



## Council Report

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**Report Number:** ENG2021-015  
**Meeting Date:** June 15, 2021  
**Title:** Request for All-way Stop – Sturgeon Rd S and Mary St W, Omemee  
**Description:** Request for Traffic Control  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

Report ENG2021-015 **Request for All-way Stop – Sturgeon Rd S and Mary St W, Omemee** be received.

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

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

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

## **Background:**

At the Council Meeting of October 20, 2020, Council adopted the following resolution:

### **CW2020-153**

**That** the Memorandum from Councillor Ashmore, regarding the **Implementation of a Four Way Stop at Mary Street and Sturgeon Road South, Omeme** be received;

**That** staff investigate the intersection of Mary Street and Sturgeon Road South to be considered for a four way stop and report back by Q2 2012.

This report addresses that direction. The memorandum can be seen in Appendix A.

Both Sturgeon Rd S and Mary St W are local, low volume roads. Stop controls currently exist at the Sturgeon Rd S approaches. Mary St W from the intersection at Mary St W to the west end has a posted speed limit of 40km/hr. In 2018, in response to a Council memo, staff recommended this speed limit due to the lack of sidewalks on the road segment. The current speed limit of Sturgeon Rd S and the rest of Mary St W is 50km/hr. Council has passed a by-law making the area of Omeme a 40km/hr speed zone area. This will come into effect when the signs are posted.

On May 17, 2021 Staff performed a turning movement count as part of the warrant review for an all way stop at this location. Results of the count can be seen in Appendix B as well as the warrant summary in Appendix C.

## **Rationale:**

### **All-way Stop Warrants:**

The Ontario Traffic Manual (OTM) has two methods to determine if an all-way stop is warranted:

#### **1) All-way Stop Minimum Volume Warrant (Minor Roads)**

The OTM suggests that an All-way stop control may be considered on minor roads where conditions are met for both of the following:

- a) Total hourly vehicular volume on all approaches exceeds 350 for the highest hour recorded; and
- b) Volume split does not exceed 65/45

An all-way stop warrant was performed at the intersection where it was found that total hourly vehicular volume on all approaches for the highest hour was 82 vehicles.

The volume split over an eight-hour period was 233/88 (92/35). This exceeds the 65/35 criteria.

The only condition met is the volume split condition. Therefore, the All-way Stop Minimum Volume Warrant (Minor Roads) is not met (volumes are low enough that the split becomes irrelevant).

## **2) All-way Stop Collision Warrant**

An All-way stop control may be considered on an intersection with a high accident frequency. For the purpose of this warrant, a high accident frequency is an average of four collisions per year over a three-year period.

The intersection has a reported collision average of zero collisions per year over the latest three years of available collision data. Therefore, the All-way Stop Collision Warrant is not met.

### **Traffic by-pass**

The memo from Council mentions that Mary St W is used as a by-pass for Highway 7. Although this was not the case during staff's seven-hour traffic count, it is likely true during select peak times.

The OTM does not recommend an All-way Stop be used to deter through traffic. It is also unlikely that the volume warrant would be met even while accounting for the extra through traffic.

**As a result of the justification review carried out by staff, it is deemed that the intersection of Sturgeon Rd S and Mary St W does not meet the criteria under the OTM to justify an All-way Atop.**

### **Other Alternatives Considered:**

N/A

### **Alignment to Strategic Priorities**

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.

**Financial/Operation Impacts:**

N/A

**Consultations:**

N/A

**Attachments:**

Appendix A – Council Memorandum



Adobe Acrobat  
Document

Appendix B – Turning Movement Count Results



Adobe Acrobat  
Document

Appendix C – All-way Stop Warrant Summary



Adobe Acrobat  
Document

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