

Meeting No. 33
Time: 7:00 p.m.
Location: Sydenham

Present: Mayor, Gary Davison
Councillors, Jim Hicks
Allan McPhail
Bill Robinson
Del Stowe
Ron Vandewal
Larry York

Absent: David Hahn
John Fillion

Staff: Wayne Orr, Clerk-Administrator; Angela Maddocks, Confidential Secretary, Deborah Bracken, Treasurer; Mark Segsworth, Public Works Manager, Lindsay Mills, Planning Coordinator; Rick Chesebrough, Fire Chief

1. Call to Order

Resolution No. 2010-33-01
Moved by Allan McPhail

Seconded by Jim Hicks

THAT the Council meeting of November 2nd, 2010 be convened at 7:00 p.m.
Carried.

2. Declarations of Pecuniary Interest

Bill Robinson declared a pecuniary interest with respect to Page 27 of the Accounts Payable Voucher.

3. Delegations

(a) Deb Bracken, Treasurer, re: Year to Date Budget Information

Mayor Davison commended Deb Bracken, Mark Segsworth and Wayne Orr on the successful union negotiations and the money saved by conducting the negotiations in-house.

Deb Bracken also commended Wayne Orr on his lead throughout the negotiations.

Deb Bracken circulated copies of the year to date budget information to Council. (A copy is attached to the minutes). She noted that the report provided to Council in September had been a very basic report and that this report is a more detailed report. She felt that the township should be on track for expenditures however revenues should be over budget as there are still supplementary tax bills to be processed. She explained that the Sanitation Reserve was under budget for bag tags as the anticipated sales of bag tags is considerably lower than what was budgeted.

Ron Vandewal commented that the shortfall in revenue from bag tags is expected as there are some residents who are still using up tags.

Deb Bracken noted that there will still be some grant funding coming in before year end which is not reflected in this package. With respect to winter control expenditures, what is left will be transferred to reserves so

that any balance is not inadvertently spent on other road maintenance activities. She noted that Page 21 provides the breakout of construction by district and project.

Allan McPhail assumed that the numbers were up to date as of the end of October.

Deb Bracken confirmed that these numbers were as of the end of October and is not prorated for the year. She noted that all the invoices paid up to last Friday were mostly September invoices.

Del Stowe questioned the \$86,000.00 that has not yet been spent on Bedford District Roads and the unfinished work on James Wilson Road. He asked if the \$50,000.00 would go to next year's budget to complete James Wilson Road.

Mark Segsworth confirmed that expenditures are not carried forward. He noted that Devil Lake and White Lake Roads, the 12th Concession Bridge and the Kingsford Lake dam are projects that are not completed.

Deb Bracken stated that excess funds go into the road reserves.

Del Stowe asked if we are sticking to the 5 year construction plan.

Mark Segsworth commented that some projects can't proceed as some of the roads are eroding and there is a need to rebuild culverts that control water levels. He noted that he is trying to follow the 5 year plan as close as possible.

Ron Vandewal asked if the construction money will likely be spent by the end of the year. He also questioned the \$50,000.00 left in the Bedford Road Budget and how this is addressed within the 5 year road plan.

Mark Segsworth confirmed that there is about \$300,000.00 outstanding for the Loughborough Lake Bridge. He noted that any money left within the Bedford Road Budget will not go into another district road budget as we are trying to maintain and address the same level of need in each district. He explained that there are other needs not recognized in the 5 year plan and some projects have been re-prioritized. He felt that the work completed has been fairly equitable to all districts.

Mayor Davison thanked Deb Bracken for her presentation.

(b) Mark Segsworth, Public Works Manager, re: Rutledge Road Traffic Study

Mark Segsworth stated that he does not have a written report on this matter to date however he noted the need for this study to recognize the potential and proposed development concerns and the cumulative impact these developments will have on the existing infrastructure. He noted the draft plan of subdivision for RKR Landholdings, the proposed commercial development at the corner of Sydenham and Rutledge Road, other potential residential developments, the new ambulance base, and the high school expansion will all impact this corridor.

He felt there is a need to define the roles of streets within the village as Wheatley is being used as the main access into the village.

