

**Date:** 2020-08-21

**Subject:** **The Alternate Process for Consideration of All-way Stop Signs – Ward 10**

**Secondary Title:** All-way Stop Signs – Ward 10

**Contact:** Rabin Maskey, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering  
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**Report Number:** Public Works & Engineering-2020-151

**Recommendations:**

1. That the report titled: **The Alternate Process for Consideration of All-way Stop Signs – Ward 10**, to the Committee of Council Meeting of October 21, 2020 be received; and,
2. That an all-way stop control be implemented at Saint Hubert Drive and Concorde Drive (northerly intersection).

**Overview:**

- **An alternate streamlined process for the consideration of all-way stop requests that includes a review of an all-way stop location from a safety perspective and a public consultative process can be considered if an intersection does not meet technical warrants.**
- **The intersection of Saint Hubert Drive and Concorde Drive (northerly intersection) has been identified for review in accordance with the alternate process for consideration of all-way stop signs.**
- **The subject intersection can safely accommodate an all-way stop control.**

**Background:**

The consideration of stop signs require City Council to balance technical traffic engineering input versus the desire of local residents who believe that the introduction of an all-way stop will improve livability within their respective communities.

As a result, an alternate streamlined process for the consideration of all-way stop request was developed that includes a review of an all-way stop location from a safety perspective and a public consultative process if an intersection does not meet technical warrants.

### **Current Situation:**

The following intersection has been identified for review in accordance with the alternate process for consideration of all-way stop signs:

- Saint Hubert Drive and Concorde Drive (northerly intersection).

### **Safety Review**

A safety review of the subject intersection was conducted using the following criteria and the results of the review revealed that the location does not meet any of these criteria, thus, can safely accommodate an all-way stop control:

- Posted speed is greater than 50 km/h;
- Multilane roadways;
- Offset intersections;
- Where traffic is required to stop on a grade;
- Driver sightlines; and
- Other traffic safety related concerns

### **Public Consultation**

In accordance with the approved methodology to solicit public feedback, questionnaires were sent to all homes that front onto the intersecting roadways within 250 metres of the subject intersection. Based on the feedback received, an all-way stop is not to be considered if responses received do not support the all-way stop total of more than 51%. Input received in response to the information panels weigh lower (half) than comments received from residents immediately affected by the all-way stop (received questionnaire). The results of the public consultation are summarized in the table below.

Table 1: Summary of the Public Consultation

Location	Questionnaires Sent Out	Questionnaires Received		Total in Favour *	Total Opposed *
		Within 250 Metres	Not Within 250 Metres		
Saint Hubert Drive and Concorde Drive	81	32	0	30 (96%)	2 (4%)

\*Note: Input received from residents not within 250 metres have been factored lower (half)

The results of the public consultation process revealed that the response rate from residents not in favour of an all-way stop at the subject intersection does not exceed the approved criteria of 51%. Therefore, in accordance with the Council approved alternate process, all-way stop signs can be considered at the following intersection:

- Saint Hubert Drive and Concorde Drive (northerly intersection).

### **Corporate Implications:**

#### Financial Implications:

The costs associated with the installation of the traffic signs and pavement marking changes required to support this initiative are estimated to be \$ 550. There is sufficient funding available within the Public Works and Engineering operating budget to proceed with the recommendation in this report.

### **Term of Council Priorities:**

#### Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

### **Conclusion:**

Using the City Council approved alternate process, the subject intersection can safely accommodate an all-way stop control, and the results of the public consultation reveal that the respondents are in favour of implementation of an all-way stop control at the subject intersection. This requires an amendment to the “Stop Signs” and “Through Highways” schedules of Traffic By-law 93.93.

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**Attachments:**

Figure 1: Saint Hubert Drive and Concorde Drive