



**ROADS, PARKS AND FLEET  
DEPARTMENT  
MEMORANDUM**

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File: TMP-24613  
Pending #:

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**TO: MAYOR J. LEHMAN, AND MEMBERS OF COUNCIL**

**FROM: D. FRIARY, DIRECTOR OF ROADS, PARKS AND FLEET**

**NOTED: A. MILLER, RPP  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT**

**M. PROWSE, CHIEF ADMINISTRATIVE OFFICER**

**RE: ALL-WAY STOP INVESTIGATION FOR ROYAL PARK BOULEVARD AND  
BLUEWATER TRAIL**

**DATE: SEPTEMBER 9, 2019**

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This Memo is in response to the request for an All-Way Stop investigation from City council on April 8, 2019, that staff in the Roads Parks and Fleet Department investigate the feasibility of installing an all-way stop at the intersection of Royal Park Boulevard and Bluewater Trail under item 19-G-072. Currently, the stop control requires vehicles travelling along Bluewater Trail (Local Street) to stop at Royal Park Boulevard (Local Street) please refer to Appendix "A" for a map of the study area.

Staff have investigated the intersection of Royal Park Boulevard and Bluewater Trail intersection to determine if an all-way stop is warranted based on criteria within the Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs.

The OTM warrant is based on volume, collision history, and stopping sight distance at the intersection. There are two (2) classes of Minimum Volume Warrants identified in the OTM; each class is based on the classifications of roadways; Minor Roadways (Local Roadways) and Major Roadways (Collector and Arterial Roadways). A road classification is determined by using the City of Barrie Official Plan, Schedule D – Road Plan.

Based on the classification of Royal Park Boulevard, as a Local Roadway, the Minor Roadway Minimum Volume Warrant was used. Each component of the all-way stop warrant has the ability to satisfy the warrant independently.

- **Volume** - The total vehicle volume on all intersection approaches exceeds 350 vehicles for the highest hour recorded.
- **Collision History** - reviews collisions over a three-year period, which are correctable through all-way stop control (i.e. right angle and turning type collisions) and which are reported to the Barrie Police Service.
- **Stopping Sight Distance** - the distance required for a driver to see ahead in order to stop if necessary.



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A traffic count was completed on June 25, 2019 for the purpose of completing an all-way stop warrant. The results of the investigation are summarized below:

<u>Description</u>	All-Way Warrant	Recorded Data	Satisfied All-Way Warrant	
			Yes	No
<b>Part 1a – Total Volume</b> Hourly Traffic Volume <sup>(1)</sup>	Greater than 350 vehicles in peak hour <sup>(2)</sup>	60 vehicles in the peak hour		
<b>Part 1b – Volume Split</b> Percentage of Traffic on Bluewater Trail (Minor Street)	Greater than 35% <sup>(2)</sup>	11 vehicles (19%) in the peak hour		X
<b>Part 2 – Collisions</b> Intersection Collision History	Average 4 per year over 3 years	0 collisions over a 3 year period		X
<b>Part 3 – Visibility</b> Stopping Sight Distance from Melrose Avenue	Less than 65m	No restrictions		X

(1) *Peak Hour Volume is the maximum number of vehicles that pass through the intersection during a one hour period.*

(2) *1a & 1b must both be satisfied to warrant an All-Way stop.*

An All-Way Stop Survey was prepared and mailed to 23 property owners on Royal Park Boulevard and Bluewater Trail. Results of the All-Way Stop Survey are as follows:

Royal Park Boulevard and Bluewater Trail Street All-Way Stop Survey	Response Received	Percentage of Responses
<b>Option A</b> - Leave as is (traffic along Bluewater Trail stops at Royal Park Boulevard)	2	40%
<b>Option B</b> – Install an All-Way Stop at Royal Park Boulevard and Bluewater Trail.	3	60%
<b>TOTAL</b> (Out of 23)	<b>5</b>	<b>22%</b>

Residents, also had expressed concerns regarding vehicles speeding along Royal Park Boulevard and Bluewater Trail. The implementation of a stop sign would discourage this. Staff considered this concern however do not support the installation of an all-way stop for this purpose.

The Ontario Traffic Manual Book 5 – Regulatory Signs states:

All-way stop controls should not be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means; and
- As a speed control device.



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Historically, Staff have implemented radar speed boards in Ward 10 to display motorist's speeds and to gather data at specific locations. Generally, this results in a slight drop in motorist's speed. Staff will put Royal Park Boulevard in consideration for a radar speed board in 2019.

Staff have implemented temporary speed cushions in Ward 10. Currently, there are two located on Crimson Ridge Road which is directly off of Royal Park Boulevard. Staff have added Royal Park Boulevard to the list of consideration for temporary speed cushions in 2020. If selected as a location in 2020, these traffic calming measures will typically address residents' concerns for speeding.

Staff have analysed the data recorded at the intersection and there was in fact not enough volume in the peak hour to support the implementation. As well, there were found to be zero reported collisions at this intersection.

Unwarranted all-way stops create operational and safety concerns for both pedestrians and vehicles entering the intersection. The unwarranted all-way stop makes drivers feel the stop is unnecessary and motorists do not comply with the stop control, as there is little to infrequent side street traffic encountered. This also creates a disregard for other traffic control devices because drivers soon learn to ignore the stop control device, as they feel the signs are not required.

Staff do not support the implementation of an unwarranted all-way stop. There have been numerous engineering studies that show the implementation of unwarranted all-way stops result in an increase in aggressive driving. Motorists do not feel they are required to stop since they do not encounter vehicles on the side street. Studies also indicate there is usually an increase in vehicles speeds as drivers attempt to make up for lost time at the stop location.

Staff have reviewed the intersection of Royal Park Boulevard and Bluewater Trail for the installation of an all-way stop. Based on the results of the investigation, the installation of an all-way stop at this intersection does not satisfy the warrants identified in the OTM at this time.

In accordance with the Council approved All-Way Stop Policy a memo is provided to advice of the results of an investigation when the OTM warrants have not been satisfied.

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D. Friary  
Director of Roads, Parks and  
Fleet



Appendix "A"

