



## September 17, 2025 Council Meeting

September 17, 2025

**Addition to the Agenda Questions received from Council seeking additional information and the corresponding responses provided by staff regarding the August 27, 2025 Council agenda items.**

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### **Delegation 7.2.1 - Safety Concerns at Leslie Road and Watson Road**

Would it be possible to request any collision data or speed data for this intersection? Has a 4 way stop ever been evaluated at this intersection?

Staff have requested the collision data from OPP and OPP has advised that this information will not be available in time for tomorrow's meeting. Staff will report back to Council with this information at a future meeting.

In 2019, the Township requested that its Insurance Provider undertake a review of the Intersection at Leslie Road West and Watson Road South, along with two other intersections based on collisions at those intersections. Staff implemented all of the recommendations contained in the report. In consultation with the Insurance Provider, staff determined that a four-way stop should not be installed at the bottom of the hill due to potential liability concerns. Installing a stop sign in this location would require winter maintenance standards beyond the minimum maintenance standards, as additional service would be needed to ensure safety at the base of the hill.

**Speed Limit Report-** I was under the impression that 2 solar speed signs were being included in the budget on an ongoing basis. Is that what is in place? Is 2 per year adequate or would staff recommend an increased quantity? Also - would it make sense to consider including some funds each year for portable speed humps that could be placed in areas that meet the criteria in the Roads Master Plan?

The report has been amended to include the most up-to-date information regarding budgeting for speed signs. Council has budgeted \$14k each year for the next 10 years for the purchase of signs. Staff can include costing of speed humps during the 2026



budget process. Staff can review the budget and make a recommendation on increasing the number of signs purchased each year during the 2026 budget process as well.

7.2 Leslie Rd and Watson Rd. – the delegation refers to having road staff assess the intersection. Has this happened? Can staff share any historical information on this intersection? My understanding is that a stop sign was requested in the past. What was the outcome and reasoning of that decision? Any comment from OPP on this intersection?

Same response as above. The 2019 report detailing the reasoning for the decision not to post a 4-way stop is included in the report and the response above.

Do we have an assessment of the effectiveness of the mobile signs?

Not at this time, but will report back to Council once they have been installed and in use for a period of time.

if the recommendation is to retain the mobile signs in their current locations would it be more appropriate to install permanent solar powered signs in these areas?

The signs can be permanently mounted and hardwired to power at any time. The solar option allows them to remain portable, as they can be relocated to sites without hydro access. Should Council decide to proceed with hardwiring, staff can begin identifying suitable locations on the selected road sections.

### **Report 9.3.2 - Attainable Housing Grant**

Questions about the proposed Township ARU Grant Program.

1. Will there be any requirement in the eligibility criteria for the ARU to have affordable rental rates and term lengths?

Staff would need to better understand how to enforce and monitor rental rates over time for individual units, determine what is considered 'affordable' in our area, and establish how to accommodate units that are used for multigenerational housing rather than rental purposes. The County's grant program is designed to address the availability gap between low-end market housing and subsidized housing, and the Township's grant program, if approved, can be structured to support this objective. These details can be



further explored if the application is approved and a grant program is subsequently developed by Council.

2. Will there be any requirement in the eligibility criteria for the ARU not to be used as an Airbnb or VRBO (short term rental) for a certain duration of time?

This is an excellent point, and eligibility criteria can be established to ensure compliance with all Township by-laws. Should short-term accommodations be permitted under the Township's zoning by-law in the future, staff would examine options to restrict such uses in cases where a grant has been provided for an ARU.

3. Will there be any income-based eligibility criteria to help ensure the grant program is supporting homeowners who genuinely need financial assistance?

Council can build in this eligibility requirement into the grant program should it be approved by the County.

4. One of the county's criteria is that all projects must have obtained the necessary local approvals by December 31, 2027. Does this mean that any ARUs seeking to qualify for grant funding must have an approved building permit issued before that deadline? If that is the case, and there are unallocated funds remaining-either due to a lack of applications or unused portions of the grant, would it be possible to reallocate those remaining funds to the Sunrise project to prevent forfeiting them back to the county?

Staff have reached out to the County to confirm what is considered 'allocated funds' for this program requirement and will report back to Council.

#### **Report 9.4.1 - ZBA 6676 Wellington Road 34**

A ZBA to permit hydro vac liquid soil use was refused by council in 2023. The decision was appealed and the appeal was withdrawn making the refusal of the ZBA final. What are the differences (if any) between this new ZBA application and the previous version that was refused?

