

1. **ALL WAY STOP CONTROL AT FIVE INTERSECTIONS IN WARD 12**
INSTALLATION DE PANNEAUX D'ARRÊT TOUTES DIRECTIONS À CINQ
INTERSECTIONS DU QUARTIER 12

COMMITTEE RECOMMENDATIONS

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

- **Ste-Monique Street at Marquette Avenue**
- **Ste-Monique Street at Lavergne Street, to occur only if / when the grade of the slope of Ste-Monique is flattened to align with the minimum grade values for stop controls at intersections as identified in the Transportation Association of Canada's Geometric Design Guide;**
- **Stewart Street at Nelson Street;**
- **Stewart Street at Cobourg Street; and,**
- **Stewart Street at Augusta Street.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions aux intersections suivantes :

- **rue Ste-Monique et avenue Marquette;**
- **rue Ste-Monique et rue Lavergne (cette installation est toutefois conditionnelle à la diminution de l'inclinaison de la pente de la rue Ste-Monique afin de respecter les valeurs de pente minimales pour l'installation de panneaux d'arrêt toutes directions spécifiées dans le Guide canadien de conception géométrique des routes de l'Association**

- des transports du Canada);**
- **rue Stewart et rue Nelson;**
 - **rue Stewart et rue Cobourg;**
 - **rue Stewart et rue Augusta.**

DOCUMENTATION / DOCUMENTATION

1. **Committee Coordinator's report, Transportation Committee, dated 25 April 2022 (ACS2022-OCC-TRC-0013).**

Rapport du Coordonnateur de comité, Comité des transports, daté le 25 avril 2022 (ACS2022-OCC-TRC-0013).

Subject: All Way Stop Control at Five Intersections In Ward 12

File Number: ACS2022-OCC-TRC-0013

Report to Transportation Committee on 4 May 2022

and Council 11 May 2022

**Submitted on April 25, 2022 by Christopher Zwierzchowski,
Committee Coordinator**

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

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Ward: Rideau-Vanier (12)

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

Dossier : ACS2022-OCC-TRC-0013

Rapport au Comité des transports le 4 mai 2022

et au Conseil le 11 mai 2022

**Soumis le 25 avril par Christopher Zwierzchowski,
Coordonnateur du comité**

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

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Quartier : Rideau-Vanier (12)

REPORT RECOMMENDATIONS

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

- **Ste-Monique Street at Marquette Avenue**

- **Ste-Monique Street at Lavergne Street, to occur only if / when the grade of the slope of Ste-Monique is flattened to align with the minimum grade values for stop controls at intersections as identified in the Transportation Association of Canada's Geometric Design Guide;**
- **Stewart Street at Nelson Street;**
- **Stewart Street at Cobourg Street; and,**
- **Stewart Street at Augusta Street.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions aux intersections suivantes :

- **rue Ste-Monique et avenue Marquette;**
- **rue Ste-Monique et rue Lavergne (cette installation est toutefois conditionnelle à la diminution de l'inclinaison de la pente de la rue Ste-Monique afin de respecter les valeurs de pente minimales pour l'installation de panneaux d'arrêt toutes directions spécifiées dans le Guide canadien de conception géométrique des routes de l'Association des transports du Canada);**
- **rue Stewart et rue Nelson;**
- **rue Stewart et rue Cobourg;**
- **rue Stewart et rue Augusta.**

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 newly approved 30km/h residential zones in Rideau-Vanier allow unique opportunities to consider additional measures to improve pedestrian safety.

For the St Monique stop sign requests, there is a new opportunity with the City's infrastructure team planning a road renewal with consultation coming up in May 2022. This opportunity has allowed the infrastructure planning team to present a street design with the most modern traffic calming measures, which will improve the pedestrian crossing with all-way stop conditions.

For the Stewart street stop sign request, this important residential street parallel to Rideau and Laurier East is often used by non-residents as a neighbourhood cut-through. The City worked diligently in Sandy Hill to ensure all streets have sidewalks on both sides, which has led this community to be one of the most walkable ones in Ottawa. The addition of all way-stop will bring more attention to the area's high volume of pedestrian movements.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation in this report.

