



Executive Summary

Executive summary of Case to Improve Safety in the Vincent Road Core Area,
Ward 2 Residents' Association, February 14, 2023

In recent months, many safety incidents have been witnessed in the Vincent Road (VR) core area (VRCA) close to the building located at 193 Old Chelsea Road (OCR) owned by 12591812 Canada Inc. (Canada Inc.).

The 18 recommendations submitted in this report (see Annex A) aim to improve security in the VRCA for pedestrians, cyclists and vehicles. Some of them are central and fall under the responsibility of various stakeholders. The table below contains the main recommendations of the case to improve safety in the VRCA produced by the Ward 2 Residents' Association.

	MAIN RECOMMENDATIONS	COORDINATION
1	Install barriers along the St. Steven's Church Fabrique (SSP) parking lot to direct car access to a single north entrance and a single south exit with associated one-way signs.	Municipality Fabrique
2	Install one or more parking signs in the SSP (entrance, exit, right of way, crosswalk, etc.) to orient drivers, cyclists and pedestrians. Signs should also be installed to indicate who can park in the SSP and the boundaries of Vincent Road (VR).	Municipality Fabrique
3	Install a vehicle barrier in the pedestrian access corridor from the SSS to OCR.	Municipality Fabrique
4	Install a north-south pedestrian crossing of the OCR on the west side of CV with mandatory stops on OCR.	Municipality MTQ
5	Install signage to direct traffic to CIB or CIP for handicapped parking, parental parking and bike racks.	Municipality Canada Inc.

Chelsea, Qc
14 February 2023

Distribution List



Case to Improve Safety in the Vincent Road Core Area

Intro

In recent months, many safety incidents have been witnessed in the Vincent Road (VR) core area (VRCA) close to the building (CIB) located at 193 Old Chelsea Road (OCR) owned by 12591812 Canada Inc.(Canada Inc.) and the adjacent parking lot (CIP). An accident has already taken place in November 2022 and many near misses have been reported. The VRCA is for the purpose of this paper centered on VR and includes the adjoining portion of OCR, the St-Stephen's Parking (SSP), the VR, the CIB and, the CIP.

This letter was prepared by Linda Landry and Jacques Michaud in collaboration with the St-Stephen's Fabrique President. It is endorsed by the Ward 2 Residents' Association Board. Of note, the problems identified in this document were reported by Mme Landry, the Vice-President of the Ward 2 Residents' Association, to Municipal Council as well as Public Work and Infrastructure Advisory Committee (PWIAC) during question periods, in December 2022. The mayor and members of the PWIAC confirmed many of the observations she reported and described in this letter.

Aim

The recommendations submitted in this letter aim to improve security in the VRCA for pedestrians, cyclists and vehicles by:

- Enhancing security to/from OCR
- Enhancing circulation of vehicles on VR
- Facilitating movement from the SSP to CIB by pedestrians and vice versa
- Safeguarding circulation of pedestrians to/from the SSP
- Securing VR access to local traffic
- Facilitating access to mailboxes for delivery by Canada Post and pick-up by residents

General

The SSP is often referred to as the Church parking lot or the STO parking, now le Transport des Collines (Transcollines) incentive parking lot. The VRCA covered by this study includes cadastral lot 5695736 (SSP) owned by St-Stephen's Fabrique, lot 5695737 (VR) owned by the Municipality, cadastral lot 5695738 covering the CIB and the CIP which are the property of Canada Inc. owned by Mr. Claude Belec and other associates, and OCR owned by the Ministère des Transports et de la Mobilité durable du Québec (MTQ).

The intersection of OCR and VR has already been identified to the Municipality and the MTQ as a problematic intersection ¹. Since the opening of the retail complex at 193 OCR at the intersection of VR, often referred to La Trappe Building (CIB), coupled with the increased densification in Center-Village (CV), the SSP and VR are heavily used by pedestrians, cyclists, motorists and delivery trucks especially during busy business hours, moreover during church services. The current pedestrians CIB exist configuration encourage direct access to VR versus leading them to the CIP.

When the decision was made by the Municipality to use VR as the access road to CIB from OCR, it seems that no plan was put in place to change this secondary residential road into a commercial artery especially with additional condos to be built East of CIB and a projected rear access to the parking from VR. The VRCA, now an important central zone for the Municipality, has become the equivalent of a large parking lot. It is considered dangerous by the undersigned and safety improvements are strongly recommended.

