

Date: 2022-09-21

Subject: **All-way Stop Review – Clearjoy Street and Southlake Boulevard (Ward 1)**

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Report Number: Public Works & Engineering-2022-918

Recommendations:

1. That the report titled: **All-way Stop Review (Ward 1), (R 918/2022) - File I.AC TRAF)** to the Committee of Council Meeting of November 23, 2022 be received; and,
2. That an all-way stop control be implemented at the intersection of Clearjoy Street and Southlake Boulevard (Ward 1).

Overview:

- **An alternate streamlined process for the consideration of all-way stop requests that includes a review of an all-way stop location from a safety perspective and a public consultative process can be considered if an intersection does not meet technical warrants.**
- **The intersection of Clearjoy Street and Southlake Boulevard (Ward 1) has been identified for review in accordance with the alternate process for consideration of an all-way stop control.**
- **The subject intersection can safely accommodate all-way stop controls.**

Background:

The consideration of stop signs require City Council to balance technical traffic engineering input versus the desire of local residents who believe that the introduction of an all-way stop control will improve livability within their respective communities.

As a result, an alternate streamlined process for the consideration of all-way stop requests was developed that includes a review of an all-way stop location from a safety perspective and a public consultative process if an intersection does not meet technical warrants.

Current Situation:

The intersection Clearjoy Street and Southlake Boulevard has been identified for review in accordance with the alternate process for consideration of all-way stop signs:

Safety Review

A safety review of the subject intersections was conducted using the following criteria and the results of the review revealed that the location does not meet any of these criteria, thus can safely accommodate an all-way stop control:

- Posted speed is greater than 50 km/h;
- Multi-lane roadways;
- Offset intersections;
- Where traffic is required to stop on a grade;
- Driver sightlines; and,
- Other traffic safety related concerns.

Public Consultation

In accordance with the approved methodology to solicit public feedback, questionnaires were sent to all homes that front onto the intersecting roadways within 250 metres of the subject intersection. Based on the feedback received, an all-way stop is not to be considered if responses received do not support the all-way stop are more than 51%. Input received in response to the information panels weighs lower (half) than comments received from residents immediately affected by the all-way stop (who received the questionnaire). The results of the public consultation are summarized in the table below.

Table 1: Summary of the Public Consultation

Location	Questionnaires Sent Out	Questionnaires Received		Total In Favour *	Total Opposed*
		Within 250 Metres	Not Within 250 Metres		
Clearjoy Street and Southlake Boulevard	80	12	0	10 (83%)	2 (3%)

*Note: input received from residents not within 250 metres have been factored lower (half)

The results of the public consultation process revealed that the response rate from residents not in favour of an all-way stop at the subject intersection does not exceed the approved criteria of 51%. Therefore, in accordance with the Council approved alternate process, all-way stop signs can be considered at the following intersection:

- Clearjoy Street and Southlake Boulevard (Ward 1)

Corporate Implications:

Financial Implications:

The costs associated with the installation of the traffic signs and pavement marking changes required to support this initiative are estimated to be \$348. There is sufficient funding available within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

Term of Council Priorities:

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way

Conclusion:

Using the City Council approved streamlined process for the consideration of all-way stops, the subject intersection can safely accommodate an all-way stop control, and the results of the public consultation revealed that the respondents are in favour of the implementation of an all-way stop control at the subject intersection. This requires an amendment to the “Through Highways” and “Stop Signs” schedules of Traffic By-law 93-93.

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Attachments:

Figure 1: Proposed All-way Stop at Clearjoy Street and Southlake Boulevard (Ward 1)