



TOWN OF MINTO

DATE: April 8, 2016
REPORT TO: Mayor Bridge and Members Council
FROM: Mike McIsaac, Roads Foreman
SUBJECT: Stop Sign Queen Street and Walker

STRATEGIC PLAN:

5.8 Ensure operations, facilities and programs operate efficiently and effectively through a business plan process implemented at budget.

BACKGROUND:

At the June 3, 2011 meeting the previous Council passed the following motion in response to a petition from the neighborhood from five residents and a report from Public Works:

MOTION: COW-016-2011

THAT The Town of Minto Public Works Director review and proceed with a three way stop at the intersection of Walker Street and Queen Street , Palmerston if appropriate.

By-law 2011-069 was approved July 5, 2011 creating a legal three way stop at the intersection. The map below gives you an idea of the intersection.



Queen Street heads southerly up a hill into North Perth. Between Caven Street to the north and the Town Line there are about 22 homes. There is a sidewalk on the west side of Queen Street from Caven to Walker. Vehicles leaving Palmerston begin to speed up from this intersection to navigate the hill and head into North Perth. Vehicles coming into Palmerston are often at a high rate of speed coming down the hill. This causes difficulties for residents entering and exiting their driveways.

The OPP enforces speeding and no-stopping from time to time at this intersection. This can temporarily improve conditions. There is evidence stop signs are ignored or missed altogether which is a safety concern. Staff spoke to area resident Andrew Lang who wants a solution that

involves people obeying the stop sign, sidewalks and other means to increase public safety.

COMMENTS:

This section of Queen Street requires road, sewer and water upgrades within a five year period. It carries farm vehicles in and out of Palmerston and is used by people heading south to Listowel as an alternate Highway 23. This road may be a candidate for sidewalks at

least on one side. The stop signs restrict traffic flow and access to downtown Palmerston reducing the function of the road.

Ontario Traffic Manual Book 5 states an all-way controlled intersection should meet certain minimum requirements. All-way stop control may be considered on roads where total vehicle volumes on all streets exceeds 350 cars for the highest hour recorded. There are also rules for split of traffic between intersecting roads. This intersection does not meet volume requirements to warrant a three way stop.

Book 5 also has an all way stop collision warrant requiring a stop sign if accident frequency averages of four collisions per year over a three year period. Only accidents susceptible to relief through multi-way stop control must be counted such as right angle turning type collisions). Included in the standard are locations where visibility limits safe approach speed to less than 15km/h and creates unreasonable accident potential. Special advance warning or overhead flashing lights may be needed to augment stop signs if vertical or horizontal alignment is a factor. These conditions do not exist at this intersection.

Finally, Book 5 states all way stops should not be used where the protection of pedestrians, school children in particular, is a prime concern as this can usually be addressed by other means. Stop signs are not suitable speed control devices and should not be used to slow traffic movement in residential areas.

A three way stop at this intersection is not justified by traffic volume or collision warrants, and also not an effective method to control speed in residential areas according to Provincial standards. However, many communities use stop signs as a way to address safety concerns and to slow traffic down. Given the information in Book 5, it would be appropriate for Council to look at options for the street such as:

1. Have Triton engineering assess and advise of any technical solutions that might calm traffic or improve safety such as signage, speed reductions, sidewalks or similar. Include these recommendations at the time of road reconstruction for this area
2. Initiate a public meeting to start a process to repeal the by-law to remove the stop signs on Queen St
3. Ask the OPP to enforce more actively at the intersection
4. Paint stop bars, increase the size of the stop signs or some other approved standard method to make the sign more obvious as well as trim the current tree canopy to increase natural light to this area to increase resident and vehicular visibility

FINANCIAL CONSIDERATIONS:

Traffic engineering advice can be obtained from Triton Engineering for less than \$145 per hour which can be funded through existing budget items.

RECOMMENDATION:

That Council receives the Stop Sign Queen Street and Walker Road report from the Road Foreman and directs staff to look at ways to increase safety with the Town's Engineering consultant and identify technical issues and solutions in report, and that staff meet with area residents once report is ready to discuss solutions and make a recommendation to Council.

Mike McIsaac, Road Foreman