

**3. ALL WAY STOP CONTROL (AWSC) INSTALLATIONS
AT TWO INTERSECTIONS IN WARD 12**

**INSTALLATION DE PANNEAUX D'ÂRRET TOUTES DIRECTIONS
À DEUX INTERSECTIONS DU QUARTIER 12**

COMMITTEE RECOMMENDATIONS

That Council approve the installation of All Way Stop Control at the intersections of:

- 1. Olmstead Street and Lévis Avenue, and;**
- 2. Cumberland Street and Boteler Street.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection :

- 1. de la rue Olmstead et de l'avenue de Lévis, et;**
- 2. de la rue Cumberland et de la rue Boteler.**

DOCUMENTATION / DOCUMENTATION

- 1. Committee Coordinator's Report, Council and Committee Services, Office of the City Clerk, dated 28 March 2022 (ACS2022-OCC-TRC-0005).**

Rapport du Coordonnateur de comité, Services des comités et du conseil, Bureau du greffier municipal, daté le 28 mars 2022 (ACS2022-OCC-TRC-0005).

**TRANSPORTATION COMMITTEE 29
REPORT 27
13 APRIL 2022**

**COMITÉ DES TRANSPORTS
RAPPORT 27
LE 13 AVRIL 2022**

**Subject: All Way Stop Control (AWSC) Installations at Two Intersections in
Ward 12**

File Number: ACS2022-OCC-TRC-0005

**Report to Transportation Committee on 6 April 2022
and Council 13 April 2022**

**Submitted on March 28, 2022 by Christopher Zwierzchowski,
Committee Coordinator**

Contact Person: Councillor M. Fleury, Rideau-Vanier Ward (12)

613-580-2482, Mathieu.Fleury@ottawa.ca

Ward: Rideau-Vanier (12)

**Objet : Installation de panneaux d'arrêt toutes directions à deux
intersections du quartier 12**

Dossier : ACS2022-OCC-TRC-0005

Rapport au Comité des transports

le 6 avril 2022

et au Conseil le 13 avril 2022

**Soumis le 28 mars 2022 par Christopher Zwierzchowski,
Coordonnateur du comité**

Personne ressource : Conseiller M. Fleury, Quartier Rideau-Vanier (12)

613-580-2482, Mathieu.Fleury@ottawa.ca

Quartier : Rideau-Vanier (12)

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council approve the installation of All Way Stop Control at the intersections of:

- 1. Olmstead Street and Lévis Avenue, and;**
- 2. Cumberland Street and Boteler Street.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection :

- 1. de la rue Olmstead et de l'avenue de Lévis, et;**
- 2. de la rue Cumberland et de la rue Boteler.**

BACKGROUND

Intersection All-Way Stop Control Warrant:

The City's Intersection All-Way Stop Control Warrant was developed and approved by council on October 14, 2020. Where two local residential roadways intersect, the warrant criteria consider:

- Preventable collisions over the last three years; or
- Intersection sightlines.

AWSC is installed when one of the two warrant criteria noted above is satisfied. An intersection is warranted when an average of three or more intersection collisions per year considered preventable by AWSC have occurred over the last three years, or when there is restricted visibility at the intersection.

DISCUSSION

The Ward Councillor believes there is a serious safety concern at these two intersections that could be rectified by introducing all-way stop control.

Pedestrians and cyclists use these intersections frequently, and stop signs have been requested on multiple occasions. Temporary traffic calming measures (flex stakes) attempted to resolve concerns but proved insufficient in the past.

Boteler Street and Cumberland Street

Boteler and Cumberland received cycling infrastructure improvements from Lowertown to the Union Street roundabout, connecting Lowertown to New Edinburgh. Both streets are well-used by pedestrians and cyclists and are bidirectional. Boteler connects Sussex Avenue to King Edward Avenue as the busier residential street. The longest stretch is a one-way that is much too wide than is needed for this area, and drivers use this to their advantage to speed to King Edward Avenue - adding to an already well-known challenge of speeding on King Edward. In addition, sightlines are poor. The recent improvement creates an unsafe challenge for cyclists trying to access this new multi-use cycling pathway infrastructure. They cannot legally nor safely move across the Boteler intersection because vehicles on Boteler do not have a stop condition.

Olmstead Street and Lévis Avenue

The Lévis Avenue and Olmstead Street intersection is an excellent example of the transformation of the Vanier community. As a City, Vanier acted more as a suburb of Ottawa a generation ago. Since then, things have changed, including many families returning to the urban, attractive area. Many Vanier residential streets received updates, with today's standards for roads and sidewalks where many sidewalks did not exist. Considerations for residents' safety, particularly vulnerable residents, including community members with accessibility needs, the elderly, and children, should be present and created, especially on streets where updates have not yet occurred. Until all residential streets are redone, we must leverage the seasonal traffic calming, the 30km/h speed reduction efforts by adding the missing stop sign to ensure this community is safe and walkable.