The primary difference is that this is for a temporary use by-law, but the general land use is the same. During the review we will test the merits against current policy/technical framework.



### **Report 9.4.3 - Martinello -**

What is the protocol if a resident has a concern that the conditions of the approval are not being met? Dust control, truck speeds, road debris, well water, etc...Who do they contact? The June 10 comment summary speaks to adding well interference to the complaint protocol, but does not include the final version of the complaint protocol. It would be good for members of the public to understand how they go about complaints as they arise and an expectation of who and when they should expect response or resolution.

Staff will amend the conditions to include a complaint protocol which will be in line with other protocols which has been approved by Council and will include contact information, timelines for response and how to escalate the complaint if required.

Can the issuance or refusal of a site alteration permit be appealed?

There is no appeal mechanism for the issuance or refusal of a site alteration permit application.

What if the source site is a holding site or a transfer site? Where does the testing occur?

Staff received the following response from our Engineering Consultant:

*The testing should be done at the source site, which could be the original source of the soil, where the soil was first excavated from, or transfer site where the soil was stored or mixed with soil from other sources.*

*It is ultimately the responsibility of the QP for the receiving site to confirm that the quality of excess soil imported to the site meets the applicable standards. As such, the soil can be tested either before it is delivered to the receiving site (preferred) or after it is delivered to the receiving site but before it is used/placed for the beneficial reuse.*

Should the bylaw state 'Major' Site Alteration Agreement

The permit type is reflected in the preamble of the agreement where it references the section of the by-law which the agreement is pursuant to, rather than in the name of the agreement.



Re schedule B; should the proponent also pay for the removal of the 4 way stop sign after completion of work?

Staff recommend that should this the 4-way stop be installed, that be installed permanently. If Council would like it installed temporarily and then subsequently removed, the cost remove the 4 way stop would be approximately \$1,000.00 which staff can include as a condition if directed by Council.

-re schedule B; should the hours of operations be included or is it covered in agreement?

As staff are recommending that Council not vary from by-law's required hours of operation they do not need to be included in the agreement. If Council directs staff to permit the hours of operation to be varied from those set out in the by-law, staff will amend the conditions of the agreement accordingly.

given that we may have further applications for commercial fill operations is staff reviewing whether the current fees should be increased based on fees that other municipalities?

Staff will be preparing a year in review report for the Site Alteration By-law with suggestions for amendments to the by-law for Council's consideration. Should Council direct staff to create a Commercial Fill Permit, this would require further review of the Site Alteration By-law including a new comparator analysis to local and similar municipalities, creation of a permitting criteria, and an update to the User Fees and Charges By-law in 2027.

9.2.1 Portable washroom option for PCC Grounds comments:  
Consideration for the unit to be AODA compliant.

It is staff's understanding from the legislation that the portable washrooms are not required to be accessible as they are temporary structures, however staff agree with Council that the portable washrooms units should be accessible if possible. Staff have made a request regarding an accessible unit and requested an updated quote. Staff will report back on this item as part of the 2026 Budget Process.

Would the unit be available in cold weather/winter season or just spring-fall ?

Staff recommending the unit only be available in spring-fall.



Location needs to be accessible to service truck, in a well lit area but not in a location of visual focus and close to amenities – which ones? Tennis, park, soccer, ball diamond?

Staff have tentatively identified that the portable washroom could be located between the two soccer pitches near the horse paddock.

Consideration for a hand washing station?

Staff will make an inquiry into if an accessible hand washing station is available and request a quote and report back to Council as part of the 2026 Budget Process.

Re: Strategic Plan – will our vision and mission statements be reviewed at this time as well?

Yes, both will be drafted throughout the process with input from all key stakeholders and approved by Council.

## 6.2 Ombudsman Ontario 2024-25 Annual Report

-p.99 identifies 6 cases involving Puslinch. Would it be possible to outline in general terms the nature of these cases?

Complaints are kept confidential and the municipality may or may not be advised of every complaint. The Ombudsmen may decline to review a case for the following reasons and the municipality may not be informed of these complaints:

- The issue is not current
- The issue is outside the scope of what we can help with
- The person who is complaining is not personally affected by the problem
- There are alternative solutions to the problem
- The complaint involves broad public policy rather than administrative issues
- The complaint is frivolous or vexatious

also I could not find any reference to our water quality issue on Hwy 6. Is this still under review by the Ombudsman?



The Township's Complaint should be listed as a complaint under the MECP. Staff have not heard any updates at this time and assume the review is still underway.

6.9 Notice of Pre-consultation - Draft Updates to the Grand River Source Water Protection Plan and Assessment Report Community Safety and Well-Being Plan.

