

Subject: All-Way Stop Control Request – Rupert Avenue and Winona Drive

Staff Report No. EPW-007-25

**Department/
Commission:** Engineering and Public Works Commission

Date: April 16, 2025

Recommendation:

- 1) That Council not install stop signs for eastbound and westbound traffic on Rupert Avenue at Winona Drive to establish an all-way stop control.

Report Highlights

- Residents have requested the implementation of an all-way stop at the intersection of Rupert Avenue and Winona Drive to address concerns regarding traffic and pedestrian safety.
- The Town conducted a 7-day traffic study at the intersection. The results concluded that the none of the criteria set out in the latest version of the Ontario Traffic Manual (OTM) Book 5 (December 2021) were met.

1. Purpose:

To provide Council an update on the traffic study undertaken for an all-way stop control at the intersection of Rupert Avenue and Winona Drive

2. Background:

Residents through their local Councillor have requested the installation of stops signs for eastbound and westbound traffic on Rupert Avenue at Winona Drive to address concerns regarding traffic and pedestrian safety. To determine the need for an all-way stop control staff retained the services of Ontario Traffic Inc. (OTI) to conduct a (7) day, twelve (12) hour traffic study of current traffic and pedestrian volumes at the intersection.

3. Analysis:

Rupert Avenue and Winona Drive intersect at a three-way stop. Rupert Avenue runs east-west and allows continuous vehicle flow, while vehicles on Winona Drive, which runs north-south, must stop.

An All-way stop control may be considered on minor or local roads where the following three (3) warrants are met:

1. Minimum Volume Warrants – Where the total vehicle volume on all intersection approaches exceeds 200 vehicles per hour for each of the highest three hours of the day.
2. Collision Warrant – Where there are 9 or more right-angle or turning type collisions over a 36-month period.
3. Visibility Warrant - Where sufficient sight distance is not available for traffic exiting the stop-controlled approaches of a two-way stop intersection.

The Traffic Study Analysis concluded that none of the three (3) criteria specified in Book 5 of the Ontario Traffic Manual (OTM) for implementing an all-way stop control were met.

Drivers currently travelling along Rupert Avenue are required to stop at each intersection except Winona Drive. This inconsistency may be confusing to some drivers particularly as Winona Drive provides access to Main Street, which is a higher order roadway.

4. Options:

4.1 Option A (Recommended)

No additional action is required as the Provincial warrants for all-way stop control were not met.

4.2 Option B

Should Council decide to implement an all-way stop control at the intersection, staff will introduce a By-law to amend consolidated Traffic By-Law 2008-147-TR for traffic regulation in the Town of Stouffville.

5. Financial Implications:

Funding for the additional stop sign installation and line painting can be accommodated within the Transportation and Fleet Services 2025 Operating Budget.

6. Broader Intergovernmental Impacts and/or Considerations:

None.

7. Communication:

None.

8. Alignment with Strategic Plan:

1. A Town that Moves
Improve the condition and efficiency of the local road network while addressing connectivity and advancing active transportation facilities
2. A Safe Town
Make our community safer

9. Attachments:

Attachment No. 1 – Location Map

10. Related Reports:

None.

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For further information on this report, please contact the Department Head:

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