With respect to the High School, he confirmed that a site plan be put in place that would help address the traffic flow as well as the parking concerns in front of the school. He suggested that barrier curbs be placed site lines at the Wheatley and Rutledge Road intersection. He felt the drop off area for the school should be moved to the parking lot to the west and

suggested that sidewalks should be installed on the both sides of Rutledge Road east towards the Hill Top plaza.

He felt that signage should be updated and recognized as regulatory signs. He reported that there is a need for annual traffic counts to help with determining the growth rate. He noted that annual traffic counts commenced this year.

With respect to the Sydenham Road and Rutledge Road intersection he suggested a traffic circle or round about which would eliminate the need for right hand turning lanes and can be incorporated into the existing space.

Larry York asked if stop signs would be preferred over traffic lights.

Mark Segsworth felt it would be a long time before traffic would merit lights and that a round about allows traffic to keep flowing.

Ron Vandewal felt the turn off lane onto Mill Street was not a problem however he finds the turning lane onto Sydenham Road confusing.

(c) **Peter Bridgeland, re: Stop Signs on Stage Coach and Railton Roads**

Peter Bridgeland provided a written submission to Council with regard to stop signs for Stage Coach and Railton Roads. (A copy is attached to the minutes).

Mr. Bridgeland thanked Council for the increased signage however he was concerned about the recommendation by the Public Works Manager with respect to all-way stop signs. He felt the report from Mark Segsworth was not thorough enough. He noted that there are no statistics available from the OPP on Stagecoach Road and that there is a \$25.00 fee to receive an incident report with respect to accident reports on this section of road. He noted that the report from the Public Works Manager is only a recommendation and urged Council to consider the consequences of letting the traffic continue to pass through at ever increasing volumes and speeds.

Mayor Davison felt it was unfair to compare the Forest Road intersection to the Stagecoach/Railton Road intersection. He defended the Public Works Manager position.

Peter Bridgeland acknowledged the improvements made to the intersection.

Ron Vandewal stated that he was surprised with the speeds noted in the report. He noted that he drives this section of road everyday and sees the merit in having a four way stop at Stagecoach and Railton but did not support an all-way stop at the Forest Road intersection. He felt that if private property owners were to clear some of the brush along the roadside it would help with site lines.

Del Stowe agreed with Ron Vandewal and the need to address the speeding concerns. He asked Mr. Bridgeland about how many people he has talked to regarding this issue. Mr. Bridgeland noted the petition of approximately 250 signatures requesting changes to this intersection and noted that there have been lots of incidents that have not become part of the statistics however they are still of great concern to residents.

Mayor Davison asked Mark Segsworth if there is any merit in installing the larger "stop" signs.

4. Public Meeting

Resolution No. 2010-33-02

Moved by Jim Hicks

Seconded by Allan McPhail

THAT a public meeting be held to discuss planning matters related to:

- **Proposed Zoning By-law Amendment Z-10/20, Concession XI, Part Lots 25 to 28, District of Storrington (Morgan)** **Carried.**

- (a) Proposed Zoning By-law Amendment Z-10/20, Concession XI, Part Lots 25 to 28, District of Storrington (Morgan)**

Lindsay Mills referred to the illustrations on pages 4 and 5 of the agenda and that the application has been submitted to effect a lot assembly where three existing waterfront lots are being enlarged and must be rezoned to recognize that they are large rural lots in the case of two of the lot additions and that one lot addition is for waterfront residential use and accessed by a private lane. This application meets the intent of the Official Plan and is decreasing the density on the lake.

There were no comments from Council or the public.

Resolution No. 2010-33-03

Moved by Allan McPhail

Seconded by Jim Hicks

THAT an opportunity having been provided to discuss planning matters, that the public meeting be closed. **Carried.**

5. Approval of Minutes

- (a) Committee of the Whole**

Resolution No. 2010-33-04

Moved by Jim Hicks

Seconded by Allan McPhail

THAT the Committee of the Whole meeting minutes of October 28th, 2010 be approved. **Carried.**

- (b) Council**

Resolution No. 2010-33-05

Moved by Larry York

Seconded by Jim Hicks

THAT the Council meeting minutes of October 19th, 2010 be approved. **Carried.**

6. Business Arising - nil

7. Reports Requiring Action

- (a) Accounts**

Ron Vandewal commented on the well that was capped at the site of the 1998 International Plowing Match and while he did not have a problem with this being done, he was concerned that there was nothing in writing to confirm that this arrangement had been made at that time.

