

Request for Decision

All-Way Stop - Spruce Street at Simcoe Street

Presented To:	Traffic Committee
Presented:	Thursday, Sep 08, 2011
Report Date	Wednesday, Aug 31, 2011
Type:	Managers' Reports

Recommendation

That an All-Way Stop not be installed at the intersection of Spruce Street and Simcoe Street.

BACKGROUND

At the City Council meeting held on May 18, 2011, Councillor Cimino submitted a petition signed by 14 residents requesting that an all-way stop be installed at the intersection of Spruce Street and Simcoe Street. The following information is provided in response to the request.

The subject intersection is located south of Elm Street, and west of Ethelbert Street, in Ward 1 (see Exhibit "A"). Simcoe Street intersects with Spruce Street forming a four legged intersection. The west approach of Spruce Street intersects with Simcoe Street on a skew angle of approximately 70 degrees. Currently, the intersection is controlled with stop signs facing north and southbound traffic on Simcoe Street.

The purpose of an all-way stop is to alternate right-of-way at an intersection. They can be an effective device when installed at busy intersections with similar traffic volumes and characteristics. However, all-way stops disrupt the flow of traffic and introduce delay to all drivers passing through the intersection. Therefore, they should only be installed when warranted. In 2008, City Council approved a modified warrant for determining the need for all-way stops that significantly reduces the minimum traffic volume thresholds and collision requirements contained in provincial standards published by the Ontario Ministry of Transportation.

To determine if an all-way stop is required, staff conducted a turning movement count at the subject intersection on April 29, 2010, during the morning and afternoon peak periods. Applying the count data to the City's new, reduced all-way stop warrant indicates that the vehicle and pedestrian volumes on Simcoe Street are only 15 percent of the minimum requirements.

A review of the City's collision information from April 2007 to April 2010 revealed there were no collisions at the intersection during this 3 year period. The warrants for all-way stop control based on safety requires a minimum of 3 collisions per year over a 3 year period. An updated review of our collision information shows

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Division Review

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there was an angle type collision that occurred at the intersection in August 2010. While all collisions are undesirable, the collision experience at this intersection is not considered high, and does not show pattern that could be corrected with an all-way stop.

Based on the above information, an all-way stop is not warranted at the intersection of Spruce Street and Simcoe Street.

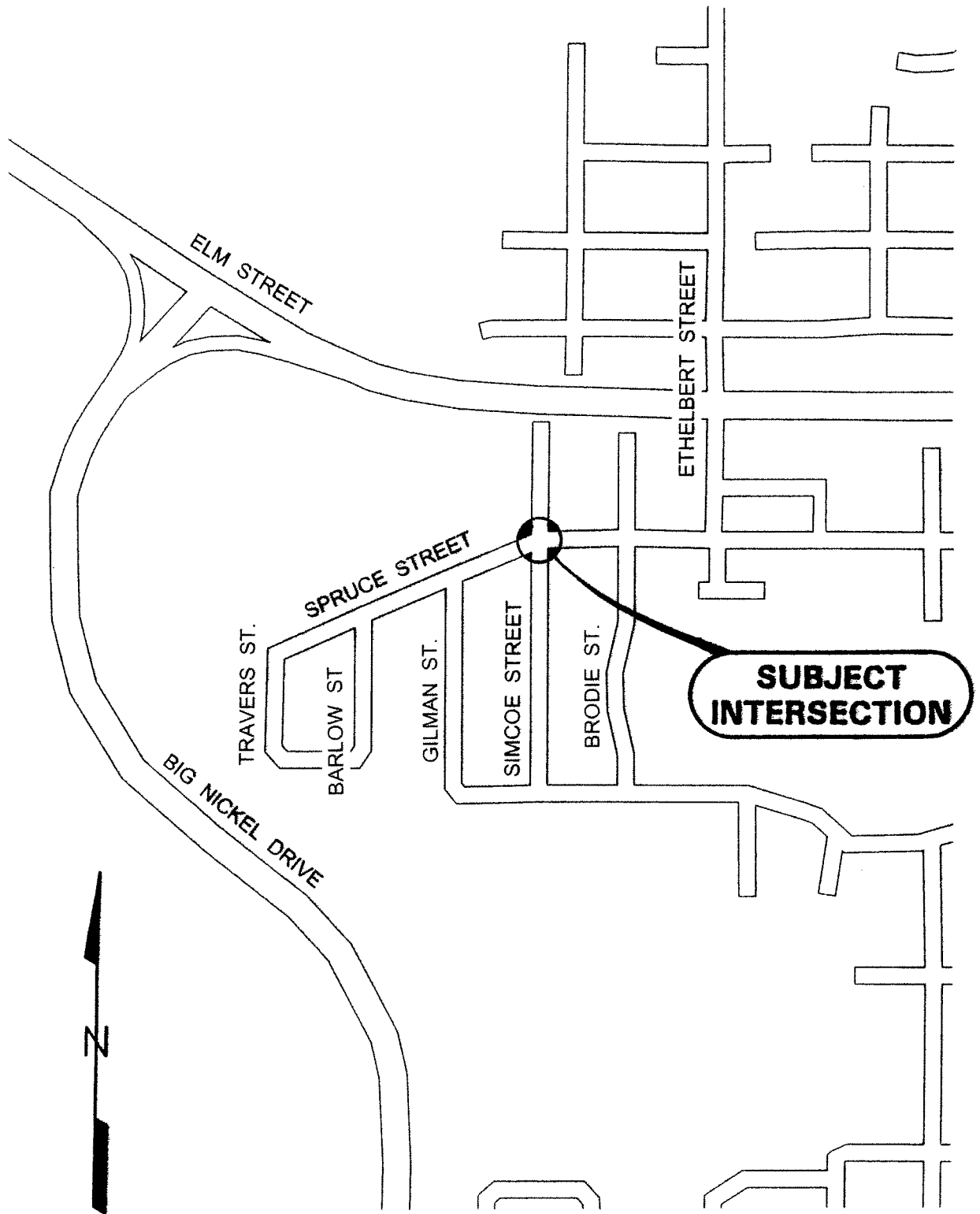
While an all-way stop is not warranted, staff has issued a work order to paint stop bars and crosswalk lines on both approaches of Simcoe Street to highlight the intersection and the requirement to stop. Staff will also undertake some brushing in the southeast and southwest corners of the intersection to improve sight lines and visibility to the stop sign.


Due to residents' concerns about speeding, Spruce Street was also reviewed under the City's Traffic Calming program. As part of this program, vehicle speeds, traffic volumes, cut-through traffic and collision experience were all reviewed between Ethelbert and Travers Streets.

A speed study conducted on Spruce Street between Brodie Avenue and Simcoe Street over a 24 hour period showed that the average speed of traffic was 39.6 km/h. A second speed study conducted between Gilman Street and Barlow Street indicated that the average speed was 42.7 km/h. The speed studies show that operating speeds on Spruce Street are lower than many other residential streets in the City, and that the majority of drivers are in compliance with the existing 50 km/h speed limit. It appears that the speeding problems are restricted to a small minority of drivers.

A review of the collision information, traffic volume and cut-through traffic shows that these factors are all below the minimum thresholds to warrant traffic calming.

EXHIBIT: A



 Sudbury City Council	ALL - WAY STOP CONTROL		
	SPRUCE STREET at SIMCOE STREET		
	NOT TO SCALE		2011-07-18