

- 5. ALL WAY STOP CONTROL AT THE INTERSECTION OF SOUTHMORE DRIVE EAST AND THORNDALE DRIVE AND SPEED REDUCTIONS ON PLANTE AND SOUTHMORE DRIVES**
- PANNEAU D'ARRÊT TOUTES DIRECTIONS À L'INTERSECTION DE LA PROMENADE SOUTHMORE EST ET DE LA PROMENADE THORNDALE ET RÉDUCTION DE LA VITESSE SUR LES PROMENADES PLANTE ET SOUTHMORE**

COMMITTEE RECOMMENDATIONS

That Council approve:

1. The installation of an all-way stop control at the intersection of Southmore Drive East and Thorndale Drive;
2. That the speed limit along the entire length of Plante Drive be reduced to 40km per hour; and,
3. That the speed limit along the entire length of Southmore Drive West be reduced to 40km per hour.

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve :

1. L'installation d'un panneau d'arrêt toutes directions à l'intersection de la promenade Southmore Est de la promenade Thorndale;
2. La réduction de la limite de vitesse sur toute la promenade Plante à 40 km/h;
3. La réduction de la limite de vitesse sur toute la promenade Southmore Ouest à 40 km/h.

DOCUMENTATION / DOCUMENTATION

1. Councillor R. Brockington, report dated 31 May 2017 (ACS2017-CCS-TRC-0009)

Rapport du conseiller R. Brockington, daté le 31 mai 2017 (ACS2017-CCS-TRC-0009)

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
7 June 2017 / 7 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 Riley Brockington**

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Ward: RIVER (16) / RIVIÈRE (16)

File Number: ACS2017-CCS-TRC-0009

SUBJECT: All Way Stop Control at the intersection of Southmore Drive East and Thorndale Drive and Speed Reductions on Plante and Southmore Drives

OBJET: Panneau d'arrêt toutes directions à l'intersection de la promenade Southmore Est et de la promenade Thorndale et réduction de la vitesse sur les promenades Plante et Southmore

REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council approve:

- 1. The installation of an all-way stop control at the intersection of Southmore Drive East and Thorndale Drive;**
- 2. That the speed limit along the entire length of Plante Drive be reduced to 40km per hour; and,**
- 3. That the speed limit along the entire length of Southmore Drive West be reduced to 40km per hour.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver :

- 1. L'installation d'un panneau d'arrêt toutes directions à l'intersection de la promenade Southmore Est de la promenade Thorndale;**
- 2. La réduction de la limite de vitesse sur toute la promenade Plante à 40 km/h;**
- 3. La réduction de la limite de vitesse sur toute la promenade Southmore Ouest à 40 km/h.**

BACKGROUND

It is recommended that a four way stop sign be installed at the Thorndale/Southmore Drive East intersection primarily to address safety concerns. The north end of Southmore Drive East, as it approaches the intersection bends and creates a blind spot. Drivers waiting to proceed through the intersection must do so quickly to avoid a collision, if a vehicle is coming. Speed is also an issue on Southmore Drive East. It receives significant cut through traffic, from Walkley Road, to McCarthy. The 4-way stop sign will increase safety and reduce vehicle speed. It is my understanding that only after a police car was t-boned at this intersection, that a stop sign was erected at Thorndale. A four-way stop is needed and supported by local residents.

It is recommended that the speed limit on Plante Drive be reduced from 50km/hr to 40km/hr. Plante Drive is a long street in the Hunt Club community, used primarily by local residents, service vehicles and OC Transpo buses. The street suffers from vehicle speeds surpassing the speed limit and various traffic speed readings have confirmed this. At a 2016 public meeting of the Hunt Club Community Organization, public support

was granted to lower the speed limit from 50km to 40km and the HCCO passed a motion supporting this direction as well.

It is recommended that the speed limit on Southmore Drive West be reduced from 50km/hr to 40km/hr. Traffic calming measures have successfully been implemented on Southmore Drive East and similar issues with speed of traffic exist on Southmore Drive West as well. In addition to other traffic calming initiatives that are being phased in this year, requests from residents on this street have also focused on reducing the speed from 50km/hr to 40km/hr. This would ensure that Southmore has one consistent speed of 40km/hr for both the east and west sides.

