



Timiskaming Municipal Road Safety Forum 2025 *Summary Report*

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Overview

The Timiskaming Community Safety and Well-being Plan (CSWB) and Timiskaming District Road Safety Coalition (TDRSC) organized a Municipal Road Safety Forum that was held on April 16, 2025, in Englehart, Ontario. This event was a follow up from a survey report completed with Traffic Injury Research Foundation that suggested road safety partners could benefit from further Vision Zero / Safer Systems Approach education to help advance road safety in Timiskaming communities.

Overall, 48 participants registered and 40 attended. This included 12 municipal council members, 11 municipal staff, 7 public health staff members, and 12 people representing community partners or other sectors. Participants came from the communities of Temiskaming Shores, Charlton & Dack, Chamberlain, Englehart, Harris, Kirkland Lake, Gauthier, Larder Lake, Harley, Black River-Matheson, Cochrane and Timmins.

The day started with an overview and brief background of the Safer Systems Approach and Vision Zero. An interactive menti poll with participants reported that most in attendance were not familiar with the approach, which provided a great opportunity for growth and learning.

A keynote presentation by Mitch McCrank C.E.T, Manager of Transportation Services, and Mark Wilson, Councillor for the City of Temiskaming Shores, shared great insights on the process of their recent adoption of Vision Zero. Quick wins and longer-term solutions were presented, including how the city aims to implement the principles and design. Their presentation portrayed how even small municipalities of Northern Ontario can take steps to improve infrastructure, road design, and community safety without large, dedicated budgets.



MUNICIPAL ROAD SAFETY FORUM, 2025

Bill Ramsay, President of the Temiskaming and Northern Ontario Sno-Travellers Club, and South Temiskaming ATV Club, shared some insights into the culture and behaviours of off-road safety. Snowmobiling and ATV/Side-by-Side use has become engrained for many in the Northern Ontario lifestyle. Municipalities face some challenges with supporting these modes of transportation, promoting tourism but also protecting residents. This presentation shared some solutions to help promote off-road safety from the municipal perspective.

Highlighting the successes of the Active School Travel Project with the Power of Collaboration was Elizabeth Morland. This presentation shared the history and successes of working together with multiple partners to problem solve, enhance the built environment, and improve safety for children walking/rolling to school. The partnerships between municipalities, school boards, public health, police, and transportation were key in moving all these projects forward in a collaborative and timely manner.

Tom Marinis joined the forum from the Education Branch of the Ministry of Transportation to share recent updates to the classifications of micromobility scooters and steps municipalities can take to help limit their use on roadways and sidewalks.

Wrapping up the presentations was Martin Thibeault from the Temiskaming Shores branch of the Ontario Provincial Police. This statistics-driven presentation provided an overview of all traffic related incidents across the District of Timiskaming, showcasing that traffic incidents occur both on local highways and within the municipal boundaries.

Lunch hour provided an opportunity for participants to connect with one another; tables were set up by sector to encourage connection and break down silos. Those who responded to the event evaluation survey shared that the opportunities for connection were well organized and valuable to increase contacts interested in road safety.



Participants were asked their most pressing municipal road safety concerns upon their arrival, the top results were used to inform the breakout session for the afternoon. Four stations were set up to brainstorm solutions and discuss common concerns related to: Overcoming Barriers to Implementing Vision Zero in Their Community, Increasing Pedestrian and Sidewalk Safety, Reducing Speed on Residential Roadways, and Ways to Improve Road Safety Infrastructure. Participants were given time to rotate to three of the stations where they were actively engaged in developing possible solutions for each of these issues. Responses were presented back to the group and can be found in Appendix A.

Please note: Some presentation slides may be available for review. If you are interested, please contact cswb@neph.ca.



Interactive breakout sessions provided an opportunity to collaborate on potential solutions to common municipal road safety issues.

Next Steps

The partnership between TDRSC and CSWB to organize this event elevated the exposure of Vision Zero principles and enhanced the overall road safety messages delivered to multiple municipalities in the district.

Feedback survey results suggested interest in learning more about road safety as well as a desire to remain connected on road safety topics. A local network, focused on sharing relevant road safety information, could be an identified next step to maintain momentum and enhance connection among those who are interested.

Lessons Learned

Planning a large-scale event always has variables for success. A few lessons learned include:

- Online registrations through Eventbrite were easy to manage.
- Having someone knowledgeable and comfortable with audio/visual equipment was key to a smooth setup and delivery.
- Scheduling a break before the break-out session was an unfortunate opportunity for participants to leave early, which left fewer members in attendance for the last part of the day. Suggestion to take this into consideration for future events.
- Have standard messages created beforehand when speaking with media.



About the Organizers

Timiskaming Community Safety and Well-being

The Timiskaming Community Safety and Well-being Plan is funded by 24 municipalities. Current areas of focus include Community Safety, Economy and Education, Health and Well-being, and Housing and Homelessness. Improving road safety and reducing causal factors of roadway accidents is one of three goals of the Community Safety priority area. Collaboration is key to successfully advancing community initiatives. Educational events such as this one prove to be a key return on investment for each municipality involved.

