

Adopted by Council at its meeting held June 15, 2015 [M211-2015]  
/RB  
Windsor, Ontario June 15, 2015

**REPORT NO. 258** of the  
**ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY**  
**STANDING COMMITTEE**  
of its meeting held May 20, 2015

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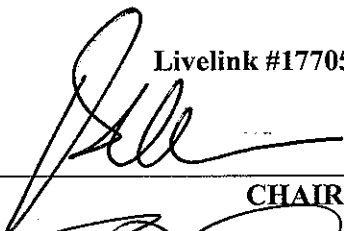

**Present:**  
Councillor P. Borrelli  
Councillor F. Francis  
Councillor C. Holt  
Councillor H. Payne  
Councillor B. Marra (Chair)

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

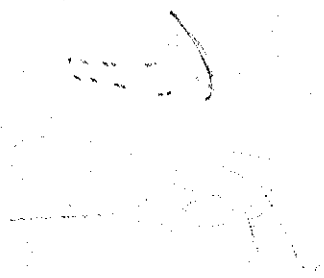
Moved by Councillor Payne, seconded by Councillor Borrelli,  
THAT the administrative report authored by the Policy Analyst dated May 5, 2015 entitled "Highland Avenue and Logan Avenue Follow-up" **BE RECEIVED** for information.  
Carried.

Clerk's Note: The administrative report entitled "*Highland Avenue and Logan Avenue Follow-up*" is attached as background information.

Livelihood #17705 ST2015

  
\_\_\_\_\_  
CHAIRPERSON  
  
\_\_\_\_\_  
COUNCIL SECRETARIAT

NOTIFICATION:	
NAME	CONTACT INFORMATION
Councillor Rino Bortolin, Ward 3	
Area Residents	



**THE CORPORATION OF THE CITY OF WINDSOR**  
**Environment, Transportation & Public Safety Standing Committee -**  
**Admin Report - Environment Transportation**



**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."*

<b>LiveLink REPORT #: 17705 ST2015</b>	<b>Report Date: May 5, 2015</b> PW#4052-05/08/15:eb
<b>Author's Name: Jeff Hagan</b>	<b>Date to Standing Committee: May 20, 2015</b>
<b>Author's Phone: 519 255-6247 ext. 6003</b>	<b>Classification #:</b>
<b>Author's E-mail: jhagan@city.windsor.on.ca</b>	

**To: Environment, Transportation & Public Safety Standing Committee**

**Subject: Highland Avenue and Logan Avenue Follow-up**

**1. RECOMMENDATION: City Wide: \_\_\_\_\_ Ward(s): 3**

That the report *Highland Avenue and Logan Avenue Follow-Up* **BE RECEIVED** for information.

**EXECUTIVE SUMMARY:**

N/A

**2. BACKGROUND:**

At the February 18, 2014 meeting of Council, resolution M96-2014 was passed in response to a petition requesting an all-way stop at the intersection of Highland Avenue and Logan Avenue:

*M96-2014 That the petition presented by Councillor Valentinis from the residents of Highland Avenue requesting the installation of 4-way stop signs at the intersection of Highland and Logan Avenues **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.*

In response to this Council motion, Administration conducted an all-way stop warrant review for the intersection of Highland Avenue and Logan Avenue in accordance with the All-Way Stop Policy (available on the City web site at <http://www.citywindsor.ca/residents/Traffic-And-Parking/Transportation-Planning/Pages/Transportation-Policies.aspx>)

The warrant review found that:

- the traffic volumes at the intersection do not warrant an all-way stop;
- the distance from Highland Avenue to the adjacent traffic controls is less than the minimum; and,
- the collision history at the intersection does not justify an all-way stop.

The findings of the review were presented in a report to the June 25, 2014 meeting of the Environment, Transportation and Public Safety Standing Committee. At this meeting, the Standing Committee recommended the following in Report No. 219:

*THAT the report of the City Engineer entitled "M96-2014 Highland Avenue and Logan Avenue All-Way Stop Petition" dated June 6, 2014 BE DEFERRED to a future meeting of the Environment and Transportation Standing Committee to allow administration to evaluate the speeding and cut-through traffic concerns raised by an area resident, once schools are back in session.*

This recommendation was carried at the July 21, 2014 meeting of Council.

This report provides a summary of the requested evaluation of speeding and cut-through traffic in the Highland Avenue and Logan Avenue area. A map of the area showing the existing intersection traffic control on Logan Avenue and Foch Avenue is provided as Figure 1.

