

as adopted by Council at its meeting held May 5, 2014 [M197-2014]
DEFERRED to May 5, 2014
as adopted by Council at its meeting held April 22, 2014 [M178-2014]
/RB
Windsor, Ontario April 22, 2014

REPORT NO. 184 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held February 19, 2014

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 authored by the City Engineer dated February 5, 2014 entitled
“CQ24-2013 Bruce Avenue and Caroline Street, All-Way Stop Request”
BE RECEIVED for information.

The motion is **put** and is **lost**, due to an equality of votes.

Aye votes: Councillor Payne, Councillor Gignac

Nay votes: Councillor Halberstadt, Councillor Valentinis

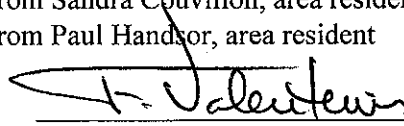
Abstain: none

Absent: Councillor Jones

Livelihood #17005, ST2014

Clerk's Note: The administrative report authored by the City Engineer dated February 5, 2014 entitled
“CQ24-2013 Bruce Avenue and Caroline Street, All-Way Stop Request” is **attached** as
background information. Also **attached** are additional comments from:

- a letter received February 26, 2014 from Dan & Darlene Connor
- an e-mail dated February 15, 2014 from Sandra Couvillon, area resident
- an e-mail dated February 14, 2014 from Paul Handsor, area resident



CHAIRPERSON



COUNCIL ASSISTANT

NOTIFICATION:				
Name	Address	Email Address	Phone	FAX
Paul Handsor		vhandsor@sympatico.ca		
Sandra Couvillon		sc00118@yahoo.ca		
Dan & Darlene Connor	534 Caroline Street Windsor N9A 6A8			



[Handwritten scribble or signature]

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

**MISSION STATEMENT:**

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together."

LiveLink REPORT # 17005 ST2014	Report Date: February 5, 2014 PW# 3762-02/06/14:eb
Author's Name: Jeff Hagan	Date to Standing Committee: February 19, 2014
Author's Phone: (519) 255-6247 ext. 6003	
Author's Email: jhagan@city.windsor.on.ca	

TO: Environment, Transportation & Public Safety Standing Committee

SUBJECT: CQ24-2013 Bruce Ave and Caroline St. All-Way Stop Request

1. RECOMMENDATION: City Wide: ___ Ward(s) 3

That report number 17005 *CQ24-2013 Bruce Ave and Caroline St. All-Way Stop Request* BE RECEIVED for information.

2. BACKGROUND:

At the July 22, 2013 meeting of Council, the following Council Question was put forward:

CQ24-2013

Asks to please advise with respect to the intersection of Bruce and Caroline:

1. *The number of accidents in the past two years;*
2. *Whether this meets the warrants for a four way stop;*
3. *Whether a formal petition of residents is required.*

This report addresses this Council Question and presents the findings of the investigation that has been conducted for the Bruce Avenue and Caroline Street intersection.

A map of the area showing the Bruce/Caroline intersection in context is provided as Figure 1.

Bruce Avenue is a one-way (northbound) Class I collector road with a speed limit of 50 km/h. In the vicinity of Caroline Street, it has one general purpose through lane and one bicycle lane. Alternate side parking is provided.

Caroline Street is a two-way local street with a speed limit of 50 km/h and one lane in each direction. Parking on both sides is permitted.

The intersection of Bruce Avenue and Caroline Street currently operates under two-way stop control with Bruce Avenue being the major (i.e. free-flowing) street. The intersection is 182 m

from the all-way stop-controlled intersection of Bruce Avenue and Elliot Street and 187 m from the all-way stop at Bruce Avenue and Eric Street.

