

Staff Report to Council

Title: All Way Stop Review- Huron Terrace

Report Number: Operations-2024-19

Director: Infrastructure & Development

Manager: Operations

Meeting Date:
Wednesday, July 10, 2024

Date to be considered by Council:
Wednesday, July 10, 2024

Recommendation:

That Council support the decision to leave all-way stop sign placement in Kincardine at Broadway and Huron Terrace, Lambton and Huron Terrace and St. Albert and Huron Terrace; and

Further that Schedule “N” regarding Intersection Stop Signs will be reviewed & updated, and a Traffic and Parking Amendment By-law be presented at a future meeting.

Executive Summary:

In May of 2020 a report was brought to Council to address concerns regarding the Queen Street bridge closure and detouring traffic onto Huron Terrace. The result was that temporary all-way stop would be implemented at Lambton and St. Albert along Huron Terrace. In 2023 due to the Queen Street reconstruction project, it was recommended by staff that due to the detour of traffic onto Huron Terrace that an all-way stop be temporarily placed at Broadway and Huron Terrace to reduce the overall length of uninterrupted traffic and to provide additional locations for controlled pedestrian crossing. Construction in this area is completed and staff have reviewed the temporary all-way stop according to the All-Way Stop Policy and the Ontario Traffic Manual Book 5 under the guidelines of use of an all-way stop control. The analysis of the intersections shows that the intersections meet one of the criteria for all-way stop control and therefore staff are recommending that the all-way stops at Broadway, Lambton and St. Albert locations along Huron Terrace remain in place permanently.

Strategic Priorities:

C.13-Protect people, property and the environment from the effects of dangerous conditions caused by people and nature

Financial Considerations:

Stop signs and line painting have already been implemented for temporary conditions at each intersection so no financial commitment is required.

Policy:

By-law No. 2023-037 All-Way Stop Policy

Context and Background Information:

Temporary all-way stops were implemented at three locations along Huron Terrace in Kincardine due to the construction on Queen Street starting with the bridge in 2020 and further downtown reconstruction in 2023. The all-way stops were implemented to assist with increased traffic on Huron Terrace due to the detour route and the plan was to place these all-way stops to reduce the overall uninterrupted length and to also allow for controlled pedestrian crossings. The all-way stops were erected at St. Albert, Lambton and Broadway along Huron Terrace. Through the implementation staff found success along this stretch of road that ultimately reduced the continuous speed of motorists and found a reduced number of complaints from residents of speeding along Huron Terrace as opposed to previous years. The following is a summary of the traffic analysis at each intersection:

Broadway and Huron Terrace

Traffic data was collected over a 7-day period and found that 52,488 vehicles passed through the intersection with an average of approximately 7,498 vehicles/day. Motor vehicle collision data was collected from the OPP and found that a total of 6 accidents occurred at this intersection from 2019 to 2022 and no accidents have been recorded since the all-way stop was implemented in 2023. Referencing the All-Way Stop Policy and OTM Book 5 this intersection meets the all-way stop minimum volume warrant on local roads for traffic count numbers and therefore staff recommend that this intersection remain in an all-way stop configuration.

Lambton and Huron Terrace

Traffic data was collected over a 7-day period and found that 50,704 vehicles passed through that intersection with an average of approximately 7,243 vehicles/day. Motor vehicle collision data was collected from the OPP and found that 1 accident was recorded over the last 5 years and no accidents have been recorded since the all-way stop was implemented in 2020. Referencing the All-Way Stop Policy and the OTM Book 5 this intersection meets the all-way stop minimum volume warrant on local roads for traffic counts, however, the traffic volume split falls below the recommended guideline threshold between the major and minor street criteria. With the overall large volume of traffic that flows through this intersection in a day and the reduced motor vehicle collisions since the implementation of the all-way stop control staff recommend that this intersection remain in an all-way stop configuration.

St. Albert and Huron Terrace

Traffic data was collected over a 7-day period and found that 32,756 vehicles passed through that intersection with an average of approximately 4,679 vehicles/day. Motor vehicle collision data was collected from the OPP and found that 1 accident was recorded over the last 5 years and no accidents have been recorded since the all-way stop was implemented in 2020.

Referencing the All-Way Stop Policy and the OTM Book 5 this intersection meets the all-way stop minimum volume warrant on local roads for traffic counts, however, the traffic volume split falls below the recommended guideline threshold between the major and minor street criteria. With the overall large volume of traffic that flows through this intersection daily, the reduced motor vehicle collisions since the implementation of the all-way stop control and the large uninterrupted length along Huron Terrace from Station Beach to Bruce Ave intersection staff recommend that this intersection remain in an all-way stop configuration.

Consultation Overview:

Staff were consulted on the effectiveness of the temporary all-way stop conditions through analysis of traffic movement and to identify any potential issues at these intersections. Staff conducted traffic counts at intersection locations through a 7-day period. OPP was consulted for accident data at the intersections of interest.

Origin:

Temporary all-way stop signs were implemented along Huron Terrace due to construction on Queen St and the detour route of traffic to reduce the overall uninterrupted traffic length and to provide additional locations for controlled pedestrian crossings. With construction complete on Queen Street an analysis of the intersections was conducted to determine if there is a warrant for the all-way stops to remain permanent.

Implementation Considerations:

All-way stop signage and paint markings are currently implemented. The Traffic and Parking By-law will be updated to reflect the change of the intersections to all-way stops.

Risk Analysis:

The risk of removing the current all-way stop configuration could potentially cause motor vehicle accidents at these locations due to the inherent nature of local traffic continuing as if current conditions exist and therefore motorists may advance into the intersection expecting another vehicle to stop that no longer would the controlled stop.

Attachments: None

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