



## Committee of the Whole Report

---

**Report Number:** ENG2025-011  
**Meeting Date:** April 8, 2025  
**Title:** , Request for All-Way Stop - Mary Street West and Adelaide Street South, Lindsay  
**Description:** Traffic Management  
**Author and Title:** Gordon Archibald, Senior Engineering Technician

---

### Recommendation(s):

**That** Report ENG2025-011 , **Request for All-Way Stop - Mary Street West and Adelaide Street South, Lindsay** be received;

**That** the installation of an all-way stop at the intersection of Mary Street West and Adelaide Street South, Lindsay, be approved;

**That** flashing red beacons be installed to provide a warning of the new all-way stop at this intersection;

**That** the necessary By-Law for the above recommendations 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:**

At the Council Meeting on January 28, 2025 Council adopted the following resolution:

**CR2025-025**

**THAT** the petition received from Charlene Bruce and Phillip Bruce, **regarding a Request for a Four Way Stop at the Intersection of Mary Street West and Adelaide Street South, Lindsay**, be received and referred to Staff for review and report back by the end of Q2, 2025.

This report addresses those directions.

Mary Street West is classified as an urban arterial road. Adelaide Street South is classified as an urban local road. Currently the intersection is a two-way stop configuration with Mary Street West as the through and having right-of-way. A map of the intersection can be seen in Appendix A.

**Rationale:**

Staff recognize that this intersection is on the wish list of many residents for an all-way stop. The Lindsay Recreation Complex is a major traffic generator where peak time delays at the stop control can seem excessive. As such, multiple all-way stop warrants have been performed at this location over the last 5 years, all of which failed using the available data at the time.

As part of the continued effort to monitor this intersection using up to date data, staff collected turning movement data as part of the Transportation Master Plan city-wide traffic counting portion of the contract. The resulting turning movement count for this intersection can be seen in Appendix B.

Staff used this data to complete the Ontario Traffic Manual's (OTM) All-way Stop Warrants (Appendix C) to determine if installing an all-way stop is an appropriate action. The criteria to satisfy the warrants depend on the design of the main road with arterials being the strictest to satisfy. Considering the residential density of this road, it would be using good engineering judgement to use the criteria set forth for collector roads. This takes into account greater driveway access compared to a typical urban arterial road.

**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 (Collector)**

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

- a) Total hourly vehicular volume on all approaches to exceed 375 for each hour of an eight-hour period; and
- b) Combined vehicle and pedestrian volume for minor street to exceed 150 units for each hour in the same eight-hour period OR 120 units with an average delay of 30 seconds; and
- c) Volume split does not exceed 70/30 (that is the minor street volumes must not be less than 30% of the total volume entering the intersection)

The criteria for the minimum volume warrant was 80% met and therefore failed the warrant.

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

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 3 collisions per year over the latest three years of available collision data. Therefore, the All-way Stop Collision Warrant is met. Collision history report can be seen in Appendix D.

**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 Mary Street West and Adelaide Street South.**

### **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:**

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

Beacons - Approximately \$7000 through the traffic signal capital budget.

**Consultations:**

Traffic Management Supervisor, CKL

**Attachments:**

Appendix A – Key Map



Adobe Acrobat  
Document

Appendix B – Turning Movement Count Results



Adobe Acrobat  
Document

Appendix C – All-way Stop Warrant Summary



Adobe Acrobat  
Document

Appendix D – Collision Records Report Mary St at Adelaide St



Adobe Acrobat  
Document

**Department Head email:** [jrojas@kawarthalakes.ca](mailto:jrojas@kawarthalakes.ca)

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

**Department File:** Engineering and Corporate Assets