-re "Before formal public consultation begins, the GRSPA must receive council resolutions from affected municipalities endorsing the proposed amendments, as required under Section 34(3) of the Clean Water Act, 2006. We are requesting a resolution of support from your council."; Presumably Wellington Source Water will be preparing a report for us to review or has it been done already?

Wellington Source Water Protection will be preparing a report for Council's consideration at the October 29, 2025 Council meeting. This notice is just for Council's information.

9.2.1 Report FIN-2025-024 2026 Proposed User Fees and Charges

I could find references when the 62.5%, 90% and 25% surcharge rates would apply in the report. However I could only find references when the 70% and 75% surcharge rates would apply in the verbiage of the bylaw. For transparency would it be possible to have a footnote added to the tables indicating when the various rates are applied?

In the final by-law presented to Council, the notes referenced in Clauses 32 to 36 of the Word version will be included in Schedules H, I, and J.

- A 90% reduced rate shall apply to Seniors' Community Events that meet the eligibility criteria.
- A 90% reduced rate shall apply to Whistle Stop Co-operative Pre-school and Guelph Community Health Centre (The Playgroup).
- Seniors' Recreation Programs that meet the eligibility criteria shall receive a 70% reduced rate in 2026, and a 50% reduced rate in 2027 and onwards.
- A 75% reduced rate shall apply to organizations that host community events and meet the eligibility criteria.
- All other organizations that meet the eligibility criteria shall receive a 62.5% reduced rate in 2026, and a 50% reduced rate in 2027 and onwards.

9.4.1 Report COR-2025-035 Zoning By-law Amendment Application

D14/ONT(Ertl) Request for Council to deem the application to be complete/incomplete ≠

-when will the Township review of reports be available along with the proponent's reports?



Should Council deem the application complete, it will be circulated to Township staff and consultants for the initial fulsome review. Following this review being completed, all application documents and the Township's comment summary will be posted on the Township's Active Application page here: [Puslinch.ca/activezoning](http://Puslinch.ca/activezoning). Staff regularly update this page as reviews take place and statutory meetings are scheduled over the course of the application.

9.4.2 11:40 A.M. Report COR-2025-036 Zoning By-law Amendment Application (D14/AUD) Audrey Meadows Phase II Update ≠  
-what is the date of the NPG report?

Staff have requested an updated report and will provide it to Council once received.

9.4.5 Report COR-2025-039 Request for Municipal Support Confirmation – IESO LT2(e-1) RFP – 3972 Sideroad 10 S – Solar Farm ≠  
-I believe the installation of solar farms fall under the Environmental Protection Act and Regulation 359/09 covers the need for public consultation and public meetings. How would the Planning Act and EP Act interplay?

Both the Environmental Protection Act and the Planning Act apply to renewable energy projects. These applications are comparable to other land uses that require multiple approvals such as ECA and a ZBA or where an ARA license is required in addition to a ZBA. The Township typically has not supported these applications where appropriate land use permissions were not yet in place to ensure that the Planning application process can proceed as intended.

Accordingly can we support it in principle subject to the proponent requiring to follow the requirements of the appropriate Act(s)?

Staff's recommendation is to not support the application in principle. The land use permissions today do not support the proposed use and by providing a Municipal Support Confirmation it may create the perception that the outcome of the future *Planning Act* Application process has been predetermined. Further, the staff are making this recommendation so that the Township does not contribute to any losses the proponent or landowner may experience, whether real or perceived by providing a





**Municipal Support Confirmation related to lands where the existing permissions do not support the proposed development.**

Applicable to reports deeming the application complete

When WDD was deemed complete, in order to allay Council's and public's concerns staff had the following added in the recommendations. Can these clauses (reworded as applicable) be added to the reports associated with deeming their respective applications complete?

"Whereas the Township's subconsultants have reviewed the application and have raised no concerns regarding deeming the application complete, confirming that all required studies have been provided; and

Whereas the Township acknowledges that deeming the application complete does not imply any judgment or position on the merits of the application; and

Whereas the application is still undergoing ongoing review, including public consultation and further detailed analysis, with a formal position on the matter to be presented following the completion of these processes; and

Whereas the Township expects that all concerns raised by its professional consultants during the review process will be adequately addressed to the satisfaction of the Township;

Therefore Be It Resolved that Council deems the application D14/WDD to be complete in accordance with the Planning Act; and

That Council acknowledges that the deeming of the application as complete is procedural and does not constitute a decision on the merits of the application, which will be determined following the full review process, including public consultation and the final analysis of all relevant information; and

