

6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The identified remedial measures are categorized into the following three categories:

- ▶ Short-term actions include relatively inexpensive measures that could be implemented in the short-term without major physical changes to the layout of the intersection.
- ▶ Medium/long-term recommendations are more costly, which require long-term planning, design, and property.
- ▶ Potential improvement options represent a subset of longer-term countermeasures that could be implemented but are not currently required for implementation based on the safety performance and lower collision risk. These improvements could be considered in the future if any substantial changes in the number of collisions, conflicts, or traffic volumes occur.

Short-term Actions

- ▶ Implement an LPI at the intersection
- ▶ Resurface the eastbound lanes and south crosswalk
- ▶ Remove the gap near the curb ramp on the northeast corner of the intersection
- ▶ Address the tripping hazards present along Barton Street East north's sidewalk.
- ▶ Replace the grey guy wire sleeve with a yellow guy-wire sleeve to increase conspicuity of the hazard.
- ▶ Install reflective outline to the eastbound secondary signal backboard
- ▶ Install advance street name signs on eastbound and southbound approaches.

Medium/Long-term Recommendations

- ▶ Reallocate space by implementing one of the following options:
 - Option 1: install curb extension on the northeast and southeast corners.
 - Option 2: install curb extension on the northeast and southeast corners and remove the right curb lane, but maintain an exclusive southbound right turn lane.
 - Option 3: install curb extension on the northeast and southeast corners and remove the right curb lane and extend it to Barton Street East.
 - Option 4: convert Wellington Street North to a two-way street.
- ▶ Improve lighting levels: Higher lighting levels along Wellington Street North's east sidewalk and on the southeast corner of the intersection would increase the visibility of pedestrian approaching the intersection and minimize the risk of collision under dark lighting conditions

- ▶ Relocate the poles located on the south sidewalk outside of the clear zone
- ▶ Upgrade crossings to AODA standards

Potential Improvement Options

- ▶ Install a red-light camera on the southbound approach: Given that the installation of curb extensions will reduce the likelihood of angle collisions, the City should closely monitor the number of rear end, angle and turning movement collisions at the intersection for a couple of years after the installation of curb extensions and install RLCs at the intersection should a significant number of angle collisions continue to be recorded at the intersection.