

Adopted by Council at its meeting held June 4, 2013 [M234-2013]
DEFERRED to the June 4, 2013 meeting of Council
to allow for Councillor Marra to be in attendance
as adopted by Council at its meeting held May 27, 2013 [M191-2013]

/AA

Windsor, Ontario May 27, 2013

REPORT NO. 131 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held April 24, 2013

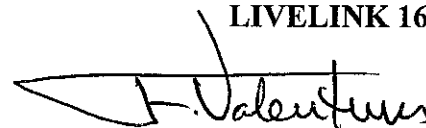
Present:
Councillor J. Gignac
Councillor A. Halberstadt
Councillor R. Jones,
Councillor H. Payne
Councillor F. Valentinis, Chair

That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

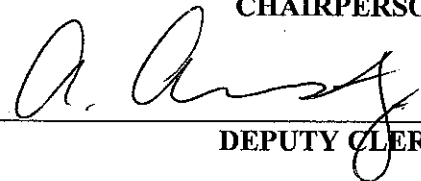
Moved by Councillor Payne, seconded by Councillor Gignac,
THAT the report Rose Street & Westminster Boulevard All-Way Stop Request from the City Engineer **BE RECEIVED** for information, and
THAT Westminster Boulevard issues, along with those of nearby parallel streets, **BE REFERRED** to the updated City of Windsor Traffic Calming Policy once the Policy has been adopted.
Carried.

Clerk's Note: The administrative report authored by the City Engineer dated April 9, 2013 entitled "*Rose Street & Westminster Boulevard All-Way Stop Request*" is **attached** as background information. Also **attached** is supplemental information from the City Engineer dated May 16, 2013.

LIVELINK 16496, ST2013



CHAIRPERSON



DEPUTY CLERK

NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX
Dianne Aziz	2577 Westminster Blvd. Windsor N8T 1Y2	daziz5791@gmail.com		
Michael Dermansky	2650 Westminster Blvd. Windsor N8T 1Y5			

THE CORPORATION OF THE CITY OF WINDSOR
**Environment, Transportation & Public Safety Standing Committee –
 Administrative Report**



MISSION STATEMENT:

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT # 16496 ST2013	Report Date: April 9, 2013 PW# 3542-04/12/13
Author's Name: Jeff Hagan	Date to Standing Committee: April 24, 2013
Author's Phone: (519) 255-6247 ext. 6003	
Author's Email: jhagan@city.windsor.on.ca	

TO: Environment, Transportation & Public Safety Standing Committee

SUBJECT: Rose Street & Westminster Boulevard All-Way Stop Request

1. RECOMMENDATION: City Wide: ___ Ward(s) 8

- A. THAT the report *Rose Street & Westminster Boulevard All-Way Stop Request* from the City Engineer BE RECEIVED for information, and
- B. THAT Westminster Boulevard issues, along with those of nearby parallel streets, BE REFERRED to the updated City of Windsor Traffic Calming Policy once the Policy has been adopted.

2. BACKGROUND:

At the October 15, 2012 meeting of Council, the following motion was adopted:

M455-2012

"That the petition presented by Councillor Marra from Dianne Aziz on behalf of the Residents of 2500 and 2600 Westminster Boulevard regarding a request for a Stop Sign at the corner of Rose Avenue and Westminster Boulevard BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the City Engineer for the purpose of an examination of the requested works or undertakings; and further that a report BE PROVIDED consistent with the direction provided."

This report is intended to address this motion and to present the findings of the investigation that has been conducted for the Rose Street and Westminster Boulevard intersection.

The petition referred to in motion M455-2012 noted the following reasons for the all-way stop request:

- "1. Volume of traffic on the blocks identified and speed of the traffic*

2. Failure of those travelling on the blocks identified to adhere to the posted 40 km per hour speed limit, particularly at night where cars can travel up to 70 km per hour; a stop sign would slow this traffic down

3. This is a residential area with small children playing on the street; there are no sidewalks necessitating that the residents walk on the street and that the children in the area are limited to where they can play. This fact coupled with the speed of the traffic creates an unsafe environment.

4. Other 4 way intersections in the area have 4-way stops”

A map of the area showing the Rose/Westminster intersection in context as well as the locations of the petitioners is provided as Appendix A. The petition is provided as Appendix B.

