



## REPORT N° INF2019-027

<b>Date</b>	06/09/2019
<b>Submitted by</b>	Julian Lenhart
<b>Subject</b>	Poupart Road Safety Assessment
<b>File N°</b>	

1) **NATURE/GOAL :**

The nature of this report is to provide recommendations to Council to improve the safety of Poupart Road.

2) **DIRECTIVE/PREVIOUS POLICY :**

At the June 17th Council meeting, Council directed staff to assess the road condition and provide recommendations to improve the safety of Poupart Road.

3) **DEPARTMENT'S RECOMMENDATION :**

**THAT** Committee of the Whole recommends that Council approves the installation of additional warning signs as recommended in report INF2019-027.

**QUE** le comité plénier recommande au Conseil d'approuver l'ajout de panneaux d'avertissement supplémentaires recommandés dans le rapport INF2019-027.

4) **BACKGROUND :**

Members of Council received complaints about the safety of Poupart Road. As a result of these complaints, at the June 17th Council meeting, Council directed staff to assess the road condition and provide recommendations to improve the safety of Poupart Road. Following this direction, staff conducted a visual inspection of Poupart Road and reviewed road safety and signage best practices. The recommendations contained in this report are made based on the findings of this review.

5) **DISCUSSION :**

The aim of the visual inspection, was to assess the existing features of Poupart Road and to better understand the safety hazards caused by these features. Below are the features that staff inspected;

- Road length,
- Road and shoulder width,
- Ditch side slopes,
- Horizontal curve length,

- Speed limits,
- Existing signage,

#### Road length

Poupart Road spans approximately 1.7 km from St-Jean Street to Laurier Street. The 90-degree curve is located at 0.7 km from Laurier Street and 1.0 km from St-Jean.

#### Road and shoulder width

The road and shoulder widths are narrow to very narrow in some places. The road width ranges between 6.0m to 5.5m and the shoulder width is less than 0.5m. A typical road and shoulder width for this type of road is 7.0m minimum road width and 1.0m to 0.5m minimum shoulder width.

#### Ditch side slopes

The ditch side slopes are very steep in most cases the side slopes are less than 3:1.

#### Horizontal curve length

The existing curve length of the 90 degree curve is approximately 60m however, the minimum curve length should be 3 times the speed limit. This means that the curve length should be 150m for a 50 km/h speed limit.

#### Speed limit

The posted speed limit throughout Poupart Street is 50 Km/h including through the 90 degree curve.

#### Existing road signage

Poupart Road has a sharp curve ahead warning sign and a sharp bend danger slow down sign posted in both directions. It must be noted, that even though the existing signage is limited, the existing signage meets the provincial standards. (Example of signs shown below)



In order to establish best practices, staff consulted the Highway Design Manual. The Department's recommendations are based on these best practices. The focus area of the improvements are listed below.

- Speed limits/ Horizontal curve length
- Increase warning signage

### Speed limits/Horizontal curve length

Based on the curve length of 60m, the maximum safe speed for the curve is 20Km/h. The Department therefore, recommends to lower the speed limit, through the curve section only, to 20Km/h. This will be a warning sign not a regulatory sign and it will be posted under the curve warning sign.

### Increase warning signage

The Department recommends to add a maximum safe speed of 20 km/h for a curve sign below the sharp curve ahead warning sign. (Example of this sign shown below)



The department further recommends to add chevron arrow head signs through the curve to help guide drivers along the sharp curve. (Example of this sign shown below)



6) **CONSULTATION:**

N/A

7) **RECOMMENDATIONS OR COMMENTS FROM COMMITTEE/ OTHER DEPARTMENTS :**

N/A

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

The cost for additional signs and posts will be absorbed by the Departments operating budget.

9) **LEGAL IMPLICATIONS :**

N/A

10) **RISK MANAGEMENT :**

The additional warning signage can reduce the risk of accidents.

11) **STRATEGIC IMPLICATIONS :**  
N/A

12) **SUPPORTING DOCUMENTS:**  
N/A