



**Meeting Date:** April 28, 2021

**Submitted by:** Rob Cascaden, P.Eng – Director – Public Works and Engineering

**Prepared by:** Andrew Giesen, C.E.T – Transportation Manager

**Report No:** PWE 12-2021

**Subject:** All-Way Stop – Addressing Sight Line and Safety Concerns

**Recommendation:**

THAT Report PWE 12-2021 regarding All-Way Stop – Addressing Sight Line and Safety Concerns be received

AND THAT the Parking and Traffic by-law 2019-092 be amended as per Appendix A appended to Report PWE 12-2021.

**Purpose:**

Sight lines at intersections are an important aspect of intersection safety, minimum sight lines are required to allow vehicles and pedestrians to safely navigate an intersection and provide sufficient time and space to safely maneuver and manage an intersection.

**Background:**

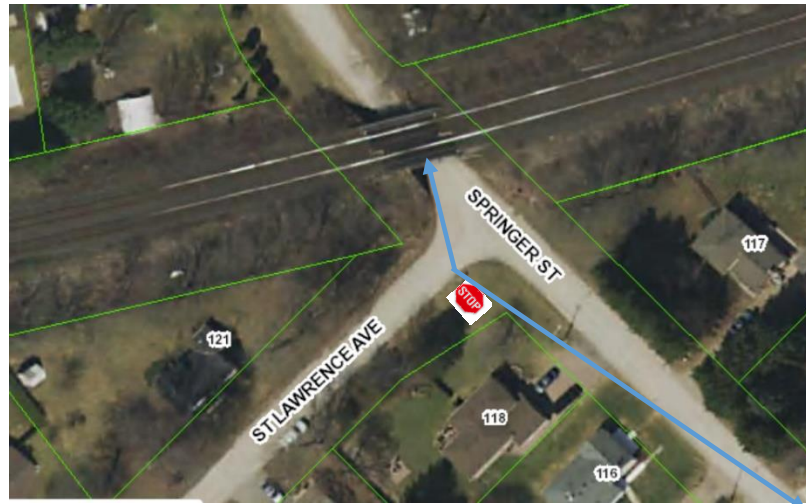
Staff have received feedback from the public regarding sight line and safety concerns at two intersections in Komoka adjacent to the CN rail line and supporting rail structures.

## Analysis:

Staff have reviewed the two intersection in question;

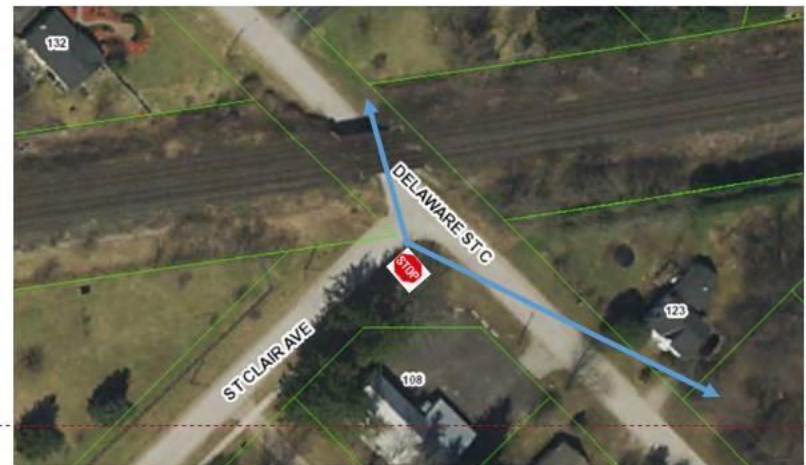
### 1. St Lawrence Ave and Springer St

Both St Lawrence Ave and Springer St would be characterised as low volume semi urban streets. The streets do not have sidewalks or curb and gutter, and the intersection currently operates with an eastbound stop control on St Lawrence Ave. The existing sightlines from the stop sign on St Lawrence Ave are approximately 25m to the north and approximately 100m to the south.



### 2. Delaware St N. and St Clair Ave

Similar to Springer St and St Lawrence Ave, Delaware St N., and St Clair Ave would be characterised as low volume semi urban streets. The streets do not have sidewalks or curb and gutter, and the intersection currently operates with an eastbound stop control on St Clair Ave. The existing sightlines from the stop sign on St Clair Ave are approximately 20m to the north and approximately over 100m to the south.



Staff have reviewed the intersection from a traffic operation and safety perspective. During this review the existing sightlines were reviewed against recommended best practices, it was found that the sight lines to the north adjacent to the rail line and rail structures at both locations are not sufficient to provide the minimum stopping sight distance. This is the distance required for a vehicle travelling at 50 km/h to perceive and react to a roadway condition and bring the vehicle to a stop. The minimum stopping sight distance is 65m.

Staff also reviewed the Ontario Traffic Manual (OTM) Book 5 Regulatory Signs, to review the recommendation and requirements for the installation of stop signs, specifically all-way stops, to ensure consistency with provincial standards and

compliance with best practices. The OTM manual notes that stop signs can be considered where traffic analysis indicates “restricted sight lines”.

It is therefore recommended that due to the insufficient stopping sight distance and consistent with the Ontario Traffic Manual an all way stop be installed at St Lawrence Ave and Springer Street, as well as at St Clair Ave and Delaware St N. This would be consistent and similar to the intersection of Huron Ave and Queen St which currently functions as a 3 way stop, under similar circumstances with an adjacent rail structure.

The implementation of all-way stops at the above noted locations will provide clear direction to control the right of way for vehicles and pedestrians who use the intersection, and reduce the likely hood of a collision associated with sight line issues. The introduction of an all way stop will increase travel times along Springer St and Delaware Street N. due to the requirement to come to a complete stop at the intersection, however given the low volumes of the street this should not have a significant impact on traffic operations.

**Financial Implications:**

The cost associated with the installation of all-way stops at the afore mentioned intersections will be covered under the existing Public Works and Engineering operating budget.

**Strategic Plan:**

This matter aligns with following strategic priorities:

- Engaged Community
- Responsive Municipal Government

This aligns with Councils strategic plan be being responsive to feedback provided be residents and looking for ways to continual engage with residents in a positive and meaningful way.

**Attachments:**

Appendix A – Amendments to the Traffic and Parking By-law 2019-092