Resolution No. 2010-33-06

Moved by Jim Hicks

Seconded by Larry York

THAT Council approve the payment of the Accounts Payable Voucher dated October 29th, 2010 in the amount of \$1,247,585.14. **Carried.**

- (b) Report from Rick Chesebrough, Fire Chief, re: Furnace Replacement RFP**

Rick Chesebrough explained that as a result of the annual inspection on the furnaces, Leonard Fuels determined that there was significant damage to the heating system and advised him that they would discontinue the delivery of oil to this facility. He noted that an analysis of the physical needs and a heat loss calculation was undertaken and the replacement of the furnace is not optional. He also noted that the tender was advertised and posted on the website however only one bid was received.

Ron Vandewal was surprised that there was little response to this tender. He noted that for a household furnace there would be plenty of businesses willing to give a quote.

Rick Chesebrough responded that there were 6-7 pages of furnace installers on the yellow pages and far too many to call directly and ask for a quote.

Mayor Davison recognized that this would be a specialized unit and considering this as a commercial building with a ceiling mounted unit, it would be difficult for smaller contractors to bid on.

Resolution No. 2010-33-07

Moved by Larry York

Seconded by Jim Hicks

THAT Council adopts the recommendation of Rick Chesebrough, Fire Chief and accepts the quote from Leonard Fuels in the amount of \$11,282.42 for the furnace replacement at Sydenham Firehall. Carried.

(c) Report from Rick Chesebrough, Fire Chief, re: Rescue Replacement RFP

Rick Chesebrough explained that he had notified four companies of this tender and received only two quotes for this vehicle. He stated that while Pearce was \$7,000.00 less they did not meet the specifications outlined in the RFP. He noted that this rescue vehicle will be going to the Sunbury station. His recommendation was to accept the tender from Fort Garry Fire Trucks.

It was questioned whether the township receives a refund on the HST.

Wayne Orr explained that 100% of the GST component and 78% if the PST component will be refunded to the township.

Resolution No. 2010-33-08

Moved by Jim Hicks

Seconded by Larry York

THAT Council adopts the recommendation of Rick Chesebrough, Fire Chief and accepts the quote from Fort Garry Fire Trucks at a price of \$273,183.00 plus HST \$35,513.79 and an additional amount of \$1,000.00 for radio installation and \$37,000.00 for extrication equipment, for a total of \$346,696.79. Carried.

(d) Report from Mark Segsworth, Public Works Manager, re: Stagecoach/Railton & Stagecoach/Forest Road Intersections

Mark Segsworth pointed out an error on his report under the analysis section. It should have included the word "not" when referring to meeting the warrants for all way control in the second paragraph of page 2 of his report. He appreciated the local residents concerns with respect to excessive speeds and does not argue with the fact that there is a speeding issue however all-way stops are not going to control the speed. He referred to his report which outlined the median speed limit. He noted that the highest speed recorded was 106.8 kilometres per hour and the median speed was 64.7 for Stagecoach Road South of Railton Road.

He referred to his report and the warrants to determine where the installation of all-way stop control would be appropriate and noted that this intersection does not meet these warrants.

Del Stowe asked if there were any other solutions so that residents could feel safer.

Mark Segsworth commented that during the reconstruction of Stagecoach Road there were changes made to the topography that improved this intersection as well as relocating a driveway that was part of the intersection. He suggested that lighting the intersection or painting stop bars on the road as alternatives.

Ron Vandewal suggested a flashing light as a warning for the intersection. He noted that when roads are improved drivers tend to increase the speed they drive.

Mark Segsworth noted that it is the townships responsibility to maintain good roads and speed is a concern on a lot of roads. He referred to the good working relationship with the OPP and that each time they have set up a speed check they usually caught local drivers.

Larry York felt the four way stop would be effective and slow down drivers.

Bill Robinson referred to the Yarker and Wilton Road intersection where there is a flashing light and large stop signs and the same problems.

Allan McPhail stated that he would support whatever Council agreed too. He felt the going back 100 feet with painting traffic lines on the road and posting signs that indicate hidden intersections as a minimum response.

