

# Proposed Crosswalk Marking Policy and All-Way Stop Sign Control Justification Policy

**Community Council Consultation**

*September 2025*

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# Summary

At its June meeting, City Council directed Transportation Services to present proposed updates to two policies that support the Vision Zero Road Safety Plan to the four Community Councils for feedback:

- Crosswalk Marking Policy; and
- All-Way Stop Sign Control Justification Policy

Transportation Services will report back to the Infrastructure and Environment Committee in the fourth quarter of 2025 on the proposed policies and any updates as a result of consultation with Community Councils.

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# Crosswalk Marking Policy

**Purpose:** to compile a singular document that outlines the City's policies regarding the installation of crosswalk markings, including existing and updated practices.

*Existing Transportation Services practices incorporated:*

- Crosswalk markings are installed at all new crossing locations where right-of-way is controlled by a stop or yield sign, PXO, traffic signal, or a School Crossing Guard.
- Crosswalks are typically marked across all legs when an intersection is controlled by stop signs on all approaches or by a full signal.
- While it is preferred that all controlled crossings are marked, it can be acceptable to not mark a crossing across a low-speed, low-volume roadway.
- Uncontrolled crosswalks are not marked.

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# Crosswalk Marking Policy

## Zebra Crosswalk Markings

*Transportation Services proposes to incorporate the existing Council-adopted Zebra Crosswalk Marking Policy, last updated in November 2023 to include the following locations:*

- Signalized crossings;
- Pedestrian crossovers (PXOs);
- Stop-controlled intersections within Pedestrian Safety Corridors, School Safety Zones, and Senior Safety Zones;
- Supervised school crossing locations (marked crosswalks controlled by a School Crossing Guard during school hours but uncontrolled at other times); and
- Locations where Transportation Services has identified a safety concern.

All other marked crosswalks receive the standard treatment of two white lines that delineate the sides of the pedestrian crossing area.



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# Crosswalk Marking Policy

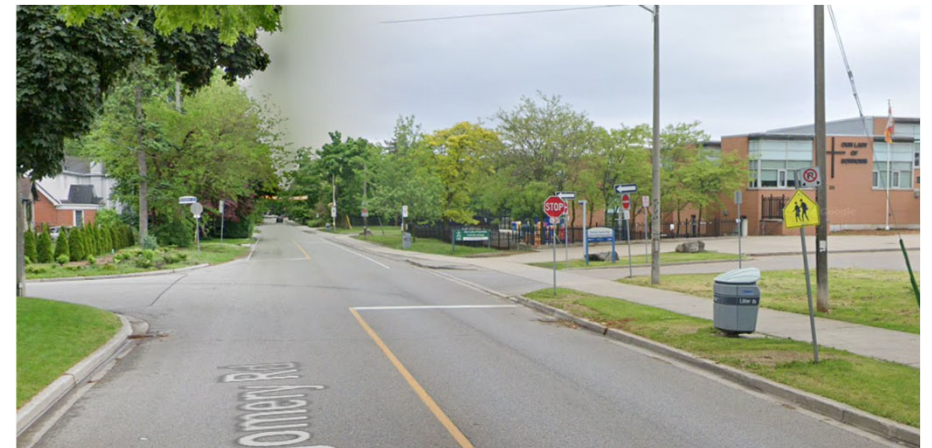
## Crosswalks at Locations Without Sidewalks

Transportation Services' current practice is to only installing crosswalk markings where sidewalks are present on both sides of intersection:

- This has resulted in intersections where no crosswalk lines are present, even though pedestrians may be crossing and have the right-of-way over vehicle operators.
- There are many neighbourhoods across the City where sidewalks are not present – these locations often have challenges that make sidewalk installation infeasible.
- Crosswalks are an important pedestrian safety device that delineate the path for people as they cross a roadway and provide visual cues for vehicle operators to look out for people crossing.

*Transportation Services is revising its practice such that:*

- Crosswalks can be marked on streets without sidewalks, where appropriate – the application will vary depending on the nature of the intersection.



*Montgomery Road and Belvedere Boulevard where a crosswalk can be added for school children crossing to the adjacent school.*

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# Crosswalk Marking Policy

## Crosswalks at Locations Without Ramps

Transportation Services' current practice is to only install crosswalk markings at a **stop-controlled intersection** if a sidewalk ramp is present, which has led to delays with installing crosswalk markings until the necessary ramp can be constructed.

*Transportation Services is revising its practice such that:*

- While it is preferable to install stop signs, crosswalk lines, and sidewalk ramps all at the same time, crosswalk lines can be added at the time of stop sign installation.
- In the event that crosswalk lines are added before sidewalk ramps can be constructed, staff will attempt to minimize the time between crosswalk line and sidewalk ramp installation.
- While it is preferred that sidewalk ramps be added to provide a designated space for pedestrians to wait before crossing on streets without sidewalks, the construction of sidewalk ramps will not be required before installing crosswalk lines.



*Macdonell Avenue and Rideau Avenue where a crosswalk was marked in advance of ramp construction*

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# Crosswalk Marking Policy

## Crosswalks Leading to Low-Volume Driveways

When designing and installing crosswalks in constrained locations, there may be instances where the alignment of a crosswalk is in conflict with the location of a low-volume driveway.

- In practice, staff make best efforts to avoid leading a crosswalk into a driveway by slightly realigning the crosswalk, with consideration for the expected path of pedestrian travel.
- However, in many instances, avoiding a driveway would result in a crosswalk alignment that significantly diverts pedestrians from the most direct and expected path of travel.

*Transportation Services updated its practice in 2021 such that it can be acceptable to lead a crosswalk into a low-volume driveway, which is incorporated into the Crosswalk Marking Policy.*

- In these instances, a portion of the driveway is designed to provide the additional function of a sidewalk ramp.
- Residents maintain full access of their driveway and can drive over the ramp to enter/exit.



