

Subject: All-Way Stop Control – Bren-Maur/Eisenhower-Kelowna

File Number: ACS2025-OCC-CCS-0105

Report to Public Works and Infrastructure Committee on 25 September 2025

and Council 8 October 2025

Submitted on 9 September 2025 by Councillor Wilson Lo, Ward 24 Barrhaven East

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Ward: Barrhaven East (24)

Objet: Panneaux d'arrêt toutes directions – Bren-Maur/Eisenhower-Kelowna

Numéro de dossier : ACS2025-OCC-CCS-0105

Rapport au Comité de l'infrastructure et des travaux publics 25 septembre 2025

et au Conseil le 8 octobre 2025

Soumis le 17 juin 2025 par Conseiller Wilson Lo, Quartier 24 Barrhaven-Est

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REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee recommend Council approve the installation of an all-way stop control (AWSC) at the intersection of Bren-Maur Road and Eisenhower Crescent-Kelowna Street.

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection du chemin Bren-Maur et du croissant Eisenhower-rue Kelowna.

BACKGROUND

The intersection of Bren-Maur Road and Eisenhower Crescent-Kelowna Street is a rural cross section located in the Hearts Desire community in Barrhaven East. The intersection currently has stop controls for traffic exiting Eisenhower Crescent and Kelowna Street only, with no controls for east-west traffic on Bren-Maur Road.

The proceeding report seeks a recommendation to Council to approve the installation of an AWSC at the intersection.

DISCUSSION

Hearts Desire was first developed in the 1950s as a rural hamlet when Brenda and Maurice Davidson subdivided their farm near the southern end of Woodroffe Avenue in South Nepean on the north bank of the Jock River. The area surrounding the community remain rural until the development of Chapman Mills starting in the mid-2000s.

Despite the growth of Chapman Mills into the 2010s, Hearts Desire remained mostly unchanged (other than a few infill lots) and retained its rural characteristics, including large lots on well and septic, as well as rural cross section streets. Bisecting the community is Bren-Maur Road, named for Brenda and Maurice Davidson.

Bren-Maur Road was originally a through street between Woodroffe Avenue and Jockvale Road (now Longfields Drive) until 2012 when a section near Longfields Drive was closed. Although traffic volume on Bren-Maur remains relatively low, it steadily increased with the growth of Chapman Mills.

Some Chapman Mills residents use Bren-Maur as a bypass of Paul Métivier Drive, a nearby parallel collector street with two AWSCs. As Bren-Maur has no AWSCs, the rate of speed of vehicles using the street has been a regular concern for Hearts Desire residents, accompanied by routing requests for an AWSC somewhere on Bren-Maur, generally agreeing on the intersection at Eisenhower-Kelowna.

City staff have determined the intersection of Bren-Maur/Eisenhower-Kelowna does not meet the warrants required for an AWSC. In fact, due to the relatively low traffic volume, no intersection on Bren-Maur meet such warrants.

Although no collisions were reported at the intersection recently, numerous close calls (which cannot be quantified) have occurred. Most of the close calls involve vehicles exiting Eisenhower Crescent with a sightline partially impeded by a hedge on private property.

An AWSC at the intersection will serve as a minor measure to add a control to an otherwise uncontrolled stretch of roadway. The issues of speeding on the rest of Bren-Maur will persist until there is an improvement in police enforcement and/or the implementation of temporary or neighbourhood traffic calming measures. However, as it is among the lesser used collectors, it may be several years before such calming measures reach the street. As such, an AWSC will provide minor relief in the meantime.

Typically, all traffic controls (including AWSCs) must be implemented with curb ramps and depressed curbs to satisfy accessibility legislation and standards when making significant alterations to existing public spaces.

To adhere to those regulations and standards, an AWSC must meet accessibility requirements including appropriate curb ramps/depressions and tactile walking surface indicators. However, as pedestrian crossings are not a requirement of rural intersections, there are no accessibility implications with the implementation of an AWSC at Bren-Maur/Eisenhower-Kelowna.

PUBLIC WORKS DEPARTMENT COMMENT

Criteria approved by Council for the installation of an AWSC at the intersection of Bren-Maur Road and Kelowna Street/Eisenhower Crescent are not met. As such, Public Works staff in Traffic Services do not have delegated authority to proceed with its installation.

Outcome of Review:

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 as identified in the Council-approved *Intersection All-Way Stop Control Warrant* ([ACS2020-TSD-TRF-0002](#)).

Traffic Services staff have completed a review of the Bren-Maur Road and Kelowna Street/Eisenhower Crescent intersection brought forward by Councillor Lo for the installation of AWSC. As per the outcome of the completed review, the intersection does not meet the Council-approved AWSC warrant criteria given that:

- there have been 0 reported angle collisions in the past three years of available data (January 1, 2022 to December 31, 2024);
- the intersection sight distance requirement (based on the 40km/h posted speed limit) of a minimum of 75 metres in both the east and west directions was met; and,
- the weighted scoring is 6.5/25 points (26%), which does not meet the required scoring of 17.5/25 points (70%).

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 currently a requirement of this intersection, there are no accessibility implications to implementing an AWSC.

Cost Estimates:

Staff estimate that the cost to implement AWSC regulatory signs and pavement markings at the intersection would be approximately \$1,800. The estimate includes materials and associated labour for Traffic Services to complete the work.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation because the funds to implement the recommendation are available within existing budgets.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation as outlined in the report.

COMMENTS BY THE WARD COUNCILLOR(S)

As the presenting Councillor, I am aware and supportive of the preceding report.

TERM OF COUNCIL PRIORITIES

There is no direct impact on the 2023–2026 Term of Council Priorities. However, the recommendation outlined in this report supports the Priority: A city that is more connected with reliable, safe and accessible mobility options.

DISPOSITION

If carried at Committee, this motion will be submitted to City Council for consideration on October 8, 2025.

Staff in the Public Works Department will implement the recommendations in this motion, as appropriate.