
Subject: All-Way Stop Control Request - Burkholder Street and Lloyd Street

Staff Report No. EPW-008-25

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

Date: April 16, 2025

Recommendation:

- 1) That Council not install stop signs for southbound and northbound traffic on Lloyd Street at Burkholder Street establishing an all-way stop control at the intersection.

Report Highlights

- Residents have requested the implementation of an all-way stop at the intersection of Lloyd Street and Burkholder Street to address traffic and pedestrian safety.
- The Town conducted a 7-day traffic study at the intersection. The results concluded that only one (1) of the three (3) criteria outlined in the latest version of the Ontario Traffic Manual (OTM) Book 5 were met.

1. Purpose:

To provide Council an update on the traffic study for an all-way stop control at the intersection of Lloyd Street and Burkholder Street.

2. Background:

Residents have requested the installation of stop signs for southbound and northbound traffic on Lloyd Street at Burkholder Street 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:

Lloyd Street intersects with Burkholder Street. Lloyd Street extends in a north-south direction and allows uninterrupted vehicle flow, whereas vehicles traveling on Burkholder Street, which runs east-west, are required to stop.

Traffic count studies were conducted over a 7-day period in October 2025 on the east/west and north/south roads in the neighbourhood, from 7:00AM to 7:00PM. These studies recorded both weekday and weekend vehicular and pedestrian volumes. The data indicated that approximately 1,472 vehicles passed through this intersection, along with approximately 248 pedestrians.

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.

As a result of the warrant analysis conducted for an all-way stop, only one (1) of the three (3) conditions was met. The Ontario Traffic Manual (OTM Book 5 December 2021) recommends at least two (2) out of the three (3) conditions be satisfied.

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 proceed with implementing an all-way stop control at the intersection, staff will bring forward a By-law to amend the consolidated Traffic By-Law 2008-147-TR to regulate traffic 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

Author: Hector Moreno, Manager, Transportation and Fleet Services

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

Jack Graziosi, Commissioner of Engineering and Public Works 905-640-1900 ext. 2464 or 1-855-642-8697 or via email at jack.graziosi@townofws.ca