



Committee of the Whole

Meeting Date: June 8, 2021

Submitted by: Chris Traini, P.Eng., County Engineer

SUBJECT: COUNTY ROAD 14 (GLENDON DRIVE) AND COUNTY ROAD 9 (MELBOURNE ROAD) INTERSECTION SAFETY UPDATE

BACKGROUND:

Middlesex County staff have made several modifications over the last number of years in order to improve traffic safety at the intersection of County Road 14 (Glendon Drive) and County Road 9 (Melbourne Road) and the results have been positive.

ANALYSIS:

This intersection is typical of many other intersections across Middlesex County and rural Ontario. Sightlines are clear in every direction and meet or exceed the standards prescribed such that an attentive driver under normal driving conditions would be able to manoeuvre safely through the intersection and not be subject to unnecessarily long delays while waiting at the stop sign.

County staff have undertaken a number of improvements over the past few years. Vegetation and other obstructions have been removed to greatly improve sight distances. Signs and other obstacles have been relocated in order to clean up the intersection. Stop signs and stop ahead signs have been upgraded with higher grade reflective sheeting and increased in size in accordance with the Ontario Traffic Manual guidelines.

Likely the most effective measure undertaken at this intersection (and two others across the County) has been the installation of 'enhanced' rumble strips as part of a pilot program. The two pairs of transverse strips, one pair before the stop ahead signs and one pair before the stop signs, have eliminated collisions resulting from drivers failing to recognize the stop condition on Melbourne Road. The previously installed rumble strips were worn down and were only ahead of the stop sign. Rumble strips provide a physical sensation to the driver so that their attention is drawn to the stop ahead

condition, and have been a very effective means across Middlesex County for reducing collisions especially those due to distracted driving. The one collision reported post the installation of the rumble strips last spring was the result of a driver pulling out into the intersection after stopping at the stop sign. Additional engineering improvements are not expected to impact the safe operation of this intersection at this time.

As noted above this location was chosen for the pilot project for enhanced rumble strips, and it would be premature to make any other changes to the intersection during the pilot as it would skew the measurable impact of the rumble strips. The enhanced rumble strips have been modified and more remedial measures are planned in an attempt to reduce the 'aggressiveness' of the rumble strips at this intersection. A further report on the effectiveness of the enhanced rumble strip pilot program and the lessons learned will follow at a future meeting.

Unfortunately, even with all of these improvements this intersection, like many other rural locations, is still vulnerable to collisions caused by reckless driving. There have been unconfirmed reports of large vehicles cruising through the stop sign since they can see so well in all directions and the traffic is relatively light in the area. A recent 'near miss' reported at the intersection may have been the result of this type of driver behaviour. Further enhancements to signage will not prevent this type of activity but enforcement and education can play a key role in reducing this unwanted behaviour.

Although further engineering measures are not likely to be effective there are other measures that can be taken to improve safety at this intersection and across the County. Continued commitment to road safety through participation with groups such as the London Middlesex Road Safety Committee and further promotion of rural road safety are key. Partnerships with the Middlesex OPP for enhanced and targeted enforcement can also play a role in limiting dangerous driving behaviour. County staff are continuing to support the Ontario Good Roads Association and the Municipal Engineers Association for better access to collision data so that sound decisions on where to best target road safety improvements can be made.

RECOMMENDATION.

That the County Road 14 (Glendon Drive) And County Road 9 (Melbourne Road) Intersection Safety Update Report from the County Engineer be received for information.