### 3. DISCUSSION:

The public comments received at the June 25, 2014 Environment, Transportation & Public Safety Standing Committee dealt mainly with cut-through traffic using Logan Avenue to avoid the McDougall Street rail crossing at times when the crossing was blocked by trains. Recognizing that Foch Avenue was also a potential route for this cut-through traffic, in response to this concern, Administration measured traffic volumes on Logan Avenue and Foch Avenue, and speeds on Logan Avenue using automatic traffic recorders ("tube counters"). The short lengths between stop-controlled intersections on Foch Avenue did not allow the collection of speed data.

The speed and traffic volume measurements were taken continuously, 24 hours per day, for several days at each location. The specific date ranges for each count are given below.

#### Traffic Volumes

##### Overall Daily Volumes

The results of the traffic volume survey are presented in Table 1. For both streets, the daily volumes surveyed were well below the expected maximum volume for local streets.

Table 1: Traffic Volume Summary

Measure	Logan Avenue (at #426 Logan)	Foch Avenue (at #430 Foch)
Road Classification	Local	Local
Survey Period	March 21-26, 2015	March 21-25, 2015
Average Weekday Daily Volume	837	746
Maximum Weekday Daily Volume	877	760
Expected Maximum Volume – Local Roads [Note 1]	3,000	3,000

