



memorandum

DATE: June 20, 2014
TO: Mayor and Members of Council
RE: **COUNCIL – JUNE 24, 2014**
REPORT 30, ITEM 48
ALL-WAY STOP CONTROL REVIEW
PEAK POINT BOULEVARD AND SALAMANDER COURT/WOODPASS GATE
WARD 1

C	16
Item #	48
Report No.	30 (cw)
Council -	June 24/14

Recommendation

The Commissioner of Engineering and Public Works and the Director of Engineering Services recommend:

1. That this report be received for information.

Economic Impact

Not Applicable.

Purpose

The purpose of this communication is to address Council's direction from the Committee of the Whole meeting held on June 17, 2014:

“That staff report back on the feasibility of the residents’ request for an all-way stop at this location prior to Council meeting of June 24, 2014.”

Background - Analysis and Options

A review of traffic operations at the intersection of Peak Point Boulevard and Salamander Court/Woodpass Gate was conducted

Peak Point Boulevard is a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Salamander Court and Woodpass Gate are classified as local roadways with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Peak Point Boulevard and Salamander Court/Woodpass Gate is a four-leg intersection with stop controls only on Salamander Court and Woodpass Gate. The area is shown in Attachment No.1.

The intersection of Peak Point Boulevard and Salamander Court/Woodpass Gate does not meet the Provincial Warrant for All-way Stop Controls

Staff conducted a turning movement count on April 24, 2012 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Staff also reviewed the accident records for 2012 and 2013, as well as sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

• Warrant 1 – Minimum Vehicular Volumes	Warranted	26%
• Warrant 2 – Accident Hazard	Warranted	0%
• Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As shown above, existing traffic volumes only fulfill 26% of Warrant #1 requirements. The Provincial Warrant requires a minimum of 120 vehicles from the side street during the peak hour. Traffic volume from the side streets is low, with only 31 vehicles recorded during the highest hourly time period. Lastly, there were no recorded vehicle collisions at this intersection in the years 2012 and 2013. There are no sight line restrictions at this intersection.

As the information above indicates, this intersection does not meet the minimum requirements of the Provincial Warrant for All-way Stop Control. While this study was conducted in 2012, there has been no recent development activity in this area that would have resulted in any changes to traffic patterns at this intersection.

Decorative crosswalks have been installed at various locations throughout the City to promote streetscape appeal

Decorative crosswalks have been installed City wide, primarily in new urban blocks, using a variety of materials. These features have been installed as part of the development process to articulate areas of pedestrian activity and to promote streetscape appeal. In some locations where the design of the decorative crosswalks has resulted in significant visual contrast to the look of the paved surface at two-way stop control or tee intersections, the visual contrast has resulted in some confusion for pedestrians and motorists regarding the right of way. The extent of this conflict may vary depending on the type and colour of the material used for the crossing.

The decorative crosswalks installed at the intersection of Peak Point Drive and Salamander Court/Woodpass Gate are made up of grey unit pavers, closely resembling the colour of a municipal road and is not highly visible to motorists. As a result, no confusion has been observed at this particular location.

Decorative crosswalks will only be installed at locations with controlled crossings

The decorative crosswalks used within this community are representative of the City's urban design standards of the late 1990s (the time that the Block Plan was approved). Since that time, standards have been revised, including modification to crosswalk material and location. Specifically, decorative crosswalks are only to be installed at locations with controlled crossings, thus limiting their use. In addition, the use of pavers has been discontinued at decorative crosswalks, in favour of stamped asphalt.

Conclusion

In light of the fact that the intersection of Peak Point Boulevard and Salamander Court/Woodpass Gate has not met the minimum requirement of the Provincial Warrant for All-way Stop Control, staff is not in a position to recommend the implementation of all-way stop controls.

Attachments

1. Location Map

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Respectfully submitted,

FOR 

Paul Jankowski
Commissioner of Engineering and Public Works



Jack Graziosi
Director of Engineering Services

ATTACHMENT No.1



Legend



Intersection in Review



EXISTING ALL WAY STOP CONTROL



EXISTING TRAFFIC SIGNAL

Note: Aerial photography acquired Spring, 2013

LOCATION MAP ALL-WAY STOP CONTROL REVIEW

LOCATION: Peak Point Boulevard & Salamander Court/Woodpass Gate



NOT TO SCALE

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