

**5. ALL WAY STOP CONTROL AT THE INTERSECTION OF KIMPTON DRIVE
AND OVERLAND DRIVE**

**INSTALLATION DE PANNEAUX D'ARRÊT TOUTES DIRECTIONS À
L'INTERSECTION DES PROMENADES KIMPTON ET OVERLAND**

COMMITTEE RECOMMENDATION

That Council approve the installation of an all-way stop control at the intersection of Kimpton Drive and Overland Drive.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection des promenades Kimpton et Overland.

DOCUMENTATION / DOCUMENTATION

1. Councillor G. Gower's report dated 28 March 2022 (ACS2022-OCC-TRC-0007).

Rapport du Conseiller G. Gower daté le 28 mars 2022 (ACS2022-OCC-TRC-0007).

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection des promenades Kimpton et Overland.

BACKGROUND

Kimpton Drive is designated as a collector street and Overland Drive is a local street. Kimpton Drive is the larger street, running east-west, with the intersection formed by the north-south Overland Drive. The intersection is currently controlled by a stop sign for north- and southbound vehicles travelling on Overland. Kimpton connects Stittsville Main Street in the east with Carp Road in the west. There is a high pedestrian volume in the area, with parks, nature trails and an elementary school nearby.

DISCUSSION

The intersection of Kimpton and Overland is currently operating with stop controls on the Overland approaches to Kimpton. 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. Several near misses have been reported, along with concerns for pedestrians crossing the street near a school bus stop. The width of Kimpton Drive and difficulties with sightlines are creating hazards for motorists, cyclists and pedestrians.

This is a popular route for elementary students walking to St. Stephen Elementary School and for residents connecting to the network of nature trails north of Kimpton. This AWSC would be about midway between the existing AWSC intersections at Stittsville Main Street (410m to the east) and Lloydalex Crescent (580m to the west).

RURAL IMPLICATIONS

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

CONSULTATION

Public Works Department 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.

Traffic Services staff have completed a review of the Kimpton Drive and Overland Drive 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 collision in the past three years of available data (period of January 01, 2018 to December 31, 2020);
- Only 42% of the overall weighted criteria is currently met as confirmed through a October 2020 count (70% required in order to meet the warrants); and,
- the stopping sight distance requirement (based on the operating speed of 50km/h) of a minimum 64 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;

- a potential to increase in 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.

Staff estimate that the cost to implement AWSC at the Kimpton Drive and Overland Drive intersection will be approximately \$2,100 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 the Jackson Trails / Potter's Key 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, including the school council at St. Stephen School on Stittsville Main.

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.