That Council expects the applicant to adequately address concerns raised by the Township's professional consultants in accordance with the Planning Act and Township's policies and standards;

**Staff have amended the recommendation for the following reports to incorporate the above wording:**

**9.4.1 Report COR-2025-035 Zoning By-law Amendment Application D14/ONT(Ertl) Request for Council to deem the application to be complete**

**9.4.4 Report COR-2025-038 Zoning By-law Amendment Application (D14/DAN) Request for Council to deem the application to be complete**

**9.4.5 Report COR-2025-041 Zoning By-law Amendment Application (D14/DAA) Request for Council to deem the application to be complete**



10.1 NPG Planning Solutions and Watson & Associates Economists LTD. review of Province of Ontario - 2025 Population Methodology Guidelines

-is it possible to get a copy of the County's input to the Province (if they do comment)?

Staff have amended the recommendation to request any comments provided by the County of Wellington to the ERO for the 2025 Population Methodology Guidelines.



## **REPORT PW-2019-003**

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TO: Mayor and Members of Council

FROM: Mike Fowler, Supervisor of Public Works & Parks

MEETING DATE: September 4, 2019

SUBJECT: Intersection Review  
File: T08LES, T08MAL, T08CON

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### **RECOMMENDATION**

**That Report PW-2019-003 with respect to the Sight Lines Intersection Review prepared by the Township insurance provider Brian Anderson, Frank Cowan Company, be received for information.**

### **Purpose**

The purpose of this report is to provide Council with an update with respect to recommendations made by the Township's insurance provider and the action taken by the Public Works Department.

### **Background**

Staff requested three intersections be reviewed due to recent collisions at Leslie Road West at Watson Road South; and Maltby Road East at Watson Road South; and Sideroad 10 at Concession 4 Road. A report was prepared by the Township insurance provider, Brian Anderson, Frank Cowan Company and is attached as Schedule A of this report.

### **Recommendations:**

- a) That a hidden intersection tab sign (WA-18T) be installed on Leslie Road West on the eastbound approach to the intersection of Watson Road South and Leslie Road West; and
- b) That the Township consider placing a stop-ahead sign for both east bound and west bound approaches on Maltby Road and may also consider supplementing the intersection by painting the word "stop" at the stop blocks; and
- c) For the intersection of Sideroad 10 and Concession 4 Road it was determined that the site lines for both stop control directions were unobstructed and no work is required. A reminder that any long grasses or low hanging branches need to be removed upon identification.

Recommendations were reviewed by the Supervisor of Public Works and Parks and all recommendations have been completed by Public Works staff.

**Financial Implications**

None

**Attachments**

Schedule A – Site Lines at Intersections, prepared by Brian Anderson, Frank Cowan Insurance

Schedule B – Photos of works completed



## **Township of Puslinch**

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### **Sight Lines at Intersections**

## 1.0 Summary

The Township of Puslinch requested three (3) intersections be reviewed due to recent collisions and other concerns at these sites. The results of the review can be summarized in the following suggestions the Township may wish to consider.

### 1.1 Leslie Road West and Watson Road South

- The Township should consider undertaking an engineering review to determine the percent downgrade of the eastbound approach to Watson Road South to confirm that sufficient sight line and stopping sight distance is available.
- Depending on the outcome of the engineering review, the Township may want to consider installing a Hidden Intersection Tab sign Wa-18t on the Wa-11A sign post on Leslie Road West on the east bound approach to the intersection.
- Stop lines should be painted on Watson Road South on the northbound and southbound approaches to Leslie Road West.

### 1.2 Maltby Road East and Watson Road South

- The Township should consider compliance with Ontario Traffic Manual Book 11 and repaint the stop line closer to the edge of pavement of Watson Road South for both the eastbound and westbound approaches to the intersection and trim any trees in the sight line for a driver on Maltby Road East stopped at the intersection, if necessary. If possible relocate the stop signs to that location.
- The Township should consider placing a Stop Ahead sign at the location recommended in Ontario Traffic Manual Book 6 – Warning Signs for both the eastbound and westbound approaches and may consider supplementing the intersection by painting the word STOP near the stop line.

### 1.3 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad

- The Township should consider removing any tree branches that are in the driver's sight line for a vehicle stopped at the stop sign on the 10<sup>th</sup> Sideroad.
- A stop line should be painted on the 10<sup>th</sup> Sideroad on the southbound approach to the 4<sup>th</sup> Concession Road.

