

5. **All Way Stop Control at the intersections of (i) Owl and Pigeon, (ii) Southmore Drive West at Fielding, (iii) Laperriere and McBride, and (iv) Trent at Chevrier**

**Panneaux d'arrêt toutes directions aux intersections de (i) Owl et Pigeon; (ii) Southmore Ouest et Fielding; (iii) Laperriere et McBride; et (iv) Trent et Chevrier**

#### **COMMITTEE RECOMMENDATION**

**That Council approve the installation of all-way stop controls at the following intersections:**

1. **Owl Drive at Pigeon Terrace**
2. **Southmore Drive West at Fielding Drive**
3. **Laperriere Ave at McBride Street**
4. **Trent Street at Chevrier Street**

#### **RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions aux intersections suivantes :**

1. **Promenade Owl et terrasse Pigeon**
2. **Promenades Southmore Ouest et Fielding**
3. **Avenue Laperriere et rue McBride**
4. **Rues Trent et Chevrier**

DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated May 21, 2021, (ACS2021-OCC-TRC-0012).

Rapport du conseiller, Comité des transports, daté le 21 mai 2021 (ACS2021-OCC-TRC-0012).

Transportation Committee  
Report 19  
June 9, 2021

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Comité des transports  
Rapport 19  
Le 9 juin 2021

Report to  
Rapport au:

Transportation Committee  
Comité des transports  
2 June 2021 / 2 juin 2021

and Council  
et au Conseil  
9 June 2021 / 9 juin 2021

Submitted on May 21, 2021  
Soumis le 21 mai 2021

Submitted by  
Soumis par:  
Councillor / Conseiller Riley Brockington

Contact Person  
Personne ressource:  
Councillor R. Brockington/ Conseiller R. Brockington  
*613-580-2486, Riley.Brockington@ottawa.ca*

Ward: RIVER (16) / RIVIÈRE (16)

File Number: ACS2021-OCC-TRC-0012

**SUBJECT:** All Way Stop Control at the intersections of (i) Owl and Pigeon, (ii) Southmore Drive West at Fielding, (iii) Laperriere and McBride, and (iv) Trent at Chevrier

**OBJET:** Panneaux d'arrêt toutes directions aux intersections de (i) Owl et Pigeon; (ii) Southmore Ouest et Fielding; (iii) Laperriere et McBride; et (iv) Trent et Chevrier

#### REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council approve the installation of all-way stop controls at the following intersections:

1. Owl Drive at Pigeon Terrace
2. Southmore Drive West at Fielding Drive
3. Laperriere Ave at McBride Street
4. Trent Street at Chevrier Street

#### **RECOMMANDATIONS DU RAPPORT**

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions aux intersections suivantes :

1. Promenade Owl et terrasse Pigeon
2. Promenades Southmore Ouest et Fielding
3. Avenue Laperriere et rue McBride
4. Rues Trent et Chevrier

#### **BACKGROUND**

##### Owl at Pigeon

- This intersection has an existing stop sign at Pigeon Terrace, with two crosswalks across Owl.

##### Southmore Drive at Fielding

- An existing flex stake exists slightly south of this intersection where a pedestrian tunnel empties on to Fielding Drive.

##### Laperriere at McBride

- Laperriere has existing traffic calming initiatives, including a mounted speed display board, painted messaging and flex stakes

##### Trent at Chevrier

- No initiatives have previously been undertaken at this intersection.

## **DISCUSSION**

### **Owl at Pigeon**

Owl Drive is home to Bayview Public School, Holy Family Catholic School and in between both schools, is Owl Park, a four-season destination park in Hunt Club. While traffic volumes are reasonable during many times of the day, school arrivals in the morning and departures in the afternoon are another story.

Both schools generate a moderate volume of children who walk or bike to school. Their combined student enrolment is approximately 750. Owl Drive is marked with painted messaging on the road, flex stakes and following a collision between a SUV and school girl a few years ago, the City agreed with my request to install a crosswalk at this intersection. That said, the crosswalk is not respected entirely, placing vulnerable road users at risk. The Ottawa Police Services has been on Owl several times for various enforcement activities, including failure to yield to pedestrians in the crosswalk. This is dangerous and must be addressed with an all-stop, stop-sign control.

Owl Park has many amenities, including four tennis and pickleball courts, sports fields, wading pool, play structures, outdoor rink and greenspace. It is well visited and generates high number of visitors who travel by foot and bicycle.