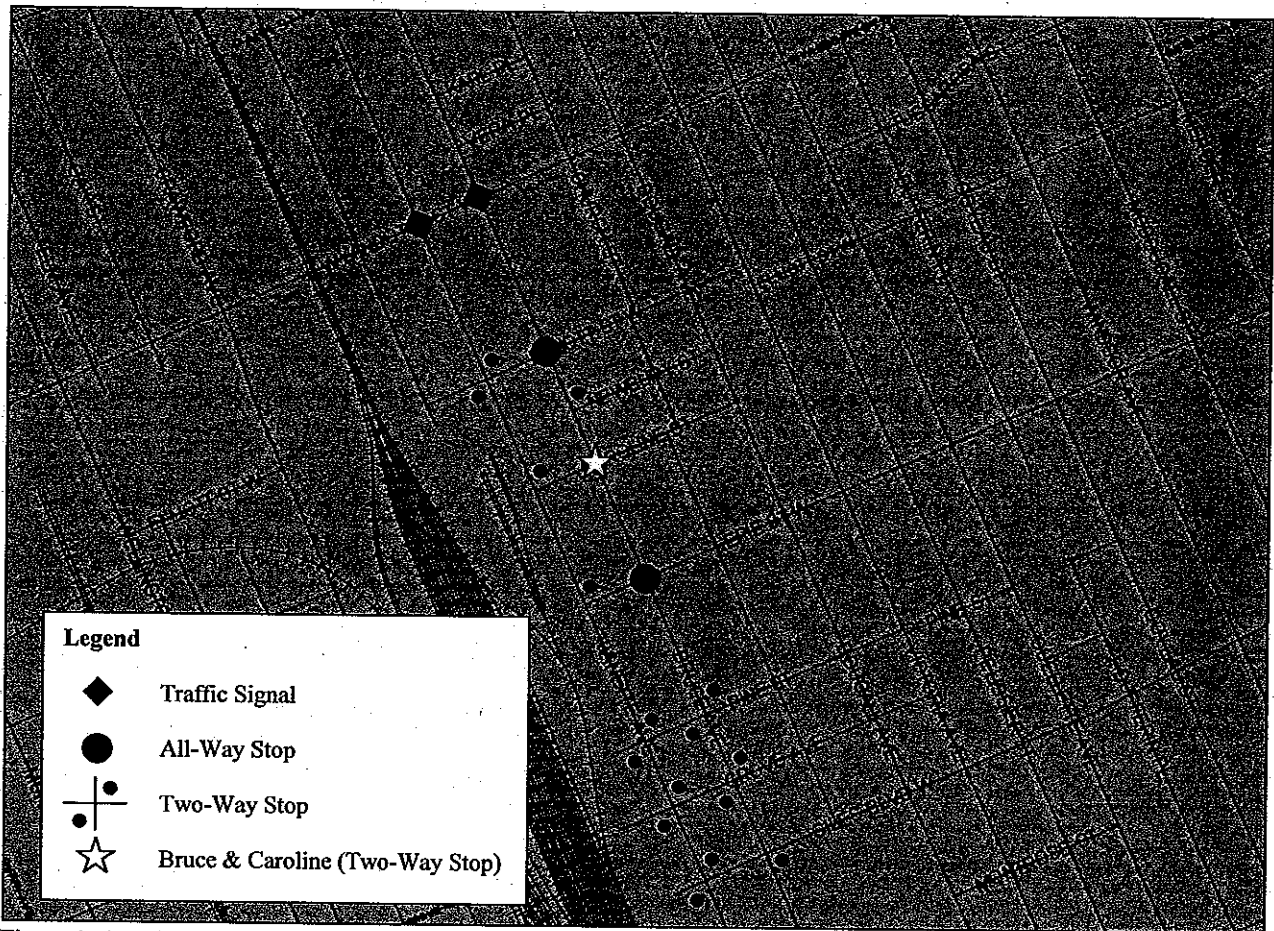


Figure 1: Area Map with Intersection Traffic Control on Bruce Avenue and Janette Avenue

3. DISCUSSION:

Bruce Avenue & Caroline Street Collisions

As of the 2012 Road Safety Report, the intersection of Bruce Avenue and Caroline Street was ranked 170th highest unsignalized intersection based on number of collisions.

