

Subject: Permanent All-Way Stop Control at Intersection of Parkway Road and Blackcreek Road

File Number: ACS2023-0CC-CCS-0076

**Report to Transportation Committee on 22 June 2023
and Council 28 June 2023**

Submitted on Date submitted June 1, 2023 by Councillor G. Darouze

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Ward: Osgoode (20)

Objet : Installation de panneaux d'arrêt toutes directions permanents à l'intersection des chemins Parkway et Blackcreek

Dossier : ACS2023-0CC-CCS-0076

Rapport au Comité des transports

le 22 juin 2023

et au Conseil le 28 juin 2023

Soumis le 1er juin 2023 par Conseiller G. Darouze

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REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council approve the installation of a permanent all-way stop control at the intersection of Parkway Road and Blackcreek Road.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions permanents à l'intersection des chemins Parkway et Blackcreek.

BACKGROUND

There is currently two-way stop control present at this intersection, with drivers needing to stop while driving either direction on Parkway Road. Following a traffic study in the area, staff have concluded that the stop signs should be moved from Parkway Road onto Blackcreek Road, changing the road which drivers must stop on at the intersection. This intersection does not meet warrants for all-way stop control, and thus approval is being sought at committee in order to install all-way stop control.

DISCUSSION

The intersection of Parkway Road and Blackcreek Road is a rural intersection that is in relative close proximity to the intersection of Parkway Road and 8th Line Road, another intersection that has been recommended to have all-way stop control by a traffic study. There have been concerns raised by residents that the lack of all-way stop control at certain intersections in the area, whilst present at other intersections, will result in confusion regarding where to stop when driving on Parkway Road or the abutting intersections.

The report being brought forward at the June 2023 Transportation Committee meeting seeking approval for the installation of all-way stop control at the intersection of Parkway Road and 8th Line Road provides a good opportunity to include similar intersection structure within the abutting area. The implementation of all-way stop control at the intersection of Parkway Road and Blackcreek Road will provide consistency for drivers in the area, and will result in less confusion as to where there is two-way stop control versus all-way stop control.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations.

LEGAL IMPLICATIONS

There are no legal impediments associated with the implementation of the recommendations of this report.

The following information is provided for reference.

the Integrated Accessibility Standards Regulation (the “IASR”), being Ontario Regulation 191/11, passed under the Provincial Accessibility for Ontarians With Disabilities Act, 2005 (“AODA”) contains the Design of Public Spaces Standard, which applies to the City of Ottawa. This Standard, in effect for the City since January 1, 2016, prescribes certain standards for “new” or “redeveloped” public spaces and various elements such as exterior paths of travel and pedestrian crossings. In particular, when a new pedestrian crossing is implemented at an intersection, the IASR requires the pedestrian crossing to meet certain accessibility standards such as the requirement for a depressed curb or a curb ramp and the placement of tactile walking surface indicators. The City’s own Accessibility Design Standards further reinforce these requirements for pedestrian crossings.

The City is required to submit an accessibility compliance report to the provincial Accessibility Directorate every two years to confirm that it has met its current accessibility requirements under the AODA, which will include compliance with the Design of Public Spaces Standard. Should the City report non-compliance in the accessibility report, the Accessibility Directorate may further require an explanation for the non-compliance and will likely expect the City to develop a plan to achieve compliance. Non-compliance with the AODA is subject to review by the provincial director designated under the legislation, and enforcement actions may include inspections and the issuance of orders to produce accessibility reports or to rectify the non-compliance. Such orders are appealable to the designated provincial tribunal. Non-compliance with an order may incur the imposition of administrative penalties or charges.

For further clarity, neither Committee nor Council have the authority to provide an exemption from AODA requirements for exterior paths of travel and pedestrian crossings, given that the AODA is provincial law.

COMMENTS BY THE WARD COUNCILLOR(S)

As the Councillor bringing this report forward, I am aware and supportive of the report.

CONSULTATION

Ongoing consultation with the local community, community association, as well as drivers who use the intersection prior to this report.

Departmental Comments:
PUBLIC WORKS COMMENT:

Staff Position/Recommendation

At this time Traffic Services does not support the implementation of an All-Way Stop Control (AWSC) at the intersection of Parkway Road and Blackcreek Road as the location does not meet the necessary warranting criteria approved by Council as part of the October 2020 Intersection All-Way Stop Control Warrant Report.

Traffic Services staff recommend that the stop signs currently installed on the Parkway Road approach be relocated to the Blackcreek Road approach due to current traffic volumes. Further, staff recommend that an AWSC be installed at this location only once warranting criteria are met.

Rationale

Traffic Services reviews all requests for the installation of all-way stop controls (AWSC) in a consistent manner. AWSC are only installed when a staff review confirms that such a measure is warranted by meeting specific criteria. The City's Intersection All-Way Stop Control Warrant was approved by Council on October 14, 2020. As per the Council-approved warrant, at intersections in rural areas outside of villages, the warrant criteria consider:

- An average of three or more preventable collisions (had all-way stop control been in place) per year over a three-year period; or
- There is restricted visibility at the intersection; or
- Intersection volume:
 - Total volume for all approaches is equal to or greater than an average of 350 vehicles per hour over the heaviest 8-hour period (7am to 6pm); and
 - Total minor street volume (including pedestrians crossing the major street) is equal to or greater than 140 each hour over the same 8-hr period; and
 - In the case of a four-legged intersection, the directional split does not exceed 65/35.

AWSC is installed when one of the three warrant criteria noted above is fully satisfied.

Outcome of Intersection Review:

Traffic Services staff received a request from the Ward Councillor on August 25, 2022, to complete a review of the intersection for all-way stop control and/or to switch the stop control from the Parkway Road approach to the Blackcreek Road approach due to

resident concerns with a low stop compliance for the existing stop signs on Parkway Road. As per the outcome of the completed review, the Parkway Road and Blackcreek Road intersection does not meet the AWSC warrant criteria and staff cannot recommend its installation. Staff recommend that the stop signs currently installed on the Parkway Road approach be relocated to the Blackcreek Road approach.

The outcome of staff's review indicate that the intersection does not meet AWSC warrant criteria given that:

- there has been one reported angle collision in the past three years of available data (period of January 01, 2020, to December 31, 2022);
- the stopping sight distance requirement of a minimum 185 metres in both directions is met; and,
- in terms of intersection volume:
 - only 14% of the total intersection volume criteria is currently met as confirmed through a September 22, 2022, count (100% required to meet the warrant);
 - only 1% of the minor road volume + pedestrians crossing the major is met (100% required to meet the warrant); and,
 - the directional split heavily favours Parkway Road at 96/4 (directional split cannot exceed 65/35).

It is staff's experience that the implementation of an unwarranted AWSC at this intersection will likely result in:

- a very low compliance for stopping since vehicles travelling along the major road will rarely encounter a vehicle coming from the minor road;
- a potential to increase the collisions at these intersections due to the likely low compliance to stopping; and,
- the creation of a false sense of security for pedestrians crossing at the intersection (particularly for children) that all vehicles will stop for them and for drivers of vehicles exiting from the minor road to the major road.

Should AWSC be implemented at this intersection, considerable police enforcement would be required on an on-going basis to address issues with drivers not obeying the stop requirement.

Accessibility Implications

All traffic controls must be implemented according to the Integrated Accessibility Standards Regulation (IASR) of the Accessibility for Ontarians with Disabilities Act,

2005, (AODA) and also meet applicable City's Accessibility Design Standards (ADS) related to exterior paths of travel and to curb ramps and depressed curbs. The standard requires organizations to incorporate accessibility when building new public spaces, or when making planned significant alterations to existing public spaces. To adhere to these provincial regulations and City standards, an intersection stop control with pedestrian crossings, must meet accessibility requirements which include:

- an appropriate curb ramp or depressed curb; and,
- appropriate tactile walking surface indicators (TWSIs).

As pedestrian crossings are not a requirement as part of this rural intersection, there are no accessibility implications associated to the implementation of an AWSC at this location.

Cost Estimate

Staff estimate that the cost to implement AWSC at the intersection will be approximately \$4,750 for the installation of regulatory signs and pavement markings. The estimate includes materials and associated labour to complete the work and will be covered by the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

The AI have been identified in the staff comment section of this report.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

The proposed changes occur at an intersection in a rural ward.

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

The Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.