This intersection is in a residential community, with two immediate schools and busy park across the street.

### **Southmore Drive at Fielding**

This T shaped intersection is unique because it also has a pedestrian tunnel/pathway emptying on to Fielding, slightly south of the intersection, which attracts a steady flow of cyclists and pedestrians. The influx of new families in the neighbourhood has elevated concerns with road safety. A flex stake was added just south of the intersection in 2020, but after surveying local residents in November, feedback indicated the flex stake may have unintentionally caused more issues than it solved. A campaign to improve safety at this intersection has delivered the current request.

Transportation Services staff agree with the installation of a stop sign at Southmore Drive, however, this is insufficient and an all-stop is requested.

This intersection is in a residential community.

### **Laperriere at McBride**

Carlington West residents who want to cross Laperriere can not do so, unless they walk all the way down to either end of street, there is simply no way to safely cross.

The Montessori School located at 1551 Laperriere, has never taken the young children to Raven Park, two blocks away, as there is no safe way to cross Laperriere.

Carlington Park and the Carlington Community Garden is one block from this intersection. Raven Park, which has a play structure and wading pool is two blocks from this intersection.

This intersection has a residential community to the immediate south and a mix of industrial, commercial and residential on the north.

### **Trent at Chevrier**

Similar to Owl at Pigeon, this intersection's traffic volumes are reasonable during many hours of the day, however, it is particularly troublesome during the school arrival and departure times for the nearby Turnbull School.

Trent Street is the first gateway entrance in to Carlington, off Fisher (south end). This street has no sidewalks and pedestrians and cyclists, many of whom arrive from the Experimental Farm Pathway network, use Trent to penetrate into the residential community. In the winter, with snowbanks, is not safe for pedestrians.

With dozens of parked and standings cars on local streets, particularly in the afternoon around the staggered dismissal times at Turnbull School, sightlines are compromised, and pedestrians have no safe place to cross at this intersection, which is also a main entry point in to Meadowvale Park.

This intersection is in a residential community with a school and park in the immediate vicinity.

### **RURAL IMPLICATIONS**

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

## CONSULTATION

### Owl at Pigeon

In addition to requests from the public to install an all-way stop sign control at this intersection, the local Councillor has undertaken extensive consultation. As a result, the following organizations or individuals have provided their written support:

Bayview School Council

Bayview School Principal

Foxdown Condo Board

Holy Family School Council

Holy Family Principal

Hunt Club Community Association

Trustee Mark Fisher, Ottawa-Carleton District School Board

Trustee Shelley Lawrence, Ottawa Catholic School Board

A hand delivered bulletin was also delivered to residents of Owl Drive and Pigeon Terrace on May 1, 2021.

“The congestion at this intersection became dangerous the year Bayview School and Holy Family School merged the start of their school days. I have lived on Pigeon Terrace for almost a decade, and three of my children have attended Holy Family. We are also frequent visitors at Owl Park. Vehicular traffic has been a hazard, and we have been waiting for change since seeing a child who resides on Pigeon Terrace struck by a vehicle at this intersection. Thankfully, the child’s injuries were minor. I support this strategy, and look forward to seeing this happen.” **Pigeon Terrace Resident**

### Southmore Drive at Fielding

Following the November 2020 survey of Fielding Drive residents about their first year’s experience with the flex stakes, it was clearly articulated that an all-way stop sign was needed. Over 40 responses were received, supporting this direction.

The Riverside Park Community Association was consulted and passed a motion supporting the proposal.

“As you heard in the outpouring of emails, our neighbourhood is very committed to seeing a 3-way stop installed at this intersection and will assist you in making the case to the city in whatever way we can. We have considered all our options, and entertained alternatives (flex sticks, traffic calming signs) but the neighbourhood is convinced that a 3-way stop is the **minimum** required to address community concerns for the safety of local children, pedestrians, cyclists, etc.” **RPCA President, Joel Duff**

### **Laperriere at McBride**

Local residents have asked for a stop sign along Laperriere for years. Most recently at the Carlington West Town Hall meeting in January 2021, the matter was raised again by the local Councillor and supported by residents. During the 2018 election, this was also a common request on the door steps.

