



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

Legislation Details (With Text)

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Attachments: 1. Attachment A - Traffic Order 1286

Date	Ver.	Action By	Action	Result
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REQUEST FOR DECISION

DATE: February 26, 2018 Report No. EPW-18-015
TO: Laurie Hurst, Chief Administrative Officer
FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:
Implementation of Traffic Control Review Project Recommendations

RECOMMENDATION:

That Council approve Traffic Order 1286 that the existing "Yield" sign on Rockcrest Avenue at Rockheights Avenue be replaced with a "Stop" sign and replace the crosswalk with parallel lines at the same location, and that Traffic Order 401 be rescinded.

RELEVANT POLICY:

Streets and Traffic Regulation Bylaw, No. 2898

STRATEGIC RELEVANCE:

Healthy and Liveable Community - ensure multi-modal traffic strategies consider and reflect business and residential growth and development.

Well Managed and Maintained Infrastructure - identify infrastructure repair and proactively plan for replacement needs.

BACKGROUND:

In early 2016, the Township received a Traffic Control Review report (EPW-16-001). This report was sponsored by ICBC and the Township with the work being completed by a professional engineer/traffic engineer with an external consultant. The objective of the Project was to undertake a comprehensive review of traffic signs and road markings within the Township of Esquimalt.

The location in question is the intersection of Rockcrest Avenue and Rockheights Avenue. This is a three legged intersection with no traffic controls on the Rockheights Avenue legs and a yield sign on Rockcrest Avenue. It was identified to have a medium priority for action in the ICBC report. The recommendation is that the existing yield sign located on Rockcrest Avenue be changed to a stop sign and replace the crosswalk with parallel lines. See Attachment A for location map and Traffic Order.

ISSUES:

1. Rationale for Selected Option

The use of yield signs at an intersection is to allow drivers to coast through an intersection unless there is another vehicle. If there is another vehicle, the driver with the yield sign is required to stop. The design guidelines from the Transportation Association of Canada (TAC) specifies the use of yield signs are most appropriate at intersections with low traffic volumes, low frequency of collisions and adequate sight lines.

The Report's recommendation and Staff's opinion is that the yield sign located on Rockcrest Avenue be changed to a stop sign. With this change the line markings for the crosswalk will also be changed.

Rockheights Avenue is designated a local road, but during the morning and evening rush hours it experiences heavy traffic volumes and acts like a residential collector road. Rockcrest Avenue is considered to be the minor leg of the intersection and the use of a stop sign instead of a yield sign provides direction to drivers of their responsibilities for the intersection with respect to entering the intersection.

The sightline on the South West corner of the intersection is adequate; however the sightline on the North West corner is impacted by vegetation and a low retaining wall. Due to this, drivers on the Rockcrest Avenue leg would benefit from coming to a full stop before entering the intersection as this would allow them to better assess the state of the intersection before entering it.

A crosswalk is currently located on the Rockcrest Avenue leg. It's currently painted as a zebra crosswalk. This type of marking is generally used on free-flowing crosswalks and roads where increased visibility is sought. By changing from a yield to a stop sign, the crossing should be changed to a parallel line crosswalk. This scenario is the one currently utilized by the Township and drivers are accustomed to a stop when seeing these lines.

2. Organizational Implications

The proposed Traffic Order has been prepared and is attached. Should Council approve the Order, it would then be signed by the Corporate Officer and the Director of Engineering and Public Works.

Public Works would then install the stop sign and crosswalk markings on Rockcrest Avenue. The Traffic Order would also be forwarded to Victoria Police Department (Vic PD). These activities will not impose any significant organizational implications.

3. Financial Implications

The Traffic Order and implementation can be accommodated within the current operational budgets for the various departments that will be involved in the issuing of the Traffic Order.

4. Sustainability & Environmental Implications

There are no sustainability or environmental implications to the Traffic Order. An increased level of safety will be achieved due to the traffic control.

5. Communication & Engagement

Once a traffic order has been approved, this information will be posted to the Township's website and other social media forums. At the locations, "new" tabs will be installed on the traffic control devices where it is appropriate. These tabs will remain for approximately 6 months to assist residents to adjust to the new traffic control devices. The change in traffic control would also be forwarded to Vic PD.

ALTERNATIVES:

1. That Council approve Traffic Order 1286 that the existing "Yield" sign on Rockcrest Avenue at Rockheights Avenue be replaced with a "Stop" sign and replace the crosswalk with parallel lines at the same location, and that Traffic Order 401 be rescinded.
2. That Council not approve Traffic Order 1286 that the existing "Yield" sign on Rockcrest Avenue at Rockheights Avenue be replaced with a "Stop" sign and replace the crosswalk with parallel lines at the same location, and that Traffic Order 401 be rescinded.