

1. ALL WAY STOP CONTROL AT THE INTERSECTION OF FAMILLE-LAPORTE AVENUE AND MISHAWASHKODE STREET/MINOTERIE RIDGE, THE INTERSECTION OF VISTA PARK DRIVE AND CLARINGTON AVENUE, AND THE INTERSECTION OF HARVEST VALLEY AVENUE AND GLASTONBURY WALK/BEAUDELAIRE DRIVE

PANNEAUX D'ARRÊT TOUTES DIRECTIONS LÀ OÙ L'AVENUE DE LA FAMILLE-LAPORTE CROISE LA RUE MISHAWASHKODE ET LA CÔTE DE LA MINOTERIE, À L'INTERSECTION DE LA PROMENADE VISTAPARK ET DE L'AVENUE CLARINGTON AINSI QUE LÀ OÙ L'AVENUE HARVEST VALLEY CROISE LA COURS GLASTONBURY ET LA PROMENADE BEAUDELAIRE

COMMITTEE RECOMMENDATION

That Council approve the installation of all-way stop control at the intersection of Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge, the intersection of Vista Park Drive and Clarington Avenue, and the intersection of Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions là où l'avenue de la Famille-Laporte croise la rue Mishawashkode et la côte de la Minoterie, à l'intersection de la promenade Vistapark et de l'avenue Clarington ainsi que là où l'avenue Harvest Valley croise la cours Glastonbury et la promenade Beaudelaire.

FOR THE INFORMATION OF COUNCIL

The Committee approved the following Directions to Staff:

That Transportation Services staff look at other jurisdictions that use the warrant system and how they balance the ongoing concerns and report back to the Transportation Committee. Additionally, a further direction was provided to have Traffic Services more involved in the sub-division process and that their comments be included in the final sub-division proposal that is brought forward to the ward councillor and/or Committee.

POUR LA GOUVERNE DU CONSEIL

Le Comité a donné l'instruction suivante au personnel :

Que le personnel de la Direction générale des transports examine la façon dont d'autres juridictions qui utilisent le système de justification concilient les préoccupations constantes et qu'il fasse rapport au Comité des transports. De plus, une autre directive lui est donnée de faire participer davantage les Services de la circulation au processus de lotissement et d'inclure leurs commentaires dans la proposition de lotissement finale qui est présentée au conseiller de quartier et au Comité.

DOCUMENTATION / DOCUMENTATION

1. Councillor Blais, report dated 25 October 2017 (ACS2017-CCS-TRC-0021)

Conseiller Blais, rapport daté le 25 octobre 2017 (ACS2017-CCS-TRC-0021)
2. Extract of draft Minutes 29 Transportation Committee, 1 November 2017.

Extrait de l'ébauche du procès-verbal 29, comité des transports, le 1 novembre 2017

Report to
Rapport au:

Transportation Committee
Comité des transports
1 November 2017 / 1er novembre 2017

and Council
et au Conseil
8 November 2017 / 8 novembre 2017

Submitted on October 25, 2017
Soumis le 25 octobre 2017

Submitted by
Soumis par:
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Ward: CUMBERLAND (19)

File Number: ACS2017-CCS-TRC-0021

SUBJECT: All Way Stop Control at the intersection of Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge, the intersection of Vista Park Drive and Clarington Avenue, and the intersection of Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive

OBJET: Panneaux d'arrêt toutes directions là où l'avenue de la Famille-Laporte croise la rue Mishawashkode et la côte de la Minoterie, à l'intersection de la promenade Vistapark et de l'avenue Clarington ainsi que là où l'avenue Harvest Valley croise la cours Glastonbury et la promenade Beaudelaire

REPORT RECOMMENDATION

That the Transportation Committee recommend that Council approve the installation of all-way stop control at the intersection of Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge, the intersection of Vista Park Drive and Clarington Avenue, and the intersection of Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions là où l'avenue de la Famille-Laporte croise la rue Mishawashkode et la côte de la Minoterie, à l'intersection de la promenade Vistapark et de l'avenue Clarington ainsi que là où l'avenue Harvest Valley croise la cours Glastonbury et la promenade Beaudelaire.

BACKGROUND

Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge Intersection

The intersection of Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge is currently operating with stop controls on the Mishawashkode Street and Minoterie Ridge approaches to Famille-Laporte Avenue only.

The only park in the growing community of Cardinal Creek Village, Millstone Park, is located at the northeast quadrant of the intersection in question.

Cardinal Creek Village is in the first years of generational community development and at present ave. Famille-Laporte is the ONLY road connection to exit the community.

Given that the community is at the very early stages of development the installation of an AWSC would provide the overwhelming majority of residents with a pre-existing condition.

Moreover, the highly successful Laporte Nursery is located at the end of the street. Success brings the challenge of both commercial and shopping traffic, much of which is in the evenings and weekends. These are the times most residents wish to use the park.

The resulting outside traffic poses a concern from their general lack of familiarity with the community.

As a result, the growing community of young families and seniors has expressed concern and difficulty in safely accessing the park.

Vista Park Drive and Clarington Avenue Intersection

The intersection of Vista Park Drive and Clarington Avenue is currently operating with a stop control on the Clarington Avenue approach to Vista Park Drive only.

