seven items, each preceded by a hyphen. The handwriting is in all caps and is somewhat casual.
- ELIMINATE PARKING
ON HOPE ST W.
NORTH SIDE
 - EXTEND STATION ST
TO LINK TO WILLIAM
 - TRAFFIC DIVERSION
 - OLD RAILWAY TRACK
RIGHT TURN
 - PARKING ENFORCEMENT
 - LOCATION OF
TRAFFIC LIGHTS
TO INSURE CLARITY
 - ADVANCED GREEN
ALLWAYS



- 
- MOVE CROSSWALK FROM TRIANGLE BACK TO HARDWARE STORE
 - NO SHORT CUT THROUGH JUTZI / VETS
 - BY IDA NO RIGHT TURN ON RED - OVERHEAD SIGN?
 - RESTRICTION (CURB) JUTZI LOT
 - BETTER SIGNAGE TO DIRECT TRUCKS TO WOODSTOCK ST.

