

- 3. All Way Stop Control at the intersection at Sweetland St and Osgoode St**  
**Panneaux d'arrêt toutes directions à l'angle des rues Osgoode et Sweetland**

**COMMITTEE RECOMMENDATION**

**That Council approve the installation of all-way stop controls at the intersection of Osgoode Street & Sweetland Avenue.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'angle des rues Osgoode & Sweetland.**

**DOCUMENTATION**

1. Councillor's Report, Transportation Committee, dated April 26, 2021 (ACS2021-OCC-TRC-0009).

Rapport du conseiller, Comité des transports, daté le 26 avril 2021 (ACS2021-OCC-TRC-0009).

**Transportation Committee  
Report 18  
May 12, 2021**

**24**

**Comité des transports  
Rapport 18  
Le 12 mai 2021**

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
5 May 2021 / 5 mai 2021**

**and Council  
et au Conseil  
12 May 2021 / 12 mai 2021**

**Submitted on April 26, 2021  
Soumis le 26 avril 2021**

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

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**Ward: RIDEAU-VANIER (12)**

**File Number: ACS2021-OCC-TRC-0009**

**SUBJECT: All Way Stop Control at the intersection at Sweetland St and  
Osgoode St**

**OBJET: Panneaux d'arrêt toutes directions à l'angle des rues Osgoode et  
Sweetland**

#### **REPORT RECOMMENDATION**

**That the Transportation Committee recommend that Council approve the  
installation of all-way stop controls at the intersection of Osgoode Street &**

**Sweetland 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 des rues Osgoode & Sweetland.**

## **BACKGROUND**

Osgoode and Sweetland are both residential streets in Sandyhill. This intersection is walking distance from multiple parks, schools and the main street (Rideau St). Both streets are well-used by pedestrians and cyclists.

Both streets are bidirectional. Sweetland currently has a stop signs. Osgoode Street was built much wider than is needed for this area and some drivers use this to their advantage to gain speed. Moreover, the sightlines are quite poor. There have been 2 accidents in the past 3 years at this particular intersection.

## **DISCUSSION**

The intersection of Osgoode St and Sweetland St was not built with today's safety standards. It has raised concerns with the community as there have been 2 accidents here over the last 3 years alone.

Pedestrians and cyclists use this intersection frequently and stop signs have been requested on multiple occasions.

Temporary traffic calming measures (flex stakes) and review of on-street parking permissions/restrictions have been tried in this area and have been proven insufficient

This intersection was not built with today's safety standard in mind, but we have an opportunity to address the issue. The Ward Councillor believes there is a serious safety concern at this intersection that could be rectified by introducing all-way stop control.

## **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 measure is warranted by meeting specific criteria. The City's Intersection All-Way Stop Control Warrant was developed and approved by council on October 14, 2020.

Where two local residential roadways intersect, the warrant criteria consider:

- Preventable collisions over the last three years; or
- Intersection sightlines

AWSC is installed when one of the two warrant criteria noted above is satisfied. An intersection is warranted when 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 intersection of Osgoode Street & Sweetland Avenue for the installation of all-way stop control (AWSC). As per the outcome of the review, the intersection does not meet the AWSC warrant criteria and cannot recommend its installation given:

- there were 2 reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019)
- the stopping sight distance requirement (based on the operating speed) of a minimum 50 metres in both directions is met

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Osgoode Street & Sweetland Avenue 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 and also this new stop sign is in close proximity to two other stop signs.;
- a potential to increase the collisions at these intersections 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 for drivers of vehicles exiting from the minor road to the major road.

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. Staff estimate that

the cost to implement an AWSC at the intersection will be approximately \$2350.00 for the installation of regulatory signs and pavement markings.

### **RURAL IMPLICATIONS**

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

### **CONSULTATION**

Councillor Fleury has been working closely with the residents along Sweetland and Osgood near the intersection affected by these accidents and has had an on-site meeting with the owner and City staff to discuss the all-way stop control.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

I want to thank the City and the community for their work over the last 6 years at attempting to mitigating the safety issues at this intersection in Sandy Hill. I want to thank the residents who have continued to raise the safety issues and incidents at this location. I also want to thank City staff, in particular Matt and Robert for meeting with the resident and I on multiple occasions on site, pre-covid, to make amendments within their delegated of authorities. Those changes have improved the situation, but because of speeding along Osgoode street and visibility, due to grade changes, along Sweetland an all way stop sign is desirable.

I hope these changes will provide for a safer residential intersection and slower speed along Osgood street which is near Francojeunesse elementary school.

### **ADVISORY COMMITTEE(S) COMMENTS**

This report has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendation of this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk 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**

This report supports the City's ongoing commitment to integrated transportation by improving mobility safety initiatives to enhance the safety of vulnerable road-users like pedestrians, cyclists and motorcyclists. Additionally, it advances the city's ongoing commitment to thriving communities by promoting safety, culture, social and physical well-being for residents.

## **DISPOSITION**

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