*Heathdale Road and Raglan Avenue, where a portion of the driveway provides the sidewalk ramp.*

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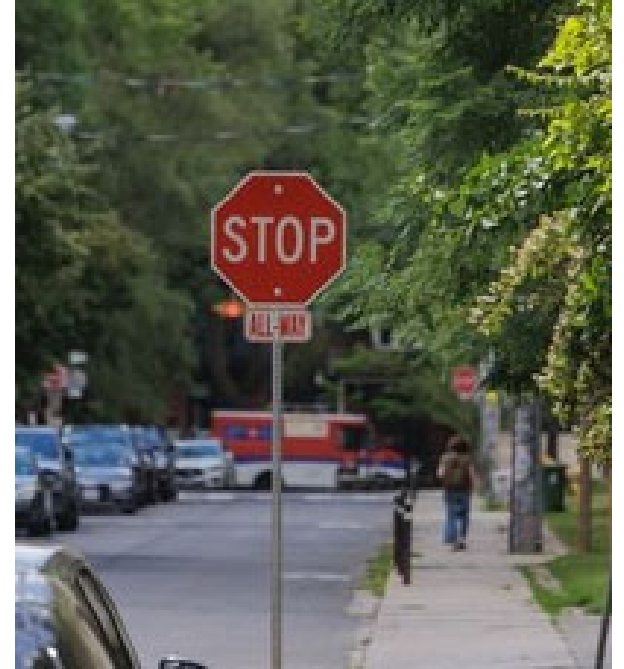
# All-Way Stop Sign Control Justification Policy

**Purpose:** to provide guidance on the technical justification to support a recommendation for installation of All-Way Stop Control (AWSC).

The current Policy was adopted by City Council in March 2001 and outlines four considerations for installation of AWSC:

1. Collision experience;
2. Traffic volume;
3. Installation as an interim measure where traffic signals are technically justified but cannot be implemented immediately; and
4. Intended to provide a transition period to accustom drivers to a change in intersection right-of-way control from one direction to another.

In June 2019, the All-Way Stop Sign Control Policy was amended to apply a factor of '2' to all pedestrians.

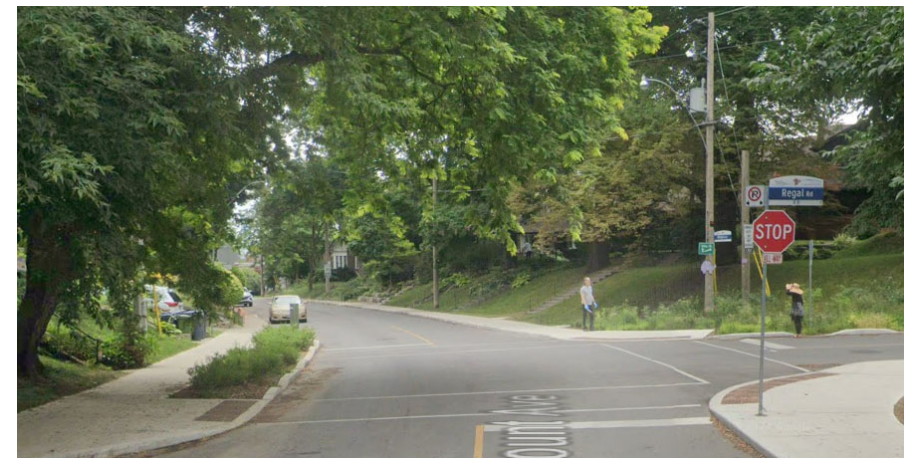


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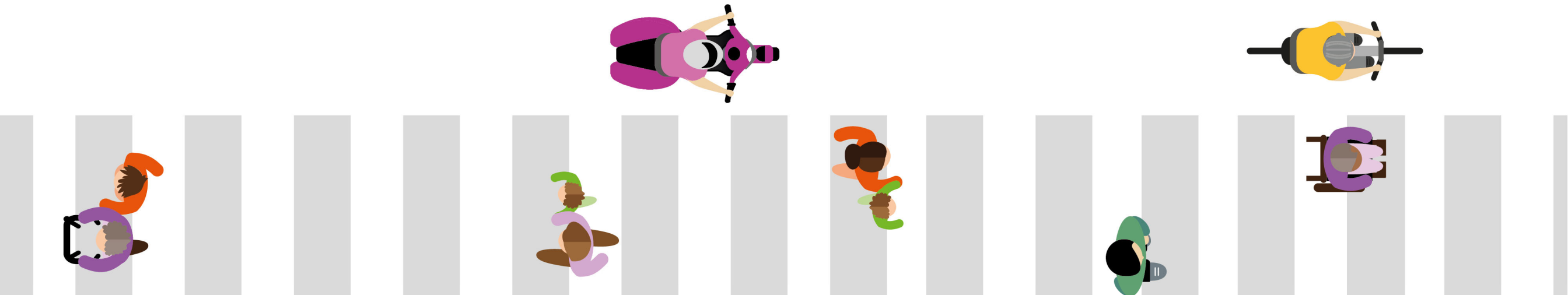
# All-Way Stop Sign Control Justification Policy (cont.)

*Transportation Services is recommending two minor updates:*

1. Add consideration for all-way stop control based on inadequate sight lines to bring the City's Policy in-line with the latest version of the Ontario Traffic Manual Book 5 – Regulatory Signs.
2. Update the name of the Policy to be consistent with the other justification policies that apply to Pedestrian Crossing Protection Devices and Traffic Control Signals, as adopted by City Council in June 2025.



*Springmount Avenue and Regal Road, which has all-way stop control*



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