3. DISCUSSION:

As stated in the City of Windsor All-Way Stop Policy, all-way stops are not to be used as a method of speed control. This is in accordance with good engineering practice and the experience both in Windsor and in other jurisdictions. In general, unwarranted stop signs or stop signs installed as speed control devices can create a number of issues:

- Higher mid-block speeds between stop signs;
- Increased rear-end collisions;
- Lessened driver respect for stop signs generally, and lower levels of compliance with stop controls at locations where stop signs are in fact warranted.

All-Way Stop Warrant Analysis

As directed, an examination of the Rose Street and Westminster Boulevard intersection was carried out.

An all-way stop warrant analysis was carried out in accordance with the City of Windsor All-Way Stop Policy, which is less stringent than the provincial warrant given in the Ontario Traffic Manual. The warrant analysis found that both the total intersection volume and the minor street volume were significantly lower than the warrant threshold.

Based on the results of the all-way stop warrant analysis, it is concluded that an all-way stop is not warranted at the intersection of Rose Street and Westminster Boulevard.

The specific issues identified by the residents are addressed individually below:

Volume and Speed of Traffic on Westminster Boulevard

As noted above, the use of all-way stops for speed control or at intersections where they are unwarranted can create a number of issues and is not in accordance with the City’s All-Way Stop Policy.

Traffic volumes and speeds on Westminster Boulevard in the vicinity of Rose Street were evaluated by automatic traffic recorder (tube count) both north and south of the intersection. During the initial field investigation in December 2012, it was noted that the spacing of the speed limit signs was not in accordance with the relevant standard; additional signs were placed and the speeds and volumes were remeasured in March 2013.

The results of the counts are summarized in the table below. Since the speeds and volumes before and after the installation of the additional speed limit signs were very similar, the values in the table represent the average of the December 2012 and March 2013 surveys.

Location	Posted Speed	Average Speed	85 th Percentile Speed	Weekday Daily Traffic Volume (both directions)
Westminster Boulevard North of Rose Street (at #2592)	40 km/h	42.3 km/h	56.2 km/h	451
Westminster Boulevard South of Rose Street (at #2662)	40 km/h	44.7 km/h	57.6 km/h	334

The speed and traffic volume data collected for Westminster Boulevard suggests the following conclusions:

- In the vicinity of Rose Street, traffic volumes on Westminster Boulevard are very low, even for a local residential street (note: volumes up to 3000 vehicles per day are normally considered within the typical range for a local street). This indicates that the street does not have an issue with cut-through traffic, and that traffic on the street is predominantly made of up residents on Westminster Boulevard or adjacent streets.
- Speeds on Westminster Boulevard are problematic, with 85th percentile speeds on the order of 16 to 18 km/h above the posted speed limit of 40 km/h.

Windsor Police Service carried out a directed patrol on Westminster Boulevard totalling 15.5 hours in March 2013. During this period, 18 notice tickets (including 10 for speeding) and 13 warning tickets were issued. Drawing no conclusion, but noted by the officer was that the majority of both notice and warning tickets were issued to residents of the immediate neighbourhood.

Additional speed and volume surveys were carried out in April 2013 on nearby streets parallel to Westminster Boulevard (Norman Road, Princess Avenue, and Buckingham Drive) for comparison purposes. The results of these surveys are summarized in the table below. All three streets were found to have similar speeds and volumes to Westminster Boulevard.

Location	Posted Speed	Average Speed	85 th Percentile Speed	Weekday Daily Traffic Volume (both directions)
Norman Road South of Rose Street (at #2638)	[Note 1]	42.1 km/h	54.0 km/h	361
Princess Avenue South of Rose Street (at #2686)	40 km/h	45.4 km/h	57.0 km/h	567
Buckingham Drive South of Rose Street (at #2680)	40 km/h	43.9 km/h	56.6 km/h	249

Note 1: Norman Road has an established speed limit of 40 km/h in Traffic By-Law 9148. However, no speed limit signs were in place at the time of survey, thereby making the enforceable speed limit 50 km/h.

Since, as noted earlier, all-way stops are not appropriate to address speeding concerns, it is recommended that Westminster Boulevard be reviewed to determine whether traffic calming would be appropriate. It is further recommended that as part of this review, other parallel streets (Norman Road, Princess Avenue, and Buckingham Drive) be examined to allow for an area-wide approach and to reflect the fact that these parallel streets exhibit similar issues with vehicle speed as Westminster Boulevard.

Since the City of Windsor Traffic Calming Policy is currently being updated, it is recommended that this traffic calming review take place once the updated Traffic Calming Policy is adopted by Council, anticipated for Fall 2013.

