



## Committee of the Whole Report

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**Report Number:** ENG2025-014  
**Meeting Date:** April 8, 2025  
**Title:** Request for All-Way Stop – Cambridge Street and Peel Street, Lindsay  
**Description:** Regulation of Traffic  
**Author and Title:** Joseph Kelly, Traffic Management Supervisor

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### Recommendation(s):

**That** Report ENG2025-014 , **Request for All-Way Stop – Cambridge Street and Peel Street, Lindsay** , be received;

**That** the installation of an all-way stop at the intersection Cambridge Street and Peel Street, Lindsay, be approved;

**That** the necessary By-Law for the above recommendation be forwarded to Council for adoption; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

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

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

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

**Background:**

Engineering staff typically advise residents to submit petitions to Council for all-way stop requests in order fairly distribute engineering resources throughout the City. Engineering staff also proactively address internal concerns, especially when call-in cases align with staff concerns. In this spirit, the intersection of Peel Street and Cambridge Street had been scheduled for an all-way stop warrant.

Both Cambridge Street and Peel Street are urban local roads. A map of the intersection can be seen in Appendix A.

On March 14, 2025, staff preformed an eight-hour traffic turning movement count (Appendix B) as part of an all-way stop warrant (Appendix C) to determine if installing an all-way stop is an appropriate action.

**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 (Local)**

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

- a) Total hourly vehicular volume on all approaches to exceed 200 for each highest four hours
- b) Combined vehicle and pedestrian volume for minor street to average 75 per hour for the same four hours.
- c) Volume split does not exceed 70/30

The criteria for the minimum volume was met.

**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 three collisions per year over a three-year period.

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

**As a result of the justification review carried out by staff, it is recommended that an All-way stop be installed at the intersection of Cambridge Street and Peel Street.**

### **Other Alternatives Considered:**

A traffic signal justification review was performed but failed to meet the warrant.

### **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:**

Signs with installation – Approximately \$2000 through Public Works operational budget.

Retrofit to existing overhead beacon – Approximately \$1000 through the Public Works operational budget.

### **Consultations:**

#### **Attachments:**

Appendix A – Key Map



Adobe Acrobat  
Document

Appendix B – Turning Movement Count



Adobe Acrobat  
Document

Appendix C – Warrant Results



Adobe Acrobat  
Document

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

**Department File: Engineering and Corporate Assets**