Local organizations have provided their written support, including:

The Carlington Community Association

First Journey Montessori School

The Reach Centre

“I am writing to you to express my support for the proposed three-way stop signs in River Ward, specifically for the proposed sign to be installed at McBride and Laperriere. Laperriere is a busy thoroughway in the Carlington neighbourhood and currently has no safe way to cross the street between Kirkwood and Clyde. A stop sign at this location would allow residents to access the sidewalk on the North side of Laperriere if travelling West, and a stop sign at this location would also allow for the local Montessori school to travel by foot to Raven Park without worrying about cars not slowing down or stopping.”

### **Raven Avenue Resident**

“I would like to offer my support to Councillor Brockington's initiative in regards to the installation of a new stop sign at the intersection of Laperriere and McBride, in Carlington. There is no crossing available for pedestrians between Clyde and Kirkwood, over a 1km stretch. Many people access businesses and services north of Laperriere from the residential area south of Laperriere (gym, religious institutions, daycare, etc.),



in addition to having to cross Laperriere to and from bus stops. A stop sign will provide an option for people to cross more safely and could also help reduce the speed of cars.”

**Woodward Avenue Resident**

“In 2018 Safety Audit Walks were conducted by Carlington Safety Audit Committee which identified the Trent St./Chevrier St. and at McBride St. /Laperriere Ave. corners as unsafe. Both of these corners...hazardous not only for other drivers but extremely dangerous for pedestrians and cyclists.” **Carlington Community Association**

**Trent at Chevrier**

In the Autumn of 2019, a Carlington South Town Hall was hosted by the local Councillor, that reviewed approximately two dozen streets in the immediate area and various road safety issues. This led to five major east-west streets receiving flex stakes and/or painted road messaging in 2020. A number of problematic intersections were also discussed as well as the common use of yield signs, in addition a number of stop sign requests were received.

The local Councillor has undertaken extensive consultation. As a result, the following organizations or individuals have provided their written support:

Carlington Community Association

RND Construction, owner of 9 homes under construction on Kingston Ave

Turnbull School Headmaster

Mary Ann Turnbull, founder of Turnbull School

Meadowview Park Community Working Group

A hand delivered bulletin was also circulated to residents of Trent Street and Chevier Street, as well as parts of Bakervale and Kingston on May 6, 2021.

“As a resident on Bakervale Drive, I cross this intersection on an almost daily basis to access Meadowvale Park with my toddler. Its proximity to Turnbull School makes it particularly busy at the start and end of the school day when children walking to school must navigate around a long line of vehicles (ex; school drop-offs/pick-ups; workers accessing nearby construction sites) at this intersection.

This intersection is also used by drivers who take Kingston to cross through Carlington from Merivale. At one point earlier this year, my daughter and I were cut-off by a driver at the corner of Trent and Chevrier, who got out of his vehicle to apologize and suggested that there should be a pedestrian crosswalk to make the intersection more visible after turning the bend from Kingston.” **Bakervale Resident**

“In 2018 Safety Audit Walks were conducted by Carlington Safety Audit Committee which identified the Trent St./Chevrier St. and at McBride St. /Laperriere Ave. corners as unsafe. Both of these corners...hazardous not only for other drivers but extremely dangerous for pedestrians and cyclists.” **Carlington Community Association**

**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. The new warrant is based on a point system where an intersection can obtain a maximum of 25 points. In order for an intersection to meet the warrants, it must obtain a score of 70% or 17.5 out of 25 points.

The warrant criteria considers:

- Preventable collisions over the last three years; or
- Intersection sightlines; or
- Weighted scoring, which includes
  - Total intersection volume;
  - Minor street volume and pedestrians crossing the major roadway;
  - Directional Split;
  - Pedestrian exposure; and
  - Proximity to pedestrian generators

AWSC is installed when one of the three warrant criteria noted above is satisfied. The

weighted scoring warrant is a points based approach where points are awarded based on the percentage of total vehicle volume for all approaches based on an average of 200 vehicles per hour over the heaviest 8-hour period, the percentage of the total minor street volume (including pedestrians crossing the major road) based on an average of 80 vehicles per hour over the heaviest 8-hour period, the directional volume split ratio between the major road and the minor road, the pedestrian exposure percentage for pedestrians crossing the major road with conflicting vehicle volumes, and the proximity the intersection is to a high pedestrian generator. An intersection is also warranted when an average of three or more intersection collisions per year (considered preventable by AWSC) have occurred over the last three years, or when there is restricted visibility at the intersection. For intersections involving two local roadways, only sightlines and collision history are considered in the AWSC analysis, unless there is a high traffic generator in the area that may cause volume thresholds to be met.