The collision history for the Bruce Avenue and Caroline Street intersection is summarized below:

Year	Reported Collisions			
	Property Damage Only	Non-Fatal Injury	Fatal	Total
2009	0	0	0	0
2010	1	0	0	1
2011	1	1	0	2
2012	1	1	0	2
2013 (partial year)*	0	1	0	1

* as of the date of this report, Transportation Planning has received and processed collision reports from the Windsor Police Service for collision dates up to August 31, 2013.

All six (6) collisions in the period reviewed were angle collisions where vehicles on Caroline Street proceeded into the intersection and collided with a northbound vehicle. Five (5) of these collisions involved eastbound vehicles; one (1) collision involved a westbound vehicle.

Based on the collision history and a field review of the intersection, the following measures were identified for action:

- Increase the size of the “no parking” zones at the intersection to provide standard 15 m corner clearances on the northbound and westbound approaches;
- Remove or reduce the height of a hedge and a shrub within the right-of-way to improve sightlines for vehicles approaching the intersection.

Traffic Operations is currently amending the parking signage to provide standard corner clearances. Engineering is currently engaging the homeowners to address the hedge and shrub encroachments.

All-Way Stop Warrant Analysis

As directed, an examination of the Bruce Avenue and Caroline Street intersection was carried out based on turning movement counts conducted on Monday, September 23, 2013 and three years of collision data. 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 City of Windsor All-Way Stop Policy includes a collision warrant.

The warrant analysis found that the minor street volume was significantly lower than the warrant threshold. Furthermore, the intersection does not satisfy a number of criteria, all of which would need to be satisfied to allow an all-way stop under the City’s policy:

- Bruce Avenue is a transit route. All-way stops are generally not permitted on existing or proposed transit routes;
- All-way stops are generally not permitted within 250 m of another all-way stop or traffic signal. Two other all-way stops are less than 190 m from the intersection;
- The two intersecting streets are of different classifications (Bruce Avenue: Class I collector, Caroline Street: local). All-way stops are generally not permitted between streets of different classifications.

The City of Windsor All-Way Stop Policy does not provide a means for residents to petition for an all-way stop. This is in accordance with good engineering practice and the experience both in Windsor and in other jurisdictions. In general, unwarranted stop signs 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.

As noted above, the intersection of Bruce Avenue and Caroline Street does not meet several required criteria for an all-way stop. However, even when this fact is set aside, an all-way stop would not be recommended, since the intersection does not meet any of the established warrants

for an all-way stop. Based on the review conducted, Administration has identified parking restrictions and hedge adjustments as the recommended approach.

4. RISK ANALYSIS:

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:

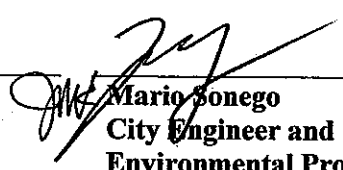
Tony Ruffolo, Right-of-Way Coordinator
Robert Peticca, Supervisor of Signs and Markings
John Wolf, Manager of Traffic Operations

7. CONCLUSION:

The intersection of Bruce Avenue and Caroline Street does not meet the warrant for an all-way stop. Administration is currently undertaking measures to improve sight lines at the intersection.



Jeff Hagan
Policy Analyst



Mario Sonogo
City Engineer and Corporate Leader
Environmental Protection and
Transportation



Shelby Askin Hager
City Solicitor



Helga Reidel
Chief Administrative Officer

APPENDICES:

DEPARTMENTS/OTHERS CONSULTED:

Name:

Phone #: 519 ext.

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX
Councillor Valentinis		fvalentinis@city.windsor.on.ca		
Area Residents				

CITY OF WINDSOR
COUNCIL SERVICES

FEB 26 2014

534 Caroline St

Windsor, ON, N9A6A8

Feb 14/14

RECEIVED

Council Members
City of Windsor.

Dear Sirs/Mdms:

As requested in your invitation to Council regarding the introduction of All Way Stop signs at Bruce Ave + Caroline St, I wish to express our concerns. We are in favour of such a Stop arrangement. Reasons include:

1. The last 2 accidents we observed included a car crashing into the house at the NE corner, across sidewalk + yard. There are a large number of children from toddlers to teens playing in that space all summer, morning to night
2. Second accident included a car in the same location - running over the sidewalk and yard. A van over-turned just beyond (E) of the car. Children inside.
3. School bus + school kids from Dougall and others frequent this corner. There is

(over)

2/2.

no Safe Patrol or Crossing Guard at
this corner.

