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# HALDIMAND COUNTY

## Report ENG-12-2023 All Way Stop Request – Cedar Street and Alder Street, Dunnville



For Consideration by Council in Committee on June 20, 2023

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### OBJECTIVE:

To receive Council approval for an all way stop at the intersection of Cedar Street and Alder Street in Dunnville based on the outcome of the Community Justification Process for approval of all way stops.

### RECOMMENDATIONS:

1. THAT Report ENG-12-2023 All Way Stop Request – Cedar Street and Alder Street, Dunnville be received;
2. AND THAT an all way stop condition be installed at the intersection of Cedar Street and Alder Street, Dunnville.

**Prepared by:** Judy Brown, Transportation Engineering Technologist, Engineering Services

**Reviewed by:** Kristopher R. Franklin, Manager, Engineering Services

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

**Approved:** Cathy Case, Interim Chief Administrative Officer

### EXECUTIVE SUMMARY:

Staff have reviewed the request for an all way stop at the intersection of Cedar Street and Alder Street using the Community Justification Process for approval of all way stops as outlined in the County's All Way Stop Policy.

Based on the policy, the community support and staff evaluation requirements have been met and staff are recommending that an all way stop be implemented at this intersection.

### BACKGROUND:

The purpose of this report is to evaluate the request for an all way stop at the intersection of Cedar Street and Alder Street Drive using the Community Justification Process of the County's All Way Stop Policy (see References) and provide a recommendation to Council regarding the requested all way stop.

Under the existing conditions, Cedar Street is a through road and Alder Street has a stop condition at Cedar Street. Based on the relatively low traffic volumes on both Cedar Street and Alder Street, this intersection does not meet the technical warrants for an all way stop.

An all way stop request was submitted for this location in 2017 and as outlined in Report PW-ES-22-2017 All Way Stop Request - Cedar Street and Alder Street, Dunnville it did not meet the technical warrants at that time for both traffic volumes and the distance to the next traffic control device, however

the report did note that installing an all way stop at the intersection would not negatively affect traffic flow under the existing conditions.

Staff presented ECW-02-2020 All Way Stop Policy Update to Council on March 3, 2020. This report proposed an alternate review process that allows for local residents to request an all way stop at an intersection where technical traffic engineering warrants have not been met. This process was approved by Council and the updated All Way Stop Policy now has a two stream approach to the evaluation of all way stop requests.

The first approach is based on the existing technical traffic engineering warrants (Technical Justification Process) and the second is based on community input with staff providing a review of the request to ensure the all way stop has no safety impacts (Community Justification Process).

The Community Justification Process requires significant local public support be shown for the installation of an all way stop at a particular location. This support is based on the principle that 75% of the residents who live within 250 metres of the intersection and respond to a written request from their local Councillor are in agreement with the all way stop. The process also requires the support of the local Councillor including discussions with staff regarding the rationale for the all way stop installation.

Once the Community Justification conditions are met, staff conduct a safety review of the location to ensure that the intersection is suitable for an all way stop and not at a location such as an offset intersection or where traffic is required to stop on a grade or at a location with sight line issues.

## **ANALYSIS:**

Haldimand County's All Way Stop Policy provides a Community Justification Process requiring significant local public support as well as the input and support of the local Councillor.

As part of this process, the local Councillor distributed a letter (see Attachment 1) to the 268 residents living within 250 metres of the Cedar Street and Alder Street intersection and received 38 total responses, including 32 supporting the all way stop and 6 against (this represents 84% support). This response meets the required 75% community support threshold.

Based on this information and the support of the local Councillor for the all way stop, staff are satisfied that the requirement for significant public support has been met.

Staff have reviewed the proposed all way stop at the Cedar Street and Alder Street intersection (see Attachment 2) and have no technical concerns with the installation of an all way stop at this location. Therefore, based on the Community Justification Process, staff are recommending that an all way stop be implemented at this location.

Staff will monitor the new all way stop installation during the first few weeks of implementation to ensure that the new "Stop Ahead" and "sunburst" signage are sufficient in alerting motorists to the new stop condition. If motorists are consistently running the stop sign, a temporary flashing red light on the stop sign may be installed for a period of time.

The Highway Traffic Act (HTA) allows for a Municipal Council to implement stop conditions at intersections of highways under its jurisdiction and a by-law must be passed to formally enact the stop condition. This by-law will be presented at the subsequent Council meeting for approval.

## **FINANCIAL/LEGAL IMPLICATIONS:**

Roads Operations will be responsible for installing the required signage. The estimated cost is approximately \$1,500 and will be funded from the Roads Operations regulatory/warning signage operating account.

## **STAKEHOLDER IMPACTS:**

Not applicable.

## **REPORT IMPACTS:**

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

## **REFERENCES:**

1. [Policy No 2007-03 All Way Stop Policy](#)

## **ATTACHMENTS:**

1. Resident Letter
2. Map of Proposed All Way Stop Location