## 2.0 Description of the intersections

The three (3) intersections reviewed are: 1) Leslie Road West and Watson Road South; 2) Maltby Road East and Watson Road South; and 3) 4<sup>th</sup> concession Road and 10<sup>th</sup> Sideroad.

### 2.1 Leslie Road West and Watson Road South

- Leslie Road West is a 2-lane paved through road:
  - The orientation of the road is approximately east/west.
  - Traffic volume is estimated at <500ADT.
  - Speed limit is 80km/h.

- There is a downgrade on the approach to the intersection for eastbound traffic. The sight line for vehicles stop at the intersection was measured by township staff at 170m from the centerline of Watson Road South.
- There is a yellow solid centerline pavement marking.
- Watson Road South is a 2-lane paved road which has a stop condition at Leslie Road West controlled by a stop sign:
  - The orientation of the road is approximately north/south.
  - Watson Road South meets Leslie Road West at approximately 90 degrees.
  - Traffic volume is estimated at <300ADT.
  - Speed limit is 80km/h.
  - There is a yellow solid centerline pavement marking.
  - Stop lines have not been painted.

## 2.2 Maltby Road East and Watson Road South

- Maltby Road East is a 2-lane paved road which has a stop condition at Watson Road South controlled by a stop sign:
  - The orientation of the road is approximately east/west.
  - Maltby Road East meets Watson Road South at approximately 90 degrees.
  - Traffic volume is estimated at 400 to 500ADT.
  - Speed limit is 60km/h.
  - The stop sign for eastbound vehicles approaching the intersection is an Ra-101 (which is required when speed limit is 70km/h or greater) with a flashing red beacon mounted on the top of the post. The stop sign is continuously visible with no sight obstructions on the approach to the intersection. The westbound approach has the same sign but does not have a flashing red beacon.
  - A stop line has been painted (but is faded) on the eastbound approach at 5m from the edge of pavement of Watson Road South, at the location of the stop sign.
  - A stop line has been painted (but is faded) on the westbound approach at 4.4m from the edge of pavement of Watson Road South, at the location of the stop sign.
- Watson Road South is a 2-lane paved through road:
  - The orientation of the road is approximately north/south.
  - Traffic volume is estimated at 1000ADT.
  - Speed limit is 80km/h.
  - There is a yellow solid centerline pavement marking.

## 2.3 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad

- 4<sup>th</sup> Concession Road is a 2-lane paved road:
  - The orientation of the road is approximately east/west.
  - Speed limit is 60km/h

- The 4<sup>th</sup> Concession meets the 10<sup>th</sup> Sideroad at approximately 90 degrees
- There is a yellow solid centerline pavement marking.
- 10<sup>th</sup> Sideroad is a 2-lane paved road north of the 4<sup>th</sup> Concession Road and gravel to the south
  - The 10<sup>th</sup> Sideroad has a stop condition at the 4<sup>th</sup> Concession Road controlled by a stop sign
  - Speed limit is 60km/h
  - There is a yellow solid centerline pavement marking.
  - There is no stop line painted on the 10<sup>th</sup> Sideroad

### **3.0 The issue identified at each intersection**

#### **3.1 Leslie Road West and Watson Road South:**

- A southbound vehicle on Watson Road South failed to yield right of way to an eastbound vehicle on Leslie Road West.
- The downgrade was raised as an issue due to the limited visibility of the road to the west beyond the crest of the downgrade (Figure 1).
- Requests have been made for the installation of a 4 way stop.

#### **3.2 Maltby Road East and Watson Road South:**

- Over the past 3 years there have been 3 similar collisions where an eastbound vehicle on Maltby Road East entered the intersection at posted speed, (without slowing or stopping) and came into collision with a vehicle on Watson Road South.

#### **3.3 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad**

- There is a possibility that the trees along the property line east and west of the intersection are interfering with sight lines for a southbound driver stopped at the stop sign on the 10<sup>th</sup> Sideroad

### **4.0 Photos of the intersections**

#### **4.1 Leslie Road West and Watson Road South – Southbound**

Southbound traffic on Watson Road South stopped at Leslie Road West looking west Figure 1 and looking east Figure 2 from a position where a vehicle would stop if a stop line were painted 3m from the edge of pavement of Leslie Road West as suggested in OTM Book 11.



Figure 1



Figure 2



#### 4.2 Leslie Road West and Watson Road South – Northbound

Northbound traffic on Watson Road South stopped at Leslie Road West looking west Figure 3 and looking east Figure 4 from a position where a vehicle would stop if a stop line were painted 3m from the edge of pavement of Leslie Road West as suggested in OTM Book 11.