FINANCIAL IMPLICATIONS

This report has no budget implications. Costs for the signage and pavement markings will be absorbed within the 2022 approved Traffic Services operating budget.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations as outlined in this report.

COMMENTS BY THE WARD COUNCILLOR(S)

I want to thank residents in Lowertown, Sandy Hill and Vanier for working with my team and me to improve residential street safety, specifically near schools and vulnerable active transportation users.

In Vanier, the lack of a stop sign at Olmstead Street and Lévis Avenue has been an immense challenge for several years. Over the years, we have worked with adding seasonal traffic calming measures to attempt to mitigate the safety of walking school children (going to Assumption School) across Olmstead at Lévis. It has proven not to be enough on its own to ensure safety.

This block is the first block parallel to Montreal Road, and the flow of pedestrians because of the school is significant. In addition to school children and parents, the Vanier Community Resource Centre is a stone's throw from the school. This organization receives hundreds of walking visitors daily to access community services. Less than a block away is the Assumption Church, which hosts several community services and welcomes large groups both on foot and by car, adding significant traffic that a stop measure could help manage the flow. This stop sign will help mitigate the cut-through speeding between Montreal Road and McArthur Avenue while targeting an important safe crossing environment at this intersection.

In Lowertown, for Cumberland Street and Boteler Street, last year saw a significant cycling connection improvement created connecting cyclists to the Union Street roundabout. Without this all-stop condition, cyclists who access the bi-directional lane enter and exit while attempting to cross Boteler Street at their own risk because of the dangerous speeding occurring along Boteler. An all-way stop condition would mitigate this and ensure collisions do not happen while cyclists connect to our City's multi-use connections. We want to ensure this residential area of Lowertown has comfortable walking or cycling conditions to safely connect to the new cycling, increasing its use and promoting safe cycling in our City.

The all-way stop sign will provide these needed safer pedestrian movements within these residential areas.

ADVISORY COMMITTEE(S) COMMENTS

No Advisory Committees were consulted in the preparation of this report.

CONSULTATION

Public Works Department Comment:

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. Where two local residential roadways intersect, the warrant criteria consider:

- Preventable collisions over the last three years; or
- Intersection sightlines.

AWSC is installed when one of the two warrant criteria noted above is satisfied. An intersection is warranted when an average of three or more intersection collisions per year considered preventable by AWSC have occurred over the last three years, or when there is restricted visibility at the intersection.

Outcome of Intersection Reviews:

Traffic Services staff have completed a review of the intersections brought forward by Councillor Fleury for the installation of AWSC. As per the outcome of the completed reviews, the intersections do not meet the AWSC warrant criteria and staff cannot recommend its installation.

The outcome of staff reviews are the following:

- **Intersection 1 - Olmstead Street and Lévis Avenue:** The intersection does not meet the AWSC warrant criteria given that:
 - there has been 1 reported angle collision in the past three years of available data (period of January 01, 2017 to December 31, 2019); and,
 - Only 58% of the overall weighted criteria is currently met as confirmed through an April 2018 count (70% required in order to meet the warrants)

- the stopping sight distance requirement (based on the operating speed of 53km/h) of a minimum 75 metres in both directions is met.
- **Intersection 2 – Cumberland Street and Boteler Street** :The intersection does not meet the AWSC warrant criteria given that:
 - there have been no reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019); and,
 - the stopping sight distance requirement (based on the operating speed of 52km/h) of a minimum 75 metres in both directions is met.

It is staff's experience that the implementation of an unwarranted AWSC at any of these intersections 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 and also this new stop sign is in close proximity to two other stop signs;
- 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 either of these locations, considerable police enforcement would be required on an on-going basis to address issues with drivers not obeying the stop requirement. Driver frustration and stop compliance issues may be exacerbated given the short separation between AWSC controlled intersections in this area of Sandy Hill.

Staff estimate that the cost to implement AWSC at both intersections will be approximately \$3,350.00 for the installation of regulatory signs and pavement markings. The costs of labour and materials will be covered by the Traffic Services operating budget.

ACCESSIBILITY IMPACTS

No specific Accessibility Impacts have been identified in the preparation of this report. Staff will be available at the meeting to respond to questions, as may be required.

ASSET MANAGEMENT IMPLICATIONS

No specific Asset Management Implications have been identified in the preparation of this report. Staff will be available at the meeting to respond to questions, as may be required.

RISK MANAGEMENT IMPLICATIONS

No specific Risk Management Implications have been identified in the preparation of this report. Staff will be available at the meeting to respond to questions, as may be required.

RURAL IMPLICATIONS

No specific Rural Implications have been identified in the preparation of this report. Staff will be available at the meeting to respond to questions, as may be required.

TERM OF COUNCIL PRIORITIES

No specific Term of Council Priorities have been identified in the preparation of this report. Staff will be available at the meeting to respond to questions, as may be required.

SUPPORTING DOCUMENTATION

Not applicable.

DISPOSITION

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