

MEMORANDUM

TO: Mayor Kogon and Members of Council

From: Dwayne Pike, Acting Chief of Police

Date: October 15, 2018

Subject: Park Street – Intersection at West Pleasant Street.

BACKGROUND

On September 17th, 2018, Council directed the Traffic Authority to review the intersection of Park and West Pleasant Street. At issue is the design of the intersection, placement of the stop sign on Park Street and the safety concerns voiced by members of the public.

The end of Park Street as it intersects with West Pleasant Street is of poor design. The width of Park Street expands from 11.5 meters where the stop sign is currently placed to a width of approximately 28.5 meters at the mouth. The stop sign is approximately 16 meters from the intersection of the two roads.

The design of the intersection has a potential to create some confusion to motorists. Vehicles headed north on Park Street have to move past the stop sign to ensure proper visibility. Vehicles headed west on West Pleasant Street and making the left turn onto Park Street can conceivably cut across the path of vehicles on Park Street.

A crosswalk also exists at this intersection, providing a means for pedestrian traffic to cross West Pleasant Street.

A suggestion was made that a traffic island be installed at this intersection for purposes of separating and diverting traffic and increasing the visibility of the stop sign.

DISCUSSION

The Nova Scotia Motor Vehicle Act covers stop signs in Section 133. Under subsection (2):

133(2) Such signs shall be placed as nearly as practicable to, and the stop shall be made at, the place where the cross street meets the prolongation of the nearest property line of the through highway.

Under the MVA, stop signs are to be posted as closely as possible to the intersection of the roadways, while vehicles are required to stop at the actual intersection. According to the *Manual of Uniform Traffic Control Devices for Canada*, stop signs should be no more than 15 m from the edge of the intersecting roads, with a preferred location of not more than 5.0 m.¹

¹ Manual of Uniform Traffic Control Devices for Canada, 2014. A2.2.1.1

On September 28th, 2018, a meeting was held between Acting Chief Pike, Deputy CAO/Operations Jason MacDonald and Public Works Operations Manager Aaron Bourgeois. A review of the intersection was conducted and the problems discussed. Because the stop sign sits 16 m before the intersection, enforcement would be very difficult. Use of a traffic island would also not be ideal as the end of Park Street at the intersection is too wide. It was agreed that the most appropriate change would be to narrow Park Street and move the stop sign closer to the intersection. Staff provided some diagrams on how this could be completed which would enhance safety and better direct/divert traffic through this intersection. This would include extending the sidewalk in front of 2 Park Street and narrowing the road at the mouth of the intersection. This would also provide an opportunity to move the adjacent crosswalk closer to the intersection and provide better visibility for both pedestrians and motorists.

On the opposite side of the road, curbing would provide a means to direct traffic in a safe and efficient manner and would assist in narrowing the mouth of Park Street.

With operations staff completing the work, the estimate of cost for materials for this work is between \$7500 and \$10,000, requiring capital spending, likely in the 2019/2020 fiscal year.

Overhead view of Intersection of Park Street and West Pleasant Street



Park Street approaching intersection with West Pleasant



West Pleasant Street heading west



West Pleasant Street headed east



Design for intersection

