

**Subject: Permanent All-Way Stop Control at Intersection of Shauna Crescent,
Evening Shadow Avenue, and Ashley Cardill Lane**

File Number: ACS2023-OCC-CCS-0075

**Report to Transportation Committee on 22 June 2023
and Council 28 June 2023**

Submitted on June 1, 2023 by Councillor G. Darouze

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Ward: Osgoode (20)

**Objet : Installation de panneaux d'arrêt toutes directions permanents à
l'intersection du croissant Shauna, de l'avenue Evening Shadow et
de la ruelle Ashley Cardill**

Dossier : ACS2023-OCC-CCS-0075

Rapport au Comité des transports

le 22 juin 2023

et au Conseil le 28 juin 2023

Soumis le 1er juin 2023 par Conseiller G. Darouze

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REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council approve the installation of a permanent all-way stop control at the intersection of Shauna Crescent, Evening Shadow Avenue, and Ashley Cardill Lane.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions permanents à l'intersection du croissant Shauna, de l'avenue Evening Shadow et de la ruelle Ashley Cardill.

BACKGROUND

This intersection has always had stop signs on Evening Shadow Avenue and Ashley Cardill Lane, while there were never stop signs on Shauna Crescent. Following a traffic review conducted by staff in recent years, it was determined that the stop signs were intended to be placed on Shauna Crescent, as opposed to their current location. Staff is currently undertaking the process of reassignment of stop control at the intersection, and a temporary all-way stop control has been implemented while that work is ongoing.

DISCUSSION

There have been multiple concerns raised from residents in recent weeks regarding the potential changes and implementation of a reassigned two-way stop on Shauna Crescent as opposed to their current locations. Various residents within the local community have indicated that they were extremely happy to see that there was all-way stop control implemented, only to be disappointed that this was not a permanent solution.

Furthermore, there have been a multitude of safety concerns and speeding concerns raised by residents at this intersection in recent years. These concerns were the reason for the initial traffic review that was conducted by staff, which eventually concluded that the stop signs were not in the correct location, but that all-way stop control was not warranted. As such, this report seeks the installation of permanent all-way stop control at the intersection in order to improve the conditions for local residents.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations.

LEGAL IMPLICATIONS

There are no legal impediments associated with the implementation of the recommendations of this report.

The following information is provided for reference.

the Integrated Accessibility Standards Regulation (the "IASR"), being Ontario Regulation 191/11, passed under the Provincial Accessibility for Ontarians With

Disabilities Act, 2005 (“AODA”) contains the Design of Public Spaces Standard, which applies to the City of Ottawa. This Standard, in effect for the City since January 1, 2016, prescribes certain standards for “new” or “redeveloped” public spaces and various elements such as exterior paths of travel and pedestrian crossings. In particular, when a new pedestrian crossing is implemented at an intersection, the IASR requires the pedestrian crossing to meet certain accessibility standards such as the requirement for a depressed curb or a curb ramp and the placement of tactile walking surface indicators. The City’s own Accessibility Design Standards further reinforce these requirements for pedestrian crossings.

The City is required to submit an accessibility compliance report to the provincial Accessibility Directorate every two years to confirm that it has met its current accessibility requirements under the AODA, which will include compliance with the Design of Public Spaces Standard. Should the City report non-compliance in the accessibility report, the Accessibility Directorate may further require an explanation for the non-compliance and will likely expect the City to develop a plan to achieve compliance. Non-compliance with the AODA is subject to review by the provincial director designated under the legislation, and enforcement actions may include inspections and the issuance of orders to produce accessibility reports or to rectify the non-compliance. Such orders are appealable to the designated provincial tribunal. Non-compliance with an order may incur the imposition of administrative penalties or charges.

For further clarity, neither Committee nor Council have the authority to provide an exemption from AODA requirements for exterior paths of travel and pedestrian crossings, given that the AODA is provincial law.

COMMENTS BY THE WARD COUNCILLOR(S)

As the Councillor bringing this report forward, I am aware and supportive of the report.

CONSULTATION

Ongoing consultation with the local community, as well as drivers who use the intersection prior to this report.