Improving the infrastructure and the traffic flow around this congested core area will alleviate some safety access issues at the intersection of OCR and VR. Administratively, formal arrangements will be required between the Fabrique, the Municipality, and CIB for the use of the SSP, the signage, the maintenance, and the insurance coverage required by the increased traffic. These are outside the scope of this safety study but would have to be addressed.

The recommendations made below, to be effective, will require the participation of different organizations, namely the Municipality, the Fabrique, the CIB owners, Transcollines and Canada Post.

Description of Problem Areas

Figure 1 depicts the locations of problems observed at and around the VRCA. The observed safety problems are as follows:

- **Problem 1.** Many vehicles are turning into VR from OCR at a relatively high-speed, making it dangerous for all.
- **Problem 2.** Vehicles park on the North-East side of VR, close to the OCR intersection as a temporary parking space. This forces other vehicles exiting North onto OCR to move in the middle of the road in conflict with incoming vehicles. Access to mailboxes for delivery and pick-up is difficult due to congestion and traffic on VR. Sometimes vehicles park in parallel blocking almost entirely VR and rendering mail pick-up or delivery impossible (Refer to Photo 11 of Annex B).
- **Problem 3.** Despite having NO Parking signs on VR, vehicles still park on VR beyond SSP/CIP, often blocking the access to VR for local traffic (Photos 14 and 19).
- **Problem 4.** Drivers exiting simultaneously the CIP and the SSP on the South side become conflicting traffic and are not watching for traffic driving North on VR and leading to numerous close calls. Further, to complicate the problem, the residential driveway at #6 Vincent Road is parallel and very close to these exits (Refer to Photo 15 of Annex B).

¹ Analyse des passages piétonniers des artères principales du Centre-village de la Municipalité de Chelsea, Association des résidentEs du district 2, le 14 février 2022, https://www.chelseadistrict2ward.ca/_files/ugd/329e59_2605a20d04de4dae895fbed53688c7ab.pdf



Figure 1. Safety Problems in VRCA.

- **Problem 5.** Pedestrians criss-cross the SSP and VR in a disorganized fashion. The randomness and frequency of the pedestrian crosses, with some made between parked or moving vehicles make it extremely dangerous (Refer to Photos 4 and 5 of Annex B). Pedestrians have difficulties crossing between the SSP and the CIB. The CIB is higher than VR and the SSP. To access the CIB from the SSP, pedestrians must use the two unmarked access paths that are sloped. They are often poorly cleared. These paths cannot be used by people with disabilities and are unusable for them in the best of conditions (Refer to Photos 12 to 14 of Annex B).
- **Problem 6.** Vehicles are entering and exiting SSP along the full width of the parking area causing pedestrian / vehicle or vehicle / vehicle conflict. Vehicles leaving from the North part of SSP exit in the middle of VR without proper visibility of incoming traffic from OCR. The crest at the corner of OCR and VR causes a blind spot in both directions or makes it difficult seeing the traffic coming from both directions. For vehicles turning onto VR, drivers must watch for conflicting vehicles, bicycles, and pedestrians from both the OCR and the SSP. (Refer to photos 1, 2 and 4 of Annex B).
- **Problem 7.** Vehicles are directly exiting from the SSP onto OCR and/or enter directly into SSP from OCR using a pedestrian access in the North-East tree line. The dangers associated with this maneuver are obvious. (Refer to photos 4 and 5 of Annex B).
- **Problem 8.** Vehicles are parking irregularly in the SSP, some square, some at angle. This random parking increases the risk of accidents. The SSP is often used by many construction firms to park material, heavy equipment, and vehicles. The arrival of other businesses or construction in the area will further compound the usage of the SSP to the detriment of the Parish. (Refer to photos 9, 10 and 11 of Annex B).

- Problem 9. The postal parking zone is regularly occupied by unauthorized vehicles other than local residents picking up their mail or Canada Post delivery truck. The latter was confirmed by the delivery truck driver. Further, vehicles sometimes park at an angle to the postal boxes or double parallel park, thus blocking VR (Refer to Photo 7, 8, 13 and 15 of Annex B).
- Problem 10. The bicycle rack is adjacent to the mailboxes and within the parking zone for mail pick-up. There is not enough room for the parked vehicle and parked bicycles (Refer to Photo 8 of Annex B).

Recommendations

Annex A proposes 18 recommendations to improve safety in the VRCA. Figure 2 illustrates the proposed recommendations. They should be explored to mitigate the hazards and reduce the risk of serious accidents in this core sector of the Municipality. Annex B contains a series of photos that complement the description of problem areas.