Ron Vandewal commented that the resident on the corner of this intersection wants a four way stop however he noted that the advanced stop sign on Orser Road is not very noticeable. He also felt that the lilacs growing on private property are affecting the view of this intersection. He stated that he is not suggesting going back to the drawing board but felt something needs to be done to clean up the site lines at this intersection.

Larry York suggested that the township request the OPP to assess this intersection.

Mayor Davison noted that the OPP can only address the regulations set out in the Highway Traffic Act.

It was agreed to have Mark Segsworth come up with an alternative for this intersection.

Resolution No. 2010-33-09

Moved by Ron Vandewal

Seconded by Del Stowe

THAT Council adopts the recommendation of the Public Works Manager and that no action be taken on establishing All-Way stops at the intersections of Stagecoach road and Railton Road and at Stagecoach Road and Forest Roads.
Defeated.

- (e) Report from Lindsay Mills, Planning Coordinator, re: Review of application for Plan of Subdivision in Lots C, D and H, in Plan 50, Part of Lot 3, Concession IV, Loughborough – RKR Landholdings

Lindsay Mills referred to his report and the plan of subdivision for 20 residential lots and two blocks. He noted that all agencies have commented favourably and the intent of the Official Plan has been met by directing

development to the hamlet areas. He referred to the comments received from the public meeting and the concerns brought forward at that time which are included in his report. He noted that there will be a requirement for a continuous fence through lots 1- 13 to address the setback from the wetland area as there is no justification to make these lots smaller than one acre. He informed Council of the need for another public meeting to have the property rezoned.

Ron Vandewal was concerned with the word “may” in the requirement for the berm and fencing at the entrance to Rutledge Road and felt it should be clarified. He also felt that it would be unfair to those property owners of lots 1-13 if they can’t use all of the property but will be assessed for a full acre.

Lindsay Mills explained that we don’t know the exact height of the new road and therefore a fence may not be the best option for a barrier between the existing properties and the new road so it would be best to leave the word “may” in so that the appropriate measures can be taken when the final grading of the road is done.

Del Stowe asked if there is a securities holdback to ensure that all of the conditions are met.

Lindsay Mills explained that a security holdback is a standard requirement in all subdivision agreements.

Allan McPhail asked if the buffering on the new entrance will be placed on the township portion.

Lindsay Mills confirmed that any buffer will be on the township portion of the road allowance.

Allan McPhail felt it would be wise to have trees planted along the neighbouring properties of the new entrance as they are easier to maintain.

Ron Vandewal questioned the requirement for berms and if it was restricted to just fencing or could it also be trees.

Larry York asked if Council could still make changes at the entrance and felt that there should be options as the developer needs to know what possibilities.

Wayne Orr noted that Condition # 5 could be amended to reflect the potential for trees as a requirement and therefore the resolution should be changed to read “as amended”.

Resolution No. 2010-33-10

Moved by Del Stowe

Seconded by Ron Vandewal

THAT Council receives the comments and attachments contained in the Planning Report dated October 26th, 2010 and forward the report including the attachments to the County of Frontenac as representing the Township’s recommended conditions of draft plan approval for the proposed subdivision by RKR Landholdings, as amended. Carried.

(f) Report from Wayne Orr, Clerk Administrator, re: Barrier Free Entrances

Wayne Orr referred to his report with regard to barrier free entrances for the Council Chambers and the Storrington Library. He noted that a grant of \$5000.00 has been received from the Land O’Lakes Tourist Association to improve accessibility.

Del Stowe questioned the cost for the Council Chambers door.

Wayne Orr explained that the swing of the door will be changed and will match the doors leading to the front office.

Allan McPhail suggested that new lights be installed at the front of the Council Chambers, possibly dusk to dawn lights or sensor lights.

Ron Vandewal noted that the funding is not enough to cover both of these projects. He noted that the Grant Family had made a donation to the township and thought there was still money available from their donation.

Wayne Orr commented that there was an accessibility reserve fund set up for these types of projects. He agreed to look into the Grant Family donation.

Resolution No. 2010-33-11

Moved by Ron Vandewal

Seconded by Bill Robinson

THAT Council awards the contract for the installation of barrier free entrances to Fort Glass Incorporated in the amount of \$2400.00 for the Storrington Library Entrance and \$6,900.00 for the Council Chambers.

