



Council Report

Report Number:	ENG2023-034
Meeting Date:	November 21, 2023
Title:	Consolidated Stop Control Review at Various Intersections
Description:	Request to pass By-laws for stop controls at various intersections
Author and Title:	Gordon Archibald, Senior Engineering Technician

Recommendation(s):

That Report ENG2023-034 **Consolidated Stop Control Review at Various Intersections** be received;

That stop controls be installed at intersections as outlined in Table 1 (Victoria Place);

That stop controls be installed at intersections as outlined in Table 2; and

That the necessary By-laws for the above recommendations be forwarded to Council for adoption.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

Engineering – Technical Services Division reviews the appropriateness of traffic control requests from Public Works, Council, and the public. This report represents the latest consolidated review of right-of-way intersection control requests from Public Works Managers/Supervisors/Staff on various roads where action is recommended, and where a by-law for the control is required.

At the Council meeting of October 24, 2023, staff had placed a by-law for stop controls on the agenda as part of the streamlined process for the regulation of traffic. Council requested it be brought back with further explanation and to provide the option for yield controls for intersections in Victoria Place. Yield controls are not typically used as alternatives to stop controls on CKL roads, particularly in a subdivision style area like Victoria Place. To satisfy Council's request staff measured sight distances for all the intersections in Victoria Place. Yield controls are not recommended at intersections where the minimum stopping sight distances are not met.

Rationale:

The intersections in Victoria Place (Table 1) have no legal right-of-way control at this time. Stop or yield signs are recommended at these locations. Sight distances have been measured and meet the Transportation Association of Canada's (TAC) minimum requirements for the installation of yield controls. Staff recommends that stop controls be established at these intersection in keeping with CKL historical practices, however yield controls are also appropriate should Council desire to introduce less restrictive right-of-way controls on CKL roads.

The intersections in Table 2 have no legal right of way control at this time and are located throughout CKL. Council had not expressed a preference for yield controls at these location, therefore minimum stopping sight distances for yield controls have not been performed. Stop signs are recommended.

Under the Highway Traffic Act, by-laws do not apply until the signs are physically installed. Due to the timing of when these by-laws will be passed, signs will not be installed until the spring of 2024. The by-laws can be passed, however they will not be in effect until that time.

Location maps for all intersections are in Appendix A.

Table 1: Intersections with no right-of-way in Victoria Place

Road 1	Road 2	Ward	Intersection Type	Current Control	Recommendation
Country Club Circle	Country Club Circle	6	3-way east facing T	None	Stop or yield sign at the T
Country Club Circle	Old Surrey Lane	6	3-way north facing T	None	Stop or yield sign at the T
Port Colony Road	Old Surrey Lane	6	3-way south facing T	None	Stop or yield sign at the T
Port Colony Road	Old Surrey Lane	6	3-way south facing T	None	Stop or yield sign at the T
The Captains Corners	Old Surrey Lane	6	3-way south facing T	None	Stop or yield sign at the T
The Captains Corners	Old Surrey Lane	6	3-way south facing T	None	Stop or yield sign at the T
Forest Harbour Trail	Old Surrey Lane	6	3-way east facing T	None	Stop or yield sign at the T
Forest Harbour Trail	Old Surrey Lane	6	3-way east facing T	None	Stop or yield sign at the T
Sail Vista Drive	Old Surrey Lane	6	3-way east facing T	None	Stop or yield sign at the T
Sail Vista Drive	Old Surrey Lane	6	3-way east facing T	None	Stop or yield sign at the T
Tall Pine Court	Old Surrey Lane	6	3-way west facing T	None	Stop or yield sign at the T

Table 2: Intersections with no right-of-way

Road1	Road2	Ward	Intersection Type	Current Control	Recommendation
Augusta Street	Kennedy Bay Road	6	3-way west facing T	None	Stop sign at the T
Deerwood Avenue	Kennedy Bay Road	6	3-way east facing T	None	Stop sign at the T
Elder Street	Kennedy Bay Road	6	3-way east facing T	None	Stop sign at the T

Fawn Street	Elder Street	6	3-way south facing T	None	Stop sign at the T
Fawn Street	Deerwood Avenue	6	3-way north facing T	None	Stop sign at the T
Elk Street	Elder Street	6	3-way south facing T	None	Stop sign at the T
Elk Street	Deerwood Avenue	6	3-way north facing T	None	Stop sign at the T
Alexander Avenue	Elder Street	6	3-way south facing T	None	Stop sign at the T
Leaf Street	Elder Street	6	3-way south facing T	None	Stop sign at the T
Dutrisac Drive	Riverview Drive	8	3-way west facing T	None	Stop sign at the T
Southshore Road	Ryan Drive	8	3-way west facing T	None	Stop sign at the T
Charlotte Crescent	Matilda Drive	6	3-way east facing T	None	Stop sign at the T
Berry Lane	Ranch Road	2	3-way west facing T	None	Stop sign at the T
Benson Street	Pacific Steet	8	3-way west facing T	None	Stop sign at the T

As a result of the review carried out by staff, it is recommended that by-laws be passed to install stop controls at intersections listed in Table 1 and Table 2.

Other Alternatives Considered:

The intersections at Victoria Place (Table 1) experience volumes where leaving the intersection uncontrolled is not recommended. A do nothing approach is not recommended for these intersections.

Should Council direct yield signs be installed for the intersections listed in Table 1, then the following resolution should be adopted (and replace the recommendation to install stop signs):

That yield controls be installed at intersections as outlined in Table 1 (Victoria Place);

The intersections in Table 2 are relatively low volume with lowered conflict potential and could remain as is without significant hazard to the public. However, in keeping

with current practices, it is recommended that we employ the same standards across the municipality, that is to rectify intersections without right-of-way controls.

Alignment to Strategic Priorities

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

Financial/Operation Impacts:

Costs to install the signs to come from the Public Works operating budget.

Consultations:

Attachments:

Appendix A – Yield or Stop Sign Controls for Uncontrolled Intersections



Adobe Acrobat
Document

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