Sidewalks on Westminster Boulevard

Local residential streets without sidewalks can be addressed through the Local Improvement Process. The costs for projects constructed under the Local Improvement Process are shared between the City and the benefitting property owners.

On receipt of a written request from a property owner for the works, City staff determine whether a petition is to be issued and prepare the petition. The property owner must obtain at least the minimum number of signatures (two thirds of the total number of benefitting property owners whose assessment represents 50 percent of the total assessed values of all benefitting properties). Once the completed petition is submitted to the City, it is evaluated and, if sufficient, certified.

Once the petition is certified, the request is forwarded to the City Engineer for consideration of funding (along with all other works) in the annual capital budget. After Council approval of the annual capital budget and construction of the works, the resident's portion of the cost for the works may be paid in full, or charged as a special assessment on the benefitting residents' property tax bills over a ten year period.

Concerned residents can obtain further details about the Local Improvement Process by checking the City web site or by calling 311.

Other Area Intersections

Traffic control on Westminster Boulevard is similar to the traffic control provided on other parallel streets (Norman Road, Princess Avenue, and Buckingham Drive). For all four streets, there are no stop signs for north/south movements between Adstoll Avenue and Haig Avenue.

The traffic control for other nearby intersections (in the area bounded by Tecumseh Road, Rivard Avenue, Grand Boulevard, and Pillette Road) was reviewed. It was found that all-way stops are provided only on Adstoll Avenue (at Norman Road, Princess Avenue, Westminster Boulevard, and Buckingham Drive) and Rivard Avenue (at Adstoll Avenue, Rose Street, and Grand Boulevard). With regard to these existing all-way stop controlled intersections, the following is noted:

- These intersections experience significantly higher traffic volumes than the Rose Street / Westminster Boulevard intersection.
- The all-way stop controls at these intersections were put in place prior to the adoption of the current All-Way Stop Policy in 2005. While existing all-way stop intersections are not routinely reviewed to determine whether they would be warranted under the current policy, the current policy governs any new all-way stop requests.

4. RISK ANALYSIS:

It is recommended that any risks on Westminster Boulevard and the identified parallel streets due to vehicle speed be addressed through a traffic calming review under the updated traffic calming policy.

Unwarranted all-way stops have the potential to increase risks to resident safety in several respects:

- Increased risk of rear-end collisions;
- Decreased compliance with stop controls (both at the intersection and generally), leading to increased risk due to collisions for pedestrians and vehicles; and
- Increased vehicle tailpipe emissions, resulting in cumulative air quality impacts and resulting health risks.

5. FINANCIAL MATTERS:

N/A

6. CONSULTATIONS:

Staff Sergeant John Richards, Windsor Police Service

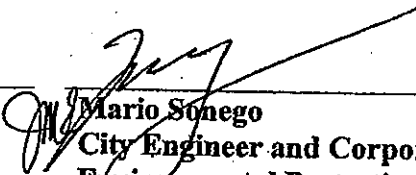
7. CONCLUSION:

The intersection of Rose Street and Westminster Boulevard does not meet the warrants for an all-way stop given in the City of Windsor All-Way Stop Policy. Administration recommends against providing an all-way stop at this location.

To determine whether other measures would be appropriate to address speeding concerns on Westminster Boulevard and other parallel streets (Norman Road, Princess Avenue, Buckingham Drive), Administration recommends that these streets be reviewed for traffic calming once the updated Traffic Calming Policy is finalized.



Jeff Hagan
Policy Analyst



Mario Sonego
City Engineer and Corporate Leader
Environmental Protection and
Transportation



Helga Reidel
Chief Administrative Officer

APPENDICES:**A – Area Map Showing Petition Responses****B – Petition****DEPARTMENTS/OTHERS CONSULTED:****Name:****Phone #: 519 ext.****NOTIFICATION :**

Name	Address	Email Address	Telephone	FAX
Councillor Marra		bmarra@city.windsor.on.ca		
Area Residents (Westminster Boulevard – Adstoll to Joinville)				



SIGNED PETITION, $\frac{24}{36} = 66.7\%$

October 10, 2012

To: Windsor City Council

From: Dianne Aziz on Behalf of the Residents of 2500 and 2600 Westminster Blvd.

Re: Request for Stop Sign, Corner of Rose Ave. and Westminster Blvd.