Traffic Services staff have completed a review of the Owl Drive / Pigeon Terrace, Trent Street / Chevrier Street, Southmore Drive / Fielding Drive and McBride Street / Laperriere Avenue intersections for the installation of all-way stop controls (AWSC). As per the outcome of the review, these intersections do not meet the AWSC warrant criteria given:

### **Owl Drive at Pigeon Terrace**

- This is an intersection involving two local roadways with very low traffic volumes. There were no high traffic generators identified in the area that could cause volume thresholds to be met, therefore a traffic count is not required as per the approved policy.
- There was only one reported collision preventable by the installation of AWSC in the past three years of available data (period of January 01, 2017 to December 31, 2019), which suggests that the intersection operates in an acceptable manner with the current stop control configuration.
- Traffic Services staff completed a field investigation and have concluded that the available sightlines from the 'final' stop position are sufficient according to engineering standards for stopping sight distance.

**Southmore Drive at Fielding Drive**

- This is an intersection involving two local roadways with very low traffic volumes. There were no high traffic generators identified in the area that could cause volume thresholds to be met, therefore a traffic count is not required as per the approved policy.
- There were no reported collisions preventable by the installation of AWSC in the past three years of available data (period of January 01, 2017 to December 31, 2019), which suggests that the intersection operates in an acceptable manner.
- Traffic Services staff completed a field investigation and have concluded that the available sightlines from the 'final' stop position are sufficient according to engineering standards for stopping sight distance.
- It has been recommended that the current uncontrolled intersection be upgraded to a stop-controlled intersection on the Southmore Drive approach, due to the fact that this is one of the main routes into this portion of the community.

**Laperriere Avenue at McBride Street**

- This is an intersection involving a local roadway and a collector roadway. It is therefore reviewed with volumes considered, as well as sight lines and collision history.
- Based on our analysis using volumes from September 2019, this location scored 12.5 out of 25, meeting only 50% of the required warrant. Currently, the volume split ratio at this intersection is 90/10 in favour of Laperriere Street. When AWSC's are introduced and the volume split is not at or beyond the 75/25 ratio, we begin to see non-compliance to the stop control, which increases the likelihood of collisions.
- There were no reported collisions preventable by the installation of AWSC in the past three years of available data (period of January 01, 2017 to December 31, 2019), which suggests that the intersection operates in an acceptable manner with the current stop control configuration.
- Traffic Services staff completed a field investigation and have concluded that the available sightlines from the 'final' stop position are sufficient according to

engineering standards for stopping sight distance.

### **Trent Street at Chevrier Street**

- This is an intersection involving two local roadways with very low traffic volumes. There were no high traffic generators identified in the area that could cause volume thresholds to be met, therefore a traffic count is not required as per the approved policy.
- There were no reported collisions preventable by the installation of AWSC in the past three years of available data (period of January 01, 2017 to December 31, 2019), which suggests that the intersection operates in an acceptable manner with the current stop control configuration.
- Traffic Services staff completed a field investigation and have concluded that the available sightlines from the 'final' stop position are sufficient according to engineering standards for stopping sight distance.

It is staff's experience that the implementation of an unwarranted AWSC at any of these four intersections will likely result in:

- a low stop-compliance rate for vehicles travelling along the major road, as a vehicle approaching from the minor road will rarely be encountered;
- a potential increase in collisions at these intersections due to the likelihood of low stop-compliance rates;
- the creation of a false sense of security that all vehicles will stop for pedestrians crossing the intersection (particularly for children) and for drivers of vehicles exiting from the minor road to the major road.
- the requirement for considerable police enforcement on an on-going basis to addresses issues with drivers not obeying the stop controls.

Staff estimate that the cost to implement an AWSC at these four intersections will be approximately \$2400 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 2021.

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

I firmly support the proposals for these four, above-mentioned intersections.

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

This has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

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

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report.

### **FINANCIAL IMPLICATIONS**

The cost to implement the all-way stop controls can be funded from within Traffic Service's existing operating budget.

### **ACCESSIBILITY IMPACTS**

The recommendations in this report would improve accessibility and safety of pedestrian movements in the community.

### **TERM OF COUNCIL PRIORITIES**

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

### **DISPOSITION**

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

In accordance with Section 7 of Schedule "C" within the *Delegation of Authority By-law* (By-law No. 2020-360, as amended), the City Clerk amended this report to correct minor errors to this report. Specifically, required text that was inadvertently omitted from the Financial Implications Section of the report was added prior to publication of the Draft Council agenda.