

# Town of Whitby Staff Report

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## Report Title: PDE 05-25 Update Traffic By-law 8059-24, Stop Control

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**Report to:** Committee of the Whole

**Date of meeting:** June 9, 2025

**Report Number:** PDE 05-25

**Department(s) Responsible:**

Planning and Development Department  
(Engineering Services)

**Submitted by:**

Roger Saunders, Commissioner,  
Planning and Development

<b>Acknowledged by M. Gaskell, Chief Administrative Officer</b>
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**For additional information, contact:**

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### 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.

### 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 contractor will be utilized.
- Some locations may require concrete sidewalk and curb alterations in addition to signage and pavement markings. These additional works would require a contractor to complete.
- Staff continue to receive requests for modifications to intersection stop control and will continue to review potential locations for Council consideration in future budget years.

### 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 Council's consideration to be modified from two-way stop control to all-way stop control:

- Chestnut Street West and Euclid Street;
- Chestnut Street West and Palace Street;
- Coronation Road and Soltys Drive;
- Crawford Street and Stewart Street;
- Green Street and St. John Street East;
- Palmerston Avenue and Centre Street North;
- Roan Drive and Kennett Drive;
- Stonemanor Avenue/Yorkshire Crescent and Forest Heights Street/Chiltern Place; and,
- Whitefish Street and Coho Drive.

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.). Sidewalk concrete work is required at Chestnut Street and Palace Street, as well as at the Crawford Street/Stewart Street intersection.

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. Refer to Attachment 1 for the Draft Traffic By-law.

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

**5. Financial Considerations:**

The cost to modify a two-way stop controlled intersection to an all-way stop is estimated to be in the order of \$5,000 to \$7,000 per intersection, depending on the signage and pavement needs, as well as any concrete work needed.

Subject to Council approval of the by-law amendment, the conversion of the nine intersections is estimated to cost approximately \$60,000 - \$65,000 (including manufacturing and installation of the signage and pavement markings).

The required funds for the all-way stop modifications will be funded from Project No. 40236405 for Traffic Signage and Pavement Marking Initiatives. Through the 2025 capital budget process \$115,000 from the Asset Management Reserve Fund was approved by Council. At the time of this report there are no commitments against the 2025 approved Traffic Signage and Pavement Markings budget.

**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.

**8. Strategic Priorities:**

The recommendations contained in Staff Report PDE 05-25 supports the 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 on 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