Figure 3



Figure 4



#### 4.3 Maltby Road East and Watson Road South – Eastbound

Eastbound traffic on Maltby Road East stopped at the stop line painted 5m from the edge of pavement of Watson Road South looking south Figure 5 and looking north Figure 6.

Figure 5



Figure 6



#### 4.4 Maltby Road East and Watson Road South – Eastbound

Westbound traffic on Maltby Road East stopped at the stop line painted 4m from the edge of pavement of Watson Road South looking south Figure 7 and looking north Figure 8.



Figure 7



4.5 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad

Southbound traffic on 10<sup>th</sup> Sideroad stop at a position where a vehicle would stop if a stop line were painted 3m from the edge of pavement which would represent where a stop line should be painted on the 10<sup>th</sup> Sideroad, looking east Figure 9 and west Figure 10.

Figure 8



Figure 9



Figure 10



## 5.0 Intersection Sight Distance

Intersection sight distance is adequate when it allows the design vehicles to safely make all possible maneuvers (left turn, right turn, through movements) without significantly affecting vehicles traveling on the main through roadway. Intersection sight distance is a complex issue that requires an analysis of numerous conditions that includes: urban vs rural, road classification (arterial, collector, local), speed, traffic volumes, turning movements for both passenger vehicles and large trucks, angle at which intersecting roads meet, sufficient gaps exist between vehicles on the through road, percent grade through the intersection and so on.

Sight lines for a stop-controlled intersection should be free of sight obstructions along said sight line as shown in Figure 11; except for appurtenances permitted by the municipality such as utility poles, traffic signs, mailboxes or similar. To layout the sight line first you would need to determine design speed. Design speed is determined during the engineering of a road project. On many township roads where a recent construction project has not been completed design speed is probably unknown. Design speed may have equaled the posted speed, or the design speed limit may be greater than posted speed. Design speed is critical on curves in the road but not on straight tangent road sections. A proxy would be to substitute the average operating speed of traffic. Next measure along the center of the lane of the road with the stop condition, (may use the shoulder for safety) 4.4m from the near side edge of pavement of the through road, which would indicate the driver's position sitting in their stopped vehicle at the intersection. Next using both Figure 12 for a left turning vehicle and Figure 13 for a right turning vehicle measure along the center of the lane (may use the shoulder for safety) the distance identified for the proxy design speed selected. This will create the sight line from the drivers position to the point measured along the center of the through lane. That sight line should be free of sight obstructions both horizontally and vertically (vertically refers to overhanging tree branches or long grass). For example, if 70km/h is used for the design speed for a left turning vehicle the Intersection Sight Distance Right ( $ISD_R$ ) (Figure 11) would equal 150m. The  $ISD_L$  distance for the right turning vehicle would equal 130m.

NOTE: the above applies to passenger vehicles and assumes that traffic volumes on the through road are such that a time gap between consecutive vehicles is 7.5 seconds or greater for vehicles approaching from the right and 6.5 seconds or greater for approaching from the left. This methodology can be applied to other intersections providing: the roads intersect at approximately 90 degrees; the time gap is not less than above, the percent heavy trucks is low, there are no bends, curves or crests of hills in the area of the intersection requiring other sight line and traffic control considerations and; the percent grade of the through road is 3% or less.