Many agencies would have to collaborate to render this area as safe as possible, to include input from the Municipality, St-Stephen’s Parish, the CIB businesses, and also likely from the MRC, from Transcollines and from Poste Canada. Without a doubt, the VRCA is an important commercial area of Chelsea and this busy area will have to be upgraded to meet certain municipal and provincial standards with sidewalks, pedestrian crossing, proper signage, proper access for handicapped persons and seniors to/from the CIB and to/from the mailboxes.

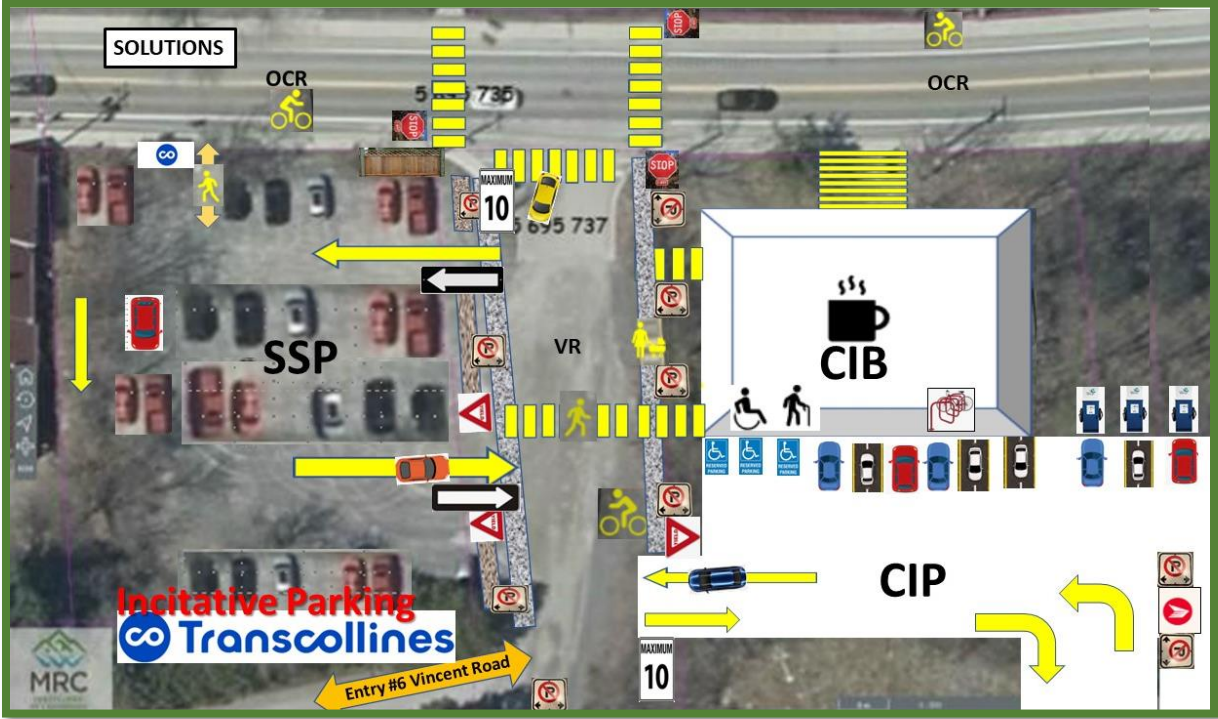


Figure 2. Proposed Recommendations for the VRCA.

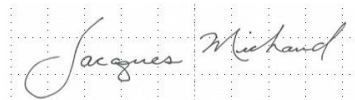
Conclusion

The SSP, the property of St-Stephen's Fabrique, has become the prime parking for visitors frequenting CV and the CIB. The increased traffic is disorganized and often dangerous. Many are having difficulties getting around this area whether it is walking, cycling, or driving. Conditions are unsafe with trucks and vehicles blocking key pedestrian access entries. Incoming vehicles often need to stop while waiting for pedestrians or cyclists to cross at random locations. There is no signage to direct traffic in and out of the SSP, to direct CIB customers to the CIP and to ensure VR always remains accessible.

It would be in the interest of all parties to work together to rapidly fix the most dangerous conditions and develop long-term solutions for the area. The implementation of these recommendations would benefit parishioners, local residents, businesses and visitors.



