SUBJECT: Intersection Control - McKay Road and McKay Court (PW05138) - (Ward 13)
Public Works, Infrastructure & Environment Committee Agenda
Outstanding Business List

RECOMMENDATION:

(a) That northbound stop control be implemented on McKay Road at McKay Court.

(b) That an appropriate by-law to amend the City of Hamilton Traffic By-law 01-215 be passed and enacted.

(c) That the item relating to the proposed stop sign at McKay Road and McKay Court Dundas be removed from the Public Works, Infrastructure & Environment Committee Outstanding Business List.

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

Staff has received a request from a resident of McKay Court, that northbound stop control be implemented on the stem of this “T” type intersection. Since that time, staff received a petition asking that the subject stop sign not be installed, but that the speed limit be reduced to 40 km/h and that a “Children Playing” sign be installed. There are 24 homes abutting McKay Court including the two corner properties. The petition against the implementation of the stop sign included names representing 10 of the 24 homes. The residents who support the implementation of the subject stop sign also forwarded a petition representing 13 of the 24 homes. Two residents switched their opinion from
"no" to “yes” (in favour of stop control) and one resident was not contacted. Staff supports the principle of stopping one direction of travel at “T” type intersection in lieu of the otherwise applicable right-hand-rule which may not be clearly understood by all motorists.

**BACKGROUND:**

The information/recommendations contained within this report primarily affect Ward 13. Staff has received a request from an area resident requesting that northbound stop control be implemented on the stem of the “T” type intersection of McKay Road and McKay Court. McKay Court dead-ends both east and west of McKay Road such that very light traffic volumes are generated to/from this street. Since that time, staff received a petition asking that the subject stop sign not be installed, but that the existing 50 km/h speed limit be reduced to 40 km/h and that a “Children Playing” sign be installed. There are 24 homes abutting McKay Court including the two corner properties. The petition against the implementation of the stop sign included names representing 10 of the 24 homes.

The residents who support the implementation of the subject stop sign also forwarded a petition representing 13 of the 24 homes. Two residents switched their opinion from "no" to “yes” (in favour of stop control) and one resident was not contacted. Staff supports the principle of stopping one direction of travel at “T” type intersection in lieu of the otherwise applicable right-hand-rule which may not be clearly understood by all motorists.

The residents who do not want the stop sign cite concerns such as increased noise/air pollution and that the incline on McKay Road at McKay Court may make it difficult for vehicles to get going again after coming to a stop during icy/snowy weather conditions. They also mentioned this intersection has operated safely for over 20 years. Our records indicate there have been no reported collisions at this intersection in at least the past 10 years. The grade of the road is very slight and not to the extent that vehicles would get stuck in snowy weather conditions.

An on-site meeting was convened by Councillor Samson with a representative from Traffic and approximately 15 residents. However, the meeting did not resolve the issue. The residents are almost equally divided by this issue, although the majority supported a stop control. It was suggested that as a compromise, a yield sign be installed instead of the requested stop sign. Although staff advised they would support this compromise, the residents could not reach a consensus on this suggestion.

Staff do not support the request for either a “Children Playing’ sign or a reduced speed limit of 40 km/h. It is departmental practice to install “Playground” signs adjacent to Parks/Playgrounds where larger groups of children are likely to be playing. Installing them on all residential streets would reduce their effectiveness at locations where they are truly required. 40 km/h speed limits are reserved for school zones and there are no schools abutting this street, and McKay Court dead-ends both east and west of McKay Road, such that vehicular speeds shouldn’t be an issue.
ANALYSIS/RATIONALE:

It is departmental practice, not policy, to implement stop control on the stem of “T’ type intersection when requested, in lieu of the otherwise applicable right-hand-rule, which may not be clearly understood by all motorists. There are no warrants for stop control on the stem of “T” type intersections.

ALTERNATIVES FOR CONSIDERATION:

One alternative would be to take no action regarding this request. According to the residents, the intersection has operated safely without any form of stop control for over 20 years now. Our records indicate no reported collisions during the past 10 years. Another alternative would be to implement a “Yield” sign. This would clearly identify which motorist has the right-of-way when approaching the intersection. Staff would support either of these two alternatives. However, since a majority of the residents preferred a stop control rather than a yield or no control, staff supports the resident’s request for stop control.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the costs on manufacturing, erecting and maintaining the requested signs.

POLICIES AFFECTING PROPOSAL:

There are no policies affecting this matter.

RELEVANT CONSULTATION:

Staff attended an on-site meeting with several residents and Councillor Samson but the residents could not reach a consensus on what action should be taken.

CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced.  ☑ Yes  ☐ No

The implementation of stop or yield control will clearly define the right-of-way at this intersection, and potentially increase safety at this intersection.

Environmental Well-Being is enhanced.  ☐ Yes  ☑ No

The implementation of stop control will increase air/noise pollution but due to the very light traffic volumes using this intersection, to a very insignificant amount.

Economic Well-Being is enhanced.  ☐ Yes  ☑ No

Does the option you are recommending create value across all three bottom lines?  ☐ Yes  ☑ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?  ☐ Yes  ☑ No
Intersection of McKay Road and McKay Court
CITY OF HAMILTON
Public Works Department

Recommended Intersection Control

NOT TO SCALE
2005-11-16
PW05138