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Follow-Up: Rushbrook Drive and Seneca Court All-Way Stop Review

Staff Report to Council

Report Number: 2026-23

Department(s): Public Works Services

Author(s): Paul Choi, Transportation Specialist

Meeting Date: May 4, 2026

Recommendations

1. That the report entitled Follow-Up: Rushbrook Drive and Seneca Court All-Way Stop Review dated May 4, 2026 be received; and,
2. That All-way Stop Control Policy Amendments proposed in Appendix 1 be adopted; and,
3. That subject to approval of All-Way Stop Control Policy Amendments, Traffic By-law Amendments proposed in Appendix 2 be adopted; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Executive Summary

This report responds to Council's direction to revisit the installation of All-Way Stop Control at the intersection of Rushbrook Drive and Seneca Court, with a focus on visibility constraints associated with roadway geometry and driveway parking conditions. While vehicles parked on private driveways are inherently temporary and do not, on their own, warrant all-way stop control, the review confirms that when combined with legacy intersection geometry, horizontal curvature, and frequent lawful driveway parking beyond municipal control, minimum sight distance cannot be reliably achieved under common conditions.

Under the Town's current All-Way Stop Control Policy, intersections with visibility concerns are not eligible for all-way stop control in the absence of sufficient reported collision history, and the subject intersection is therefore not warranted under the existing policy. However, the Ontario Traffic Manual (OTM) states that where all reasonable efforts to improve sight distance have been exhausted and minimum sight

distance cannot be achieved, conversion of a two-way stop-controlled intersection to all-way stop operation may be considered. Consistent with this guidance, staff recommend amending the Town's All-Way Stop Control Policy to address constrained sight-distance scenarios.

Staff evaluated reasonable mitigation measures and determined that achieving minimum sight distance through geometric modification alone would require disproportionate and operationally problematic changes. Accordingly, subject to Council approval of the proposed policy and Traffic By-law amendments, staff recommend proceeding with the installation of an all-way stop at the subject intersection, supported by advance warning signage, enhanced pedestrian markings, and centreline pavement markings to reinforce driver awareness and compliance.

Purpose

The purpose of this report is to review visibility conditions at the subject intersection and summarize applicable Town policy and provincial guidance related to all-way stop control and sight distance.

Background

At its [meeting of March 23, 2026](#), Town Council referred a request to revisit the installation of an all-way stop at the intersection of Rushbrook Drive and Seneca Court to staff, with the following direction:

- 1. That the report titled Rushbrook Drive and Seneca Court All-way Stop Review dated March 23, 2026 be referred to staff to review sight-line issues related to visibility and driveway parking related to the intersection; and,**
- 2. That staff report to Council in 45 days**

Following publication of the initial staff report, the Town received seven (7) written submissions from residents of Seneca Court, generally citing concerns related to visibility, pedestrian safety, and neighbourhood traffic conditions. In addition, one (1) written submission was received from a resident of Rushbrook Drive opposing the installation of an all-way stop, citing concerns related to reduced stop sign compliance and the unintended consequences of unwarranted stop control.

Discussion

The subject intersection is located on a horizontal curve along Rushbrook Drive, and adjacent residential properties include private driveways near the intersection.

Existing Policy Framework

The Town's current All-Way Stop Control Policy requires that visibility related warrants be supported by documented collision history. A review of collision records indicates zero (0) reported collisions over the past ten (10) years at this intersection. As a result,

the intersection does not meet the criteria for an all-way stop control under the existing policy framework.

While this approach supports consistency and defensibility, it limits the Town's ability to address locations where permanent geometric constraints result in persistent visibility limitations that cannot reasonably be mitigated.

Ontario Traffic Manual Guidance

Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs acknowledges that, in certain circumstances, adequate sight distance may not be available for vehicles exiting minor stop-controlled approaches due to geometric design constraints. The OTM states that where all reasonable efforts to improve sight distance have been exhausted and minimum sight distance cannot be achieved, conversion of a two-way stop controlled intersection to all-way stop operation may be considered.

In such cases, the OTM emphasizes the application of engineering judgement and site specific assessment, rather than reliance on collision history.

Proposed Policy Amendment

In response to provincial guidance, staff recommend amending the Town's All-Way Stop Control Policy to introduce an additional warrant addressing constrained sight distance (Appendix 1).

The proposed amendment would:

- Maintain consistency with existing policies and procedures, including the continued consideration of collision history under traditional visibility related warrants;
- Provide a structured and transparent pathway to evaluate locations with unresolved sight distance deficiencies caused by permanent geometric constraints; and
- Introduce an added level of technical review, such as independent consultant involvement, for complex or potentially controversial locations.

This amendment strengthens policy clarity while maintaining transparency, consistency, and defensibility.

Legacy Design Considerations

The surrounding neighbourhood was developed in the late 1980s to early 1990s, during a period when sight-distance criteria placed comparatively less emphasis on constrained urban intersection conditions and recurring visibility limitations associated with adjacent land uses than is understood under current Transportation Association of Canada (TAC) and Ontario Traffic Manual (OTM) guidance.