Timiskaming District Road Safety Coalition

Timiskaming District Road Safety Coalition is a group of road safety advocates who aim to educate and improve road safety in Timiskaming. The group has delivered several education campaigns focusing on school bus safety, speed reduction and impaired and distracted driving. Members have been involved in advocating for better built environments, lower speed limits and infrastructure improvements.



Appendix A

Municipal Road Safety Forum – Breakout Session Solutions

Overcoming barriers to implementing Vision Zero (VZ) and the Safer Systems (SS) Approach

- Adoption with municipal proclamation and bylaw
- Generate public awareness and buy in
- Seek engineers with VZ knowledge for new projects
- Integrate upgrades as work is being done
- Look for low hanging fruit, not everything needs a complete overhaul
- Offer workshops for small municipalities – on policy and procedures
- It can be overwhelming, look for small wins
- What is the cost?
- Legal regulations
- Lack of awareness/ buy-in
- Comparable jurisdictions – examples and support?
- Better relations with the MTO (as many communities have the highway that intersects)
- Changing speed limits
- More forums, including community forums
- Lack or education (early)
- Community – district wide campaigns
- Speed control
- Culture shift – different mindset
- Look through SS lens
- Advocate for change
- Commit \$ upfront
- Use low cost initiatives – like signage and pain
- Regional solutions – sharing!
- Better communications
- Enforcement personnel

Speeding on residential roadways

- Install traffic calming measures, consider a program where residents can rally and take ownership of the measures they would like to see in place – offer a menu of viable measures, and have a report available for concerns.
- Increased Signage
- Consider gateway treatments if appropriate
- Consider reducing speed limit in neighbourhood
- Change the environment, add in sidewalks, tree lined streets
- Look at stop and yield signs
- Increased signage of “Kids at Play”
- Public education on 4 way stops
- Higher fees – with enforcement
- Community safety zones
- Reduce speed limits
- Speed feedback signs
- Automated speed enforcement cameras
- Education and awareness campaigns
- Police visibility
- Normalize safe speeds
- School zones are a good place to start with traffic calming measures and start to change the cultural norm
- Engineering – change the environment to change driver behaviour
- Road painting – speed reduction zones
- Driver education – ongoing
- Street art
- Advocacy groups to move issues forward
- Sharing data and stats
- School and community safety zones should be 30 km/h
- Employ roundabouts where appropriate
- Perform road audits and assessments
- Planters in middle of roads (to reduce lane width)
- Learn from what is being done in other rural municipalities
- Promote insurance driver apps – that reward good driving behaviour
- Road diets
- Timed speed reduction zones
- More speed signs posted

Ways to improve pedestrian safety and sidewalks

- Pedestrian education, starting early with school age children
- Protected PXOs, cross guards
- Walking school buses
- Sidewalk maintenance is priority in winter month, sidewalks are cleared in a connected fashion that minimizes street crossing
- Employ traffic calming measures
- Advanced stop lines
- Signage for school routes, amish buggies, bigger reflective signage, how/where to bike
- Scooter bylaws
- Lower speeds
- Sidewalks – mobility and accessible
- Snow removal
- Deprioritize vehicles
- Allocation of funds
- Learning from data, and best practices
- Greenways
- Pedestrian crossings 1 lane – if more have centre islands
- Leading pedestrian intervals
- Pedestrian only spaces
- Preferred pathways
- Improved lighting
- Public safety
- Public education: share the road, pedestrian safety, hand signals for bike riders
- Ongoing driver skill testing
- Improved built environment – more green spaces
- Benches to sit on
- Mandatory sidewalks for new developments
- Walkability and accessibility studies
- School streets
- Wider sidewalks
- Hedge trimmings
- Raised crosswalks
- Multi-use trails (that are connected)
- Local traffic only streets

Ways to improve infrastructure

- Use of paint: improve stop lines, PXOs, lane markings, parking spaces, turn radius
- Consider sending letter of support for the Good Roads Rural Road Safety Program that will help with road audits and infrastructure upgrades
- Raised refuse islands for pedestrians
- Advanced and longer pedestrian signals
- Sidewalks are clear of snow in winter
- Consider automated speed enforcement, red light cameras, speed feedback signs
- Improved markings for parking, and be consistent (parallel vs angled parking)
- Signage and paint for turning lanes
- Repurpose multi lanes to reduce speeding
- Improved paving
- Change light fixtures to modern ones with arrows for turn signals, instead of flashing green lights for advanced turn
- Look at stopping positions at certain intersections
- Timing of pedestrian crosswalks
- More traffic calming
- Have safe routes from downtown to recreational areas
- Safe Systems Analysis for subdivisions and new developments, parks and downtown cores
- Funding opportunity (N.O.R.D).