DISCUSSION

All-Way Stop Control (AWSC) Southmore Drive East and Thorndale Drive

The Southmore Drive and Thorndale Drive intersection is currently operating with stop controls on the Thorndale Drive approaches to Southmore Drive only. This configuration is typical at most four-way intersections – free flow movement for the major volume street with a stop control placed on the minor volume intersecting street. The existing configuration is appropriate at this time.

Traffic Services staff have completed a review of the Southmore Drive and Thorndale Intersection for the installation of 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 all-way stop control should be installed at this location to enhance the safety of the intersection.

Speed Limit Reductions

Plante Drive

Plante Drive functions as a “Collector” road, through the Hunt Club East-Western Community providing a connection between McCarthy Road and McCarthy Road. The surrounding land use consists of residential properties. Plante Drive is constructed to a two-lane urban cross-section with parking on both sides along its entire length. The current speed limit on Plante Drive is 50km/h and sidewalks are provided along both sides of the entire roadway.

The most recent speed survey conducted along Plante Drive between Pattermead Crescent and Waxwing Drive indicated an 85th percentile operating speed of 59 km/h.

Based on the observed operating speed and the roadway classification, the Council approved City of Ottawa Speed Zoning Policy currently does not allow for the reduction of the speed limit from 50 km/h to 40 km/h along Plante Drive. The policy states that the speed limit of any road with a total pavement width greater than or equal to 10.5 metres, cannot be posted at 40km/h unless the operating speed is shown to be less than or equal to 50km/h. Despite the findings of the review, residents in the area are of the opinion that installing 40 km/h speed limit signage will help reduce operating speeds along the roadway.

Southmore Drive West

Southmore Drive West functions as a “Local” road, through the Hunt Club Woods-Quinterra-Revelstoke Community providing a connection between McCarthy Road and Fielding Drive. The surrounding land use consists of residential properties. Southmore Drive West is constructed to a two-lane urban cross-section with parking on both sides from McCarthy Road to Fielding Drive. The current speed limit on Southmore Drive West is 50km/h. There are no sidewalks provided on either side of Southmore Drive West from McCarthy Road to Fielding Drive.

Based on the roadway classification, the Council approved City of Ottawa Speed Zoning Policy currently allows for the reduction of the speed limit from 50 km/h to 40 km/h on Southmore Drive West between Buxton Crescent and Rankin Street by way of a petition and the corresponding Ward Councillor’s concurrence. In this case, the community wishes to forgo the petition.

RURAL IMPLICATIONS

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

CONSULTATION

Transportation Services Comment:

AWSC Southmore Drive East and Thorndale 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 Southmore Drive and Thorndale 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 as supported by a May 2017 traffic count;

- The absence of reported collisions in the past three years which suggests that the intersection operates in a safe manner with the current side street stop control; and,
- Adequate sightlines as the sight lines from the 'final' stop position are within the accepted range.

Based on the evaluation, the intersection meets 35% of the required warrants to have AWSC installed.

Should an AWSC be implemented at this location, police enforcement may be required on an on-going basis to address issues with stop compliance of drivers traveling north and southbound on Southmore Drive.

Staff estimate that the cost to implement an AWSC at the intersection of Southmore Drive and Thorndale 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.

Speed Limit Reductions – Plante Drive and Southmore Drive West

In 2009, City Council approved the City of Ottawa Speed Zoning Policy which defines the process for establishing speed limits along City roadways. Traffic Services staff follow the procedures within this policy to determine the appropriate speed limit for a given roadway.

The Transportation Services Department will implement the new 40 km/h speed limits at the following locations upon Council approval of the report's recommendations:

- Plante Drive between McCarthy Road and McCarthy Road; and,
- Southmore Drive West between McCarthy Road and Fielding Drive.

The cost of installation of the speed limit signs along both roadways can be accommodated within the existing Traffic Services operating budget. The cost for implementation of the approved 40 km/h speed limit will be approximately \$1,320 for each roadway.

The Transportation Services Department does not expect either roadway's operating speed to be significantly reduced as a result of the implementation of 40 km/h speed limit signs unless police enforcement occurs on an on-going basis.

COMMENTS BY THE WARD COUNCILLOR(S)

I fully support the recommendations in this report.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations in this report. The estimated costs will be funded from within the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

The recommendation of this report aligns 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.