Visibility Review

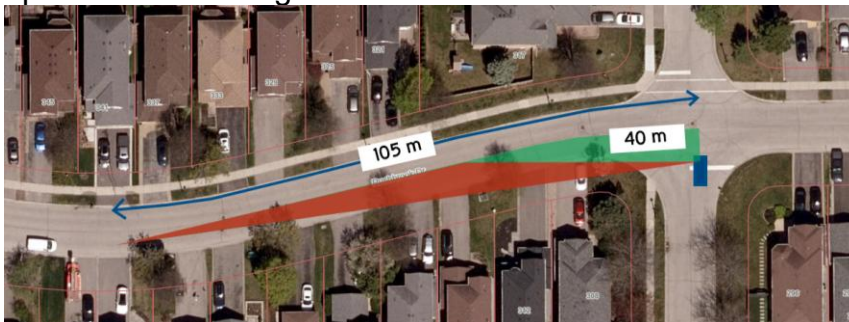
For a roadway with a design speed of 50 km/h, the TAC Geometric Design Guide for Canadian Roads recommends a minimum sight distance of 105 metres along the major roadway.

A site-specific review indicates:

- Without vehicles parked on adjacent private driveways, available sight distance along Rushbrook Drive is approximately 110 metres, meeting TAC guidelines;



- With vehicles parked on adjacent private driveways, available sight distance is significantly reduced, ranging from approximately 26 to 40 metres, as measured from the stop bar and near edge of curb.



As the vehicles affecting sight distance are parked on private residential driveways up to the curb line and do not encroach into the roadway, and as the routine use of private driveways for vehicle parking is not subject to regulation under the Town's Parking By-law, the resulting sight-distance limitations cannot be mitigated through parking restrictions. This condition appears to occur frequently beyond municipal control.

Intersection Modification as a Mitigation Measure

Staff evaluated potential intersection modifications to improve visibility. These measures represent reasonable efforts to mitigate the condition and include pavement markings, curb extensions, and signage.

However, analysis indicates that achieving minimum sight distance through physical modification would require disproportionately aggressive and unbalanced geometric changes applied to the south leg only, as illustrated in the draft drawing below.



The required level of modification presents the following limitations:

- Disproportionate changes to one approach may introduce driver confusion and inconsistent expectations; and
- The resulting geometry would create awkward and constrained left turn movements, particularly for northbound vehicles turning left from Seneca Court and southbound vehicles turning left from Narinia Court.

Exhaustion of Reasonable Efforts and All-Way Stop Consideration

Based on the above, staff are of the opinion that all reasonable efforts to improve sight distance within municipal control have been exhausted. While vehicles parked on private driveways are inherently temporary, the remaining limitation arises from a combination of legacy roadway design, permanent roadway geometry, and lawful private driveway use.

Accordingly, and subject to Council approval of the proposed policy amendment, staff recommend the installation of an all-way stop control at the subject intersection.

Supporting Measures

To enhance safety and driver awareness associated with the proposed all-way stop control, staff recommend:

- Installation of ladder style pedestrian crossing markings to improve crosswalk visibility and pedestrian conspicuity; and
- Installation of a “Stop Ahead” warning sign approximately 100 metres in advance of the intersection, as the all-way stop would be located beyond a horizontal curve; and
- Installation of a new centreline pavement marking on Rushbrook Drive, extending from Caruthers Avenue to Clearmeadow Boulevard, to reinforce proper lane discipline, support traffic calming objectives, and improve roadway definition.

Consultation

In preparing this report, staff considered applicable provincial and national guidance, including the OTM Book 5, and the TAC Geometric Design Guide for Canadian Roads.

Staff also reviewed written correspondence received from residents following the release of the initial staff report. This included submissions from residents of Seneca Court expressing concerns related to visibility, pedestrian safety, and neighbourhood traffic conditions, as well as correspondence from a Rushbrook Drive resident expressing concerns regarding stop-sign compliance and the potential unintended impacts of an unwarranted all-way stop. All correspondence was considered as part of the technical review and informed the recommendations contained in this report.

Conclusion

The subject intersection is affected by permanent geometric constraints associated with legacy neighbourhood design, resulting in inadequate sight distance under common and lawful conditions that cannot be reasonably mitigated. While staff acknowledge concerns regarding stop-sign compliance, OTM Book 5 supports consideration of an all-way stop where reasonable efforts to improve sight distance have been exhausted. Accordingly, staff recommend amending the All-Way Stop Control Policy and, subject to Council approval, proceeding with an all-way stop control supported by advance warning signage and complementary safety measures.

Council Priority Association

This report aligns with the following Council Priority: Extraordinary Places and Spaces

Human Resource Considerations

None

Budget Impact

There is sufficient funding within the approved operating budget to accommodate the installation of the required regulatory and warning signage, as well as the associated pavement markings identified in this report.

Attachments

Attachment 1 – Appendix 1. Proposed All-way Stop Control Policy Amendments

Attachment 2 – Appendix 2. Proposed Traffic By-law Amendments

Approval for Submission

Mark Agnoletto, Director, Public Works Services

Peter Noehammer, P. Eng, Commissioner, Development & Infrastructure Services

Report Contact

For more information on this report, contact info@newmarket.ca.