



Municipality of Brighton
Committee of the Whole
February 8, 2010

RE: Grade Crossing Safety Assessments

Recommendation:

That the Committee recommends to Council that a Request For Quotation be issued for Road/Railway Grade Crossing Safety Assessments on Ontario Street, Huff Road, Stony Point Road and Lawson Settlement Road.

Background/Purpose:

At the Railway Advisory Committee meeting on November 23rd, 2009, a resolution was passed recommending to Council that Road/Rail Grade Crossing Safety Assessments be completed for all other road/rail crossings in the Municipality at the earliest time with a first priority being the Ontario Street crossing. Further, that this matter be referred to staff to recommend the best possible option to complete the assessments. At the Railway Advisory Committee meeting on January 18th, 2010, this item was referred to the next Committee of the Whole meeting.

Discussion:

Transport Canada has developed draft documents and regulations for detailed safety assessments which is a process to evaluate the safety of a road/railway grade crossing and provide a strategy to:

- Reduce crash risk within the grade crossing environment
- Minimize the frequency and severity of preventable crashes by ensuring that all measures to eliminate or reduce the identified safety problems are fully considered, evaluated and documented.
- Consider the safety of all grade crossing users, i.e., trains, motorized and non-motorized vehicles and pedestrians.
- Verify compliance to the safety technical standards referred to in the Railway Safety Act and Grade Crossing regulations.

Municipal staff has reviewed the Canadian Road/Railway Grade Crossing Safety Assessment Guide issued by Transport Canada and conclude that none of staff who would be involved in the study have enough qualifications or experience to undertake a proper assessment, based on the following:

1. A "Safety Assessment Coordinator" who is competent in safety engineering and understands the grade crossing safety assessment process will manage the various activities of the program.
2. A Professional Engineer is required by the Railway Safety Act to take responsibility for any engineering related work which would include these assessments.
3. Those involved with the assessments must have a thorough working knowledge of the key documents that specify the design guidelines and standards for road/rail grade crossings, including:
 - RTD 10 Road/Railway Grade Crossing Technical Standards and Inspection, Testing and Maintenance Requirements
 - Guideline for Inspecting and Testing Preemption of Interconnected Traffic Control Signals and Railway Crossing Warning Systems

- Geometric Design Guide for Canadian Roads
- Manual of Uniform Traffic Control Devices for Canada

Although staff could undertake some of the basic elements of the assessments, such as, field surveys, measurements, observations and photographs, we do not have the core skills required of the team necessary to evaluate the risks in areas of railway safety, road safety, traffic operations, geometric design and railway signal operations. The grade crossing safety assessment report will make clear recommendations on how to reduce the risks for each safety issued identified. In order to obtain a truly independent, unbiased professional assessment that will provide clear recommendations for safety improvements we are recommending that a qualified professional engineering firm be retained to conduct the grade crossing safety assessments at all the other Brighton rail crossings.

Financial Implications:

The quotations received last year for the assessment on Prince Edward Street ranged from \$14,250 to \$27,400, however, we would expect the assessments on our other four crossings to be less expensive. If the changes to the design of Ontario Street walkway are approved, Jewell Engineering has estimated a cost saving of \$200,000, from last years' tender price. In the 2010 budget we have included \$460,000 for Ontario Street and, therefore, based on the anticipated new tender cost, the costs to the railways and engineering, the total project cost should not exceed \$430,000., which would leave \$30,000 that could be used to start the assessments on the other crossings, with Ontario Street as the first priority. In preparing the RFQ for the assessments we would include all four crossings but setup the quotation form to allow us to award all or part of the assignment. It should also be noted that Stony Point Road is a boundary road with Quinte West and we would be asking them to cost share on the assessment for that crossing.

Strategic Plan Alignment:

Values: Public Safety
 Accountability & Transparency
 Integrity

Jim Phillips, Director
Public Works & Environmental Services