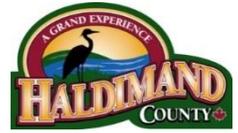


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# HALDIMAND COUNTY

## Report PW-ES-12-2018 Replacement of Yield Signs with Stop Signs For Consideration by Council in Committee on June 19, 2018

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### **OBJECTIVE:**

To seek Council approval to replace yield conditions with stop conditions at thirty-four T-intersections in Haldimand County.

### **RECOMMENDATIONS:**

1. THAT Report PW-ES-12-2018 Replacement of Yield Signs with Stop Signs be received;
2. AND THAT the required Stop Control By-laws be presented to Council for enactment.

**Respectfully submitted:** Tyson Haedrich, M. Eng., P. Eng., Director Engineering Services

**Approved:** Donald G. Boyle, Chief Administrative Officer

### **EXECUTIVE SUMMARY:**

The Highway Traffic Act (HTA) allows municipalities to enact a variety of traffic control devices including stop signs for roadways under their jurisdiction.

In order to create County-wide consistency in the traffic control signage at T-intersections, staff are recommending that the thirty-four intersections with yield signs be converted to stop signs. This change will create consistency and reduce any ambiguity regarding right-of-way for drivers.

### **BACKGROUND:**

Staff have reviewed all intersections currently controlled by yield conditions and have identified thirty-four T-intersections with yield conditions. Staff also reviewed the existing traffic control signage at T-intersections across the County to determine a consistent approach to intersection signage.

In the past staff have changed yield signs to stop signs at T-intersections which were identified as part of construction projects or brought forward by members of the public through their local Councilor. The intent of this report is to deal with the conversion of the remainder of the yield signs at T-intersections in the County.

### **ANALYSIS:**

Ontario Traffic Manual Book 5 Regulatory Signs is a reference manual published by the Ministry of Transportation that provides warrants and guidelines for the installation and use of regulatory signs. This manual provides the guidelines for yield and stop conditions that were used in the intersection evaluations.

In general, the OTM states that before using yield signs as a substitute for stop signs, consideration must be given to its suitability in relation to traffic volume, speed, sight distance along the main road onto which vehicles merge and collision record of the intersection related to right-of-way.

The OTM also states that the purpose of a stop sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed and it has been determined that a yield sign is inadequate.

Based on the OTM criteria and the general rule that consistency in signage helps drivers navigate the streets, staff have identified thirty-four T-intersections with yield signs that are recommended to be converted to stop signs. The thirty-four T-intersections with yield signs include seventeen in Caledonia, three in Cayuga, two in Hagersville, five in Jarvis and seven in rural areas as follows:

### **Caledonia T-Intersections with Yield Signs**

| <b>Street</b>   | <b>Intersection (At)</b> | <b>Direction</b> |
|-----------------|--------------------------|------------------|
| Balmoral Court  | Ayr Street               | Westbound        |
| Burns Place     | Heddle Street            | Westbound        |
| Cayuga Street   | King William Street      | Northbound       |
| Cayuga Street   | King William Street      | Southbound       |
| Dumfries Street | MacKenzie Crescent       | Southbound       |
| Glenmor Drive   | MacCrae Drive            | Northbound       |
| Leith Court     | Morrison Drive           | Northbound       |
| MacColl Place   | Glenmor Drive            | Southbound       |
| MacGregor Place | Fraser Street            | Southbound       |
| McNab Place     | Heddle Street            | Westbound        |
| Munro Court     | Ross Street              | Westbound        |
| Park Lane       | Inverness Street         | Eastbound        |
| Pauline Avenue  | Selkirk Street           | Eastbound        |
| Peebles Street  | Forfar Street West       | Northbound       |
| Renfrew Street  | Forfar Street West       | Northbound       |
| Seneca Street   | King William Street      | Northbound       |
| Thorburn Place  | Heddle Street            | Eastbound        |
| Wallace Place   | Heddle Street            | Westbound        |

### **Cayuga T-Intersections with Yield Signs**

| <b>Street</b>    | <b>Intersection (At)</b> | <b>Direction</b> |
|------------------|--------------------------|------------------|
| Echo Street East | Monture Street North     | Eastbound        |
| Johnson Street   | Echo Street East         | Northbound       |

|                    |            |           |
|--------------------|------------|-----------|
| King George Street | Maple Road | Eastbound |
|--------------------|------------|-----------|

### Hagersville T-Intersections with Yield Signs

| Street           | Intersection (At)        | Direction |
|------------------|--------------------------|-----------|
| Quarry Street    | Porter Street            | Eastbound |
| Wardell Crescent | Hewitt Drive (North Leg) | Eastbound |

### Jarvis T-Intersections with Yield Signs

| Street          | Intersection (At) | Direction  |
|-----------------|-------------------|------------|
| Cabot Court     | Marley Crescent   | Eastbound  |
| Champlain Court | Marley Crescent   | Northbound |
| Lions Court     | John Street       | Eastbound  |
| Michael Court   | Lafayette Street  | Southbound |
| Reynolds Court  | John Street       | Eastbound  |

### Rural T-Intersections with Yield Signs

| Street                  | Intersection (At)       | Direction  | Area         |
|-------------------------|-------------------------|------------|--------------|
| Concession 1 Road South | Hald-Dunn Townline Road | Eastbound  | North Cayuga |
| Concession 2 Road South | Hald-Dunn Townline Road | Eastbound  | North Cayuga |
| Hald-Dunn Townline Road | River Road              | Northbound | South Cayuga |
| King Avenue             | John Street             | Eastbound  | York         |
| Mount Olivet Road       | Richert Road            | Westbound  | South Cayuga |
| Reicheld Road           | Lakeshore Road          | Southbound | Rainham      |
| Sutor Road              | River Road              | Southbound | South Cayuga |

During the staff review, it was noted that a number of the T-intersections were located on very short cul-de-sacs. Staff have taken this into consideration and are recommending that all cul-de-sacs, regardless of length, be controlled by stop signs to ensure consistency.

It should also be noted that the generally accepted use of a yield sign at merge intersections will remain in place as this is the expected signage for drivers. Two examples of these types of intersections are heading west on Haldimand Road 9 and merging onto River Road and heading south on Haldimand Road 17 and merging onto Highway 3 north of Dunnville.

### FINANCIAL/LEGAL IMPLICATIONS:

The Roads Operations Division will supply the required signage and line painting.

## **STAKEHOLDER IMPACTS:**

Not applicable.

## **REPORT IMPACTS:**

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

## **ATTACHMENTS:**

1. Caledonia locations for replacement of yield signs with stop signs.
2. Cayuga locations for replacement of yield signs with stop signs.
3. Hagersville locations for replacement of yield signs with stop signs.
4. Jarvis locations for replacement of yield signs with stop signs.
5. Rural locations for replacement of yield signs with stop signs.