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Date **October 5, 2021** **Report No. 2021-402**

To Chair and Members
Committee of the Whole – Operations and Administration

From Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

1.0 Type of Report

Consent Item	<input type="checkbox"/>
Item For Consideration	<input checked="" type="checkbox"/>

**2.0 Topic Traffic Control – Yield Right of Way Signs to Stop
Signs (Various Locations) [Financial Impact – None]**

3.0 Recommendation

- A. THAT Report 2021-402 regarding “Traffic Control – Yield Right of Way Signs to Stop Signs (Various Locations)” BE RECEIVED; and
- B. THAT Schedule “1” of By-law 37-83, being a by-law to regulate Traffic in the City of Brantford, which pertains to “Through Highways” BE AMENDED; and
- C. THAT Schedule “2” of By-law 37-83, being a by-law to regulate Traffic in the City of Brantford, which pertains to “Yield Right of Way Signs” BE AMENDED; and
- D. THAT the necessary by-law BE PRESENTED to City Council for adoption.

4.0 Executive Summary

The purpose of this report is to recommend replacing “Yield” signs with “Stop” signs at sixteen (16) intersections to improve safety and address sight line concerns.

This report also recommends housekeeping updates to Schedule “2” of Traffic By-Law 37-83 pertaining to “Yield Right of Way Signs”. These by-law schedule changes coincide with current traffic control signage on city streets.

5.0 Purpose and Overview

Public Works staff identified safety and sight line concerns at sixteen (16) intersections that are currently controlled by “Yield” signs. It is recommended to replace the current “Yield” signs with “Stop” signs. Also, Schedule “2” of Traffic by-law 37-83 pertaining on “Yield Right of Way Signs” requires an update to be consistent with existing intersection traffic control.

6.0 Background

Staff conducted a review of all intersections in the city currently controlled by “Yield” signs to determine if it was still the appropriate traffic control.

While reviewing Schedule “2” of Traffic by-law 37-83, several housekeeping changes were identified to ensure the by-law is up to date with current conditions on city streets.

7.0 Corporate Policy Context

City of Brantford Council Priorities, 2020-2021, #3:

A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

8.0 Input From Other Sources

Not applicable.

9.0 Analysis

The use of a “Yield” sign should only be considered at an intersection under the following circumstances:

- Right of way control is required for the major road;
- Stopping on the minor road is not always required; and
- The safe approach speed on the minor road exceeds 15 km/h.

There are currently one hundred and one (101) yield controlled locations listed in Schedule 2 of Traffic by-law 37-83. Staff identified sight line concerns at the sixteen (16) intersections listed in Table 1 below. Vehicles cannot safely enter

the intersections at a speed exceeding 15 km/h where mature shrubs, trees and/or fences are located close to and/or within the right-of-way. Stop control is recommended at these intersections.

Table 1 - Recommended Stop Control

<u>Intersection</u>	<u>Recommended Stop Control</u>
Bell Lane at Hillcrest Avenue	Southwest leg of Bell Lane
Carolina Drive at Hillier Crescent (north)	Carolina Drive
Crabapple Court at Centennial Drive	Crabapple Court
Eddy Avenue at Hill Avenue	Eddy Avenue
Eddy Avenue at Herbert Street	Eddy Avenue
Foster Street at Eagle Avenue	Foster Street
Fairmount Avenue at Glenwood Drive	Fairmount Avenue
Fulton Street at Eddy Avenue	Fulton Street
Majestic Court at Fieldgate Drive By-law 229-85	Majestic Court
Miles Avenue West at Balmoral Drive	Miles Avenue West
Moffat Court at Flanders Drive By-law 142-2001	Moffat Court
Shaftesbury Avenue at Balmoral Drive	Shaftesbury Avenue
Sudds Lane (south end) at McGuinness Drive By-law 181-2000	Sudds Lane (south leg)
Tuscarora Court at Hillier Crescent By-law 96-2010	Tuscarora Court
Wiltshire Drive (west) at Balmoral	Wiltshire Drive (west)

Drive	
Winniett Street at Gilkison Street	Winniett Street

Seventeen (17) intersections that had previously changed from a “Yield” control to a “Stop” control have not been updated in Schedule “2” of Traffic By-law 37-83 pertaining to “Yield Right of Way Signs”. The intersections listed in Table 2 below require to be updated in the by-law.

