

**7. ALL WAY STOP CONTROL AT THE INTERSECTION OF LIARD STREET  
AND BASSWOOD AVENUE**

**INSTALLATION DE PANNEAUX D'ARRÊT TOUTES DIRECTIONS À  
L'INTERSECTION DE LA RUE LIARD ET DE L'AVENUE BASSWOOD**

**COMMITTEE RECOMMENDATION**

**That Council approve the installation of an all-way stop control at the intersection of Liard Street and Basswood Avenue.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection de la rue Liard et de l'avenue Basswood.**

**DOCUMENTATION / DOCUMENTATION**

1. Councillor G. Gower's report dated 28 March 2022 (ACS2022-OCC-TRC-0009).

Rapport du Conseiller G. Gower daté le 28 mars 2022 (ACS2022-OCC-TRC-0009).

**Subject:      All Way Stop Control at the intersection of Liard Street and  
                 Basswood Avenue**

**File Number: ACS2022-OCC-TRC-0009**

**Report to Transportation Committee on 6 April 2022**

**and Council 13 April 2022**

**Submitted on March 28, 2022 by Councillor Glen Gower**

**Contact Person: Councillor G. Gower, Stittsville Ward (6)**

**613-580-2476, Glen.Gower@ottawa.ca**

**Ward: Stittsville (6)**

**Objet :      Installation de panneaux d'arrêt toutes directions à l'intersection de  
                 la rue Liard et de l'avenue Basswood**

**Dossier : ACS2022-OCC-TRC-0009**

**Rapport au Comité des transports**

**le 6 avril 2022**

**et au Conseil le 13 avril 2022**

**Soumis le 28 mars 2022 par Conseiller G. Gower**

**Personne ressource : Conseiller G. Gower, quartier Stittsville (6)**

**613-580-2476, Glen.Gower@ottawa.ca**

**Quartier : Stittsville (6)**

## **REPORT RECOMMENDATION**

**That the Transportation Committee recommend that Council approve the installation of an all-way stop control at the intersection of Liard Street and Basswood Avenue.**

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection de la rue Liard et de l'avenue Basswood.**

## **BACKGROUND**

Liard Street is designated as a collector street and Basswood Avenue is a local street. Liard Street is an elbow-shaped road connecting Stittsville Main Street to Fernbank Road. Basswood Avenue intersects Liard Street approximately 440m east of Stittsville Main, just before a bend in the road. The intersection is currently controlled by a stop sign for vehicles travelling south on Basswood. Speeding and cut-through traffic are a frequent concern on Liard Street.

## **DISCUSSION**

The intersection of Liard and Basswood is currently operating with a stop control on the Basswood for vehicles heading south. This configuration is typical as the free flow of movement should be on a major street, with a stop control placed on the minor intersecting street.

Traffic Services staff have completed a review of the intersection for the installation of an all-way stop control (AWSC). Staff have determined that the intersection does not meet the warrant criteria. Despite the findings of the review, an AWSC is sought to enhance the safety of the intersection. Speeding and cut-through traffic are a frequent concern on Liard Street. Basswood and Liard are popular walking routes for elementary students walking towards Guardian Angels school and Westwind school further south. There are no sidewalks on either street.

Additional traffic calming measures are in place on Liard Street including flex stakes and speed humps. This all-way stop will improve safety for all road users including motorists, cyclists and pedestrians.

## **RURAL IMPLICATIONS**

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

## **CONSULTATION**

### **PUBLIC WORKS DEPARTMENT:**

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.

Traffic Services staff have completed a review of the Liard Street and Basswood Avenue intersection brought forward by Councillor Gower for the installation of AWSC. As per the outcome of the completed review, the intersection does not meet the AWSC warrant criteria and staff cannot recommend its installation.

The intersection does not meet the AWSC warrant criteria given that:

- there has been 0 reported angle collisions in the past three years of available data (period of January 01, 2018 to December 31, 2020);
- Only 24% of the overall weighted criteria is currently met as confirmed through an October 2014 count (70% required in order to meet the warrants). The 2014 count is the most recent on record - a count was planned for the winter of 2019/2020 however did not take place given the on-going pandemic); and,
- the stopping sight distance requirement (based on the operating speed of 55 km/h) of a minimum 75 metres in both directions is met.

It is staff's experience that the implementation of an unwarranted AWSC at this intersection 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, in addition, this new stop sign is in close proximity to two other stop signs;
- a potential to increase collisions at this intersection 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 AWSC be implemented, 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 existing AWSC controlled intersections in this area.

Staff estimate that the cost to implement AWSC at the Liard Street and Basswood Avenue intersection will be approximately \$2,000 for the installation of regulatory signs and pavement markings. Costs for the implementation of the AWSC can be accommodated within the existing Traffic Services operating budget.

Upon Council approval, the installation of the AWSC will occur in Spring of 2022

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

Road safety is the number one resident concern from residents in Stittsville. Although not warranted, I am confident that this AWSC will create a safer and more comfortable environment for all road users in this part of the community. It's an important step to support the community's desire for safe, sustainable, and healthy transportation.

Several residents in the surrounding community have contacted my office directly to request the all-way stop.

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

This has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

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

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report.

### **FINANCIAL IMPLICATIONS**

This report has no budget implications. Costs for the signage and pavement markings will be absorbed within the 2022 approved Traffic Services operating budget.

### **ACCESSIBILITY IMPACTS**

Improvements for pedestrian safety often have 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. An AWSC would also allow for increased safe access to OC Transpo bus stops, which would also have a high level of positive impact on people with disabilities and older adults.

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 Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.