

**7. ALL-WAY STOP CONTROL AT THE INTERSECTION OF GREGOIRE ROAD
AND MARVELVILLE ROAD/ROUTE 400**

**PANNEAUX D'ARRÊT TOUTES DIRECTIONS À L'ANGLE DES CHEMINS
GREGOIRE ET MARVELVILLE/ROUTE 400**

COMMITTEE RECOMMENDATION

That Council approve the installation of all-way stop controls at the intersection of Gregoire Road and Marvelville Road/Route 400.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'angle des chemins Gregoire et Marvelville/route 400.

Documentation/Documentation

1. Councillor's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 18, 2021
(ACS2021-OCC-ARA-0002)

Rapport du Conseiller, daté le 18 juin 2021 (ACS2021-OCC-ARA-0002)

2. Extract of draft Minutes, Agriculture and Rural Affairs Committee,
June 28, 2021

Extrait de l'ébauche du procès-verbal, Comité de l'agriculture et des affaires rurales, le 28 juin 2021

**AGRICULTURE AND RURAL
AFFAIRS COMMITTEE
REPORT 23
July 7, 2021**

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**COMITÉ DE L'AGRICULTURE ET
DES AFFAIRES RURALES
RAPPORT 23
LE 7 JUILLET 2021**

**Report to
Rapport au :**

**Agriculture and Rural Affairs Committee
Comité de l'agriculture et des affaires rurales
28 June 2021 / 28 juin 2021**

**and Council
et au Conseil
7 July 2021 / 7 juillet 2021**

**Submitted on June 18, 2021
Soumis le 18 juin 2021**

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

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Ward: OSGOODE (20)

File Number: ACS2021-OCC-ARA-0002

**SUBJECT: All-way stop control at the intersection of Gregoire Road and
Marvelville Road/Route 400**

**OBJET : Panneaux d'arrêt toutes directions à l'angle des chemins Gregoire et
Marvelville/route 400**

REPORT RECOMMENDATIONS

That the Agriculture and Rural Affairs Committee recommend that Council approve the installation of all-way stop controls at the intersection of Gregoire Road and Marvelville Road/Route 400.

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'agriculture et des affaires rurales recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'angle des chemins Gregoire et Marvelville/route 400.

BACKGROUND

Gregoire Road is a rural 'arterial' roadway that runs in a north-south orientation and is the boundary between the City of Ottawa and the Untied Counties of Prescott and Russell. Marvelville Road is a rural 'arterial' roadway that forms the west leg of the intersection of Gregoire Road and Marvelville Road/Route 400 intersection and is fully under City of Ottawa jurisdiction. Route 400 forms the east leg of the intersection and is fully under the Untied Counties of Prescott and Russell jurisdiction. The intersection of Gregoire Road and Marvelville Road/Route 400 currently operates with stop control on the Marvelville Road and Route 400 approaches.

DISCUSSION

The goal of this AWSC request is to keep the residents of Osgoode Ward and Prescott/Russell safe and provide a safer environment for people who use the intersection. We want to remove unnecessary risk to our residents. Both myself and the Mayor of Russell Township have been receiving requests from citizens on this matter, as it is of vital importance to them. The township of Prescott-Russell, just as I have in Osgoode Ward, has also been exploring a four-way stop at the intersection of Gregoire Road and Route 400. Most of the intersections along Route 400 and former Regional Road 4 are 4-way stops. Russell recently changed two of our intersections crossing Route 400 to four-way stops because it was warranted. Traffic Services staff have

completed a comprehensive review of the Gregoire Road and Marvelville Road/Route 400 intersection for the installation of an all-way stop control (AWSC). Staff unfortunately determined that the intersection does not meet the warrant criteria approved by Council on October 14, 2020. As the centreline of Gregoire Road forms the boundary between the City of Ottawa and the United Counties of Prescott and Russell, and both municipalities have joint jurisdiction for part of the roadway, there is a Municipal Act requirement for both municipalities to pass a by-law with respect to the implementation of traffic control. Staff estimate that the cost to implement an AWSC at the Gregoire Road and Marvelville Road/Route 400 intersection will be approximately \$5,350 for the installation of regulatory signs, warning signs and pavement markings. As this is a boundary roadway, the City of Ottawa and the United Counties of Prescott and Russell will share the implementation costs associated to the AWSC installation; each will pay 50%. The City of Ottawa's share of the costs can be accommodated within the existing Traffic Services operating budget. Upon Council approval and the adoption of the necessary by-laws by both the City of Ottawa and the United Counties of Prescott and Russell, the installation of the AWSC can occur in 2021. Prescott-Russell are willing and I believe have passed the required by-law for this intersection change to occur. While I understand staff stated this intersection did not warrant the proper criteria, I believe the intersection requires a 4 way stop because: The speeds involved in any collision in the area make the results likely to be fatal. The road is going to be repaved in the near future, resulting in an increase in speeds. Russell township has made changes in their jurisdiction to similar intersections due to collisions and dangerous incidents occurring I'm not certain that we reviewed OPP data in this report. Traffic rates continue to increase in this area as the city grows. It's a minimal cost to ensure safety and give residents more assurance when they are on the road. Local Marionville Community Association has been asking for this.

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 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 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 occurred over the last 3 years or when there is restricted visibility at the intersection.

Traffic Services staff have completed a review of the Gregoire Road and Marvelville Road/Route 400 intersection which is on the eastern boundary between the City of Ottawa and the United Counties of Prescott and Russell the for the installation of all-way stop control (AWSC). As per the outcome of the review, this intersection does not meet the AWSC warrant criteria given:

- From an August 2019 traffic count the traffic volumes met 68% of the required, with insufficient total intersection volume and minor street volume;
- There was one reported collision that could have been 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; and,
- 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.

The United Counties of Prescott and Russell did not indicate that they have an approved policy for reviewing all-way stop control within their jurisdiction.

It is staff's experience that the implementation of an unwarranted AWSC at this intersection 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 this intersection 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 address issues with drivers not obeying the stop controls.

Staff estimate that the cost to implement an AWSC at the Gregoire Road and Marvelville Road/Route 400 intersection will be approximately \$5,350 for the installation of regulatory signs, warning signs and pavement markings. As this is a boundary roadway, the City of Ottawa and the United Counties of Prescott and Russell will share the implementation costs associated to the AWSC installation; each will pay 50%. The City of Ottawa's share of the costs can be accommodated within the existing Traffic Services operating budget. Upon Council approval and the adoption of the necessary by-laws by both the City of Ottawa and the United Counties of Prescott and Russell, the installation of the AWSC can occur in 2021.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Darouze is in favour of this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

The cost to implement the All Way Stop Control will be shared by the City of Ottawa and the United Counties of Prescott and Russell; each paying 50%. The City's portion can be funded from within Traffic Service's existing operating budget.

ACCESSIBILITY IMPACTS

Safety often has a significant impact on people with disabilities. An AWSC would allow for safer crossings of people with disabilities and older adults, who may require more time.

Further protective measures, such as increased police enforcement, would also contribute to the safe crossing of pedestrians with disabilities and older adults.

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. Legal Services, Innovative

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Client Services Department to prepare and forward the implementing bylaw to City Council.