Carried.

8. By-laws

Resolution No. 2010-33-12

Moved by Del Stowe

Seconded by Bill Robinson

THAT the following by-law be given first and second reading:

- **By-law 2010-82**

Carried.

(a) By-law 2010-82

Resolution No. 2010-33-13

Moved by Del Stowe

Seconded by Ron Vandewal

THAT By-law 2010-82, being a by-law to amend By-law 2003-75, as amended, to rezone lands from Rural (RU) to Limited Service Residential-Waterfront (RSLW) and from Limited Service Residential Waterfront (RSLW) to Rural (RU), be read a third time, signed and sealed.

Carried.

9. Reports for Information

(a) Wayne Orr, Clerk Administrator, re: 2010 Municipal Election follow-up

Wayne Orr referred to his report. He noted that there was a total of 33 municipalities that experienced the same problems with accessing to voting on election day. Of those 33 municipalities, one municipality extended the voting period by 24 hours while the other 32 municipalities extended the voting period by one hour.

Ron Vandewal commented that the City of Kingston is now looking into internet and telephone voting. He felt there should be some more reassurances in place before the next election.

10. Information Items

(a) Karen Blakeley, Coordinator, Battersea Pumpkin Festival, re: update on committee role

Council reviewed this correspondence.

Ron Vandewal asked if this committee wants a representative from Council on their committee.

Larry York felt that it was okay as is.

(b) J. W. Tiernay, Executive Director, Ontario Good Roads Association, re: Nominations for Board of Directors

(c) Mayor Davison referred to the information circulated to Council regarding consultation sessions for Municipal Housing Strategy.

11. New Business

(a) Ron Vandewal expressed concern about the removal of signs for events that have already taken place. He noted that the Sydenham Lake Canoe Club sign has not been removed and that candidates are expected to remove their signs after the election

Mayor Davison agreed that this is a problem

Ron Vandewal felt Council should give the Public Works department the authority to remove these outdated signs.

(b) Lindsay Mills informed Council that the township was successful at a recent Ontario Municipal Board hearing concerning an entrance space issue on Sunbury Road.

12. Committee Minutes - nil

13. In Camera - nil

Wayne Orr noted that this is the last meeting of the present Council.

Mayor Davison thanked Councillor Hicks for his service to the township and wished him luck in his future endeavours.

14. Confirmatory By-law

Resolution No. 2010-33-14

Moved by Del Stowe

Seconded by Ron Vandewal

THAT By-law 2010-83, a by-law to confirm generally previous actions of the Council of the Township of South Frontenac, be given read a first and second time this 2nd day of November 2010.

Carried.

Resolution No. 2010-33-15

Moved by Del Stowe

Seconded by Ron Vandewal

THAT By-law 2010-83, be read a third time, signed and sealed this 2nd day of November 2010.

Carried

15. Adjournment


Resolution No. 2010-33-16

Moved by Del Stowe


Seconded by Ron Vandewal

THAT the Council meeting of November 2nd, 2010 be adjourned at 8:42 p.m.

Carried



Mayor



Clerk-Administrator

Angela Maddocks

From: Wayne Orr
Sent: November 1, 2010 3:10 PM
To: Angela Maddocks
Subject: FW: Consultations on Municipal Housing Strategy
Attachments: ATT45523.txt

Could you please copy off for Tuesday night.

Thanks

Wayne

Wayne Orr
Chief Administrative Officer

Township of South Frontenac
4432 George St., Box 100
Sydenham, ON
K0H 2T0

(613) 376-3027 ext 2225

From: Joe Gallivan [mailto:JGallivan@FRONTENACCOUNTY.CA]
Sent: Monday, November 01, 2010 12:39 PM
To: cao@northfrontenac.ca; John Duchene; Wayne Orr; Terry O'Shea
Cc: Elizabeth Savill
Subject: FW: Consultations on Municipal Housing Strategy

Good afternoon,

Please see the email below regarding the second round of public meetings to be held on the City/County Municipal Housing Strategy.

Could you please ensure that your respective Councils are aware of these meetings?

