

Region of Queens Municipality Staff Report

To: Mayor and Council

From: Adam Grant, P.Eng., Director of Engineering and Public Works

Date: April 23, 2024

Re: Market and Main Street Intersection Review

Background

At the January 13, 2024, Regular meeting, the Council directed staff to “review the previous Intersection Review 2015, the pending review with the Traffic Authority and the consulting firm, the RCMP and any other sources deemed necessary to prepare a report for Council with options to address the safety concerns surrounding the crosswalks at Main and Market Streets with a cost estimate for each option”.

Details

In 2015, the Municipality contracted Insight Traffic Engineering to undertake a review of the three-way intersection at Main and Market St in response to concerns over the safety and operation of that intersection, specifically concerning pedestrian crossing and motorists failing to make a full stop.

The report stated that at that time, balanced traffic volumes were observed which is desirable for an all-way stop as it can reduce the occurrence of rolling stops. The level of service study of the intersection at that time stated that the analysis (based on observations) described the intersection as having the second highest or level above performance. This indicated that there were no operational performance issues with the configuration at that time. Staff repeated the 2015 observations to a lesser degree recently and could not confirm a substantial change from 2015 to the present time in motorist behaviour that would support additional study.

The 2015 report did provide 3 recommendations (summarized below):

- 1) Relocate crosswalk, stop bar and sign – completed in fall 2015
- 2) Assess sidewalk furniture – completed in fall 2015
- 3) Rearrange overhead directional signage – completed 2020

As stated, these recommendations have all been completed as illustrated in Appendix “A”.

The 2015 report shared that there had been seven incidents over the previous five-year period, which was commented to be a “relatively low collision rate”. Staff requested recent incident data from the Queen’s detachment of the RCMP and were advised that there was 1 incident in 2016, 1 in 2017 and 8 between 2021 and 2024. Unfortunately, additional information such as date, time of day, and climatic conditions were not able to be shared. The 2015 report identified between 1 and 2 incidents per year versus the most recent information of 1 to 2 incidents per year would suggest that there has not been a substantial change in factors that haven’t already been reviewed or studied on an engineering level.

Alternative options to control vehicle and pedestrians’ movements at the intersection of Main and Market such as installing pedestrian beacons or converting the intersection to fully-signalized are contradictory to engineering design guidelines and principles and would not be staff’s recommendation as they are anticipated to add additional conflicts leading to an increase in incidents and reduction in safety.

Based on this high-level review, staff are unable to confirm that new safety issues exist that would not have considered in the 2015 study.

Should Council wish for a further review, staff would suggest engaging an external consultant to undertake a formal review of this intersection. If so the motion for this direction could read as follows:

- (2) THAT the Council of the Region of Queens direct staff to report back to Council on the cost and timelines for an external traffic engineering consultant to conduct a formal review of the Main and Market Intersection with the goal of identifying any recommendations that could improve the safety and reduce the number of incidents at this location.

Budget Impacts

There is no budget impact at this time.



Recommendation

(1) THAT Council of the Region of Queens Municipality receive the report titled Market and Main Street Intersection Review for information.

Main Street West Bound 2014 – Prior to Intersection Assessment by Insight Traffic Engineering



Main Street West Bound 2018 – Modifications Implemented Based on Insight Traffic Engineering Recommendations After 2015