Note 1: from the City of Windsor Traffic Calming Policy

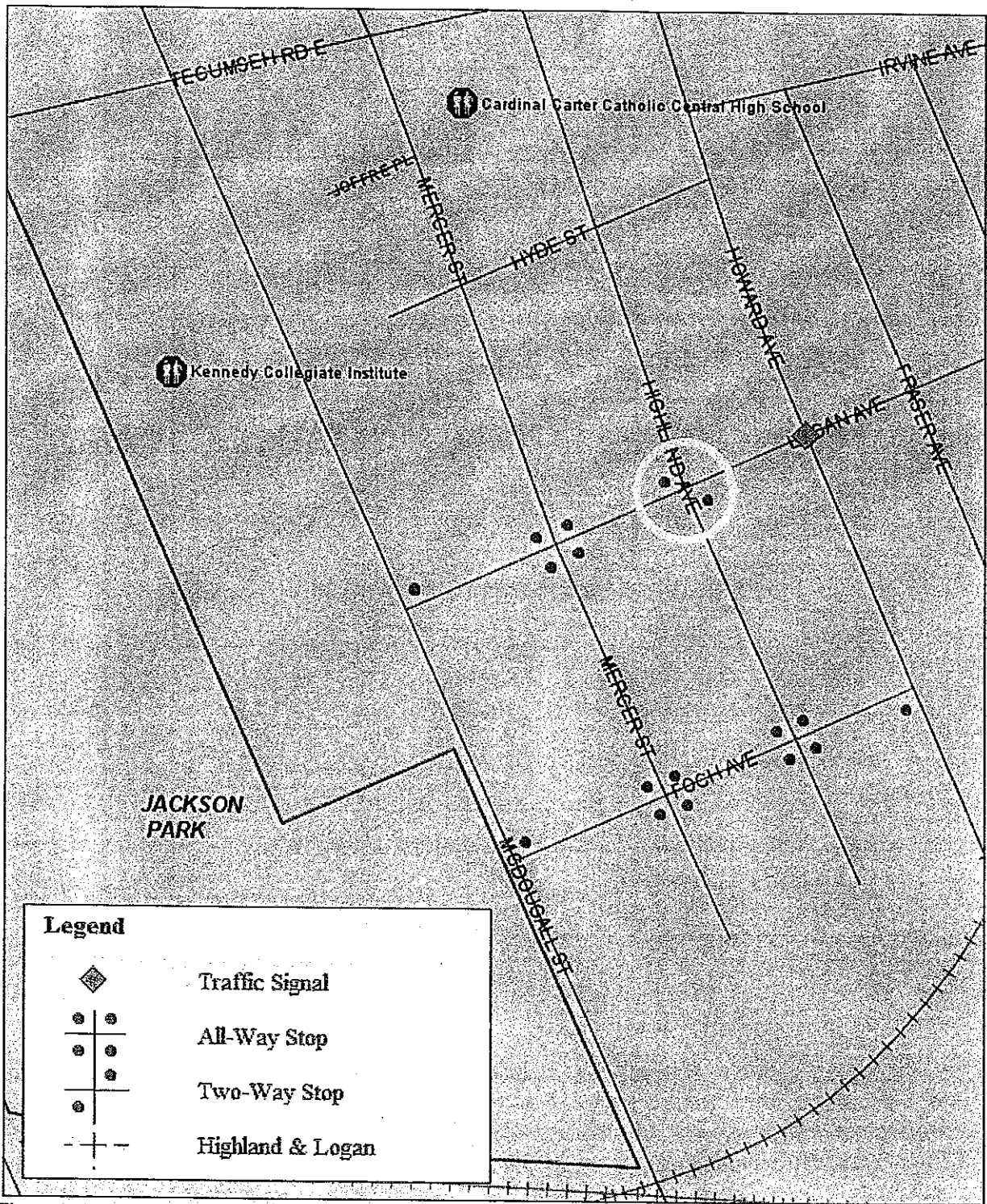


Figure 1: Area Map with Intersection Control on Logan Avenue and Foch Avenue

Hourly Volumes

Hourly variation within the day was also reviewed and is summarized in Figure 2 for Logan Avenue and Figure 3 for Foch Avenue. Both streets experience moderate traffic volume peaks in the weekday AM and PM peak hours.

