

4. All-Way Stop Controls for Evelyn Avenue and Chestnut Street, & Harvard Avenue and Chesley Street

Arrêts multidirectionnels pour l'avenue Evelyn et la rue Chestnut, et l'avenue Harvard et la rue Chesley

COMMITTEE RECOMMENDATION

That Council:

Approve the installation of an all-way stop control at the following intersections:

- a) Evelyn Avenue and Chestnut Street**
- b) Harvard Avenue and Chesley Street**

RECOMMANDATION DU COMITÉ

Que le Conseil :

Approuve l'installation d'un dispositif d'arrêt multidirectionnel aux intersections suivantes :

- a) Avenue Evelyn et rue Chestnut**
- b) Avenue Harvard et rue Chesley**

DOCUMENTATION

1. Councillor's report, dated August 23, 2021 (ACS2021-OCC-TRC-0023).
Rapport du conseiller, daté le 23 août 2021 (ACS2021-OCC-TRC-0023).

**Subject: All-Way Stop Controls for Evelyn Avenue and Chestnut Street, &
Harvard Avenue and Chesley Street**

File Number ACS2021-OCC-TRC-0023

**Report to Transportation Committee on 1 September 2021
and Council 8 September 2021**

Submitted on August 23, 2021 by Councillor S. Menard

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Ward: Capital (17)

**Objet : Arrêts multidirectionnels pour l'avenue Evelyn et la rue Chestnut, et
l'avenue Harvard et la rue Chesley**

Dossier : ACS2021-OCC-TRC-0023

Rapport au Comité des transports le 1er septembre 2021

et au Conseil le 8 septembre 2021

Soumis le 23 août 2021 Conseiller S. Menard

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Quartier : Capitale (17)

REPORT RECOMMENDATION(S)

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

- a) Evelyn Avenue and Chestnut Street**
- b) Harvard Avenue and Chesley Street**

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation d'un dispositif d'arrêt multidirectionnel aux intersections suivantes :

- a) **Avenue Evelyn et rue Chestnut**
- b) **Avenue Harvard et rue Chesley**

BACKGROUND

As part of updating and improving the safety and comfort of vulnerable road users, the following two intersections have been identified as in need of AWS controls by the local community and the councillor's office.

Evelyn Avenue and Chestnut Street

The intersection of Evelyn Avenue and Chestnut Street is located in Old Ottawa East. Evelyn Avenue runs east-west and Chestnut runs north-south. The intersection is located one block south of Lees Avenue and one block west of Springhurst Park. Evelyn is a dead-end at Springhurst Park. The block between the intersection and Springhurst Park does not have sidewalks. There are currently stop controls on Evelyn. Both streets are residential streets.

Harvard Avenue and Chesley Street

Located at the southern end of Old Ottawa South, one block west of the intersection of Chesley Street and Bank Street, the intersection of Harvard Avenue and Chesley currently has a two-way stop control on Harvard Avenue. Both Harvard and Chesley are residential street.

DISCUSSION

Evelyn Avenue and Chestnut Street

Due to commuting patterns, Chestnut Street is the major street at this intersection. However, for intra-community transportation, Evelyn is the major street, as it is longer and connects the community to Springhurst Park, a popular and heavily-used community amenity.

For years, residents have been asking for an all-way stop control at this intersection. Evelyn is an important street in the neighbourhood, connecting the community to the park. Adults and children travel along Evelyn to get to and from the park, by foot and by bicycle.

Traffic along Chestnut can be fast and dangerous. It is regularly used as a cut-through from Lees Avenue, and speeding is an issue experienced by the neighbourhood.

Due to the popularity of the park, some park visitors will drive to Springhurst, and they will access it by driving south on Chestnut from Lees and turning east on Evelyn, hoping to park on the block between Springhurst and Chestnut.

Traffic that speeds around the corner from Chestnut onto Evelyn can quickly come into contact with bicyclists and, perhaps more dangerously, pedestrians, as the lack of sidewalks and on-street parking force residents to walk in the street.

An AWS is required to slow down or deter cut-through traffic. It is also required to make access to Springhurst Park safer for all residents, especially children and those with mobility issues, by allowing pedestrians to cross the intersection and by slowing traffic as it turns onto a street shared by pedestrians, bicyclists and motorists.

Harvard Avenue and Chesley Street

Harvard Avenue and Chesley Street are short, narrow, residential streets. Harvard spans three blocks and Chesley two. The intersection is located in a neighbourhood with high pedestrian and bicycling modal shares. Traffic from Bank Street creates a hazard for residents walking or bicycling, or children outside playing.

The need for a stop sign re-surfaced in the winter of 2020/2021, as consultations were being done on winter parking along Harvard. Residents highlighted the need for a stop sign to better curb traffic through the quiet neighbourhood.

This section of Old Ottawa South has received many traffic calming initiatives in recent years. A residential area speed zone of 30 km/h was implemented in 2019

Implementing an AWS control at Harvard and Chesley would align with the current traffic calming efforts, the residential area speed limit of 30 km/h, and encourage active transportation and animated residential streets.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendation of this report. The cost would be funded from within the existing Traffic Services' Operating Budget.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Menard is supportive of the proposed AWS controls. These controls have been sought by residents and would serve to properly regulate traffic, improve safety for vulnerable road users and better balance the needs of all road users.

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. 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 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.

Intersection 1 - Evelyn Avenue and Chestnut Street

Traffic Services staff have completed a review of the intersection of Evelyn Avenue and Chestnut Street 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 staff cannot recommend its installation given:

- there have been no reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019); and,
- 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 Evelyn Avenue and Chestnut 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 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.

Intersection 2 – Harvard Avenue and Chesley Street

Traffic Services staff have completed a review of the intersection of Harvard Avenue and Chesley Street 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 staff cannot recommend its installation given:

- There have been no reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019): and
- 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 Harvard Avenue and Chesley 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 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 either of these locations, 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 AWSC at both intersections will be approximately \$2,400.00 for the installation of regulatory signs and pavement markings. The cost can be accommodated within the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

There are no specific accessibility impacts identified associated with this report or its recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

RURAL IMPLICATIONS

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

TERM OF COUNCIL PRIORITIES

The implementation of these AWS controls would support the city's ongoing commitment to integrated transportation by improving mobility safety initiatives to enhance the safety of vulnerable road users. 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 and will endeavour to install both the signs and pavement markings as soon as practicable.