Departmental Comments:

Staff Position/Recommendation

At this time Traffic Services does not support the implementation of an All-Way Stop Control (AWSC) at the intersection of Shauna Crescent and Evening Shadow Avenue/Ashley Cardill Lane as the location does not meet the necessary warranting criteria approved by Council as part of the October 2020 Intersection All-Way Stop Control Warrant Report.

Traffic Services are currently in the process of reassigning the stop control from the Evening Shadow Avenue/ Ashley Cardill Lane approaches to the Shauna Crescent approaches following consultation with the Ward Councillor. This process is currently paused pending the outcome of this report. Staff recommend that the AWSC be installed only once warranting criteria are met.

Rationale

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. The City's Intersection All-Way Stop Control Warrant was developed and approved by Council on October 14, 2020. As per the Council-approved warrant, where a local road intersects with a collector road, or an urban arterial road intersects with a local or collector road, the warrant is based on a point system where an intersection can obtain a maximum of 25 points. In order for an intersection to meet the warrants, it must obtain a score of 70% or 17.5 out of 25 points.

The warrant criteria considers:

1. Preventable collisions over the last three years; or
2. Intersection sightlines; or
3. Weighted scoring, which includes
 - Total intersection volume;
 - Minor street volume and pedestrians crossing the major roadway;
 - Directional Split;
 - Pedestrian exposure; and
 - Proximity to pedestrian generators.

AWSC is installed when one of the three warrant criteria noted above is satisfied. The weighted scoring warrant is a points based approach where points are awarded based on the percentage of total vehicle volume for all approaches based on an average of 200 vehicles per hour over the heaviest 8-hour period, the percentage of the total minor street volume (including pedestrians crossing the major road) based on an average of

80 vehicles per hour over the heaviest 8-hour period, the directional volume split ratio between the major road and the minor road, the pedestrian exposure percentage for pedestrians crossing the major road with conflicting vehicle volumes, and the proximity the intersection is to a high pedestrian generator. An intersection is also warranted when three or more intersection collisions considered preventable by AWSC have occurred over the last three years, or when there is restricted visibility at the intersection.

Outcome of Intersection Review

Traffic Services staff have completed a review of the intersection brought forward by Councillor Darouze for the installation of AWSC. As per the outcome of the completed review, the Shauna Crescent and Evening Shadow Avenue/Ashley Cardill Lane intersection **does not meet the AWSC warrant criteria** and staff cannot recommend its installation. **Staff recommend** that the reassignment of stop control from the Evening Shadow Avenue/Ashley Cardill Lane approaches to the Shauna Crescent approaches be completed as this will help to address the original concern of vehicles not stopping for the current stop control on Evening Shadow Avenue/Ashley Cardill Lane.

The outcome of staff's review indicate that the Shauna Crescent and Evening Shadow Avenue/Ashley Cardill Lane intersection does not meet AWSC warrant criteria given that:

- there have been no reported angle collisions in the past three years of available data (period of January 01, 2020 to December 31, 2022);
- Only 8% of the overall weighted criteria is currently met as confirmed through a February 2020 count (70% required in order to meet the warrants); and,
- the stopping sight distance requirement (based on the post speed of 50km/h) of a minimum 85 metres in both directions is met.

It is staff's experience that the implementation of an unwarranted AWSC at this intersection will likely result in:

- a very low compliance for stopping since vehicles travelling along the major road will rarely encounter a vehicle coming from the minor road;
- a potential to increase the collisions at these intersections due to the likely low compliance to stopping; and,

- the creation of a false sense of security for pedestrians crossing at the intersection (particularly for children) that all vehicles will stop for them and for drivers of vehicles exiting from the minor road to the major road.

Should AWSC be implemented at this intersection, considerable police enforcement would be required on an on-going basis to address issues with drivers not obeying the stop requirement.

Accessibility Implications

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 a requirement of this rural intersection, there are no accessibility implications associated to the implementation of an AWSC at this location.

Cost Estimate

Staff estimate that the cost to implement AWSC at the intersection will be approximately \$2,750 for the installation of regulatory signs and pavement markings. The estimate includes materials and associated labour to complete the work, and, will be covered by the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

The Accessibility Impacts have been identified in the staff comment section of this report.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

The proposed changes occur at an intersection in a rural ward.

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

The Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.