



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

## Legislation Text

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### REQUEST FOR DECISION

**DATE:** March 6, 2017

Report No. EPW-17-007

**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 1241 that existing "Yield" signs on Hutchinson Avenue at Rockheights Avenue and Hutchinson Place at Rockheights Avenue be replaced with "Stop" signs and road markings at the same locations, and rescind Traffic Orders 399 and 536.

**RELEVANT POLICY:**

Streets and Traffic Bylaw, 2005, No. 2607

**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 and make recommendations to modifications. For this location, this concern was also identified to Engineering by a resident.

The location in question is the intersection of Rockheights Avenue and Hutchinson Avenue/Hutchinson Place. This is a four legged intersection with no traffic controls on the Rockheights legs and yield signs on Hutchinson Avenue (east leg)/Hutchinson Place (west leg). It was identified as a medium priority for action in the ICBC report, but was upgraded to high priority due to the concern identified by the resident. The recommendation is that signs located at east and

west legs be changed from a yield sign to a stop sign. See Attachment A for location map and Traffic Order.

## **ISSUES:**

### **1. Rationale for Selected Option**

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

This intersection does experience higher volumes of traffic during the morning and evening rush hours as Rockheights Avenue is a collector level road. Due to this fact, the use of stop signs is the appropriate signage and provides a clear message to drivers as to their responsibilities for the intersection.

The sight lines are adequate in all directions but the intersection is slightly offset. The offset is the minor legs of the intersection (east and west). As well, the minor legs have minor grade changes as they enter the intersection. Due to the geometry and grades, drivers on the minor legs 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.

The Report's recommendation and Staff's opinion is that the yield signs on the east and west legs of the intersection be replaced with stop signs.

### **2. Organizational Implications**

The proposed Traffic Order would be prepared by Engineering and signed by the Corporate Officer and the Director of Engineering and Public Works. Public Works would then install the stop signage and road markings on Hutchinson Avenue and Hutchinson Place. 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 device where it is appropriate. These tabs will remain for approximately 6 months to assist residents to adjust to the new traffic control device. The change in traffic control would also be forwarded to Vic PD. The resident will also be informed of the new traffic control device.

**ALTERNATIVES:**

1. That Council approve Traffic Order 1241 that existing "Yield" signs on Hutchinson Avenue at Rockheights Avenue and Hutchinson Place at Rockheights Avenue be replaced with "Stop" signs and road markings at the same locations, and rescind Traffic Orders 399 and 536.
2. That Council does not approve Traffic Order 1241 that existing "Yield" signs on Hutchinson Avenue at Rockheights Avenue and Hutchinson Place at Rockheights Avenue be replaced with "Stop" signs and road markings at the same locations, and does not rescind Traffic Orders 399 and 536.