Table 2 - Existing Stop Control

<u>Intersection</u>	<u>Existing Stop Control</u>
Bingham Crescent at Blueridge Crescent (south)	Bingham Crescent
Canadian National Railway Station exit at West Street	Canadian National Railway Station Exit
Catharine Avenue at Spalding Drive	Catharine Avenue
Constance Court at Deerpark Avenue By-law 109-88	Constance Court
Division Street at Minter Avenue	Division Street
Dorchester Avenue at Kent Road	Dorchester Avenue
Downsview Court at Sparton Drive By-law 57-88	Downsview Court
Furzey Avenue at Byrne Street	Furzey Avenue
Jarvis Street at Lorne Crescent (south)	Jarvis Street
Middleton Street at Adams Boulevard By-law 108-98	Middleton Street
Oak Park Road at Hardy Road	Oak Park Road
Robroy Court at Buckingham Street	Robroy Court
Sherry Lane at Allwood Street	Sherry Lane
Summerhayes Crescent at Lakeside Drive (north intersection)	Lakeside Drive

Tallgrass Court at Savannah Oaks Drive By-law 142-2001	Tallgrass Court
Tenth Avenue at Ninth Avenue	Tenth Avenue
Thornton Drive at Barnes Avenue	Thornton Drive

Schedule “2” of Traffic By-law 37-83 pertaining to “Yield Right of Way Signs” also lists eight (8) intersections where the intersection has been reconfigured, and the “Yield” sign is no longer present. The intersections in Table 3 below also require to be updated in the by-law.

Table 3 - Reconfigured Intersections

<u>Intersection</u>	<u>Removed “Yield” Sign</u>
Brant Avenue at Colborne Street	Colborne Street (right turn lane for eastbound traffic on Colborne St.)
Carene Court at Ronald Street	Carene Court
Colborne Street at Dalhousie Street	Colborne Street
Fairview Drive at North Park Street	Fairview Drive (right turn lane for eastbound traffic)
Henry Street at Park Road North (right turn lane from Henry Street to northbound on Park Road North) By-law 176-87	Henry Street (right turn lane for northbound traffic)
Oak Hill Drive at Westbound Ramp off Colborne Street West By-law 180-83	Oak Hill Drive (left turn lane for westbound traffic on Oak Hill Drive)
West Street on east side of Traffic Island immediately north of Nelson Street (Yields to traffic on the west side of traffic island)	West Street on east side of Traffic Island immediately north of Nelson Street.
Woodland Park Exit (south of traffic island) at Grand River Avenue	Woodland Park Exit (south of traffic island)

Additional housekeeping items were identified that require amendment to Schedule “2” of Traffic By-law 37-83 pertaining to “Yield Right of Way Signs”. Table 4 below provides an explanation for each of these changes.

Table 4 - Schedule "2" Housekeeping

<u>Intersection</u>	<u>Existing Yield Control</u>	<u>Amendment</u>
Left Turn lane from eastbound on Colborne Street at westbound traffic lane from the Colborne Square Mall Driveway at 573/585 Colborne Street. This point of intersection is located within the Colborne Street/Dalhousie Street intersection.	Left turn lane from eastbound on Colborne Street approaching Dalhousie Street	No longer Colborne Square Mall
Market Street at Veterans Memorial Parkway (right turn lane from Market Street to westbound Veterans Memorial Parkway) By-law 180-2007	Market Street (right turn lane for westbound traffic)	Market Street South
Unnamed lane located 35.1 metres east of Lyons Avenue at Lawrence Street	Unnamed lane located 35.1 metres east of Lyons Avenue	Lane is west of Lyons Avenue

Staff also identified two (2) existing "Yield" sign locations that are signed, but not presently listed in Schedule "2" of Traffic by-law 37-83 pertaining to "Yield Right of Way" signs. Table 5 lists the locations that need to be added to the by-law schedule.

