

**2. All Way Stop Control at the intersection of Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard**

**Installation de panneaux d'arrêt toutes directions à l'intersection de la promenade Borland, du croissant Vinette et du boulevard Jeanne-D'Arc**

**Committee Recommendation**

**That Council approve the installation of an all-way stop control at the intersection of Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard.**

**Recommandation du comité**

**Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection de la promenade Borland, du croissant Vinette et du boulevard Jeanne-D'Arc.**

**DOCUMENTATION / DOCUMENTATION**

Councillor's report, dated 27 January 2020 (ACS2020-OCC-TRC-0001)

Rapport du conseiller, daté le 27 janvier 2020 (ACS2020-OCC-TRC-0001)

Report to  
Rapport au:

Transportation Committee  
Comité des transports  
5 February 2020 / 5 février 2020

and Council  
et au Conseil  
12 February 2020 / 12 février 2020

Submitted on January 27, 2020  
Soumis le 27 janvier 2020

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Ward: ORLÉANS (1)

File Number: ACS2020-OCC-TRC-0001

**SUBJECT:** All Way Stop Control at the intersection of Borland Drive/Vinette  
Crescent and Jeanne d'Arc Boulevard

**OBJET:** Installation de panneaux d'arrêt toutes directions à l'intersection de  
la promenade Borland, du croissant Vinette et du boulevard Jeanne-  
D'Arc

#### REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council approve the installation of an all-way stop control at the intersection of Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard.

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection de la promenade Borland, du croissant Vinette et du boulevard Jeanne-D'Arc.**

## **BACKGROUND**

Jeanne d'Arc Boulevard is identified as a 'major collector' road in the City's Transportation Master Plan and both Borland Drive and Vinette Crescent are identified as 'local' roads. A sidewalk is provided on the south side of Jeanne d'Arc Boulevard. The land use surrounding the intersection is predominately residential.

## **DISCUSSION**

The intersection of Jeanne d'Arc Boulevard is currently operating with stop controls on the Borland Drive and Vinette Crescent approaches to Jeanne d'Arc Boulevard. This configuration is typical as the free flow movement should be on the major street with a stop control placed on the minor intersecting streets.

Traffic Services staff have completed a comprehensive review of the Jeanne d'Arc Boulevard and Borland Drive/Vinette Crescent intersection for the installation of all-way stop control (AWSC) and staff have concluded that the intersection does not meet the warrant criteria. Despite the findings of the review, residents in the area are of the opinion that an AWSC should be installed at this location to enhance the safety of the intersection.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report or its recommendations.

## **CONSULTATION**

### **Transportation Services 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 AWSC Warrant Criteria is based on past practices of former municipalities and aligns with the Ontario Traffic Manual, Book 5 – Regulatory Signs (OTM Book 5) recommendations.

The Warrant Criteria considers:

- Vehicular and pedestrian volume based on specific requirements for various roadway classifications in both urban and rural areas;
- Collision data over the last three years; and,
- Intersection visibility restrictions.

AWSC are installed when the required volume criteria is met, or 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.

Traffic Services staff have completed a review of the Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard intersection for the installation of all-way stop control (AWSC). As per the outcome of the review, the intersection does not meet the AWSC warrant criteria given:

- low traffic volumes confirmed through a September 2019 intersection traffic count. Currently, only 41% of the overall intersection required volume criteria is met with insufficient volume on the minor approaches. It is also recommended that the traffic volume split at the intersection between the major street approach volume and the minor street approach volume not exceed 65% on the major approach (ratio of 65:35). Based on the September 2019 traffic count, the directional split favours Jeanne d'Arc Boulevard too heavily at a ratio of 96:4;
- the absence of any reported collisions in the past three years of available data (period of January 01, 2016 to December 31, 2018) which suggests that the intersection operates in a safe manner with the current stop control configuration; and,
- sufficient sightlines. Traffic Services staff completed a field investigation at the intersection and have concluded that the available sight lines from the 'final' stop position are within the accepted engineering standards.

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard 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.

Furthermore, the OTM Book 5 notes that an AWSC should not be installed within 250m of another intersection equipped with AWSC. By approving the installation of an AWSC at the intersection of Borland Drive/Vinette Crescent and Jeanne d'Arc Boulevard intersection, the separating distance from the next AWSC intersection at Willow Avenue and Jeanne d'Arc Boulevard would be 110m.

Should an AWSC be implemented at this location, 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.

No pedestrian crossings will be provided across Jeanne d'Arc Boulevard on both the east and west sides as there are no sidewalks or pedestrian refuge areas on the north side of Jeanne d'Arc Boulevard. Pedestrians approaching the intersection from Vinette Crescent or Borland Drive would cross Jeanne d'Arc Boulevard in front of the painted stop bar. Traffic Services does not have the funds to construct pedestrian refuge areas on the north side of Jeanne d'Arc Boulevard which would allow for painted crosswalks to be applied; the cost to do so would be approximately \$10,000. The current painted pedestrian crossing across Borland Drive on the south leg of the intersection will remain in place.

Staff estimate that the cost to implement an AWSC at the intersection will be approximately \$800 for the installation of regulatory signs, warning signs and pavement markings. The cost can be accommodated within the existing Traffic Services operating budget. Upon Council approval, the installation of the AWSC can occur in 2020.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Following a fatal collision at this intersection in June 2019, I was contacted by residents on Borland Cres., Vinette Cres. and Jeanne d'Arc Blvd. Residents shared their historical concerns with this intersection. I shared these concerns with Traffic Services staff to determine what, if any, improvements might be made. A review of sightlines at this location found that these exceeded minimum requirements. Further, a traffic count determined that an AWSC is not warranted. With this information, Traffic Services staff and I met with residents on site to discuss their concerns and the potential negative effects on installing an unwarranted AWSC. Residents remained adamant about their overwhelming desire to see an AWSC installed at this location. In order to demonstrate this, a resident petition was submitted to my office which demonstrated significant support for installation of an AWSC. In order to ascertain the level of resident support for this request, I conducted a portion of the survey myself and am satisfied with the level of support in the community. I support the resident request to have an AWSC installed at this location based on the feedback I have received from both the petition and in my conversations with residents.

### **ADVISORY COMMITTEE(S) COMMENTS**

This has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

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

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report or its recommendations.

### **FINANCIAL IMPLICATIONS**

The financial implication is outlined within this report.

### **ACCESSIBILITY IMPACTS**

There are no accessibility impacts associated with this report or its recommendations.

## **TERM OF COUNCIL PRIORITIES**

The Councillor has not identified a specific link with the 2019-2020 Term of Council Priorities.

## **DISPOSITION**

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council. The installation of the corresponding all-way stop control (AWSC) signs and pavement markings will be completed in 2020.