

- 7. ALL WAY STOP CONTROL AT THE INTERSECTION OF VAN VLIET ROAD AND SOUTH RIVER DRIVE AND REMOVAL OF STOP SIGNS AT SOUTH ISLAND PARK ROAD AND REPLACED WITH A PEDESTRIAN CROSSOVER**
- ARRÊTS TOUTES DIRECTIONS À L'INTERSECTION DU CHEMIN VAN VLIET ET DE LA PROMENADE SOUTH RIVER, ET RETRAIT DES PANNEAUX D'ARRÊT DE LA PROMENADE SOUTH ISLAND PARK QUE L'ON REMPLACERA PAR UN PASSAGE POUR PIÉTONS**

COMMITTEE RECOMMENDATIONS

That City Council approve:

- 1. The implementation of an All Way Stop Control at the intersection of Van Vliet Road at South River Drive; and**
- 2. The removal and replacement of the eastward and westward facing stop signs at the intersection of South River Drive and South Island Park Drive with a Pedestrian Crossover.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil municipal approuve :

- 1. la mise en place d'arrêts toutes directions à l'intersection du chemin Van Vliet et de la promenade River; et**
- 2. le retrait et le remplacement des panneaux d'arrêt orientés vers l'est et l'ouest à l'intersection des promenades South River et South Island Park par un passage pour piétons.**

DOCUMENTATION / DOCUMENTATION

Councillor Scott Moffatt, report dated 25 May 2017 (ACS2017-CCS-ARA-0004).

Rapport du conseiller S. Moffatt, daté le 25 mai 2017 (ACS2017-CCS-ARA-0004).

**AGRICULTURE AND RURAL
AFFAIRS COMMITTEE
REPORT 25
14 JUNE 2017**

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**COMITÉ DE L'AGRICULTURE ET
DES AFFAIRES RURALES
RAPPORT 25
LE 14 JUIN 2017**

**Report to
Rapport au:**

**Agriculture and Rural Affairs Committee
Comité de l'agriculture et des affaires rurales
1 June 2017 / 1er juin 2017**

**and Council
et au Conseil
14 June 2017 / 14 juin 2017**

**Submitted on May 25, 2017
Soumis le 25 mai 2017**

**Submitted by
Soumis par:
Councillor / Conseiller S. Moffatt**

**Contact Person
Personne ressource:
Councillor / Conseiller S. Moffatt
613-580-2491 Scott.Moffatt@ottawa.ca**

Ward: RIDEAU-GOULBOURN (21)

File Number: ACS2017-CCS-ARA-0004

SUBJECT: All Way Stop Control at the intersection of Van Vliet Road and South River Drive and removal of stop signs at South Island Park Road and replaced with a Pedestrian Crossover

OBJET: Arrêts toutes directions à l'intersection du chemin Van Vliet et de la promenade South River, et retrait des panneaux d'arrêt de la promenade South Island Park que l'on remplacera par un passage pour piétons

REPORT RECOMMENDATIONS

That Agriculture and Rural Affairs Committee recommend City Council approve:

- 1. The implementation of an All Way Stop Control at the intersection of Van Vliet Road at South River Drive; and**
- 2. The removal and replacement of the eastward and westward facing stop signs at the intersection of South River Drive and South Island Park Drive with a Pedestrian Crossover.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'agriculture et des affaires rurales recommande au Conseil municipal d'approuver :

- 1. la mise en place d'arrêts toutes directions à l'intersection du chemin Van Vliet et de la promenade River; et**
- 2. le retrait et le remplacement des panneaux d'arrêt orientés vers l'est et l'ouest à l'intersection des promenades South River et South Island Park par un passage pour piétons.**

BACKGROUND

The Agriculture and Rural Affairs Committee, at its meeting of May 4, 2017, received the following Notice of Motion to be considered at a subsequent meeting:

WHEREAS Van Vliet Road was extended to Bridge Street in 2012 creating a new primary entrance/exit onto the south end of Long Island in Manotick and;

WHEREAS Prior to the extension, the primary access was via South River Drive which necessitated All Way Stop Control at the intersection of South River Drive and South Island Park Road and;

WHEREAS The new extension has created a shift in traffic into the intersection of Van Vliet Road and South River Drive, which is currently a two-way stop and;

WHEREAS the community would like to see AWSC at the intersection of Van Vliet Road and South River Drive and;

WHEREAS the intersection of South River Drive and South Island Park Road remains a primary pedestrian crossing due to the presence of the Library and the Aquatic Club on South River Drive;

THEREFORE BE IT RESOLVED that AWSC be implemented at the intersection of Van Vliet Road & South River Drive and

BE IT FURTHER RESOLVED that the eastward and westward facing stop signs in the intersection of South River Drive and South Island Park Road be removed and replaced with a Pedestrian Crossover.

DISCUSSION

The Van Vliet Road and South River Drive intersection is currently operating with stop controls on the Van Vliet Road approaches to South River Drive only. The existing configuration was appropriate prior to the extension of Van Vliet Road to Bridge Street. At the time, Van Vliet Road operated as the minor volume road as drivers would use the Bridge Street at South River Drive major intersection to travel in and out of the southern part of the island. As a result of the extension, Van Vliet Road has since transitioned to become the major volume road into and out of the community. In such cases where traffic volumes change as a result of road openings, the stop control should be changed so that the stop sign faces the minor volume road (South River Drive).