Thanks,

Joe

Joe Gallivan MCIP RPP
Manager of Sustainability Planning
County of Frontenac
2069 Battersea Road
Glenburnie, Ontario K0H 1S0
t. 613.548.9400 ext. 350

From: Karen Hamilton [mailto:KHamilton@shs-inc.ca]
Sent: Monday, November 01, 2010 9:05 AM
To: Karen Hamilton
Cc: Amey, Hollis

01/11/2010

Subject: Re: Consultations on Municipal Housing Strategy

Dear Community Member:

As you may know, the City of Kingston and County of Frontenac have commissioned the preparation of a comprehensive **Municipal Housing Strategy**. The overall purpose of the Strategy is to identify the key housing challenges facing residents and to identify approaches to address these needs. SHS Consulting, in association with Re/Fact Consulting, has been retained to assist in developing this strategy.

Earlier this fall, two consultation sessions were held to gather community perspectives on housing needs and issues. We are now moving forward into the strategy development process and again are seeking community input. We will be holding two consultation sessions with stakeholders and interested community members in both the urban and rural areas:

- Thursday, Nov. 18th from 1:30 p.m. to 3:30 p.m. at Oso Community Hall, 1107 Garrett Street, Sharbot Lake, ON
- **OR** -
- Thursday, Nov. 18th from 7 p.m. to 9 p.m. at Portsmouth Olympic Harbour (Sail Room), 53 Yonge Street, Kingston, ON

You are invited to attend one of these consultation sessions to hear a presentation about findings from Phase 1 of the study and to discuss options and opportunities for addressing housing challenges that urban and rural communities are facing. Results from these consultation sessions will be added to other stakeholder input and will help provide important input to Phase Two of the study.

If you are not able to attend either of these sessions, please forward this invitation to other senior staff or board members in your organization that may have a broad overview and opinions about housing strategies and solutions in Kingston and the surrounding area.

Please RSVP your attendance to Karen Hamilton at khamilton@shs-inc.ca. The favour of your reply is requested by November 10th.

Should you have any questions regarding the consultation sessions or the broader study, please do not hesitate to contact either:

Hollis Amey, Community & Family Services Dept.
City of Kingston - Ph: 613-546-2695, ext. 4973
E-mail: hamey@cityofkingston.ca

Karen Hamilton, Research Analyst
SHS Consulting - Ph: 905-763-7555 ext. 113
E-mail: khamilton@shs-inc.ca

01/11/2010

Ref: Report by Mark Segsworth

Stop Signs and Speed issues on Stage Coach, Forest, and Railton Road junctions

Final Argument before council vote on proposed All Way Stop Signs for subject junctions.

Before I start, I would like to thank the Township for increasing the signage on the relevant roads. However...

Before councilors consider their vote on the ALL WAY STOP SIGNS, I would like to remind everyone that the original issue with regard to Stage Coach Road was the **speed and recklessness** of through traffic.

The issue was brought to council several years ago, concluding with the reduction of speed limits as a **first measure**. Stop signs were proposed at the time, but rejected. Traffic continues to pose a threat to cyclists, pedestrians and students waiting for school buses.

Since then, and in the last year alone, there have been three **deaths** at these junctions and the one at Murvale. Three in one year. Think about that for a minute. With stop signs in place, the likelihood of these deaths would have been greatly reduced, if not removed altogether.

Having read the recommendation in Mark Segsworth's report, residents were disheartened to hear that "**No action be taken**" even though in his own report, he states "**...they do meet the warrants..**". Did Mark compose this report himself, or did he just **sign off** on it?

We were also frustrated by how **thin** the report was and the **basis** on which its conclusion was drawn.

Our first issue is that the statistics are not presented in the same fashion as the statistics used in the Ontario Traffic Manual. Therefore we are **not using apples** to compare apples. Other inaccuracies in the report are....

- 1) The statistics with reference to vehicular volume do not reflect the **busiest hour** as recommended by the Ontario Traffic Manual.
- 2) Due to the rubber **sensor strips** being located so **close** to the junctions in question. The average speed is greatly distorted by vehicles that have just turned onto SCR, or are slowing to exit SCR. Even taking the figures as listed, 64.7 kmph is above limit even before removing this error.
- 3) There was no consideration for **line of sight** at the junction of Railton and SCR being obscured from the south by the hill.

