

All Way Stop Control at the intersection of Ben Street and Côté Street Panneaux d'arrêt toutes directions à l'intersection des rues Ben et Côté

Committee Recommendation

That Council approve the installation of an all-way stop control at the intersection of Ben Street and Côté Street.

Recommandation du comité

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection des rues Ben et Côté.

DOCUMENTATION

Councillor's report, dated 25 May 2020 (ACS2020-OCC-TRC-0004)

Rapport du conseiller, daté le 25 mai 2020 (ACS2020-OCC-TRC-0004)

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
3 June 2020 / 3 juin 2020**

**and Council
et au Conseil
10 June 2020 / 10 juin 2020**

**Submitted on May 25, 2020
Soumis le 25 mai 2020**

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

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Ward: RIDEAU-ROCKCLIFFE (13)

File Number: ACS2020-OCC-TRC-0004

**SUBJECT: All Way Stop Control at the intersection of Ben Street and Côte
Street**

**OBJET: Panneaux d'arrêt toutes directions à l'intersection des rues Ben et
Côte**

REPORT RECOMMENDATION

**That the Transportation Committee recommend that Council approve the
installation of an all-way stop control at the intersection of Ben Street and Côte
Street.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection des rues Ben et Côté.

BACKGROUND

Both Ben Street and Côté Street are designated as 'local' roads by the City of Ottawa. The larger street, Côté, runs east-west, with the intersection in question formed by Ben Street on the south and the private approach entrance to the St-Laurent Complex on the north. The intersection is currently controlled by a stop sign for vehicles exiting the complex and a stop sign for north bound vehicles on Ben at Côté. The complex provides a wide range of recreational programming and there is a large public park adjacent to the facility. There is also a school bus stop on the north-east corner of the intersection and several well used pathways crossing the complex property.

DISCUSSION

The intersection of Ben Street and Côté Street is currently operating with stop controls on the St. Laurent Complex private approach access and the Ben Street approach to Côté Street. 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 Ben Street and Côté Street intersection for the installation of all-way stop control (AWSC). 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 traffic control 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, when an annual average of 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 Ben Street and Côté Street intersection for the installation of all-way stop control (AWSC). As per the outcome of the reviews, the intersection does not meet the AWSC warrant criteria given:

- low traffic volumes confirmed through April 2018 and December 2019 intersection traffic counts. Currently, when including the St. Laurent Complex private approach access as part of the traffic count, only 60% (2018) to 75% (2019) of the overall intersection required volume criteria is not met with insufficient volume on the minor approaches. The volume warrant criteria includes a requirement 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 traffic counts, the directional split favours Côté Street heavily at a ratio of 80:20 when traffic from the St. Laurent Complex is included. The traffic volumes on Ben Street entering Côté Street are much lower in the order of 20 per day.
- the absence of any reported collisions in the past three years of available data (period of January 01, 2016 to December 31, 2018) 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 from Ben Street and from the St. Laurent Complex private approach access are within the accepted engineering standards.

In addition to the above, it is staff's experience that the implementation of an unwarranted AWSC at the intersection of Ben Street and Côté Street 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/private access;
- a potential to increase the collisions at the intersection/access 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 also for drivers of vehicles exiting from the minor road/private access to the major road.

Given that the intersection does not meet the warrants, 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.

In addition to not meeting the warrant criteria, consideration should also be given to OTM Book 5 noting that an AWSC should not be installed within 250 metres of any other permanent traffic device controlling right-of-way (i.e. stop signs or signals). Currently, there exists an AWSC at the intersection of Côté Street and de l'Église Street which is approximately 150 metres from Ben Street and Côté Street. Also, there is a traffic signal currently installed at the intersection of Côté Street and St. Laurent Boulevard which is also located at a distance of less than 250 metres from the intersection.

Furthermore, with respect to the presence of pedestrians at the Ben Street and Côté Street intersection and the concern expressed relative to the current school bus stop, OTM Book 5 gives the guidance that AWSC should not be used *"Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means"*. The location was reviewed in 2018 and 2019 and warrants for the installation of a PXO across Côté were also not met.

Should an AWSC be implemented at this location, in consideration of the provisions of the *Ontario Highway Traffic Act* relative to private approaches and the requirement for drivers to yield to all traffic upon the public highway, an “all-way” tab sign would not be installed on the sign for traffic exiting the St. Laurent Complex. In addition, no pedestrian crossing would be provided across Côté Street on the west side of the intersection as there are no sidewalks or pedestrian refuge areas on the north side of Côté Street. A pedestrian crossing would be included across Côté Street adjacent to the painted stop bar on the east side of the intersection, however, due to the existing available sidewalks/pedestrian refuge areas from north to south being in off-set positions, the crossing will need to be placed at a significant angle relative to approaching traffic. Traffic Services does not have the funds to reconstruct pedestrian refuge areas on the west side of the Ben Street and Côté Street intersection which would allow for a painted crosswalk to be applied at a normal approximate right-angle position to traffic.

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)

Councillor King has consulted with the community about the need for AWSC at this location. Although the traffic counts do not qualify this intersection, the traffic does not follow a completely predictable pattern due to the traffic generated by community events at the recreation complex. Additionally, the population of residents accessing activities at the complex are often children or elders; the school bus stop also generates a large number of vulnerable road users at during pick up and drop off times. Although the current traffic counts do not meet the City’s criteria, a new building has been approved at 776-785 St-Laurent Blvd (approximately 180m from the intersection) that will support 87 units and 81 underground parking spaces. In order to protect vulnerable road users and in anticipation of increased local traffic, the community and Councillor King are requesting that AWSC be implemented at this intersection.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

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

There are no financial implications associated with this report. The cost would be funded from Traffic Service's existing operating budget.

ACCESSIBILITY IMPACTS

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

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.