The intersection of South River Drive at South Island Park is currently an all-way stop control (AWSC). As a result of the connection of Van Vliet Road to Bridge Street, the traffic volume on South River Drive has reduced substantially. Therefore, the current AWSC is not required at this intersection and a stop control for southbound South River Drive is appropriate (South River Drive to the west and South Island Park Drive would no longer face a stop sign).

RURAL IMPLICATIONS

There are no rural implications associated with the recommendations of this report.

CONSULTATION

PUBLIC CONSULTATION:

The Agriculture and Rural Affairs Committee (ARAC) meetings are open to the public and anyone wishing to speak to an item may do so.

TRANSPORTATION SERVICES COMMENTS:

All Way Stop Control (AWSC) - Van Vliet Road and South River Drive

Traffic Services staff review all requests for the installation of all-way stop controls (AWSC) in a consistent manner. AWSC are only installed when the 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 (OTM).

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 3 years; and,
- Intersection visibility restrictions.

AWSC are installed when the required volume criteria is met, or when an average of 3 or more intersection collisions per year considered preventable by AWSC have occurred over the last 3 years or when there is restricted visibility at the intersection.

It is Traffic Services staff's experience that the installation of unwarranted all-way stop controls may result in:

- an increase in operating speeds as some drivers may try to make up for "lost" time for having had to slow down to stop;

- low driver compliance with stop signs on the major street as the vast majority of drivers would seldom encounter side street traffic or crossing pedestrians; and,
- the development of a false sense of security for pedestrians wishing to cross the street as they will assume that all approaching vehicles will actually stop for the stop sign.

Traffic Services staff have completed a review of the Van Vliet Road at South River Drive intersection for the installation of all-way stop control (AWSC). Staff have concluded that the intersection does not meet the AWSC warrant criteria as a result of:

- low traffic volumes;
- the collision threshold was not met, only two reported collisions preventable by the installation of AWSC were reported in the past three years (January 1, 2013 to December 31, 2015); and
- the presence of adequate sightlines as confirmed through a site visit.

Based on the information provided above, the intersection only meets 56% of the required warrant criteria for AWSC. Despite the findings of the review, residents in the area are of the opinion that an all-way stop control should be installed at this location to enhance the safety of the intersection.

Staff estimate that the cost to implement an AWSC at the intersection of Van Vliet Road and South River Drive will be approximately \$1,200 for the installation of the required signs. The cost for implementation can be accommodated within the existing Traffic Services operating budget.

Removal of Eastbound and Westbound Stop Signs and installation of Pedestrian Crossover (PXO) – South River Drive and South Island Park Drive

Removal of Eastbound and Westbound Stop Signs

Traffic Services supports the removal of the eastbound and westbound stop signs at this intersection as a review of the existing AWSC indicates that the intersection only meets 34% of the warrant criteria to support AWSC.

Staff estimate the cost to remove the eastbound and westbound stops and pavement markings at the intersection of South River Drive and South Island Park Drive to be less than \$1,000. The cost for the removal of these signs and pavement markings can be accommodated within the existing Traffic Services operating budget.

Installation of Pedestrian Crossover (PXO)

PXO devices are installed at locations where the warrant criteria identified in the Ontario Traffic Manual (OTM)-Book 15 is met. Criteria that affect the warrant are as follows:

1. Traffic volume (minimum 750 vehicles/8 hrs);
2. Pedestrian volume (minimum 100 pedestrians/8hrs);
3. Spacing to adjacent Traffic Control Device (TCD), minimum 200m, unless pedestrian and vehicle volumes are high and there is a requirement for system connectivity or the location is on a pedestrian desire line;
4. Speed limit (maximum 60 Km/h); and,
5. Lane configuration (maximum number of lanes should be less than or equal to 4).

Traffic Services staff have completed a review of the South River Drive at South Island Park Drive intersection for the installation of a Pedestrian Crossover. As a part of the review, an 8-hour traffic/pedestrian count was conducted at the intersection on Tuesday May 16th, 2017. The results of the count indicate the following:

- 8-hour traffic volume = 300 vehicles; and,
- 8-hour pedestrian volume = 2 pedestrians.

Based on this count, the location does not meet the minimum traffic and pedestrian volume criteria identified in the OTM-Book 15 for the installation of a Pedestrian Crossover.

Despite the findings of the review, residents in the area feel that a protected crossing needs to remain in place once the AWSC is removed and that a PXO should be installed. Staff estimate the cost to install a PXO Type D (signs and markings only) is approximately \$2,000. This includes the cost to install the required signage and pavement markings along with undertaking some minor enhancements to the existing shoulder to provide a safe refuge area at the crossing.

The crossing will be located on the east side of South River Drive and the cost for the implementation of a PXO Type D can be accommodated within the existing Traffic Services operating budget.

COMMENTS BY THE WARD COUNCILLOR(S)

The Ward Councillor is in favour of this report.

LEGAL IMPLICATIONS

There are no legal implications associated with adopting the recommendation within this report.

RISK MANAGEMENT IMPLICATIONS

There are no asset management implications with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations contained in this report. The required funding is available within the Traffic Services 2017 approved operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the recommendations of this report.

TERM OF COUNCIL PRIORITIES

The recommendations of this report align to the 2015-2018 Strategic Priority - Transportation and Mobility, specifically Strategic Objective TM4 - Improve safety for all road users.

DISPOSITION

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