

**From:** [Jonathon Graham](#)  
**To:** [Julie Ellis](#)  
**Subject:** FW: Traffic Advisory Committee: All-way Stop Request Washington Grand Avenue and Rolph Street  
**Date:** Thursday, May 30, 2024 8:59:04 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Please add the response below to the next Traffic Advisory Committee agenda

**Jonathon Graham, MPA, LET**

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**From:** Richard Sparham <rsparham@tillsonburg.ca>  
**Sent:** Wednesday, May 29, 2024 5:44 PM  
**To:** Personal Information  
**Cc:** Jonathon Graham <jgraham@tillsonburg.ca>  
**Subject:** Traffic Advisory Committee: All-way Stop Request Washington Grand Avenue and Rolph Street

Mylee Gunby,

Thank you for your concern regarding the installation of an all-way stop at Rolph Street and Washington Grand Avenue as presented to the Traffic Advisory Committee. I am happy to present to you the following information and response:

Typically for all-way stop considerations, staff would perform an All-Way Stop Sign Control Warrant. This warrant includes an analysis of the collisions, traffic and pedestrian volumes, as below:

**Warrant A:**

**Collisions** – the warrant, for local roads, such as this location, at least two collisions per year over three years

**Warrant B:**

**Volume A (Vehicles)** – The total vehicle volume on all intersection approaches, exceeds 250 vehicles for the average of the four peak hours of the day.

**Volume B (Vehicles and Pedestrians)** – The combined vehicular and pedestrian volume on the minor approach (i.e. crossing the major road) exceeds 100 units for the average of the same four peak hours used in (A) above.

**Volume Split** – The volume split does not exceed 70/30, based on the same counts used above. Volume on the major approaches is defined as vehicles only. Volume on the minor approaches includes all vehicles entering the intersection plus any pedestrians crossing the major road.

All-way 'Stop' sign control may be considered at intersections where at least one of the following of Warrant A (Collisions) or Warrant B (Volumes) is met.

the Collision Warrant must be met or the Collisions and the Volumes components of the warrant must either meet or exceed the minimum data criteria, as stated for either of the Collision Warrant or Volume considerations to satisfy the warrant.

There are considerations we do consider as potential locations for all-way stop sign control, such as:

1. Elementary or middle school abuts the road
  2. Parkland abuts the road
- Amongst others such as grade, approaches, lack of sidewalks, etc.

Our data, as presented in the warrant, pertaining to the location, is as follows:

**Collisions** – There have been no collisions logged or reported in the past three years. **NOT SATISFIED**

**Volume A (Vehicles)** – Although we don't have the traffic counts completed for Washington Grand Avenue or Rolph Street, we used the counts of Hale Street, which we felt was a reasonable comparator to Washington Grand Avenue and Bidwell Street, which we know Bidwell would be a busier comparison who's volume would be somewhat higher, was more locally represented in determining some semblance of conclusive consideration. The total average hourly volume of the four approaches equated to approximately 207 vehicles, which would no exceed the 250 minimum. **NOT SATISFIED**

**Volume B (Vehicles and Pedestrians)** – The pedestrian data is not available; however, we can effectively and accurately state, the combined vehicular (10.6 average vehicles 4-hour peak) and pedestrian volume on the minor approach (i.e. crossing the major road) exceeds 100 units for the average of the same four peak hours used in (A) above. **NOT SATISFIED**

**Volume Split** – Not a factor in this situation. **NOT SATISFIED**

**Other Considerations** – Not a factor in this situation. **NOT SATISFIED**

Summarily, as indicated above, none of the available considerations for the warrant meet or exceed the minimum required to satisfy the warrant for all-way stop sign control at Rolph Street and Washington Grand Avenue and staff will therefore not be recommending the installation of all-way stops at this location.

Thank you again for your request and we trust our analysis is satisfactory.

As always, please reach out and let me know if you require any clarification or explanation of these results and our findings.

**Richard**

*Richard J. Sparham, C.Tech., CRS*

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