

The Corporation of the City of Kawartha Lakes

Council Report

Report Number ENG2020-011

Meeting Date: September 15, 2020

Title: Request for Stop Control – Hopkins Road, David Drive, Richard Avenue and Linwood Road in Lindsay

Description: Request for Stop Control

Ward Number: Ward 5

Author and Title: Joseph Kelly, Senior Engineering Tech

Recommendation(s):

THAT Report ENG2020-011 **Request for Stop Control – Hopkins Road, David Drive, Richard Avenue and Linwood Road in Lindsay** be received;

THAT a stop sign be installed at the intersection of Hopkins Road and David Drive on the Hopkins Road (northern) approach;

THAT a stop sign be installed at the intersection of Hopkins Road and Richard Avenue on the Hopkins Road (southern) approach;

THAT a stop sign be installed at the intersection Richard Avenue and Linwood Road on the Linwood Road (southern) approach;

THAT the necessary By-laws for the above recommendations be forwarded to council for adoption;

THAT the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this application/agreement/decision.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

Staff received word from a Council member that residents were requesting all-way stop controls at the intersection of Hopkins Road and David Drive in Lindsay. A map can be seen in Appendix A. The streets mentioned above are found in the north west quadrant of Lindsay. This area is an older subdivision that had been developed with a rural cross-section.

Preliminary review showed that an all-way stop would not be warranted at the requested locations, however it was found that there are currently no right-of-way controls in the subdivision at all.

Rationale:

In general, there are few intersections in the urban area of Lindsay without a right-of way control. Examples of right-of-way controls are yield signs, stop signs, all-way stops, and traffic lights.

Traditionally, yield signs were not commonly used in Lindsay, therefore a stop control would be most appropriate as more restrictive controls are not warranted due to low volumes.

Staff recommends the installation of stop signs at all intersections in the subdivision (Hopkins Road and David Drive, Hopkins Road and Richard Avenue, and Richard Avenue and Linwood Drive).

Right of way should be granted to the through road for all intersections.

Other Alternatives Considered:

Yield signs were considered instead of stop signs. All similar subdivisions in Lindsay use stop signs, therefore yield signs would not be consistent with historical practices.

Financial/Operation Impacts:

Approximately \$450 per sign x 3 signs = \$1350 (Includes material, equipment and labour costs) in order for Public Works to install

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

Consultations:

N/A

Attachments:

Appendix A – Key Map



ENG2020-011
Appendix A.pdf

Department Head E-Mail: jrojas@kawarthalakes.ca

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

Department File: Engineering