Figure 11

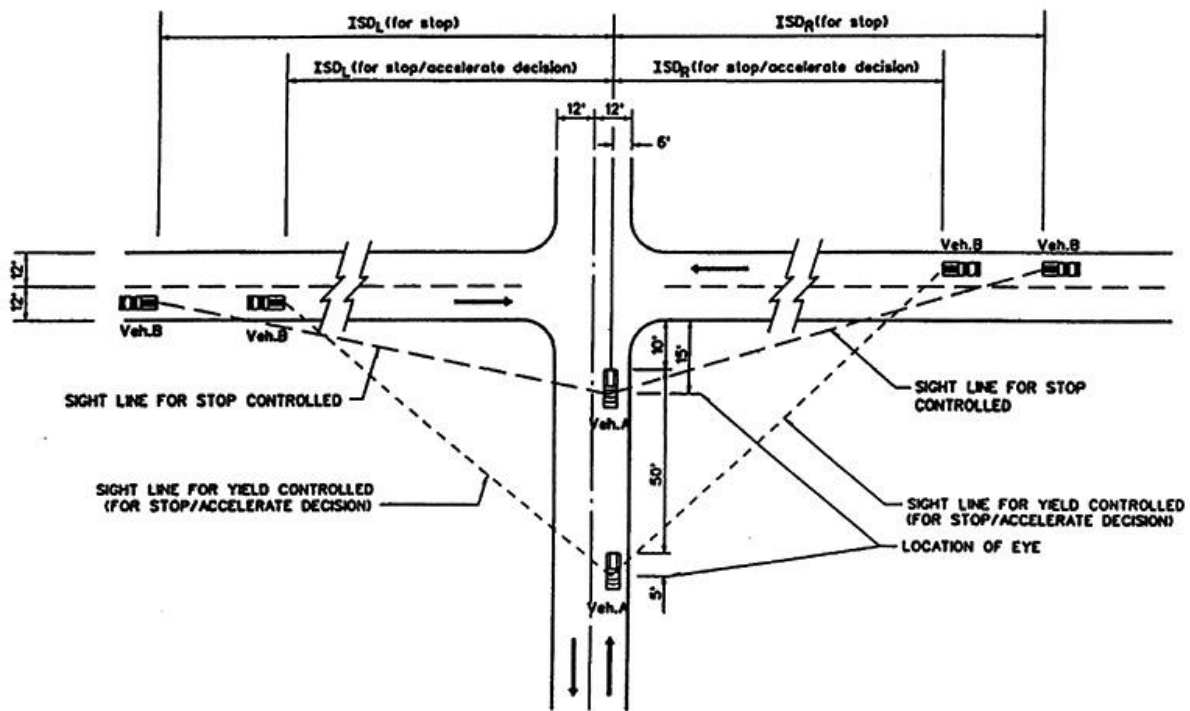


Figure 12

Table 9.9.4: Design Intersection Sight Distance – Case B1, Left Turn From Stop

Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	41.7	45
30	35	62.6	65
40	50	83.4	85
50	65	104.3	105
60	85	125.1	130
70	105	146.0	150
80	130	166.8	170
90	160	187.7	190
100	185	208.5	210
110	220	229.4	230
120	250	250.2	255
130	285	271.1	275

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3% or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Figure 13

Table 9.9.6: Design Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver

Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	36.1	40
30	35	54.2	55
40	50	72.3	75
50	65	90.4	95
60	85	108.4	110
70	105	126.5	130
80	130	144.6	145
90	160	162.6	165
100	185	180.7	185
110	220	198.8	200
120	250	216.8	220
130	285	234.9	235

## 6.0 The review

### 6.1 Leslie Road West and Watson Road South

- Research has shown that a driver can recognize an approaching vehicle over the crest of a hill when the top 150mm of the approaching vehicle is visible. To determine the timeframe that a driver would have to recognize the vehicle on the through road, decide to initiate a maneuver and complete the maneuver was field measured from the time the headlights of the approaching vehicle were visible to the intersection at 8.56 seconds using the Township truck travelling at 80km/h. At 80km/h a vehicle is travelling at a rate of 22.2m/sec. Therefore, the distance from where the vehicle was 1<sup>st</sup> measured to the intersection is  $22.2 \times 8.56 = 190\text{m}$ . TAC – Geometric Design Guide for Canadian Roads (2017) contains the table shown in Figure 12. The left turn maneuver requires the most time for the completion of the three (3) available maneuvers and with the distance calculated above the sight distance needed meets the requirements for a 90km/h design speed, providing that the percent downgrade from the crest of the downgrade on Leslie Road West to Watson Road South does not exceed 3%.
- For the Leslie Road West and Watson Road South intersection the percent downgrade is unknown and should be field measured to determine said percent, if greater than 3% the distances shown in Figure 12 must be recalculated.
- Area residents have been requesting that the intersection be changed to an All-Way Stop. Ontario Traffic Manual Book 5 – Regulatory Signs provides guidance as to when an All-Way Stop should be considered. For this intersection the guideline that would apply is: “At locations having a high collision frequency where less restrictive



measures have been tried and found inadequate”. Book 5 also provides guidance on when All-Way Stop controls should not be used. Applicable to this location is: “where traffic would be required to stop on grades. Here again the percent downgrade is unknown and should be field measured to determine said percent.

