

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2017-010

Date: August 22, 2017
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 10

Subject: Request for Traffic Control – King Street and St. David Street and Logie Street

Author Name and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

RESOLVED THAT Report ENG2017-010 **Request for Traffic Control – King Street and St. David Street and Logie Street;** be received;

THAT an all-way stop be installed at the intersection of King Street and St. David Street/Logie Street;

THAT the necessary by-laws for the above recommendations be forwarded to Council for adoption; and

THAT the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

At the Council Meeting of June 6, 2017 Council adopted the following resolution:

CR2007-478

RESOLVED THAT the memo from Councillor Dunn regarding **Speeding on King Street, Lindsay**, be received;

THAT staff be directed to conduct the necessary investigation to place a four way stop at the intersection of King Street and Logie Street/St. David Street; and

THAT staff report back to Council no later than the last regular Council meeting of September, 2017 with recommendations.

CARRIED

This report addresses that direction.

At the Council Meeting of July 11, 2017 Council received the following petition:

CC2017-20.12.1

Susan Smith

Petition Traffic Speed on King Street, Lindsay

This report also addresses this petition which can be seen in Appendix A.

Staff have also received multiple other requests for the study of speed on King Street or for the installation of an all-way stop at this intersection.

This report also addresses those concerns.

Rationale:

The Ontario Traffic Manual (OTM) has methods to determine if an all-way stop is warranted and does not recommend that stop controls be used as a speed control or traffic calming device.

The purpose of a stop sign is to control right-of-way conflicts. On two relatively equal roadways having similar traffic volume demand and operating characteristics an all-way stop control is an appropriate method to control right-of-way conflicts.

Staff performed all-way stop warrants and site investigations to determine if the installation of all-way stop is an appropriate action. As per the OTM, speed control was not a determining factor.

The intersection did not meet the minimum total volume warrants for all-way stops. It was found that cross traffic had roughly equal volumes (approximately 53/47 north-south/east-west split). The cross volume changes could be explained by recent development and changes in traffic patterns. Traffic count results can be seen in Appendix B. Minimum sightline requirements are met.

Motorists drive by feel it is clear to them when intersections feel "wrong". When equal volume and same class roads only have one stop control, driver confusion can magnify. Staff witnessed multiple instances of vehicles stopping at non-stop controlled approaches, waving cars through, non-compliance with the stops and vehicles creeping into the intersection instead of stopping. These behaviors reduce the credibility of the current stop controls and increase the potential for vehicle conflict. Although this intersection does not experience enough volume to trigger the warrant, it would be using good engineering judgment and in keeping with best practices to install all-way stops at equal volume, same class roads which generate high instances of driver confusion.

As a result of the justification review carried out by staff, it is recommended that all-way stops be installed at the intersections of King Street and St. David Street/Logie Street.

Other Alternatives Considered:

St David Street/Logie Street has had dramatic increase in cross traffic patterns and could continue to increase due to development; it is not recommended the intersection stay as is.

Financial/Operation Impacts:

Cost of signs to bring the By-law into effect.

Two new stop signs.

Two temporary stop ahead warning signs with "new" sign above (should be in inventory from previous all-way stop installations)

Four "ALL WAY" tabs

Plus Installation

$\$450 * 6 = \2700

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

The City's Strategic Plan outlines Council's Vision of a Vibrant and Growing Economy, Quality of Life and a Healthy Environment.

Providing life safety and protection is a priority objective of the City.

Consultations:

N/A

Attachments:

Appendix A – Petition for Traffic Calming



ENG2017-010-
Appendix A.pdf

Appendix B – Traffic Count Results



ENG2017-010
Appendix B.pdf

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Department Head: Juan Rojas, Director of Engineering & Corporate Assets

Department File: Engineering