

# **The Corporation of the City of Kawartha Lakes**

## **Council Report**

**Report Number ENG2019-019**

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**Date:** August 13, 2019  
**Time:** 2:00 p.m.  
**Place:** Council Chambers

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**Ward Community Identifier: 2**

**Subject: Request for All-Way Stop – Stinson's Bay Road and Graham Drive**

**Author Name and Title: Joseph Kelly, Senior Engineering Tech**

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### **Recommendation(s):**

**That Report ENG2019-019 Request for All-way Stop – Stinson's Bay Road and Graham Drive, be received.**

**Department Head:**\_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

On April 12, 2019 Council received a petition requesting the installation of stop signs at the intersection of Graham Drive and Stinson's Bay Road. The request was submitted due to safety concerns of a "blind corner" caused by shrubbery growth.

Staff presented report ENG2019-010 at the May 7<sup>th</sup>, 2019 Committee of the Whole which contained multiple intersections for consideration of stop controls, including Stinson's Bay Road and Graham Drive. The Committee carried that all recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

Council followed through with passing By-laws to install all the recommended stops except for Stinson's Bay Road and Graham Drive. At the Council Meeting of June 18, 2019 Council adopted the following Resolution:

### **CC2019-17.15.1.1**

**RESOLVED THAT** the petition received from Roy Woodward regarding Opposition to Erection of Stop Signs at Stinson's Bay Road and Graham Drive, be reviewed and referred to the ongoing review of this intersection.

This report addresses this direction.

The original petition requesting the stop signs can be seen in Appendix A and the petition opposed to the all-way stop can be seen in Appendix B.

## **Rationale:**

In report ENG 2019-010, staff noted that although warrants for an all-way stop are not met, the current stop control at the intersection could contribute to increased conflict potential due to driver confusion for a stop control placed on an illogical approach.

Due to public demand for reconsideration of the recommendation in report ENG 2019-010, staff performed a rigorous site investigation and found that the intersection is actually on a radius of a curve which has been "paved out" in such a way to create a T. The travelled portion is noted to still be the curve and not a right angle T. A map can be seen in Appendix C which illustrates the natural centreline.

In addition, the previous recommendation for the all-way stop was based on the assumption that seasonal traffic to the park on Graham Drive would create conflict potential. Upon investigation it was found that it is a private park, gated and signed not to be used by the public.

In light of the fact that both issues are locally related, where a local resident can reasonably know what to expect at the intersection, a less restrictive approach is appropriate.

It is recommended that brushing of the sight triangle at the curve take place. This would satisfy the original petition as their main complaint was obstructed sightlines due to shrubbery growth. Should conditions change in the future, an all-way stop warrant could be revisited, and other strategies such as centerline painting approaching the curve could be reviewed.

### **Financial/Operation Impacts:**

### **Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:**

The City's Strategic Plan outlines Council's Vision of a Vibrant and Growing Economy, Quality of Life and a Healthy Environment.

Providing life safety and protection is a priority objective of the City.

### **Attachments:**

#### Appendix A – Original Petition for All-way Stop



ENG2019-019-Appendix A.pdf

#### Appendix B – Petition in Opposition of All-way Stop



ENG2019-019-Appendix B.pdf

#### Appendix C – Key Maps



ENG2019-019-Appendix C.pdf

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**Department Head:** Juan Rojas, Director of Engineering & Corporate Assets

**Department File:** Engineering