

TO: Mayor J. Lehman and Members of Council

FROM: D. Friary
Director of Roads, Parks and Fleet



NOTED: R. J. Forward, MBA, M.Sc., P. Eng.,
General Manager of Infrastructure & Growth Management



C. Ladd
Chief Administrative Officer



RE: All-Way Stop Investigation for Marshall Street and Innisfil Street

DATE: September 28, 2015

This Memo to Council is in response to the request for an All-Way Stop investigation at the intersection of Marshall Street and Innisfil Street. Currently, the stop control requires vehicles travelling along Innisfil Street (Minor Street) to stop at Marshall Street (Major Street); please refer to Appendix "A".

Staff have investigated the intersection of Marshall Street and Innisfil Street to determine if an All-Way Stop is warranted based on criteria within the Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs.

The OTM warrant is based on volume, collision history, and stopping sight distance of the intersection.

- **Volume** - the total number of vehicles entering an intersection during the peak hour as well as the percentage of vehicles on the minor street during the peak hour.
- **Collision History** - reviews collisions over a three-year period, which are only correctable through All-Way Stop control (i.e. right angle and turning type collisions) and which are reported to the Barrie Police Service.
- **Stopping Sight Distance** - the distance required for a driver to see ahead in order to stop if necessary. Each component of the All-Way Stop Warrant has the ability to satisfy the warrant independently.

A traffic count was completed on October 21, 2014 for the purpose of completing an All-Way Stop warrant. The results of the investigation are summarized below:

Description	All-Way Warrant	Recorded Data	Satisfied All-Way Warrant	
			Yes	No
Part 1a – Total Volume Peak Hour Traffic Volume ⁽¹⁾	Greater than 350 vehicles in peak hour	212 vehicles in the peak hour		X
Part 1b – Volume Split Percentage of Traffic on Innisfil Street	Greater than 25%	164 vehicles (77%)		
Part 2a – Collisions Intersection Collision History	Average 4 per year over 3 years	1 collision over a 3 year period		X
Part 2b – Visibility Stopping Sight Distance from Innisfil Street	Less than 65m	No restrictions		X

(1) *Peak Hour Volume is the maximum number of vehicles that pass through the intersection during a one hour period.*

An All-Way Stop Survey was prepared and mailed to 65 property owners on Marshall Street and Innisfil Street. Results of the All-Way Stop Survey are as follows:

Marshall Street and Innisfil Street All-Way Stop Survey	Response Received	Percentage of Responses
Option A - If minimum warrants are NOT SATISFIED using the All-Way stop criteria in the Ontario Traffic Manual, leave as is (traffic along Innisfil Street stops at Marshall Street)	5	31%
Option B – If minimum warrants are SATISFIED using the All-Way stop criteria in the Ontario Traffic Manual, install an All-Way Stop at Innisfil Street and Marshall Street	11	69%
TOTAL (out of 65)	16	25%

Staff have reviewed the intersection of Marshall Street and Innisfil Street for the installation of an All-Way Stop. Based on the results of the investigation, an All-Way Stop is not recommended for installation as minimum warrants are not satisfied.

Residents expressed concerns regarding vehicles speeding along Marshall Street and they felt that the implementation of a stop sign would discourage this. Staff considered their concerns, however do not support the installation of an All-Way Stop for this purpose as The Ontario Traffic Manual Book 5 – Regulatory Signs states:

"Inappropriate Use of All-way Stop Control - All-way stop controls should not be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means; and
- As a speed control device.

Marshall Street and Innisfil Street both have Community Safety Zones and 40 km/h posted speed limit zones. This helps provide a slower operating speed and increased pedestrian safety in proximity to St. John Vianney Elementary School.

Staff have completed additional operational and safety reviews and will be implementing the following solutions to address residents' and Councillor concerns.

Oversized Stop Signs

Currently, there are auxiliary stop signs on Innisfil Street for the stop control at Marshall Street. To provide additional visual queue to drivers, staff will be implementing oversized stop signs. The additional visual queue will alert drivers to stop and prevent rolling stops through the intersection.

“Playground Ahead” and “School Zone” Signs

With St. John Vianney Elementary School being located within close proximity to the intersection of Marshall Street and Innisfil Street, staff will be implementing additional signage to alert drivers of pedestrian presence in the area. The signage will include “Playground Ahead” and “School Zone” for northbound traffic on Marshall Street. There is currently “School Zone” signs on the north leg of Marshall Street by St. John Vianney Elementary School. The additional signage will provide increased visual aid for motorists entering the intersection to be mindful of pedestrians in the area.

Relocation of Mailbox on the Northeast Corner


Staff will contact Canada Post to ask that the existing mail drop-off box on the northeast corner of Marshall Street and Innisfil Street be relocated to improve sight lines.

Trimming of the Tree on the Northeast Corner

Staff will request the Forestry Division of the Roads, Parks and Fleet Department to trim back the tree on the northeast corner to improve sight lines.

**Communication with Local Car Dealerships
Regarding the Use of Marshall Street as a Test Drive Location**

Area residents, the ward Councillor and staff have observed local car dealerships using Marshall Street and Innisfil Street for vehicle tests drives. Staff have communicated with the local car dealerships to discourage test drives in this area.



D. Friary
Director of Roads, Parks and Fleet

Appendix A

