

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
4 May 2016 / 4 mai 2016**

**and Council
et au Conseil
11 May 2016 / 11 mai 2016**

**Submitted on April 27, 2016
Soumis le 27 avril 2016**

**Submitted by
Soumis par:
Councillor/Conseiller Allan Hubley**

**Contact Person
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Ward: KANATA SOUTH (23) / KANATA- SUD (23) File Number: ACS2016-CMR-TRC-0008

**SUBJECT: Multi-Way stop at the intersection of Meadowbreeze Drive at
Wheatland Avenue**

**OBJET: Panneaux d'arrêt à l'intersection de la promenade Meadowbreeze et
l'avenue Wheatland**

REPORT RECOMMENDATIONS

That the Transportation Committee recommend to Council that all-way stop control be installed at the intersection of Meadowbreeze Drive and Wheatland Avenue.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil l'installation de panneaux d'arrêt à l'intersection de la promenade Meadowbreeze et l'avenue Wheatland.

BACKGROUND

The current practice used by the Traffic Services Branch for the review of all-way stop control (AWSC) warrants is based on the past practices of the former municipalities. It also represents a refinement of the process outlined in the Ontario Traffic Manual. The practice includes minimum vehicular and pedestrian volume requirements for different roadway classifications in both urban and rural areas and criteria based on historical collisions that may be preventable by the installation of AWSC. A criterion to maintain an appropriate balance between the activity on the major volume street and the minor volume street is also being used.

DISCUSSION

Several requests have been made to the Councillor's office for the installation of all-way stop control (AWSC) at the intersection of Meadowbreeze Drive at Wheatland Avenue.

The primary purpose of all-way stop control (AWSC) is to control right-of-way conflicts at intersections. AWSC provide the opportunity for motorists and/or pedestrians from the minor volume street to cross or gain access to the intersecting major volume street. The installation of AWSC is not undertaken to address speeding concerns on a street, and are not necessarily effective in controlling speeding.

The Traffic Services Branch has completed a review of the location and has informed the Councillor's office that it does not meet the criteria for installation of all-way stop control. Meadowbreeze Drive functions as a "collector" residential street while Wheatland Avenue functions as a "local" residential street. A 20 stall off-street parking lot has recently been completed for Meadowbreeze Park with an access that effectively acts as the South leg of the intersection of Meadowbreeze Drive at Wheatland Avenue. Based on observations of the intersection and surrounding area combined with the land uses accessible from Wheatland Avenue (less than 60 residential units in total) traffic volumes are insufficient to meet the AWSC warrants.

Despite the findings of the review, public opinion is that all-way stop control should be installed at this location to enhance the safety of the intersection and to provide crossing opportunities for pedestrians. The cost to install AWSC at the intersection of Wheatland Avenue at Meadowbreeze Drive is estimated to be \$2,500.

RURAL IMPLICATIONS

There are no specific rural implications arising from the recommendation of this report.

CONSULTATION

Public Works Department Comment:

It is the practice of the Traffic Services Branch not to install all-way stop control at intersections that do not meet the warrants; the installation of unwarranted all-way stop control leads to low compliance of the measure.

The Public Works department will take appropriate action based on the recommendations made by the Committee and Council. Upon Council approval of the recommendations, staff will implement all-way stop control (AWSC) at the intersection of Meadowbreeze Drive at Wheatland Avenue by installing the necessary signage and pavement markings. The installation costs will be approximately \$2,500 and can be accommodated within the existing Traffic Services Branch operating budget.

COMMENTS BY THE WARD COUNCILLOR(S)

Meadowbreeze for twenty years has ended at Wheatland. Now with new development, it is being opened as an access point for 2,000 homes. With the entrance to the second largest park in the Ward being at this intersection and the pedestrian traffic to increase as the park opens, I respectfully disagree with the Public Works comments and ask for Committee and Council support to create a safer family friendly intersection.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

The financial impact is estimated to be \$2,500 and this would be funded through the Traffic Services Branch operating budget.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report.

TERM OF COUNCIL PRIORITIES

This report aligns directly with the 2015-2018 Term of Council Priorities' objective Transportation and Mobility - TM4- Improve safety for all road users.

SUPPORTING DOCUMENTATION

Document 1: Key Map

DISPOSITION

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

Document 1: Key Map

The key map below identifies the exact location of the Meadowbreeze Drive at Wheatland Avenue intersection within Ward 23 – Kanata South. The intersection is located within the Bridlewood - Emerald Meadows community which is bounded by Eagleson Road to the West, Hope Side Road to the South, Old Richmond Road to the East and Robertson Road to the North.

Figure 1 - Key Map