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ANNEXES

Annex A- Recommendations to Improve Safety in the VRCA

Annex B - Photos of SSP, VR, CIB and CIP

Distribution

To

Chelsea Municipality Director of Public Works and Infrastructure, Frederic Rioux

CC

Mayor of Municipality of Chelsea, Pierre Guénard

Chair Public Work and Infrastructure Advisory Committee, Enrico Valente

Ward 2 Councillor, Dominic Labrie

Owners of 12591812 Canada Inc.

<https://www.chelseadistrict2ward.ca/>

RECOMMENDATIONS TO IMPROVE SAFETY IN THE VRCA

No	Recommendation	Coordination
1	Install barriers along VR to direct access to the SSP into a single North entry and South exit and signage to indicate one way traffic.	Municipality Fabrique
2	Install appropriate parking diagram(s) to direct vehicles, cyclists and pedestrians in the SSP (entrance, exit, right of way, crosswalk, etc.). Signs shall also be posted to indicate who can park in the SSP and the time limitations.	Municipality Fabrique
3	Install a barrier at pedestrian access to OCR sidewalk to prevent vehicles' passage.	Municipality Fabrique
4	Install a pedestrian crossing across OCR on the West side of VR.	MTQ Municipality
5	Install signage directing traffic to CIP for handicapped parking, parental parking and bicycle racks.	Municipality
6	Install No parking signs on both sides of VR all the way from OCR to the residential area, with the exception being the official mailbox pick-up/delivery zone.	Municipality
7	Introduce a reduced speed limit or introduce speed mitigating measures on VR for SSP/CIB/CIP area.	Municipality
8	Install sidewalks on both sides of VR from OCR to the residential area at # 6 VR.	Municipality
9	Install an East-West pedestrian crossing at the corner of OCR and VR between the SSP and CIB.	Municipality

No	Recommendation	Coordination
10	Install a new pedestrian crossing and signage on the West side of VR crossing OCR to the entry of St-Stephen's Church.	Municipality MTQ
11	Install Yield signs at the exits of SSP and CIP.	Municipality Canada Inc.
12	Install 3-way traffic stops at the intersection of OCR and VR.	MTQ Municipality
13	Introduce speed mitigating measures on OCR	MTQ Municipality
14	Consider a study of SSP usage, organization, and control.	Fabrique Municipality Canada Inc.
15	Consider relocating the Transcollines parking.	Transcollines Municipality
16	Introduce measures and install signage to encourage the use of CIP.	Canada Inc.
17	Relocate mailboxes further south on VR for current residents and CIP for businesses.	Residents Municipality Fabrique Canada Post CIB
18	Relocate the bicycle rack to the CIB or CIP.	Canada Inc.

Annex C
To Case to Improve Safety in the VRCA
14 February 2023

PHOTOS OF SSP, VR, CIB AND CIP



Photo 1. SSP looking North with Transcollines bus stop on OCR. In the winter, SSP and VR look like a large parking lot.



Photo 2. SSP looking East showing elevation of CIB in relation to VR and SSP.



Photo 3. SSP looking North-East. Note the truck parked on the far right that is parked partly on VR.



Photo 4. Random entry of a vehicle into SSP and vehicle ready to exit on OCR thru pedestrian access.



Photo 5. Pedestrian pathway to OCR intentionally blocked by Public Works with a snowbank to prevent cars to use this path.



Photo 6. Vehicle parked on VR close to mailboxes.



Photo 7. Mailboxes blocked by a parked vehicle.



Photo 8. Business and community mailboxes. Cars cannot park close to mailboxes to pick up or deliver mail.



Photo 9. Rows of vehicles blocking access to mailboxes.



Photo 10. Vehicles parked randomly in SSP and snow-covered path from CIB to SSP.



Photo 11. Truck with trailer parked close to OCR intersection and blocking access to mailboxes.



Photo 12. Pedestrians walking randomly toward SSP.



Photo 13. Random movement of pedestrians in SSP toward CIB



Photo 14. Random movement of pedestrians from CIB toward SSP.



Photo 15. Exit of CIP looking West close to residential alley of # 6 Vincent Road (Red Arrow).



Photo 16. Pedestrian access to SSP from bus stop/OCR.



Photo 17. OCR/Transcollines bus stop pedestrian access from SSP.



Photo 18. SSP absent signage to direct vehicles and pedestrians within SSP and to CIB/CIP.



Photo 19. SSP looking North-East. Note truck parked on South-East of SSP partly blocking access to VR.



Photo 20. Primary CIP looking North at CIB.



Photo 21. Primary CIP looking South from CIB.



Photo 22. Secondary CIP looking South.