## 6.2 Maltby Road East and Watson Road South

- The eastbound and westbound sight lines for vehicles stopped at the current stop line locations on Maltby Road East is restricted by trees along the limits of the right of way of Watson Road South. The guidelines in Ontario Traffic Manual Book 11 – Pavement, Hazard and Delineation Markings suggest that “at both urban and rural intersections, a stop line (also called a stop bar) must be used to indicate the point at which a vehicle must stop in compliance with the STOP sign”. Guidelines in the Book further suggests that a stop line should be painted 1.25m to 3m from the edge of pavement of the intersecting road. While the Highway Traffic Act requires the driver of a vehicle to yield right of way to traffic in or approaching an intersection before proceeding, moving the stop line to the 3m distance for both the eastbound and westbound approach would improve sight lines without removing a significant number of trees, if any. Figures 14 and 15 demonstrate the improved visibility of Watson Road South look south from Maltby Road East if a stop line were painted 3m from the edge of pavement of the intersecting road when compared to Figures 5 and 7. With the radius at the intersection it may not be possible to relocate the Stop sign and maintain the maximum offset.
- Moving the stop line does not resolve the issue of not obeying the Stop Sign. There are two (2) issues to consider: 1) Drivers familiar with the area but may be negligent or distracted; or 2) The driver unfamiliar with the area.
  - 1) The courts have ruled that a municipality does not owe a duty of care to the negligent driver, the ones who deliberately ignore the stop sign or may be distracted (a form of negligence). Having said that, the Township does own a duty to drivers on Watson Road South to ensure they have done everything possible to warn drivers on Maltby Road East of the stop condition.
  - 2) Drivers who may be unfamiliar with the area may turn onto Maltby Road East at Gordon Street and proceed eastbound. As drivers pass Victoria Road South they have right of way and at that point may believe Maltby Road East is a through road at all intersections. Here again, if they are distracted for whatever reason they may not notice the sign even though a flashing beacon is installed.

The view of the current stop signs is not obstructed on the approach to the intersection. The flashing red beacon improves the visibility of stop sign. The only reason for considering any changes at this intersection would be due to the collision history. The installation of traffic signals would require a traffic study to confirm whether the signal warrants are met. Before going to the expense of traffic signals,

the township may wish to consider the addition of Stop Ahead signs. OTM Book 6 – Warning signs states: “STOP AHEAD or YIELD AHEAD signs should also be used if there is evidence that drivers are not noticing or heeding the STOP or YIELD signs, e.g., collision or conflict experience directly attributed to lack of observance of the stop/yield regulation. For example, unfamiliar drivers who are distracted by looking for or reading guide signs may notice a STOP or YIELD sign too late”. With this guideline in mind, this may be sufficient reason to install a Stop Ahead Sign and possibly supplement the intersection by painting the word STOP near the stop line (OTM Book 11). As a caution, other intersections where similar conditions and collision history exist, may need to be upgraded as well.

#### 6.3 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad

- Trees at this location have been overgrowing the right of way and may require trimming to remove sight obstructions. The steps as set out in Section 5.0 to this report should be followed.

Figure 14



Figure 15



## 7.0 Suggestions for your consideration

### 7.1 Leslie Road West and Watson Road South

- The Township should consider undertaking an engineering review to determine the percent downgrade of the eastbound approach to Watson Road South to confirm that sufficient sight line and stopping sight distance is available.



- Depending on the outcome of the engineering review, the Township may want to consider installing a Hidden Intersection Tab sign Wa-18t on the Wa-11A sign post on Leslie Road West on the east bound approach to the intersection.
- Stop lines should be painted on Watson Road South on the northbound and southbound approaches to Leslie Road West.

#### 7.2 Maltby Road East and Watson Road South

- The Township should consider compliance with OTM Book 11 and repaint the stop line closer to the edge of pavement of Watson Road South for both the eastbound and westbound approaches to the intersection and trim any trees obstructing the sight line, if necessary. If possible relocate the stop signs to that location.
- The Township should consider placing a Stop Ahead sign at the location recommended in Ontario Traffic Manual Book 6 – Warning Signs for both the eastbound and westbound approaches and may also consider supplementing the intersection by painting the word STOP near the stop line.

#### 7.3 4<sup>th</sup> Concession Road and 10<sup>th</sup> Sideroad

- The Township should consider removing any tree branches that are in the driver's sight line for a vehicle stopped at the stop sign on the 10<sup>th</sup> Sideroad.
- A stop line should be painted on the 10<sup>th</sup> Sideroad on the southbound approach to the 4<sup>th</sup> Concession Road.

Respectively submitted this 23<sup>rd</sup> day of August 2019



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Schedule B: Photos of Works Completed



Leslie Road Eastbound approaching intersection (intersection ahead warning sign installed)





Maltby Road at Watson Road (Eastbound). Stop Block moved ahead to road edge and four by two foot lettering applied at stop.





Driver's eye view of Stop Lettering approaching Watson Road





East and Westbound Stop Ahead signs installed 150 metres before Watson Road and Maltby Road intersection.