



Corporate Report

Report from Transportation & Environmental Services, Operations

Date of Report: August 21, 2013

Date of Meeting: September 9, 2013

Report Number: TES-265-2013

File: 77.37.99

Subject: Request for Stop Control in Various Neighbourhoods

Recommendation

That Council direct staff to convert the intersection approaches outlined in Table 1 from right-of-way control to stop control; and

That the City Solicitor be directed to prepare the necessary by-laws. FORTHWITH

Background

City staff received a request from a resident to convert the intersection of Black Friars Road / Mississauga Road from right-of-way control to stop control. Staff also identified the intersection of Black Friars Road / Upper Canada Drive as currently being under right-of-way control.

Report

The use of right-of-way control at the intersection of two low volume local roads is an accepted practice for numerous road authorities and municipalities, including St. Catharines. As such, many of the older neighbourhoods within the City have intersections with no physical traffic control (i.e. stop signs or yield signs). Right-of-way control, as outlined in the Highway Traffic Act, stipulates when two vehicles arrive at an intersection at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right. Although these intersections can operate quite well and exhibit safety records that are similar to, and in some cases better than, comparable intersections with physical controls, many motorists are not accustomed to right-of-way control and are uncomfortable with this operation. Given this, staff are amenable to recommending the conversion of these intersections to stop control. However, this is only done on a request basis.

When a request is received, staff will investigate the surrounding street network and identify any other locations that are under right-of-way control. The purpose of this is to try to maintain consistency within a neighbourhood and to avoid follow-up requests from neighbouring streets when an intersection is converted.

Based on the request that was received, staff recommends that the intersections outlined in TABLE 1 be converted from right-of-way control to stop control.

TABLE 1 - INTERSECTIONS TO BE CONVERTED TO STOP CONTROL

<i>INTERSECTION</i>		<i>STOP DIRECTION</i>
<i>ROAD 1</i>	<i>ROAD 2</i>	
Black Friars Rd	Mississauga Rd	West
Black Friars Rd	Upper Canada Dr	North

Financial Implications

The cost of installing the stop signs is estimated at \$250. These costs will be funded by the Annual Operating Budget (Traffic Safety Devices).

Submitted by:

Dan Dillon, P. Eng.
Assistant Director

Prepared by:

Steve Bittner
Transportation Technologist

Approved by:

Ron Tripp, P. Eng.
Director