4) There was no reference of an attempt at obtaining any history of collisions. Many incidents have happened on the road that I have only found out about in conversation

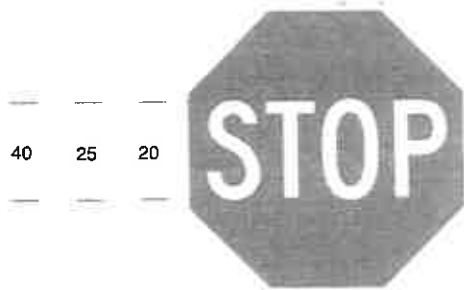
5) Also, according to the findings, the volume split of traffic does meet the criteria for an all way stop. The split is not in excess of 65/35.

We are **concerned** and have gone through the proper channels, but still have a problem. Many proposals have been made, like speed bumps, Stop Signs etc. but all we get is "**can't do – can't do**".

This report is a recommendation only. I hope that common sense and community responsibility will prevail in your vote. Please consider the consequences of putting up four way stops, to the consequences of letting the traffic continue to pass though at ever increasing volumes and speeds. Maybe we can avoid another fatality.

Peter Bridgeland on behalf of the Stage Coach Road residents.

2. STOP Sign



Ra-1	60 cm x 60 cm
Ra-101	75 cm x 75 cm
Ra-1101	120 cm x 120 cm
Font	Highway Gothic C
Colour	Legend & Border – White Reflective Background – Red Reflective

ALL-WAY Tab Sign



Ra-1t	15 cm x 30 cm
Font	Helvetica Bold Condensed
Colour	Legend & Border – Red Reflective Background – White Reflective

Purpose and Background

Where no traffic control device is present at an intersection of two roadways, the basic rules of the road apply. The Highway Traffic Act assigns priority to vehicles already within the intersection or, in the event two or more vehicles are approaching the intersection at approximately the same time, the Act requires the driver on the left to yield to the vehicle

on the right. A number of traffic control devices are available to assist in the allocation of right-of-way between vehicles in an intersection, increasing in level of control from a YIELD sign to a STOP sign up to full traffic signal control.

The purpose of the STOP sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed and it has been determined that a YIELD sign is inadequate. The STOP sign requires the driver to stop the vehicle before entering the intersection, yield to any traffic in or approaching the intersection and then proceed when safe to do so.

The introduction of STOP sign control can reduce the frequency of certain types of collision (e.g. right-angle or turning), but also results in delay to motorists and may increase some other types of collision (e.g., rear-end). STOP signs should, therefore, not be used indiscriminately.

STOP signs must not be used on the same approach to an intersection where traffic control signals are operating, as the conflicting commands of two types of control devices would be confusing.

Portable or part-time STOP signs must not be used except in emergency or temporary situations, such as in conjunction with Traffic Control Persons or at intersections where traffic signals are inoperative.

STOP signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.

In general, STOP signs should only be used where traffic engineering studies considering such factors as traffic speeds, traffic volumes, restricted sight lines and collision experience, indicate that the use of STOP signs is warranted.

**TOWNSHIP OF SOUTH FRONTENAC
VARIANCE HIGHLIGHTS**

	<i>Budget</i>	<i>Actual Y-T-D</i>	<i>Left to Spend</i>
Revenues			
Supplementary Taxes	-97,000	-188,581	91,581
OMPF Grant	-1,503,600	-1,155,775	-347,825 *
OMPF Grant-Police Services	-286,700	-186,950	-99,750 *
Sanitation Collection-bag tags	-106,000	-12,356	-93,644
Recycling-WDO Grant	-117,000	-54,110	-62,890 *
BCF-Loughborough Lk Bridge	-1,200,000	-350,573	-849,427 *
ISP-Battersea Rd	-600,000	-461,368	-138,632 *
ISP-Desert Lake Road	-600,000	-418,676	-181,324 *

*-revenue reported when received or setup as a receivable at year-end

Expenditures

Winter Control - not incl trfr to Reserve	1,804,400	1,154,693	649,707
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-note this is setup so an offsetting transfer is posted to Winter Control Reserves so any balance is not inadvertently spent on other road maintenance activities