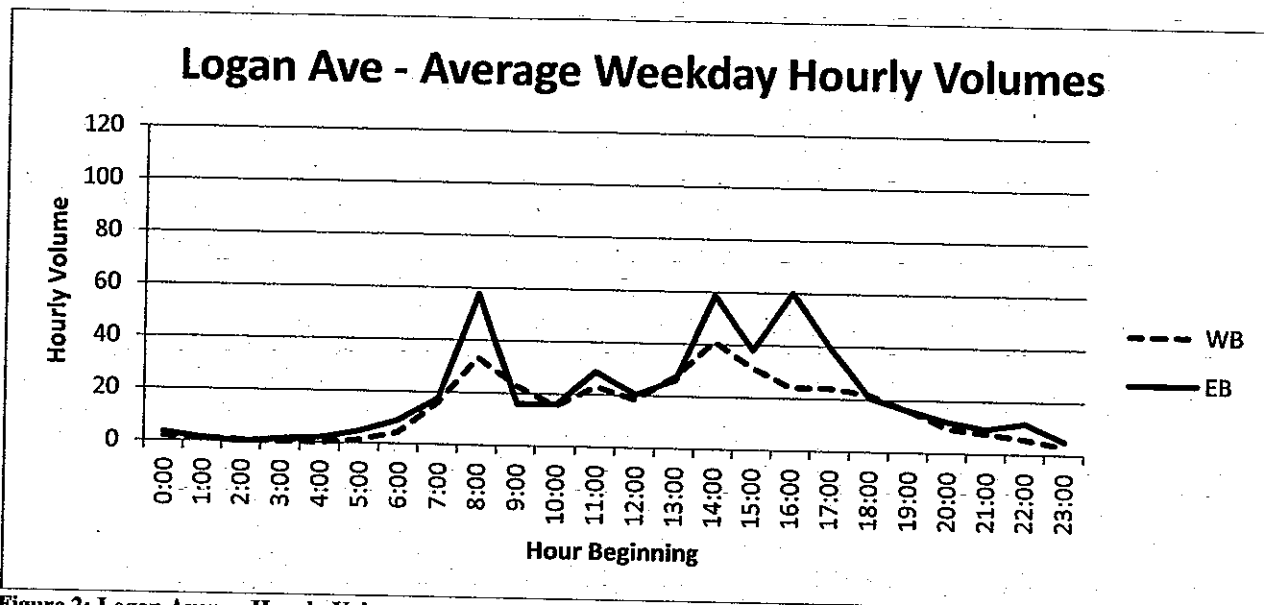


Figure 2: Logan Avenue Hourly Volumes

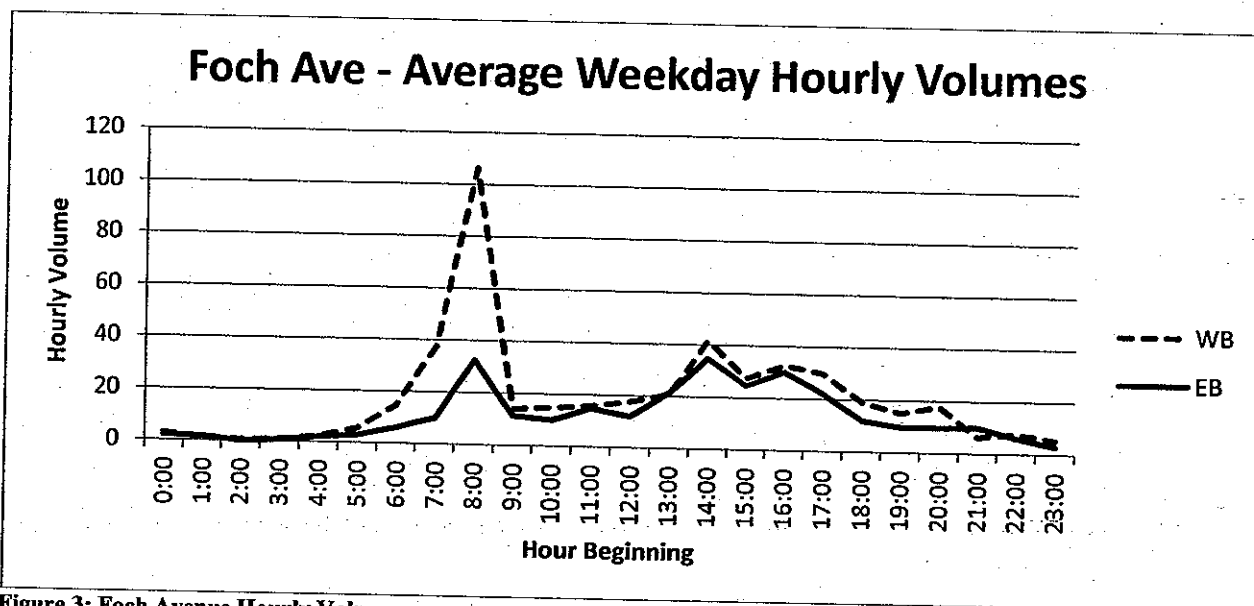


Figure 3: Foch Avenue Hourly Volumes

In the case of Foch Avenue, the weekday AM peak hour volume is significantly more pronounced than the weekday PM peak hour volume. While this peak is indicative of westbound cut-through traffic using Foch Avenue in the weekday AM peak hour, no changes on Foch Avenue are recommended at present for the following reasons:

- The overall daily volume is within the normal range for a local street;
- Based on the evaluation criteria in the current Traffic Calming Policy, traffic calming is not warranted on Foch Avenue;
- Resident volume concerns have not been brought forward regarding Foch Avenue; and,
- Measures designed to reduce cut-through traffic volumes on Foch Avenue would have the potential to increase cut-through traffic on Highland Avenue.

### Rail Crossing-Related Cut-Through Traffic

To address concerns regarding sporadic cut-through traffic when the rail crossing on McDougall Avenue is blocked by trains, the traffic volume data for Logan Avenue and Foch Avenue was reviewed at 15-minute intervals to look for short-duration peaks in eastbound traffic volumes. This review found that the largest difference between the maximum volume and average volume for a 15-minute period was 10 vehicles for Logan Avenue and 13 vehicles for Foch Avenue. For both streets, the largest "spikes" were limited to the period of 2:30 to 5:30 pm on weekdays, corresponding to the peak period of southbound traffic on McDougall Street.

Outside of this period in weekday afternoons, eastbound traffic experienced significantly less day-to-day variation, and the variation that was observed was similar for both eastbound and westbound traffic, indicating that the effect of rail crossing-related cut-through traffic on Logan Avenue and Foch Avenue is negligible at times when southbound traffic volumes on McDougall Street are low.

### **Traffic Speeds**

The results of the speed survey on Logan Avenue are summarized in Table 2. The 85<sup>th</sup> percentile observed speed was lower than the speed limit and a high degree of compliance with the speed limit was observed.

Table 2: Speed Summary

Measure	Logan Avenue (at #443 Logan)
Survey Period	April 23-28, 2015
Speed Limit	50 km/h
Observed Average Speed	32.5 km/h
Observed 85 <sup>th</sup> Percentile Speed [Note 1]	45.0 km/h
Compliance with Speed Limit	94%

Note 1: the speed at or below which 85% of the vehicles travel

The results of the speed survey indicate that vehicle speeds on Logan Avenue are generally within the appropriate and expected range for a local road with a speed limit of 50 km/h, and would not warrant traffic calming for speed control.

