

- 2. ALL WAY STOP CONTROL AT THE INTERSECTION OF LONGLEAF DRIVE AND SHAKWOOD STREET/MONTCLAIR AVENUE**
- ARRÊT TOUTES DIRECTIONS À L'ANGLE DE LA PROMENADE LONGLEAF ET DE LA RUE SHAKWOOD / AVENUE MONTCLAIR**

COMMITTEE RECOMMENDATION

That Council approve the installation of an all-way stop control at the intersection of Longleaf Drive and Shakewood Street/Montclair Avenue.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'angle de la promenade Longleaf et de la rue Shakewood / avenue Montclair.

FOR THE INFORMATION OF COUNCIL

The Committee approved the following Directions to Staff:

1. That Staff be directed to speak with Police Services regarding the installation of the all-way stop control, and notify them of the potential need for increased police presence to encourage compliance and address safety concerns.
2. That Staff follow up with Councillor Mitic regarding having the intersection at Longleaf Drive and Shakewood Street/Montclair Avenue be included as part of the Photo Radar project.

POUR LA GOUVERNE DU CONSEIL

Le Comité a donné l'instruction suivante au personnel :

1. Que l'on demande au personnel de discuter avec le Service de police de l'installation du panneau d'arrêt toutes directions, et d'aviser celui-ci du besoin éventuel d'augmenter la présence policière pour favoriser le respect du panneau et assurer la sécurité.
2. Que le personnel fasse un suivi auprès du conseiller Mitic au sujet de l'intégration au projet de radar photographique de l'intersection entre la promenade Longleaf, la rue Shakewood et l'avenue Montclair.

DOCUMENTATION / DOCUMENTATION

1. Councillor Mitic, report dated 27 September 2017 (ACS2017-CCS-TRC-0019)

Conseiller Mitic, rapport daté le 27 septembre 2017 (ACS2017-CCS-TRC-0019)
2. Extract of draft Minutes 28, Transportation Committee, 4 October 2017.

Extrait de l'ébauche du procès-verbal 28, Comité des transports, le 4 octobre 2017.

Report to
Rapport au:

Transportation Committee
Comité des transports
4 October 2017 / 4 octobre 2017

and Council
et au Conseil
11 October 2017 / 11 octobre 2017

Submitted on September 27, 2017
Soumis le 27 septembre 2017

Submitted by
Soumis par:
Councillor / Conseiller Jody Mitic

Contact Person
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Ward: INNES (2)

File Number: ACS2017-CCS-TRC-0019

**SUBJECT: All Way Stop Control at the intersection of Longleaf Drive and
Shakewood Street/Montclair Avenue**

**OBJET: Arrêt toutes directions à l'angle de la promenade Longleaf et de la
rue Shakewood / avenue Montclair**

REPORT RECOMMENDATION

**That the Transportation Committee recommend that Council approve the
installation of an all-way stop control at the intersection of Longleaf Drive and
Shakewood Street/Montclair Avenue.**

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'angle de la promenade Longleaf et de la rue Shakewood / avenue Montclair.

BACKGROUND

An All Way Stop Control at the intersection of Longleaf Drive and Shakewood Street/Montclair Avenue Report (ACS2017-CCS-TRC-0016) was presented at the July 5th Transportation Committee. At the time, a historical 8-hour traffic count for the said intersection was not available and therefore was not included in the report.

Transportation Committee members agreed to defer the report until such a date where an 8-hour count was available. On September 12, 2017 Traffic Services staff completed an 11-hour count at the Longleaf Drive and Shakewood Street/Montclair Avenue intersection. The date of the count was strategically chosen to capture increased traffic as a result of the school year.

Residents in the area of Longleaf Drive, Shakewood Street, Montclair Crescent, Oakbrook Circle, Gladewoods Place and Sandy Oaks Drive have expressed concerns to the Ward Councillor that sightline issues due to the sharp curve on Longleaf Drive prevent the safe movement of pedestrians and vehicles between Longleaf Drive and Shakewood Street. There is a large playground and park at this intersection which is difficult for children and adults to navigate due to cars coming far into the intersection to gain sightlines, thereby preventing pedestrians from crossing safely. Also, many parents are reluctant to let their children walk to their bus stops on Longleaf at Shakewood/Montclair because of the speed in which cars are traveling along Longleaf Drive.

DISCUSSION

The Longleaf Drive and Shakewood Street/Montclair Avenue intersection is currently operating with stop controls on the Shakewood Street and on the Montclair Avenue approaches to Longleaf Drive only. This configuration is typical at most four-way intersections with free flow movement for the major volume street with a stop control placed on the minor volume intersecting street(s). The Longleaf Park is situated on the northwest corner of this intersection.

Traffic Services staff have completed a comprehensive review of the Longleaf Drive and Shakewood Street/Montclair Avenue intersection for the installation of AWSC and staff have concluded that the intersection does not meet the warrant criteria.

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 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.

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 3 or more intersection collisions considered preventable by AWSC have occurred over the last 3 years or when there is restricted visibility at the intersection.

