Issue	Discussion	Time Frame	Comments
Issues relating to pedestrian facilities at the intersection	• Minimal cost associated with this treatment with anticipated safety benefit by increasing conspicuity of crosswalks and pedestrians.	Short-Term	Complete
	• Minimal cost associated with this treatment with anticipated safety/accessibility benefit for pedestrians.	Long-Term	Requires design and funding.
	• Modest cost associated with this treatment and anticipated safety/accessibility benefit for pedestrians.	Long-Term	Requires design and funding. Sidewalk extension to reach push button- would be part of the AODA.
	• Modest cost associated with this treatment and anticipated accessibility benefit.	Long-Term	Requires design and funding.
Excessive speeds for eastbound right- turn movement	• Modest cost associated with this treatment with anticipated safety benefit by reducing the speeds of eastbound right-turning vehicles. • Flex posts could be removed in the late fall and reinstated in early spring to avoid winter road maintenance issues or kept in place year-round and cleared by smaller equipment. Note that the winter maintenance season overlaps significantly with the school year, and removing the flex posts during the winter may result in reduced benefit for this treatment.	Short-Term	Could do pavement markings in 2024.
Excessive speeds for eastbound right- turn movement	• Modest cost associated with this treatment with anticipated safety benefit by reducing the speeds of eastbound right-turning vehicles. • Flex posts could be removed in the late fall and reinstated in early spring to avoid winter road maintenance issues or kept in place year-round and cleared by smaller equipment. Note that the winter maintenance season overlaps significantly with the school year, and removing the flex posts during the winter may result in reduced benefit for this treatment.	Long-Term	Could make the radius more accommoadting to slower traffic. Investigate during AODA design.
Frequent red light violations Vehicle and pedestrian clearance times do not meet MTO policy	• Minimal cost associated with this treatment with anticipated safety benefit for all road users.	Short-Term	Update ped times and amber and all red to reflect actual ped crossing times and speeds. Rob will work withTony from Orangeville to coordinate our timing changes with the changes being made at Orangeville signalized intersections. This will include the other provncial highway intersections in Orangeville.
Excessive speeds	• Minimal cost associated with this treatment; it is however acknowledged that the effectiveness of this treatment is subject to OPP resources.	Short-Term	OPP are aware of enforcement, can remind them.
Excessive speeds	• Eastbound and westbound through lanes should be reduced to 3.3 metres. • Minimal cost associated with this treatment with anticipated safety benefit by reducing the speed of approaching vehicles.	Medium- Term	Would like to see more of an urban cross section
	• Moderate cost associated with this treatment with anticipated safety benefit by reducing the speed of approaching vehicles • There is currently no policy for the installation of dynamic speed feedback signs on provincial highways other than portable signs installed within construction zones. Should such a policy be developed, this site could be used as a trial.	Medium- Term	Requires more planning.
		Long-Term	What needs to be done to the design to accommodate a lower speed limit, ie 50 km/h?
Aggressive northbound left- turning vehicles	• Minimal cost associated with this treatment with anticipated safety benefit by increasing the conspicuity of pedestrians. • Anticipated accessibility benefit of coupling LPI with Audible Pedestrian Signal (APS) to address safety concerns for visually-impaired pedestrians. • Anticipated increase in delays for vehicles.	Long-Term	Not used in Orangeville, can include this option to review with the AODA design if technology or CNIB change their position. There is a hospital nearby and this would not be the best place to try this.. CNIB is not supportive of this treatment and this location is very close to a hospital where persons with disabilities have a higher potential of using the intersection.
Aggressive northbound, southbound, and eastbound right-turning vehicles	• Minimal cost associated with this treatment with anticipated safety benefit for pedestrians. • Anticipated increase in delays for vehicles: o NBL and NBT/R become LOS E in the AM peak o SBL LOS becomes LOS E in the AM peak o No significant impacts in the PM peak • Synchro and SimTraffic analysis indicates that no major operational issues are anticipated with this treatment (refer to Section 8.0 for further information). • May consider implementing only during school bell times to improve compliance and reduce traffic impacts.	Short-Term	Could be beneficial. Start the reg amendment for this option.
Vehicles stopping beyond the stop bar	• Stop bar should be shifted back by 2.5 metres. • Significant cost associated with this treatment due to anticipated relocation of detectors.	Short-Term	Moving stop bars EB and NB approach to separate the stop bar location and the pedestrian crossing.
Missing Community Safety Zone signage for westbound direction on approach to the intersection	• Minimal cost associated with this treatment.	Short-Term	Replace the missing sign and investigate if oversized signs are in the field.