

Town of Whitby

Staff Report

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Report Title: Update Traffic By-law 8059-24, Stop Control

Report to: Committee of the Whole

Date of meeting: June 10, 2024

Report Number: PDE 07-24

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

Roger Saunders, Commissioner,
Planning and Development

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

For additional information, contact:

Peter Angelo, Director, Engineering
Services, x4918

Tara Painchaud, Senior Manager
Transportation Services, x4937

Chris Potvin, Manager, Transportation
Services, x4940

1. Recommendation:

1. That Council approve the proposed amendment to the Traffic By-law 8059-24 to incorporate changes to Schedule "N" of the By-law, as identified in Attachment No. 1
2. That a By-Law to amend By-law 8059-24 be brought forward for the consideration of Council.
3. That Item P&D-0018 be removed from the New and Unfinished Business list.

2. Highlights:

- Residents have requested increased stop control at a number of locations, as they feel that additional stop control will reduce travel speeds and improve neighbourhood safety.

- The signage and pavement markings required to change from two-way stop control to all-way stop control would be installed by Operational Services where possible.
- If there are locations where Operational Services staff are not able to provide the changes, a tender process will be utilized.
- The all-way stop control at the intersection of Reynolds Street and Dunlop Street is being installed through the adjacent residential development.
- Staff continue to receive requests for modifications to intersection stop control and will continue to review potential locations for Council consideration at a later date.

3. Background:

Stop control assigns the right-of-way to the road users. The installation of stop control is guided by the thresholds identified in the Ontario Traffic Manual for Regulatory Signage and takes into consideration pedestrian and vehicle volumes, collision history and road geometry.

The municipality must update Traffic By-law 8059-24 for the new stop control signage to be legally enforceable.

4. Discussion:

Homeowners in the vicinity of a number of intersections have requested that the current stop control be modified to all-way stop control. Although traffic data is not available, Engineering Services staff is agreeable to implementing the residents' requests. The following intersections are put forward for Councils consideration to be modified from two-way stop control to all-way stop control:

- Athol Street and Colborne Street West;
- Chestnut Street West and Kent Street;
- Deverell Street and Lofthouse Drive;
- Green Street South and Ontario Street East;
- Kirby Crescent and Vanessa Place;
- Prince of Wales Drive and Nearctic Court/Regal Briar Street;
- Reynolds Street and Dunlop Street;
- Ribblesdale Drive/Fulwood Crescent and Bradley Drive;
- Ribblesdale Drive and Fernway Crescent (west intersection);
- Vanguard Drive/Midhurst Drive and Holsted Road; and,
- White Ash Drive and Palmerston Avenue (west intersection).

To introduce an all-way stop control at an intersection, additional signage and pavement markings are required (i.e. additional stop signs, all-way signage tabs, stop bars, crosswalks, etc.).

The change in traffic control will be communicated with advance warning signage as identified in Ontario Traffic Manual - Book 6, Warning Signs. A temporary Stop Ahead sign and New Burst sign will be placed in advance of the intersection to notify drivers that they are approaching a new stop controlled intersection. Depending on the road

geometry, the stop ahead signage may be permanent. The temporary advance warning signage will remain in place for a period of at least thirty (30) days, or until drivers become familiar with the installation of the new traffic control device.

The Draft Traffic By-law update is provided as Attachment No. 1.

The all-way stop control at the intersection of Reynolds Street and Dunlop Street was identified through the Stafford Homes residential development and installation will be completed by the developer's contractor.

Staff continue to receive and review requests for modifications to existing stop control.

5. Financial Considerations:

The conversion cost to modify a two-way stop controlled intersection to an all-way stop is estimated to be in the order of \$4,500 to \$6,000 per intersection.

Subject to Council approval of the by-law amendment, the conversion of the eleven intersections is estimated to cost approximately \$60,000 (including manufacturing and installation of the signage and pavement markings).

The required funds for the all-way stop modifications will be funded from Account No. 40236405 for Traffic Signage and Pavement Marking Initiatives, approved through the 2024 capital budget process.

6. Communication and Public Engagement:

N/A

7. Input from Departments/Sources:

Transportation Services will work with Operational Services to consider their workload capacity. Should Operational Services not have the capacity to complete all or some of the proposed work, the remaining pavement markings and signage would be installed by a contractor through a tender process.

8. Strategic Priorities:

The recommendations contained in Staff Report PDE 07-24 support Whitby Community Strategic Plan. Specifically, Pillar 1 which considers community safety and well-being, and Pillar 2 which reflects improving walkability. Pillar 4, which takes into consideration responding to the community while also considering the impact to the taxpayer is also supported in the recommendations of the report. In addition, sustainable transportation such as supporting walkability is a key sustainability principle.

9. Attachments:

Attachment 1: Draft Traffic By-law, Schedule N