REPORT N° INF2019-021

Date	03/06/2019
Submitted by	Julian Lenhart
Subject	Baseline Rd Safety Review
File N°	

1) **Purpose/Nature :**

The purpose of this report is to present the findings and Departmental recommendations with respect to a safety review that has been undertaken for the section of Baseline Road between 1063-1082 Baseline Road.

2) DIRECTIVE/PREVIOUS POLICY :

Based on the concerns of area residents regarding numerous accidents in the curved section of Baseline Road, Council directed the Department to undertake a review of Baseline Road to assess the feasibility of implementing roadway improvements to improve operational safety issues.

3) **DEPARTMENT'S RECOMMENDATION :**

WHEREAS the section of Baseline Road between 1063-1082 Baseline Road has been subjected to numerous accidents as a result of the posted speed limit and curvature of the roadway; and

WHEREAS HP Engineering has been retained to conduct a safety review of Baseline Road in order to identify roadway improvements to address the safety concerns;

THAT the Committee of the Whole recommends that Council approve the proposed improvements contained in Section 5 of report INF2019-021 for implementation as soon as possible; and

BE IT FURTHER RECOMMENDED THAT Council consider the approval of a by-law to reduce the speed limit on a section of Baseline Road to 60 km/h from the Baseline Road & St-Jean/Filion intersection to then 40 km/h from 1052 to 1169 Baseline Rd before resuming to 80 km/h.

ATTENDU QUE le tronçon du chemin Baseline situé entre le 1063 et le 1082 chemin Baseline, a connu de nombreux accidents en raison de la limite de vitesse affichée et de la courbure de la chaussée ; et

ATTENDU QU'une étude de sécurité a été effectué par le Département pour identifier les améliorations à apporter à ce tronçon du chemin Baseline afin de résoudre les problèmes de sécurité; et

ATTENDU QUE la firme HP Engineering a été retenue pour procéder à l'examen de la sécurité routière sur le chemin Baseline afin d'identifier les améliorations qui pourraient être implémentées pour améliorer la sécurité;

QUE le comité plénier recommande que le Conseil approuve les améliorations énoncées à la section 5 du rapport INF2019-021 et que celles-ci soient implémentées dans les meilleurs délais; et

QU'IL SOIT AUSSI RECOMMANDÉ QUE le Conseil considère l'approbation d'un règlement visant à réduire la vitesse maximale autorisée sur le chemin Baseline à 40 km/h à partir de l'intersection Baseline et St-Jean/Filion, et ensuite à 40 km/h du 1052 au 1169 chemin Baseline avant de retourner à 80 km/h.

4) BACKGROUND :

Photos identifying the study area and site conditions are included in Attachment 1.

The curved section of Baseline Road has the following characteristics:

- 2-3 m wide lanes with 2 m gravel shoulders
- Speed limit 80 km/h that is reduced to 40 km/h approximately 160 m west from the start of the curve
- 3 chevron alignment signs are placed on the shoulders of the roadway within the curve
- a "winding road" sign is located approximately 115 m west from the start of the curve
- a "steep hill" sign is located approximately 95 m west of the start of the curve
- there are no traffic barriers in the curved section of the roadway

Both Council members and nearby residents have expressed concern about the safety operating characteristics of this section of Baseline Road which has been subject to numerous accidents.

In view of the safety related concerns and Council's direction, staff retained HP Engineering to conduct a safety review and make recommendations to improve the operational characteristics of Baseline Road.

5) DISCUSSION :

The operational review suggests that the following improvements should be made to Baseline Road in the vicinity of 1063-1082 Baseline Road:

- a 60 km/h speed zone should be designated between the Baseline Road-St Jean-Filion intersection westerly to the current location of the 40 km/h speed zone.

- a "maximum speed ahead" sign for 40 km/h should be installed 100 m west of the existing "maximum speed begins" sign for the 40 km/h speed zone.

- a "maximum speed ahead sign" for the 60 km/h zone should be installed 150 m east of the intersection.

- a "maximum speed ahead sign" for the 40 km/h zone should also be installed 100 m west of the existing "maximum speed begins" sign for the 40 km/h speed zone.

- a minimum of four (4) chevron alignment signs with a maximum 15 m spacing should be installed within the curve. An additional chevron alignment sign should also be installed 30 m west from the beginning of the curve.
- the winding road sign should be replaced with a turn sign with an advisory speed tab of 30 km/h.

- although installation warrants for a traffic barrier are not met in accordance with the Ministry of Transportation Ontario (MTO) standards, the Department proposes to install a 3-cable guide rail at the location of the curve.

It should be noted that staff will monitor the effectiveness of the above improvements and determine if further investigations are warranted to look at the feasibility of pavement superelevation and other protective measures for the balance of the curved section of Baseline Road.

6) CONSULTATION:

Communications have taken place with Council members and the affected Baseline Road residents.

7) RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :

N/A

8) **FINANCIAL IMPACT (expenses/material/etc.):**

The cost of the signage and barrier installation is estimated to be $580 and $ 6,036 respectively. These expenditures will be funded from the Department's 2019 operating budget

9)LEGAL IMPLICATIONS :

Since the Department is aware of the safety related issues associated with the curved section of Baseline Road, implementation of the improvements recommended in Section 5 will assist in mitigating potential legal actions against the City.

9) RISK MANAGEMENT :

Implementation of the recommendations contained in this report, will minimize the likelihood of accidents and damage to private property.

10) STRATEGIC IMPLICATIONS :

The recommended improvements to Baseline Road supports the Strategic Plan objective of Environmental Responsibility by ensuring that City's infrastructure is maintained in an environmentally responsible manner

11) SUPPORTING DOCUMENTS:

Attachment 1:HP Engineering Safety Assessment with locational map and site conditions

Attachment 2: By-Law- Speed reduction Baseline Road