COMMENTS BY THE WARD COUNCILLOR

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

In Vanier, the St. Monique intersection has been a challenge for several years; we have continued to improve the seasonal traffic calming measures to mitigate the safety of walking to the school, the library and the local park through this rare east west movement in this area of the community. These stop signs will help mitigate the speeding from vehicles travelling to and from Marier avenue via St. Monique while targeting the upcoming City infrastructure investment in making a much safer crossing environment for this intersection.

These all-way stop sign locations along Stewart street in Sandy Hill are a significant, meaningful connection for cyclists and pedestrians. We are trying to ensure slower movements, which are now posted at 30km for the residential area known as Sandy Hill North (between Laurier East and Rideau). We have high-volume streets in the area, including King Edward and Charlotte. We want to maximize the use of those corridors which intend to carry the busier volumes. We want to maximize the residential slow and safe environments within Sandy Hill residential areas, which at times feel the tension of the commuting and cut-through. The residents of Stewart Street want cars to stop at both corners to ensure that they are not speeding for three square blocks and endangering pedestrians and cyclists. Without these, all stop conditions, the cyclists and pedestrians crossing the vital connection within the residential community linking Laurier East to Rideau without vehicular stop conditions increase speeding and create dangerous interaction. This is a residential area of Sandy Hill, the Francojeunesse Pavillion, the cycling connection, and the high volume of walkers. These AWSC will ensure safer and encourage increased use.

The all-way stop sign does provide for safer pedestrian movement within 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 it's installation at these locations.

The outcome of staff reviews are the following:

- **Intersection 1 - Ste-Monique Street at Marquette Avenue:** The intersection does not meet the AWSC warrant criteria given that:
 - there was one reported angle collision in the past three years of available data (period of January 01, 2018 to December 31, 2020); and,
 - the stopping sight distance requirement is met in both directions.
- **Intersection 2 – Ste-Monique Street at Lavergne Street:** The existing grade of the slope on Ste-Monique Street north of the intersection is very steep, and not conducive to the installation of a stop sign at this location. Also, 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, 2018 to December 31, 2020); and,
- the stopping sight distance requirement is met in both directions.
- **Intersection 3 - Stewart Street at Nelson Street:** The intersection does not meet the AWSC warrant criteria given that:
 - there were two reported angle collisions in the past three years of available data (period of January 01, 2018 to December 31, 2020); and,
 - the stopping sight distance requirement is met in both directions.
- **Intersection 4 – Stewart Street at Cobourg Street:** The intersection does not meet the AWSC warrant criteria given that:
 - there was one reported angle collisions in the past three years of available data (period of January 01, 2018 to December 31, 2020); and,
 - the stopping sight distance requirement is met in both directions.
- **Intersection 5 – Stewart Street at Augusta Street:** The intersection does not meet the AWSC warrant criteria given that:
 - there were no reported collisions in the past three years of available data (period of January 01, 2018 to December 31, 2020); and,
 - the stopping sight distance requirement is met in both directions.

Further to these intersections not meeting the warrants for the installation of AWSC, it is important to note that according to the Ontario Traffic Manual Book 5 – Regulatory Signs, “All-way stop controls should not be used ...where any other traffic device controlling right-of- way is permanently in place within 250 m, with the exception of a YIELD sign.” Currently, the distance between existing traffic devices controlling the right-of-way, and each of the intersections put forward by Councillor Fleury for AWSC, is less than 250 metres.

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 any of these intersections (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 any 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 all five intersections will be approximately \$4,860.00 for the installation of regulatory signs and pavement markings. Of the total cost, \$3,060.00 will be charged to Traffic Services' operating budget. The remaining cost of \$1,800.00 associated to the implementation of AWSC along Ste-Monique Street will be charged to the [Lebrun, Longpré, Marquette, Michel, des Pères Blancs and Ste- Monique Integrated Renewal project](#).

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.