
HALDIMAND COUNTY

Report ECW-18-2019 All Way Stop Installations - Lafayette Street at Marley Crescent and Monson Street at Lafayette Street, Jarvis

For Consideration by Council in Committee on September 17, 2019



OBJECTIVE:

To provide Council with a recommendation in response to an all way stop request at the intersection of Lafayette Street at Marley Crescent in Jarvis as well as a recommendation to install an all way stop at the intersection of Monson Street at Lafayette Street.

RECOMMENDATIONS:

1. THAT Report ECW-18-2019 All Way Stop Request - Lafayette Street and Marley Crescent – Jarvis be received;
2. AND THAT an all way stop condition be installed at the intersection of Lafayette Street and Marley Crescent;
3. AND THAT an all way stop condition be installed at the intersection of Lafayette Street and Monson Street.

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

The Council approved All Way Stop Installation Warrant Policy provides staff with a consistent way of addressing requests for all way stops.

While the Part Two – Warrants criteria in the All Way Stop Installation Warrant Policy are not met for these locations, staff are recommending that all way stops be installed at the intersections of Lafayette Street at Marley Crescent and Lafayette Street at Monson Street in Jarvis to increase pedestrian access to the new sidewalk on Lafayette and Monson Streets.

BACKGROUND:

At the May 28, 2019 Council-in-Committee meeting, through Report ECW-11-2019 All Way Stop Request - Lafayette Street and Craddock Boulevard – Jarvis, an all way stop was approved at the intersection of Lafayette Street and Craddock Boulevard (see Attachment 1).

This resolution was initiated by the planned construction of a new sidewalk on the south side of Lafayette Street from Craddock Boulevard to Monson Street. The project also included new sidewalk on Boyd Street and the replacement of sidewalk on Monson Street.

At the May 28, 2018 Council in Committee meeting staff were also given direction through the following resolution:

“THAT staff be directed to report back to Council in Committee regarding the installation of an all way stop at the intersection of Lafayette Street and Marley Crescent in Jarvis.”

Under the existing conditions Lafayette Street runs from Craddock Boulevard to Monson Street and there is an all way stop condition at Craddock Boulevard and a stop condition on Lafayette Street at Monson Street. The area is primarily residential with the Jarvis Public School located on the east side of Monson Street with additional access to the school provided from Julius Street.

ANALYSIS:

In considering the Council request for an all way stop at Lafayette Street at Marley Crescent staff have also reviewed the intersection of Lafayette Street at Monson Street in regards to pedestrian access to the newly installed sidewalks. As a result of the review it was determined that at both intersections pedestrians are required to cross at an uncontrolled intersection to access the new sidewalk.

Haldimand County's All Way Stop Installation Warrant Policy No. 2007-03 (see Attachment 2) provides criteria that must be met in order to consider an all way stop installation such as posted speeds, intersection layout and traffic volumes.

The results of the all way stop evaluation for Lafayette Street at Marley Crescent are as follows:

Part One – Consideration:

For a warrant to be considered, all of the following conditions must be satisfied:

1. Minimum posted speed – *satisfied*.
2. Closest traffic control device – *not satisfied (150 m – 250 m required)*.
3. Intersection configuration – *satisfied*.
4. Arterial intersections – combined volume of vehicles and pedestrians from minor street - *not applicable*.
5. Secondary intersections – combined volume of vehicles and pedestrians from minor street – *not satisfied – Marley Crescent is approximately 20% of total volume (35% required)*.

As Conditions 2 and 5 under Part One – Consideration are not satisfied, the warrant conditions for an all way stop at Lafayette Street at Marley Crescent are not met and the evaluation is complete.

The results of the all way stop evaluation for Monson Street at Lafayette Street are as follows:

Part One – Consideration:

For a warrant to be considered, all of the following conditions must be satisfied:

1. Minimum posted speed – *satisfied*.
2. Closest traffic control device – *not satisfied (185 m – 250 m required)*.
3. Intersection configuration – *satisfied*.
4. Arterial intersections – combined volume of vehicles and pedestrians from minor street - *not applicable*.
5. Secondary intersections – combined volume of vehicles and pedestrians from minor street – *satisfied – Monson Street is approximately 40% of total volume (35% required)*.

As Condition 2 under Part One – Consideration is not satisfied, the warrant conditions for an all way stop at Monson Street at Lafayette Street are not met and the evaluation is complete.

While the results of the Part Two – Warrants for an all way stop are not met for either intersection, County staff are recommending that all way stops be implemented at both Lafayette Street at Marley Crescent and Lafayette Street at Monson Street based on the following rationale:

- The new sidewalks on Lafayette Street, Monson Street and Boyd Street increase the walkability of the neighborhood by providing a connection from the Jarvis Meadows and Country Fields subdivisions on the east side of Craddock Boulevard to the Jarvis Public Library, the Jarvis Public School and Main Street. The crossings on Lafayette Street at Marley Crescent and Monson Street at Lafayette Street are currently uncontrolled resulting in potentially vulnerable spots for pedestrians.
- The new sidewalk provides a connection to the Jarvis Public School/Jarvis Library and a number of young children use the new route to walk to school and/or the library. Young children are more vulnerable to traffic due to their lack of experience as well as being harder to see from moving vehicles.
- County staff have evaluated the two intersections and given the relatively low traffic volumes and speeds have concluded that the installation of all way stop conditions at both locations will not negatively impact traffic flow.

FINANCIAL/LEGAL IMPLICATIONS:

Roads Operations will be responsible for installing the required signage. The estimated cost is approximately \$600 and will be funded from the Road Operations regulatory/warning signage operating account.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Proposed All Way Stop Locations.
2. All Way Stop Installation Warrant Policy No. 2007-03.