Traffic Services staff have completed a review of the Longleaf Drive and Shakewood Street/Montclair Avenue 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 September 2017 traffic count. The intersection only meets 43% of the volume criteria and when assessing the traffic volume portion of the warrant, staff selected the eight hours with the highest traffic volume out of the eleven-hour traffic count;

- the absence of reported collisions in the past three years. This suggests that the intersection operates in a safe manner with the current side street only stop control; and,
- sufficient sightlines. Traffic Services staff completed a field investigation and have concluded that the sight lines from the 'final' stop position are within the accepted engineering standards.

The existing stop control configuration on the minor approach of the intersection is the most appropriate form of traffic control at this time.

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Longleaf Drive and Shakewood Street/Montclair Avenue may result in:

- a very low compliance for stopping in the northbound and southbound directions since vehicles travelling on Longleaf Drive will rarely encounter a vehicle coming from Shakewood Street or Montclair Avenue;
- a potential to increase the collisions at this intersection due to the likely low compliance of stopping in the north and southbound directions on Longleaf Drive; and,
- the creation of a false sense of security in that all vehicles will stop for pedestrians crossing Longleaf Drive, particularly for children heading to/from Longleaf Park and for drivers of vehicles exiting from Shakewood Street and Montclair Avenue.

The Ontario Traffic Manual Book 5 (regulatory signs) notes that an AWSC should not be installed within 250m of another intersection with AWSC. By approving the installation of AWSC at the intersection of Longleaf Drive and Shakewood Street/Montclair Avenue, the separation to the next AWSC intersection at Longleaf Drive and Apple Leaf Way/Valleywood Place would be at a spacing of 175m.

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

Staff estimate that the cost to implement an AWSC at the intersection of Longleaf Drive and Shakewood Street/Montclair Avenue will be approximately \$800 for the installation of the required regulatory signs, warning signs and pavement markings.

No pedestrian crossings will be provided across Longleaf Drive on both the north and south sides as there are no sidewalks or pedestrian refuge areas on the east side of Longleaf Drive. Pedestrians approaching the intersection from Shakewood Street would cross Longleaf Drive in front of the painted stop bar as there are no sidewalks on Shakewood. Traffic Services does not have the funds to construct a pedestrian refuge area on east side of Longleaf Drive 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 Montclair Avenue on the west leg of the intersection will remain in place.

The cost of \$800 for implementation of the AWSC can be accommodated within the existing Traffic Services operating budget.

COMMENTS BY THE WARD COUNCILLOR(S)

Since May 2016, residents and members of the Chapel Hill South Community Association have been emailing and calling my office requesting that an AWSC be installed at the corner of Longleaf Drive and Shakewood/Montclair.

They have raised the issue of challenging sightlines for vehicles, excessive speeding on Longleaf Drive and the inability to safely cross the street to bus stops. To highlight, I have enclosed two photos from the intersection in question: Photo 1 is a view from Shakewood at the intersection with Longleaf Drive – as you will see, the intersection sightlines are obscured. Photo 2 is an aerial view of the neighbourhood – as you can see the sharp curve on Longleaf obscures the view of motorists and pedestrians waiting at the intersection in question. You will also see two additional arrows behind the intersection. This is to illustrate that all traffic from the neighbouring subdivision must funnel through the Longleaf/Shakewood intersection.

I have also enclosed the view of the Chapel Hill South Community Association on this proposal, which was sent to me in writing on June 21, 2017. They are in full support of an all-way stop at this location. A petition from local residents is also enclosed.

As the Councillor representing this area, I fully support the residents of the area's request for an all-way stop sign at this location as this intersection has obvious sight line issues that cannot be resolved in any other matter.

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.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. The estimated cost of \$800 can be funded from the 2017 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.

SUPPORTING DOCUMENTATION

Document 1 - Letter from Chapel Hill South Community Association

Document 2 - Images – Longleaf Drive / Shakewood Street

Document 3 - Petition containing the signatures of 63 individuals supporting the installation of an all way stop control at the intersection of Longleaf and Shakewood/Montclair (Held on file with the City Clerk)

DISPOSITION

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

Document 1



Chapel Hill South

COMMUNITY ASSOCIATION

June 21, 2017

Councillor Jody Mitic
Innes Ward 2
City Hall
110 Laurier Avenue West
Ottawa, ON K1P 2J1

Dear Councillor Mitic,

In my capacity as President of the Chapel Hill South Community Association, I would like to bring forward my strong support for all-way stop controls at the corner of Longleaf and Shakewood/Montclair. As there is quite a sharp curve on Longleaf, there is a sight line issue at the corner of Shakewood Street making it difficult for vehicles and pedestrians to turn onto Longleaf without having to come quite far out onto the road. Furthermore, there is a large playground at this intersection and these stop signs would make it much safer for pedestrians (children and adults alike) to access the park. Many parents are reluctant to let their children walk to their bus stops on Longleaf at Shakewood/Montclair because of the speed of the vehicles. All-way stop controls would safely resolve all of these issues.

A number of residents in the area have expressed apprehension about this treacherous stretch of road. Please find attached signatures of these concerned residents from the neighbourhood who support this request for all-way stop controls.

Councillor Mitic, we sincerely appreciate your follow-up on this matter and look forward to hearing the results of any actions that you may take to move this option ahead.

Should you have any further questions, please don't hesitate to contact me at the coordinates below.

Regards,



Donna Leith-Gudbranson
President, Chapel Hill South Community Association
Donnalg4@gmail.com

Document 2

Street View



Arial View