While a small percentage of vehicles were found to exceed the speed limit, the level of compliance observed (94%) is better than 83% of speed surveys for local roads in the City traffic study database.

On Foch Avenue, the short block lengths between stop controls were too short to measure speeds by automatic traffic recorder. Traffic observations were conducted on Foch Avenue; no issues with traffic speeds were noted.

## **4. RISK ANALYSIS:**

Resident comments received to date as well as the petition brought forward by Councillor Valentinis suggested potential operational and safety risks on City roads. These risks have been addressed by the review carried out by Administration.

There may be a low risk of reputational impacts associated with the recommendation of no action. These risks are addressed by the following measures:

- Thorough review of traffic volumes and speeds in the area identified;
- Consistent application of the All-Way Stop Policy and the Traffic Calming Policy; and,
- Documenting the reasons for Administration's recommendations and communicating them to area residents.

This reputational risk is lower than the moderate to significant risks associated with installing physical measures such as all-way stops or traffic calming that do not meet established warrants. These risks can include resource risks (e.g. capital and maintenance cost risks), community impact risks (e.g. traffic diversion onto other neighbourhood streets), and road safety risks (e.g. reduced stop sign compliance at unwarranted all-way stops).

The original petition referred to in M96-2014 requested an all-way stop specifically. The Environmental Master Plan (*Objective Ae: Transportation system enhancements to reduce air emissions*) identifies reduction of unnecessary and unwarranted all-way stops as a step to improve the City's traffic flow to reduce vehicle emissions. Installing an unwarranted all-way stop would create environmental risks associated with increased vehicle emissions.

**5. FINANCIAL MATTERS:**

N/A

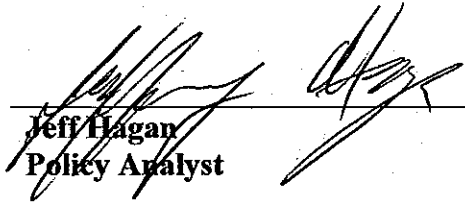
**6. CONSULTATIONS:**

N/A

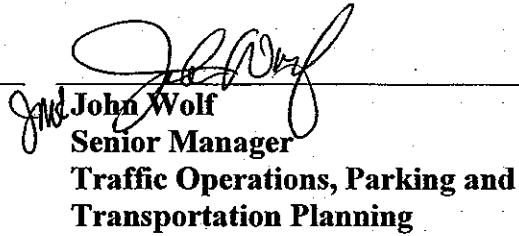


**7. CONCLUSION:**

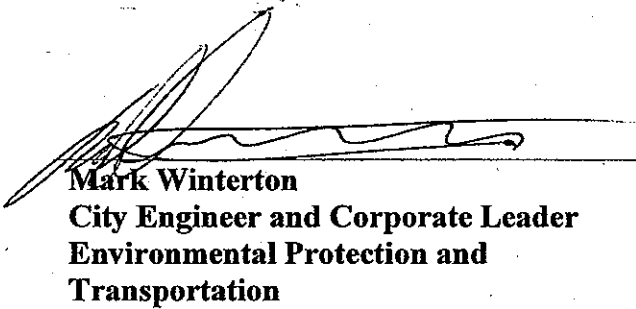
Speeds and traffic volumes on Logan Avenue and Foch Avenue were found to be within the normal range for local roads with 50 km/h speed limits. Observed compliance with the speed limit on Logan Avenue was better than average for similar City streets where speed studies have been carried out. No traffic calming or other measures for speed or volume control are recommended on either Logan Avenue or Foch Avenue.



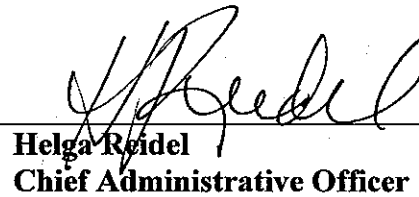
**Jeff Hagan**  
Policy Analyst



**John Wolf**  
Senior Manager  
Traffic Operations, Parking and  
Transportation Planning



**Mark Winterton**  
City Engineer and Corporate Leader  
Environmental Protection and  
Transportation



**Helga Reidel**  
Chief Administrative Officer

JH

**APPENDICES:**  
N/A

**DEPARTMENTS/OTHERS CONSULTED:**  
Name:  
Phone #: 519 ext.

<b>NOTIFICATION :</b>				
Name	Address	Email Address	Telephone	FAX
Councillor Bortolin				
Area Residents				