Table 5 - Existing "Yield" Signs

<u>Intersection</u>	<u>Existing Yield Control</u>
Edmondson Street at Wayne Gretzky Parkway (eastbound right turn lane from Edmondson Street to southbound Wayne Gretzky Parkway)	Edmondson Street (eastbound right turn lane for southbound traffic)
Todd Street at Herbert Street	Todd Street

With the recommended changes from "Yield" control to "Stop" control at the intersections listed in Table 1 above, three (3) streets must be added to Schedule "1" of Traffic By-law 37-83 which pertains to "Through Highways". Table 6 below lists the three (3) streets to be added to the by-law schedule.

Table 6 – Additional Through Streets

<u>THROUGH STREET</u>	<u>LIMITS</u>
Centennial Drive	From the east side of Brier Park Road to south side of Applewood Drive
Eddy Avenue	From the east side of Hill Avenue to the west side of Grand Street
Hill Avenue	From the north side of Wood Street to the south side of Morton Avenue

Two (2) streets having existing “Stop” signs on the side street must also be added to Schedule “1” of Traffic By-law 37-83 which pertains to “Through Highways”. Table 7 below lists the two (2) streets to be added to the by-law schedule.

Table 7 – Existing Through Streets

<u>THROUGH STREET</u>	<u>LIMITS</u>
Blueridge Crescent	From the west side of Kent Road (north intersection) to the south side of Kent Road (south intersection)
Deerpark Avenue	From the south side of Lawren S. Harris Drive to the north side of MacDonald Crescent (south leg)

The recommended by-law amendments to Traffic By-law 37-83 Schedule “1” pertaining to “Through Highways” and Schedule “2” pertaining to “Yield Right of Way Signs” is attached as Appendix “A”.

10.0 Financial Implications

The cost to remove the “Yield” signs and install “Stop” signs at sixteen (16) intersections is approximately \$1,800.

Funding for this work will be provided from the Operational Services operating budget.

11.0 Conclusion

Staff recommend the installation of “Stop” control to replace the existing “Yield” control at seventeen (17) intersections to improve safety and address sight line concerns. The recommended amendments to Traffic By-law 37-83 schedules outlined in this report coincide with current traffic control signage on city streets.



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Attachments

Appendix A – Traffic Control – Yield Right of Way Signs - By-law Amendment

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required ☒ yes ☐ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☒ yes ☐ no

APPENDIX “A”

A. Traffic Control - Yield Right of Way Signs

- a) RECOMMEND that Schedule “2” of Traffic By-law 37-83 which pertains to “Yield Right of Way Signs” BE REPEALED as follows:

<u>COLUMN 1</u>	<u>COLUMN 2</u>
Bell Lane at Hillcrest Avenue	Southwest leg of Bell Lane
Bingham Crescent at Blueridge Crescent (south)	Bingham Crescent
Brant Avenue at Colborne Street	Colborne Street (right turn lane for eastbound traffic on Colborne St.)
Canadian National Railway Station exit at West Street	Canadian National Railway Station Exit
Carene Court at Ronald Street	Carene Court
Carolina Drive at Hillier Crescent (north)	Carolina Drive
Catharine Avenue at Spalding Drive	Catharine Avenue
Colborne Street at Dalhousie Street	Colborne Street
Constance Court at Deerpark Avenue By-law 109-88	Constance Court
Crabapple Court at Centennial Drive	Crabapple Court
Division Street at Minter Avenue	Division Street
Dorchester Avenue at Kent Road	Dorchester Avenue
Downsview Court at Sparton Drive By-law 57-88	Downsview Court
Eddy Avenue at Hill Avenue	Eddy Avenue
Eddy Avenue at Herbert Street	Eddy Avenue
Fairview Drive at North Park Street	Fairview Drive (right turn lane for

