

All-way Stop Assessment – Montee Rouleau and St. Laurent Street, Azilda

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Report Summary

This report provides information regarding the results of a request from Ward Councillor Fortin and area residents for the installation of an all-way stop at the intersection of Montee Rouleau and St. Laurent Street.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

This report refers to operational matters.

Financial Implications

Recommendations of this report may be carried out within the existing approved operating budget and staffing resources.

Background

City staff received a request from Ward Councillor Fortin and area residents for an all-way stop at the intersection of Montee Rouleau and St. Laurent Street, citing near misses due to motorist on St. Laurent Street not yielding the right of way. This intersection is located in Ward 4 and is currently controlled with stop signs facing eastbound and westbound traffic on St. Laurent Street east and west of Montee Rouleau respectively. (Figure 1)

Montee Rouleau intersects St. Laurent Street as a through way and has a posted speed of 50km/h. St. Laurent Street has a posted speed of 70km/hr.



Figure 1: Existing stop sign configuration at Montee Rouleau and St Laurent Street

In October 2003, May 2008, May 2009, May 2010 and as recent as July 2017, City staff conducted turning movement counts to assess the need for an all-way stop at this intersection.

Data Collection and Analysis

In 2008, City Council adopted an All-Way Stop policy for the City of Greater Sudbury. The policy is based on a jurisdictional scan of Ontario municipalities and reduces the requirements to have all-way stops installed. The purpose of an all-way stop is to control right-of-way at an intersection. They are not to be used as a speed control device. When all-way stops are implemented at unwarranted locations, there are several negative effects:

- Driver frustration
- Non-compliance at stop signs
- Increases travel speed (to make up for lost time)
- Increases idling and air pollution,
- Increases fuel consumption,
- Increases the potential for rear-end collisions,
- Creates a false sense of pedestrian/cyclist safety.

On September 6, 2023, staff conducted a turning movement count at this intersection and applied the data to the All-Way Stop policy. As shown in Exhibit A, the total vehicle volume from all approaches at this specific intersection met only 47% of the minimum vehicle volume required to warrant an all-way stop.

A review of the collision history from 2020 to 2023 revealed that there was a single collision at this location. The all-way stop warrant for a collector road requires there be a minimum of nine (9) collisions over a three (3) year period to qualify for the installation of an all-way stop.

Based on the vehicle volumes and collision history, an all-way stop is not warranted at the intersection of Montee Rouleau and St. Laurent Street.

The results of the assessment carried out in the previous years also revealed that the volumes and the collision history did not meet the requirements for an all-way stop, and thus was not warranted.

Conclusion

Based on the results of the analysis, the intersection of Montee Rouleau and St. Laurent Street does not qualify for an all-way stop, and thus, the existing traffic control is appropriate.

To improve safety at the intersection and to remind motorists that traffic on St Laurent Street has to stop for the through traffic on Montee Rouleau, staff will be installing a reflective casement on the existing sign posts to enhance the visibility of the stop sign. An example of the reflective casement is shown in Figure 2 below.



Figure 2: sign post reflective casement

Resources Cited

MTO. (2000). Ontario Traffic Manual, Book 5 Regulatory Signs. St Catherines: Ministry of Transportation.