



# REPORT

## Public Works, Parks and Trails

**TO:** Public Works and Active Transportation Committee

**FROM:** Courtney Clarke, Director of Public Works, Parks, and Trails

**DATE:** June 23, 2025

**REPORT:** PWO 06-23                      **FILE NO.**

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**SUBJECT:** Proposed All-Way Stop and Pedestrian Crossing at Centre Road & Maple Street

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### BACKGROUND:

Safe Roads Engineering (SRE) was hired by the Township of Uxbridge to conduct a traffic study on Centre Road, between Brock Street West and Bolton/North Street. On August 12, 2024, SRE's report was presented to Council, and the following recommendation was approved:

- Convert the existing pedestrian crossings at Symes / Young Streets and Maple Street to Level 2 Type D crossings, with one crossing potentially upgraded to Level 2 Type C.

Other related safety improvements for Centre Road were also approved at that time, with implementation planned for 2025.

### DISCUSSION:

Staff recommend installing an all-way stop and maintaining a Level 2 Type D pedestrian crossing at the intersection of Maple Street and Centre Road. This would include stop signs and pavement markings on all four approaches. The proposed treatment is intended to reduce vehicle speeds, improve driver awareness of pedestrians, and provide a cost-effective, low-maintenance safety improvement.

The combination of an all-way stop with a Level 2 Type D crossing enhances pedestrian safety by requiring all vehicles to come to a complete stop before proceeding. This approach avoids the need for specialized equipment, and ensures that maintenance responsibilities remain with Township staff, eliminating the need for external maintenance contracts.

Level 2 Type D crossings use static signage to alert drivers to pedestrian activity. In contrast, Level 2 Type C crossings include a Rapid Flashing Beacon (RFB) that activates when a pedestrian is present. As the Township does not typically maintain RFB systems, these are usually managed by the Region, adopting a Type C crossing would require a long-term maintenance plan and a shift in responsibilities.

Following further consultation, Safe Roads Engineering confirmed that converting the intersection to an all-way stop is a suitable alternative to the previously potential recommended Level 2 Type C crossing. They advised that the existing Level 2 Type D crossing on the north leg of the intersection can remain, and that the addition of all-way stop control provides sufficient traffic calming and pedestrian protection. As a result, the 'dragon teeth' pavement markings normally used with Type D crossings are unnecessary, since stop bars and signage will already prompt drivers to stop and be alert.

Given these considerations, staff support the implementation of an all-way stop and Level 2 Type D crossing at Maple Street and Centre Road as the most practical, effective, and manageable solution for improving intersection safety.

## **ALIGNMENT TO STRATEGIC PRIORITIES:**

### **5.3 Enhance Community Safety**

- 5.3.8 Continue to monitor and address road safety.

## **RECOMMENDATION**

THAT Report PWO 06-25 be received for information;

AND THAT Council approves the implementation of an all-way stop and Level 2 Type D pedestrian crossing at the intersection of Centre Road and Maple Street.

Respectfully Submitted by: Courtney Clarke, Director of Public Works, Parks, and Trails