With the valued assistance of our councillor, Bill Marra, I have completed a petition from the residents of the 2500 and 2600 blocks of Westminster Blvd. in support of a stop sign at the corner of Rose Ave. and Westminster Blvd. We respectfully request Council's approval.

Of the 31 homes in these blocks, 27 of the residents are in support of the stop sign. I was unable to obtain the signatures of the other residents due to one being away until Christmas, one on shift work and my inability to contact him and two homes where the residents are elderly and do not come to the door.

Without exception, the feedback from the residents was the same. Cars travelling along our street travel at excessive speed and the only way to stop them is to put a stop sign up at the corner of Rose and Westminster. The road from Adstoll to Haig is unencumbered by stop signs making it a long span for gaining speed. I would estimate that there are cars which travel down the street from 80 to 100 km. per hour. We have little children on our blocks and this makes it very dangerous. In addition, those of us walking on the street are endangered by cars travelling at excessive speeds. It would be unfortunate if there were an incident of someone getting hurt before the City erects a stop sign.

Thank you for your support.





Sincerely


Dianne Aziz


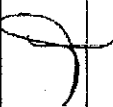
The residents of the 2500 and 2600 blocks of Westminster Blvd., Windsor, Ontario respectfully request that the Council of the City of Windsor install stop signs at the corner of Westminster Blvd., and Rose Avenue thereby creating a 4-way stop. The stop signs are necessary because of the following:

1. Volume of traffic on the blocks identified and speed of the traffic
2. Failure of those travelling on the blocks identified to adhere to the posted 40 km. per hour speed limit, particularly at night where cars can travel up to 70 km. per hour; a stop sign would slow this traffic down
3. This is a residential area with small children playing on the street; there are no sidewalks necessitating that the residents walk on the street and that the children in the area are limited to where they can play. This fact coupled with the speed of the traffic creates an unsafe environment
4. Other 4 way intersections in the area have 4-way stops

Westminster

Name	Address	Signature
Dianne Aziz / Joe Dixon	2577	
Angelo & Jodi Gertsakis	2591	
John & Sula Gertsakis	2567	<i>John Gertsakis</i>
Mario & Elda Fabris	2614	<i>Mario Fabris</i>
Mavis + Spay Fowler	2562	<i>Spay Fowler</i>
Dario + Denise Rensman	2553	<i>D Rensman</i>
JOHN SIDI	2508	
Ken	2503	

WESTMINSTER

Name	Address	Signature
Matt Wilkie	2615	
Alexanna B. Valloccross	2638	

WORMINSTER

Name	Address	Signature
Guy Vitale	2603	[Signature]
Roger Bezaire	2626	[Signature]
Heather & Mario Baradel	2627	[Signature]
	2651	
	2639	
	2662	
JEANNINE head head	2663	[Signature]
Away until June 2013	2681	
marie Jutra	2695	[Signature]
Bertha Vrabelik	2686	[Signature]

Name	Address	Signature
Barbara Gowne	2514	<i>Barbara Gowne</i>
Lisa Belawetz	2525	<i>Lisa Belawetz</i>
Denise & Bernie Gagnon	2519	<i>Denise & Bernie Gagnon</i>
Gary Couture	2526	<i>Gary Couture</i>
Margaret Aquino	2532	<i>Margaret Aquino</i>
Maria Chahade	2537	<i>Maria Chahade</i>
Martin Lesveque	2540	<i>Martin Lesveque</i>
Brent Glavin	2547	<i>Brent Glavin</i>
Elizabeth & Mark Wolak	2552	<i>E. Wolak</i>
Rose & Phil Baldo	2592 E 2608	<i>Rose & Phil Baldo</i>

Umwengo Paula



THE CORPORATION OF THE CITY OF WINDSOR
OFFICE OF THE CITY ENGINEER

Memo

Date: May 16, 2013

To: Valerie Critchley, City Clerk

cc: Wes Hicks, Senior Manager of Infrastructure & Transportation Planning
Mike Palanacki, Executive Director of Operations
Josette Eugeni, Manager of Transportation Planning
Staff Sergeant Richards, Windsor Police Services

CITY OF WINDSOR
COUNCIL SERVICES

From: Mario Sonego, City Engineer

MAY 17 2013

Subject: Supplemental Information – Environment, Transportation & Public Safety
Standing Committee Report 131
Administrative Report 16496 Rose Street & Westminster Boulevard All-Way Stop Request

RECEIVED

Report 16496 *Rose Street & Westminster Boulevard All-Way Stop Request* was tabled at the Environment, Transportation and Public Safety Standing Committee on April 24, 2013. The Committee Resolution as captured in Committee Report 131 is as follows:

Moved by Councillor Payne, seconded by Councillor Gignac,
THAT the report *Rose Street & Westminster Boulevard All-Way Stop Request* from the City Engineer **BE RECEIVED** for information; and

THAT Westminster Boulevard issues, along with those of nearby parallel streets, **BE REFERRED** to the updated City of Windsor Traffic Calming Policy once the Policy has been adopted.

