



## Committee of the Whole Report

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**Report Number:** ENG2022-023  
**Meeting Date:** June 7, 2022  
**Title:** Consolidated Stop Control Review at Various Intersections  
**Description:** Request to pass By-law for stop controls at various intersections  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

Report ENG2022-023 **Consolidated Stop Control Review at Various Intersections** be received;

**That** by-laws be passed to install stop controls as listed on Table 1 and Table 2 in Report ENG2022-023;

**That** the necessary By-law(s) 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 decision; and

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

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

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

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

## **Background:**

Engineering – Technical Services Division reviews the appropriateness of current stop controls and the feasibility of installing new stop controls by way of requests from Public Works, Council, and the public. This report represents the latest consolidated review of stop controls requests from Public Works Managers/Supervisors/Staff on various roads where action is recommended, and where a by-law for the stop or all-way stop is required.

## **Rationale:**

The intersections in Table 1 have no legal right-of-way control at this time. A single stop sign or all-way stop control is recommended. (Maps can be seen in Appendix A).

The intersections in Table 2 have inappropriate right-of-way control. The current stop controls at these intersections contribute to increased conflict potential due to driver confusion for a stop control placed on an illogical approach. An all-way stop or single stop control is recommended at these locations (Maps can be seen in Appendix B).

## **Some Comments on Warrants:**

It has been determined that it would be in the best interest to public safety that the requests from Public Works for new stops or all-way stops be supported with by-laws without Engineering staff performing a warrant. The low-volume nature of these roads would not satisfy any warrant, however, it has increasingly become City practice to rectify uncontrolled intersections and to install all-way stops on low volume intersections where the existing stop control is on an illogical approach. Some intersections are better suited for an all-way stop provided that Public Works performs brushing to ensure adequate sight lines. It will be advised to add the intersections to their brushing program before installing any of their requested all-way stops.

Should an all-way stop become problematic due to public complaints, street alignment, or low compliance, reverting back to a single stop control (but in a more logical approach) can be considered. To migrate a single stop control to another approach requires the temporary installation of an all-way stop anyway. The period of time in which the all-way stops would be in place would satisfy the requirement.

**Table 1: Intersections with no Right-of-Way Control**

<b>Road 1</b>	<b>Road 2</b>	<b>Ward</b>	<b>Intersection Type</b>	<b>Current Control</b>	<b>Recommendation</b>
<b>Westview Dr</b>	<b>Basswood St</b>	8	3-way west facing T	None	Stop on Basswood approach
<b>Westview Dr</b>	<b>Potash St</b>	8	3-way west facing T	None	Stop on Potash approach
<b>Westview Dr</b>	<b>Pioneer Rd</b>	8	3-way south facing T	None	Stop on Pioneer approach
<b>Westview Dr</b>	<b>Millbrook Ridge Rd</b>	8	4-way	None	Stops on Millbrook Ridge approaches
<b>Westview Dr</b>	<b>Sammar Hill Rd</b>	8	4-way	None	Stops on Sammar Hill approaches
<b>Westview Dr</b>	<b>Vale Dr</b>	8	3-way east facing T	None	Stop on Vale approach
<b>Starr Blvd</b>	<b>Scugog Dr</b>	4	3-way east facing T	None	All-way
<b>Joan Ave</b>	<b>Shirley Anne Dr N</b>	4	3-way west facing T	None	Stop on Joan Ave
<b>Lakeview Blvd</b>	<b>Maple Ave</b>	4	3-way north facing T	None	All-way
<b>Shiloh Ln</b>	<b>Rainbow Ridge Rd</b>	4	3-way south facing T	None	Stop on Shiloh Ln approach
<b>Bayview Ct</b>	<b>Ball Point Rd</b>	4	3-way west facing T	None	Stop on Bayview Ct approach
<b>Muskie Dr</b>	<b>Oakdene Cres</b>	4	3-way south facing T	None	Stop on Oakdene Cres south approach
<b>Port Hoover Rd</b>	<b>Newman Rd</b>	4	3-way east facing T	None	Stop on Newman Rd approach
<b>Dove St</b>	<b>Gilson Point Rd</b>	4	3-way west facing T	None	Stop on Dove St approach
<b>Dove St</b>	<b>Gilson St</b>	4	3-way east facing T	None	Stop on Dove St approach
<b>Gilson Point Rd</b>	<b>Gilson Point Place</b>	4	3-way east facing T	None	Stop on Gilson Point Place approach
<b>Doble Drive</b>	<b>Bruce St</b>	4	Both ends of Doble drive come to a T at Bruce St	None	Stops at both ends of Doble Dr

**Table 2: Intersections with Inappropriate Right-of-Way Control**

Road 1	Road 2	Ward	Intersect Type	Current Control	Recommendation
<b>Brunon Ave*</b>	<b>Riverview Rd</b>	4	3-way east facing T	Stop at Riverview approach	All-way
<b>Robinglade Ave*</b>	<b>Riverview Rd</b>	4	4-way	Stop at Robinglade south approach	All-way
<b>Bowen rd</b>	<b>Grills Rd and Sugarbush Rd</b>	4	3-way west facing T	Stop on Grills north approach	All-way
<b>Bowen Rd</b>	<b>Washburn Island Rd</b>	4	3-way north facing T	Stop on Bowen east approach	All-way
<b>Islandview Dr</b>	<b>Verna Dr</b>	4	3-way east facing T	Yield on Verna Dr east approach	All-way
<b>Starr Blvd</b>	<b>Cottage Rd</b>	4	3-way south facing T	Yield on Starr south approach	Stop on Starr south approach
<b>Sparrow Ct</b>	<b>Pleasant Point Rd</b>	4	3-way south facing T	Yield on Sparrow Ct	Stop on Sparrow Ct approach
<b>Royal Oak Rd</b>	<b>White Rock Rd</b>	4	3-way west facing T	Stop on White rock north approach	All-way

\*via petition

**As a result of the review carried out by staff, it is recommended that by-laws be passed to install stop controls as listed on Table 1 and Table 2.**

**Other Alternatives Considered:**

These intersections are relatively low volume with lowered conflict potential and could remain as is without significant hazard to the public. However, in keeping with current practices, it is recommended that we employ the same standards across the municipality, that is to rectify intersections without a stop control and install all-way stops on intersections with illogical stop controls.

**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:**

Costs to install the signs to come from the Public Works operating budget.

### **Consultations:**

Public Works – Roads Staff

### **Attachments:**

Appendix A – Stop or All-way stop for Uncontrolled Intersections



Adobe Acrobat  
Document

Appendix B – Stop or All-way stop for Illogically Controlled Intersections



Adobe Acrobat  
Document

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

**Department File:** Engineering