	eastbound traffic)
Fairmount Avenue at Glenwood Drive	Fairmount Avenue
Foster Street at Eagle Avenue	Foster Street
Fulton Street at Eddy Avenue	Fulton Street
Furzey Avenue at Byrne Street	Furzey Avenue
Henry Street at Park Road North (right turn lane from Henry Street to northbound on Park Road North) By-law 176-87	Henry Street (right turn lane for northbound traffic)
Jarvis Street at Lorne Crescent (south)	Jarvis Street
Left Turn lane from eastbound on Colborne Street at westbound traffic lane from the Colborne Square Mall Driveway at 573/585 Colborne Street. This point of intersection is located within the Colborne Street/Dalhousie Street intersection.	Left turn lane from eastbound on Colborne Street approaching Dalhousie Street
Majestic Court at Fieldgate Drive By-law 229-85	Majestic Court
Market Street at Veterans Memorial Parkway (right turn lane from Market Street to westbound Veterans Memorial Parkway) By-law 180-2007	Market Street (right turn lane for westbound traffic)
Middleton Street at Adams Boulevard By-law 108-98	Middleton Street
Miles Avenue West at Balmoral Drive	Miles Avenue West
Moffat Court at Flanders Drive By-law 142-2001	Moffat Court
Oak Hill Drive at Westbound Ramp off Colborne Street West By-law 180-83	Oak Hill Drive (left turn lane for westbound traffic on Oak Hill Drive)

Oak Park Road at Hardy Road	Oak Park Road
Robroy Court at Buckingham Street	Robroy Court
Shaftesbury Avenue at Balmoral Drive	Shaftesbury Avenue
Sherry Lane at Allwood Street	Sherry Lane
Sudds Lane (south end) at McGuinness Drive	Sudds Lane (south leg)
By-law 181-2000	
Summerhayes Crescent at Lakeside Drive (north intersection)	Lakeside Drive
Tallgrass Court at Savannah Oaks Drive	Tallgrass Court
By-law 142-2001	
Tenth Avenue at Ninth Avenue	Tenth Avenue
Thornton Drive at Barnes Avenue	Thornton Drive
Tuscarora Court at Hillier Crescent	Tuscarora Court
By-law 96-2010	
Unnamed lane located 35.1 metres east of Lyons Avenue at Lawrence Street	Unnamed lane located 35.1 metres east of Lyons Avenue
West Street on east side of Traffic Island immediately north of Nelson Street (Yields to traffic on the west side of traffic island)	West Street on east side of Traffic Island immediately north of Nelson Street.
Wiltshire Drive (west) at Balmoral Drive	Wiltshire Drive (west)
Winniett Street at Gilkison Street	Winniett Street
Woodland Park Exit (south of traffic island) at Grand River Avenue	Woodland Park Exit (south of traffic island)

- b) RECOMMEND that Schedule “2” of Traffic By-law 37-83 which pertains to “Yield Right of Way Signs” BE AMENDED to provide the following:

COLUMN 1

COLUMN 2

Avey Street at Garner's Lane	Avey Street
Avey Street at Richter Street / Kimberly Court	Avey Street
Colborne Street – eastbound left turn lane at westbound traffic lane from 573-585 Colborne Street. This point of intersection is located within the Colborne Street/Dalhousie Street intersection.	Eastbound left turn lane on Colborne Street approaching Dalhousie Street
Edmondson Street at Wayne Gretzky Parkway (eastbound right turn lane from Edmondson Street to southbound Wayne Gretzky Parkway)	Edmondson Street (eastbound right turn lane for southbound traffic)
Lawrence Street - Unnamed lane located 50 metres west of Lyons Avenue at Lawrence Street	Unnamed lane located 50 metres west of Lyons Avenue
Market Street South at Veterans Memorial Parkway (southbound right turn lane from Market Street South to westbound Veterans Memorial Parkway)	Market Street South (southbound right turn lane for westbound traffic)
Todd Street at Herbert Street	Todd Street

- c) RECOMMEND that Schedule "1" of Traffic By-law 37-83 which pertains to "Through Highways" BE AMENDED to provide the following:

THROUGH STREET LIMITS

Blueridge Crescent	From the west side of Kent Road (north intersection) to the south side of Kent Road (south intersection)
Centennial Drive	From the east side of Brier Park Road to south side of Applewood Drive
Deerpark Avenue	From the south side of Lawren S. Harris Drive to the north side of MacDonald Crescent (south leg)
Eddy Avenue	From the east side of Hill Avenue to the west side of

Grand Street

Hill Avenue

From the north side of Wood Street to the south side of
Morton Avenue