



Report to County Council

From: Peter Dutchak, Director of Engineering Services

Date: January 14, 2025

Subject: East Road Pedestrian Crossing Update

Recommendation(s):

THAT the report titled “East Road Pedestrian Crossing Update” from the Director of Engineering Services dated January 14, 2025 be received and filed, and;

THAT the stop sign on Joseph Street at East Road be removed and the intersection be reinstated to a three-way stop controlled intersection, and;

THAT the posted speed limit be reduced from 40km/h to 30km/h on Joseph Street and that the necessary by-law be amended.

Introduction:

A new pedestrian crossing and sidewalk extension has been installed on East Road. In order to complete the project as planned, this report seeks Council approval to remove the previously installed stop sign at the East Road/Joseph Street intersection and reduce the posted speed limit on Joseph Street hill to 30km/h to provide sufficient sight distance for drivers and pedestrians.

Background and Discussion:

The County had received concerns regarding pedestrian safety at the corner of East Road, Joseph Street, Currie Boulevard and Prospect Street in the Village of Port Stanley. This intersection has unique geometry due to the steep terrain on the east side of the village and Joseph Street (CR 23) is the main access to the village centre for drivers and pedestrians. As the area has grown significantly over the past decade, concerns have increased. To address the pedestrian safety concerns, the historical three-way intersection was converted to an all-way stop controlled intersection as an inexpensive solution.

At its July 23, 2024 meeting, County Council approved the installation of a new pedestrian crossing along East Road (CR 23), north of Joseph Street as a permanent

solution to improve the safety for pedestrians. The project also necessitated the extension of a sidewalk and removal of vegetation to improve sight lines for drivers and pedestrians originating from Prospect Street. Once completed, the installed stop sign would be removed and the intersection reverted back to a three-way stop controlled intersection, so that vehicles would not be required to stop on the steep 12% grade on Joseph Street hill. The previous Council report is attached for information.

Now that the project is complete, the intersection can be reverted back to a three-way stop controlled intersection as planned. Vegetation has been removed from the south-west quadrant of the intersection to improve sight lines for vehicles existing Prospect Street, however, insufficient sight distance is available for drivers to make a left turn onto Joseph Street with the current 40km/h posted speed (85 metres is required and only 70 metres exists). Please refer to the attached drawing of the area depicting how sight distance is measured

Residents along Prospect Street have expressed their concern about the planned removal of the stop sign since it provides them a protected movement into the intersection and forces vehicles heading east up Joseph Street hill to stop. A petition has been received from 44 property owners who predominantly reside east and south of the intersection requesting for the stop sign to remain. Other residents in the Village have expressed their concerns about vehicles requiring to stop at the top of a steep 12% grade and potential problems that may cause during winter weather conditions.

In order to address concerns from all parties, sufficient sight distance can be made available for vehicles leaving Prospect Street by posting a 30km/h speed limit along Joseph Street. A 30km/h speed posting will be consistent with the current posting on Currie Boulevard which is the continuation of Joseph Street on the east side of the intersection. A pedestrian warning sign will also be installed on the hill to inform drivers about the potential for pedestrians on the roadway due to the absence of sidewalks on local roads. Once the speed limit is reduced from 40km/h to 30km/h, the stop sign can be removed as originally planned and the intersection reverted to a three-way stop controlled intersection.

Alternatively, the stop sign and 40km/h posted speed limit can remain as currently exists and would satisfy the residents who submitted the petition. Staff's concern with the status quo is the requirement for vehicles to stop on Joseph Street's steep 12% grade, that may pose problems during winter weather conditions.

Financial Implications:

Existing signage will be modified to remove the stop condition, include a pedestrian warning sign and reduce the posted speed limit from 40km/h to 30km/h. The cost of the signage and labour will be funded by the County and the Municipality of Central Elgin will be requested to complete the work.

Alignment with Strategic Priorities:

Serving Elgin	Growing Elgin	Investing in Elgin
<input type="checkbox"/> Ensuring alignment of current programs and services with community need. <input type="checkbox"/> Exploring different ways of addressing community need. <input type="checkbox"/> Engaging with our community and other stakeholders.	<input type="checkbox"/> Planning for and facilitating commercial, industrial, residential, and agricultural growth. <input type="checkbox"/> Fostering a healthy environment. <input type="checkbox"/> Enhancing quality of place.	<input type="checkbox"/> Ensuring we have the necessary tools, resources, and infrastructure to deliver programs and services now and in the future. <input type="checkbox"/> Delivering mandated programs and services efficiently and effectively.

Local Municipal Partner Impact:

County staff will continue to work with the staff from the Municipality of Central Elgin to implement the proposed changes.

Communication Requirements:

None.

Conclusion:

The County received pedestrian safety concerns at the intersection of East Road/Joseph Street/Currie Boulevard and Prospect Street within the Village of Port Stanley that has prompted the implementation of a pedestrian crossing north of the intersection and sidewalk extension. In order to address remaining concerns regarding intersection's unique geometry and sightlines staff recommends reducing the speed limit along Joseph Street to 30km/h and reverting the intersection back to the historic three-way stop control.

All of which is Respectfully Submitted

Approved for Submission

Peter Dutchak
Director of Engineering Services

Blaine Parkin
Chief Administrative Officer/Clerk