4. Night time there are frequent speeders
between Erie & Elliott St.

Thank you for your consideration.

Dan Connor

Dorene Connor

Home owners Taxpayers

P.S. It is difficult to drive & walk
across that corner as traffic is
fast & quite heavy at times.

From: Sandra
Sent: February 15, 2014 1:59 PM
To: clerks
Subject: Standing Committee (Notice of Meeting on February 19/2014) Need for 4 Way Stop Sign

FEB 19 2014

**ADDITIONAL
INFORMATION**

ITEM NO. 2

I am totally AGAINST your Recommendation THAT STATES YOU FEEL A 4 WAY STOP IS UNWARRANTED for the following reasons:

I have lived on Caroline for 27 years and I would say there is an accident every 6 months , (so I definitely question the # of accidents that have been reported to the City) it is definitely inaccurate.

this is a hidden intersection from the Drivers on Bruce Avenue, the line of sight due to park cars, (that I must add is an absolute necessity to allow cars to park on Bruce as older neighbourhood with no driveways) changing that would cause extreme problems for residents and is unnecessary.

The hedges you recommend cut down on Bruce & Caroline on the South West Corner are in no way an obstruction, (I honestly never knew they were there and I drive this corner every day)

but a 4 way stop would solve all issues and save money (insurance to accident victims, cost of police to come to accidents, injury to humans the cost of that, ambulances and the constant threat of someone being fatally injured) the worst accident was this summer cars were air borne at this one and the neighbours that live on the North East corner of Caroline their only property is at that corner (that is their back yard) so it is only by the grace of God that the yard was not filled with people and children that would have certainly been killed or badly hurt.

This corner is also a School bus stop and a 4 way would be further protection to children crossing to catch the bus and be let off the bus.

You are correct stating there are 2 4 ways very close at Erie & Bruce & Elliott & Bruce (Elliott & Bruce is necessary for Dougall School Traffic)

you must also keep in mind there is a School Dougall School very near in our neighbourhood, another reason for the 4 way stop . (perhaps a relook a the current need of a 4 way at Erie & Bruce would be another option (there use to be a housing unit at that corner but the City has torn this down so perhaps an option could be to change that one.

I Truly believe the cost of the 4 way stop would well warrant, the elimination of loss of life at this corner which will surely happen in the very near future if this is not approved for a 4 way stop . It is an absolute long overdue need.

Kindest Regards

Sandra L. Couvillon

CITY OF WINDSOR
COUNCIL SERVICES

FEB 18 2014

RECEIVED

From: VERLYN HANDSOR [<mailto:vhandsor@sympatico.ca>]
Sent: February 14, 2014 2:12 PM
To: clerks
Cc: VERLYN HANDSOR
Subject: ALL-WAY STOP REQUEST

ADDITIONAL
INFORMATION
ITEM NO. 2

These are pictures of the last accident.
the 2 pictures of our children playing
where they play.
Had they been out there it would have been disasterist'
we would like to see a 4way stop sign'
There have been about ten accidents since we moved here'
thank you for your consideration
PAUL HANDSOR

1 of 3





3 of 3

From: Sandra [<mailto:sc00118@yahoo.ca>]

Sent: Tuesday, April 15, 2014 4:08 PM

To: Stuart, Kelly

Subject: Fw: Environment, Transportation & Public Safety Standing Committee Report No. 184

The one thing you did miss is moving the parking sign in front of the house on North East corner of Caroline back a bit because people can still park directly in front of the house on that corner so basically that vehicle is blocking the stop sign visibility. so if you are not agreeing to a 4 way that needs to be done quickly .but I still strongly feel the need for a 4 way before lives are lost.

APR 22 2014
ADDITIONAL
INFORMATION

ITEM NO. REPORT NO. 184
ENVIRONMENT,
TRANSPORTATION
& PUBLIC SAFETY
STANDING CMTE.

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