

April 3, 2018

Ms. Kimberley Kitteringham
City Clerk
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Dear Ms. Kitteringham:

Re: All-Way Stop Control on Regional Roads

Regional Council, at its meeting held on March 29, 2018, adopted the following recommendations of Committee of the Whole regarding "All-Way Stop Control on Regional Roads":

1. Council delegate authority to the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction, where warranted or where required to improve traffic operations and traveller safety.
2. The Regional Clerk be authorized to amend the schedule to the all-way stop control bylaw to reflect any decisions made by the Commissioner of Transportation Services under delegated authority.
3. The Regional Clerk circulate this report to local municipalities and the Chief of York Regional Police.
4. The Regional Solicitor prepare the necessary bylaw.

A copy of Clause 7 of Committee of the Whole Report No. 4 is enclosed for your information.

Please contact Joseph Petrungaro at 1-877-464-9675 ext. 75220 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'CR' or similar initials, written in a cursive style.

Christopher Raynor
Regional Clerk

/C. Clark
Attachment

Clause 7 in Report No. 4 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on March 29, 2018.

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All-Way Stop Control on Regional Roads

Committee of the Whole recommends adoption of the following recommendations contained in the report dated February 16, 2018 from the Commissioner of Transportation Services:

1. Council delegate authority to the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction, where warranted or where required to improve traffic operations and traveller safety.
2. The Regional Clerk be authorized to amend the schedule to the all-way stop control bylaw to reflect any decisions made by the Commissioner of Transportation Services under delegated authority.
3. The Regional Clerk circulate this report to local municipalities and the Chief of York Regional Police.
4. The Regional Solicitor prepare the necessary bylaw.

Report dated February 14, 2018 from the Commissioner of Transportation now follows:

1. Recommendations

It is recommended that:

1. Council delegate authority to the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction, where warranted or where required to improve traffic operations and traveller safety.
2. The Regional Clerk be authorized to amend the schedule to the all-way stop control bylaw to reflect any decisions made by the Commissioner of Transportation Services under delegated authority.

All-Way Stop Control on Regional Roads

3. The Regional Clerk circulate this report to local municipalities and the Chief of York Regional Police.
4. The Regional Solicitor prepare the necessary bylaw.

2. Purpose

This report recommends Council delegate authority to the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction as required. This would allow staff to enact Regional stop-control immediately in those instances where the situation warrants such action, as explained herein.

3. Background

The Ontario Highway Traffic Act permits municipalities to implement an all-way stop control

The *Ontario Highway Traffic Act* governs the installation of stop control. Section 137(a) stipulates council of a municipality may, through bylaw, provide for the installation of stop signs at intersections on highways under its jurisdiction.

The Ministry of Transportation of Ontario provides criteria for implementation of an all-way stop control

The Region evaluates intersections for an all-way stop control using criteria set out by the Ministry of Transportation of Ontario. The criteria consist of vehicular and pedestrian volumes, as well as collision experience. In addition, an all-way stop control may be considered when traffic engineering studies indicate it will be effective in addressing safety concerns.

The majority of all-way stops are recommended by staff through engineering studies. In the past five years, Council has endorsed six all-way stop locations. Two of the six locations satisfied Ontario Traffic Manual all-way stop criteria while four were recommended by staff in order to address traffic safety concerns.

All-Way Stop Control on Regional Roads

The *Municipal Act, 2001* permits delegation of certain powers and duties of Council, subject to conditions

Section 23.1 of the *Municipal Act, 2001* permits municipalities to delegate their powers and duties subject to certain restrictions, depending on the nature and scope of the delegation. A delegation may be made to members of Council, committees, individuals appointed by Council or Regional staff and may be subject to conditions that Council considers appropriate. In 2015, under this provision, Council delegated authority to the Commissioner of Transportation Services to implement load restrictions on Regional roads, thereby eliminating the need for Council approval in each case.

Council has since delegated authority to the Commissioner to implement and remove right turn on red restrictions, as well as U-Turn restrictions, as appropriate. In each case, the Regional Clerk was authorized to amend the schedule to the respective bylaws to maintain an official record of the Commissioner's decisions.

Traffic control is approved though delegated authority or Council approval

The Region uses three main types of intersection control measures. Evaluation and approval for each type varies as follows:

- Two-way stop control is the default intersection control. Under the Highway Traffic Act and Bylaw R-629-79-109, stop control is automatically assigned to a lower volume road that intersects with a "Through Highway". All Regional roads are designated as "Through Highway".
- All-way stop control is evaluated using the Ontario Traffic Manual all-way stop criteria. Currently, to install an all-way stop, Bylaw R-629-79-109 must be amended which requires Council approval. This report recommends delegating authority to the Commissioner of Transportation Services to install all-way stop where warranted or where required.
- Traffic signals are evaluated using the Ontario Traffic Manual Traffic Signal Warrant. Under Bylaw 2016-3, staff has delegated authority to install traffic signals that satisfy the traffic signal warrant. However, when the warrant criteria has not been satisfied, traffic signal installation can only be approved by Council.

4. Analysis and Implications

An all-way stop control provides for the orderly movement of traffic and helps reduce right-angle and turning movement collisions

An all-way stop control provides for the orderly movement of traffic and is recommended at intersections with high collision frequency to help reduce right-angle and turning movement collisions. An all-way stop control is not as common at Regional intersections as traffic signals. An all-way stop control is generally considered at intersections of two lower volume roadways with relatively similar traffic volumes and operating characteristics on all approaches.

Under some circumstances, an all-way stop control may improve traffic operations and traveller safety, despite not meeting Ministry of Transportation of Ontario criteria. Examples include locations with unconventional intersection configuration, limited sight distance or unique traffic patterns.

Delegated authority is requested to implement an all-way stop control when required

To be more responsive to traffic operations and traveller safety, delegated authority is requested for the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction as required. This would allow staff to react more quickly to operational and safety concerns. Enactment of a bylaw providing for the delegation and setting out the criteria to be applied is required.

To ensure appropriate records are maintained, the Commissioner will formally advise the Regional Clerk of any decisions made under the delegated authority and that the Regional Clerk be directed to amend the schedule to the bylaw governing all-way stop control and to notify York Regional Police of the amendments.

Council may continue to receive deputations to review an all-way stop control assessment

Citizens may appear at any public meeting of council or a Committee and present a deputation to request an all-way stop control or request results of a previous assessment be reconsidered. Council may refer the deputation to staff for review or exercise their powers to approve or deny the request.

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5. Financial Considerations

There is no financial impact as a result of this report. Costs to implement any all-way stop control would be included in the annual Transportation Services Operating Budget.

6. Local Municipal Impact

Local municipal staff would be consulted on a case-by-case basis when considering implementing an all-way stop control at intersections under the Region's jurisdiction.

7. Conclusion

An all-way stop control provides for the orderly movement of traffic and helps reduce right-angle and turning movement collisions. In addition, an all-way stop control may be implemented at specific locations to improve traffic operations and traveller safety despite not meeting Ministry of Transportation of Ontario criteria.

As permitted under the *Municipal Act, 2001*, Council may delegate certain powers and duties to staff to promote efficiencies in managing daily business.

Delegated authority is requested for the Commissioner of Transportation Services to implement an all-way stop control at intersections under the Region's jurisdiction. The Commissioner will formally advise and direct the Regional Clerk to amend the schedule to the bylaw governing all-way stop control and to notify York Regional Police of the amendments.

For more information on this report, please contact Joseph Petrungaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

February 14, 2018

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Accessible formats or communication supports are available upon request