Carried.

Ms Diane Aziz provided a submission for consideration at the Committee Meeting containing five (5) remedy suggestions. Subsequent to the meeting, Ms Aziz requested feedback on the suggestions along with the speed data detailing the traffic travelling above the 85th Percentile Speed. (*The 85th Percentile Speed is the speed at or below which 85% of the vehicles are travelling*).

The five identified remedy suggestions and feedback from Transportation Planning are as follows:

1. Stop sign

Report 16496 addressed this petition and concluded an all-way stop at the intersection of Rose St. and Westminster Blvd was not warranted nor recommended. The Environment, Transportation and Public Safety Standing Committee supported the report conclusions as communicated in the Committee Report No. 131.

Continued

2. **Electronic signage which identifies cars which are speeding. These are called "driver feedback signs". Studies have shown that these signs have a positive effect on slowing traffic.**

This remedy is premature until a Traffic Calming review has been completed using the upcoming adopted Policy.

3. **Weekly enforcement by Windsor Police.**

During the standing committee meeting this remedy was identified as not feasible by the requestor.

As noted in the report, Windsor Police Service are aware of the concern and have undertaken a directed patrol in the past. Enforcement activities will continue as resources allow and as prioritized by Windsor Police Services.

4. **Speed Cushions**

This remedy is premature until a Traffic Calming review has been completed using the upcoming adopted Policy.

5. **Photo Radar**

Photo Radar has been effectively banned province-wide since 1995, when the list of approved areas for photo radar was removed from the regulations to the Highway Traffic Act. Since then the provincial government has consistently denied requests from municipalities to allow photo radar.

Average Speed is a concept most individuals can comprehend and relate to. 85th Percentile Speed is an industry standard used to guide many reviews and studies. When discussing the use of this particular measure (recommended as a component of a review of multiple measures), the *Geometric Design Guide for Canadian Roads* (Transportation Association of Canada) explains as follows:

"Ideally then, design speed should be chosen to reflect the 85th percentile desired speed."

"Some agencies conduct speed surveys to determine operating speeds at various points along a section of roadway. The results can be compared with the design speed used."

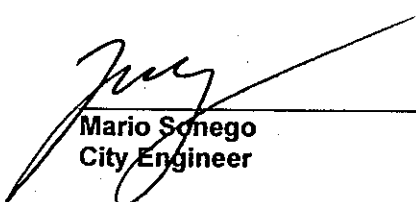
As such, the 85th Percentile Speed and Average Speed are generally reported by Administration. Ms. Aziz requested information regarding those vehicles travelling above the 85th Percentile Speed.

Please find the requested information as follows.

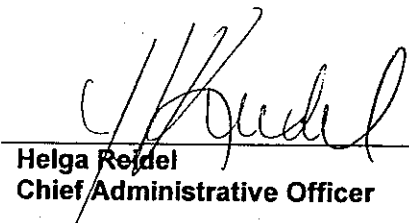
Location	85 th Percentile Speed km/hr	Average Volume of Vehicles per day								
		At or below 85 th Percentile Speed km/hr	* 55-60 km/hr	60-65 km/hr	65-70 Km/hr	70-75 km/hr	75-80 km/hr	80-85 km/hr	85-90 km/hr	>90 km/hr
Westminster Boulevard	56.9	327	n/a	19.3	6.8	2.3	0.6	0.4	0.4	0.1
Norman Road	54.0	309	25	8.3	2.3	1.5	0.3	0	0.3	0.25
Princess Avenue	57.0	487	n/a	26.3	8.3	1.5	0.5	0.3	0	0.25
Buckingham Drive	56.6	229	n/a	10.5	2.5	1.3	0.3	0.3	0	0

* Volumes on streets with 85th Percentile Speeds greater than 55km/hr are n/a as they are included in the 85th Percentile volume

Respectfully submitted,


 Mario Sonogo
 City Engineer


 Jeff Hagan
 Policy Analyst


 Helga Reidel
 Chief Administrative Officer

JME:

