

Subject: All Way Stop Control – Parkway and Sale Barn

File Number: ACS2025-OCC-CCS-0001

Report to Agriculture and Rural Affairs Committee on 23 January 2025

and Council 29 January 2025

Submitted on January 14, 2025 by Councillor Darouze, Osgoode Ward 20

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Ward: Osgoode (20)

Objet : Panneaux d'arrêt toutes directions à l'angle des chemins Parkway et Sale Barn

Numéro de dossier : ACS2025-OCC-CCS-0001

Rapport présenté au Comité de l'agriculture et des affaires rurales

Rapport soumis le 23 janvier 2025

et au Conseil le 29 janvier 2025

Soumis le 14 janvier 2025 par Conseiller Darouze, Osgood (Quartier 20)

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REPORT RECOMMENDATION(S)

That Agriculture and Rural Affairs Committee recommend that Council approve the installation of all-way stop control (AWSC) at the intersection of Parkway Road and Sale Barn Road.

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'agriculture et des affaires rurales recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'angle des chemins Parkway et Sale Barn.

BACKGROUND

The intersection of Parkway Road and Sale Barn Road is a collector cross-section located at the easternmost boundary of the village of Greely. The intersection currently has stop control in the northbound and southbound directions on Sale Barn Road, while there is no stop control in either the eastern or western direction on Parkway Road. This report seeks a recommendation to Council to install all-way stop control at the intersection.

DISCUSSION

Through discussions with traffic staff in recent months and recent years, including a traffic study conducted in 2019, it was determined that the intersection of Parkway Road and Sale Barn Road does not meet the warrants required for all-way stop control.

There have been various vehicular accidents which have occurred at this intersection in recent years, in addition to close calls that cannot be measured by traffic studies. There are also issues with line of sight when travelling southbound on Sale Barn Road which make it more difficult to be able to make a safe movement through the intersection.

The staff comment for this report will, of course, be that the intersection does not meet the weighted criteria which is utilized. Notably, the intersection did achieve 4/5 points with respect to total intersection volume.

The weighted criteria makes consistent reference to pedestrians crossing the major road, pedestrian exposure, as well as proximity to a pedestrian generator. While these criteria may be relevant in an urban or suburban context, the intersection of Sale Barn/Parkway is a rural collector cross-section, with minimal homes to the north, east, and south-east of the intersection. Therefore, the relevant concerns at this intersection are the potential for vehicular traffic collisions in a location where the speed limit actually increases prior to the intersection while heading eastbound on Parkway Road.

Given the rural context that contradicts the weighted criteria used to determine whether an intersection meets the weighted criteria, the Ward Councillor is seeking installation of all-way stop control at the intersection of Sale Barn Road and Parkway Road.

DEPARTMENTAL COMMENT

Public Works Comment

At this time Traffic Services does not support the implementation of an All-Way Stop Control (AWSC) at the Parkway Road and Sale Barn Road intersection. Criteria approved by Council for the installation of an AWSC at this location are not 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 developed and approved by Council on October 14, 2020. As per the Council-approved warrant, where a collector road intersects with a collector road in rural areas, the warrant is based on a point system where an intersection can obtain a maximum of 25 points. In order for an intersection to meet the warrants, it must obtain a score of 70% or 17.5 out of 25 points. The warrant criteria considers:

1. Preventable collisions over the last three years; or
2. Intersection sightlines; or
3. Weighted scoring, which includes
 - Total intersection volume;
 - Minor street volume and pedestrians crossing the major roadway;
 - Directional Split;
 - Pedestrian exposure; and
 - Proximity to pedestrian generators.

An intersection is considered warranted when three or more intersection collisions considered preventable by AWSC have occurred over the last three years, or when there is restricted visibility at the intersection.

AWSC is installed when one of the three warrant criteria noted above is satisfied. The weighted scoring warrant is a points-based system that evaluates intersections by considering:

- The average vehicle volume over the busiest 8 hours (200 vehicles per hour).
- The average minor street volume, including pedestrians, over the busiest 8 hours (80 vehicles per hour).

- The traffic split between the major and minor roads.
- The percentage of pedestrians crossing the major road with conflicting traffic.
- The intersection's proximity to areas with high pedestrian activity.

Outcome of Intersection Review

Traffic Services staff have completed a review of the Parkway Road and Sale Barn Road intersection brought forward by Councillor Darouze for the installation of AWSC. As per the outcome of the completed review, the intersection does not meet the AWSC warrant criteria and staff cannot recommend its installation.

The intersection does not meet the AWSC warrant criteria given that:

- there has been 2 reported angle collisions in the past three years of available data (January 1, 2020 to December 31, 2022);
- the intersection sight distance requirement (based on the 80km/h posted speed limit) of a minimum of 160 metres in both the east and west directions was met; and,
- the weighted scoring is 7/25 points (28%), which does not meet the required scoring of 17.5/25 points (70%).

It is staff's experience that the implementation of 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 collisions at the intersection 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 the drivers of vehicles exiting from the minor road to the major road.

Should AWSC be installed, considerable police enforcement would be required on an on-going basis to address issues with drivers not obeying the stop requirements. Driver frustration and stop compliance issues may be exacerbated given the short separation between existing AWSC controlled intersection and traffic signals in this area.

Accessibility Impacts

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 of this rural intersection, there are no accessibility implications associated to the implementation of an AWSC at this location.

Cost Estimates

Staff estimate that the cost to implement AWSC regulatory signs and pavement markings at the intersection would be approximately \$4,000. The estimate includes materials and associated labour for Traffic Services to complete the work.

2023 Improvements

Improvements made in 2023 to the intersection of Parkway and Sale Barn includes scaling stop signs on Sale Barn to oversized (900mm).

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

COMMENTS BY THE WARD COUNCILLOR(S)

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

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.