Along the south side of Vista Park Drive is Vista Park. The properties of two elementary schools adjoin the city park: St. Dominic Elementary School is located at the corner of Vista Park Drive and Esprit Drive and Alain Fortin Elementary School's playground backs on to Vista Park.

Vista Park is a community park visited by thousands of residents each week and used regularly by children from both neighbouring elementary schools and their respective before and after care programs.

Traffic calming measures including changes to on-street parking and the installation of flex stakes have already been undertaken.

A recent public meeting, attended by both the Ottawa Police Service and staff from Traffic Services, identified this intersection as a major concern for neighbouring residents.

Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive Intersection

The intersection of Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive is currently operating with stop controls on the Glastonbury Walk and Beaudelaire Drive approaches to Harvest Valley Avenue only.

Harvest Valley is the primary collector running east/west through south Avalon. It intersects all of the major north/south collectors in south Avalon. In addition to high vehicle loads, it carries OC Transpo Connexion route 235 which is amongst the busiest connexion routes in Ottawa.

Harvest Valley must be crossed by residents of all ages to access Vista Park; the community park for south Avalon. Glastonbury/Baudelaire represents the only

continuous street from the park across Harvest Valley into the connecting residential streets to the south. Vista Park is the only park option to access soccer fields, boarded hockey rink, tobogganing and skateboarding within reasonable walking distance.

The intersection in question is along the walking route for elementary age children who attend école Alain Fortin, St. Dominic Elementary School and Summerside Public School.

DISCUSSION

The Community Association of Cardinal Creek Village has requested an AWSC be installed at Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge. This request was echoed by residents during recent community events and door-to-door consultations.

A public safety meeting for the community around Vista Park was held in September 2017. Residents were virtually unanimous in their view that traffic in the neighbourhood needed better controls and solutions. The residents at this meeting echoed a long-standing request from the neighbourhood for an AWSC at the intersection of Vista Park Dr. and Clarington Ave. as well as the need for an AWSC at Harvest Valley and Glastonbury Walk/Beaudelaire. Traffic problems have been a long-standing point of frustration for the residents of this neighbourhood.

Residents are aware that an all-way-stop is not a silver bullet but rather a tool in the complex tool chest of education, engineering and enforcement that are required to keep pedestrians and motorists safe.

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 the staff review confirms that such a measure is warranted by meeting specific criteria. The City's AWSC Warrant Criteria is based on past practices of former municipalities and aligns with the Ontario

Traffic Manual.

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

Traffic Services staff have completed a review of the three intersections identified by Councillor Blais for the installation of all-way stop control (AWSC). Staff have concluded that all three intersections do not meet the AWSC warrant criteria as a result of:

- low traffic volumes. More specifically, October 2017 intersection traffic counts identify the following:
 - only 64% of the required volume criteria is met at the Famille-Laporte Avenue and Mishawashkode/Minoterie Ridge intersection;
 - only 11% of the volume criteria is met at the Vista Park Drive and Clarington Avenue intersection; and,
 - only 59% of the volume criteria is met at the Harvest Valley Drive and Glastonbury Walk/Beaudelaire Drive intersection.
- the absence of any reported collisions in the past three years at any of the three intersections which suggests that the intersections operate in a safe manner with the current side street only stop control; and,
- sufficient sightlines. Traffic Services staff completed field investigations at each intersection and conclude that the available sight lines from the 'final' stop position are within the accepted engineering standards at all three intersections.

The current stop control on the minor approach of all three intersections is the most

appropriate form of traffic control at this time.

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Famille-Laporte Avenue and Mishawashkode Street/Minoterie Ridge, the intersection of Vista Park Drive and Clarington Avenue, and the intersection of Harvest Valley Avenue and Glastonbury Walk/Beaudelaire Drive may 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 the collisions at these intersections due to the likely low compliance to stopping;
- 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.

Implementing AWSC at these locations would require considerable police enforcement on an on-going basis to address issues with stop compliance of drivers.

Consideration must also be given to the fact that the Ontario Traffic Manual Book 5 (regulatory signs) notes that an AWSC should not be installed within 250m of another intersection with AWSC. In the case of the Vista Park Drive and Clarington Avenue intersection, an AWSC is currently located within that range. More specifically the intersection of Esprit Drive and Vista Park Drive is equipped with an AWSC and is at a distance of 210m.

Staff estimate that the cost to implement an AWSC at the three intersections will be approximately \$2,400 for the installation of regulatory signs, warning signs and pavement markings. The cost can be accommodated within the existing Traffic Services operating budget.

As a result of existing infrastructure at the intersection of Vista Park Drive and Clarington Avenue, pedestrian crossing pavement markings cannot be installed across Vista Park Drive on the east and west sides of the intersection. Currently, there are no curb depressions on the south side of the intersection and in order for the pavement markings to be applied, curb depressions need to be present. The cost to construct curb depressions is estimated at \$2,000. Traffic Services does not have budgetary

resources to complete the necessary work.

COMMENTS BY THE WARD COUNCILLOR(S)

After consulting with the community in the form of public meetings on safety, community association meetings, park bbq's and door-to-door outreach the Councillor believes these measures will be most welcome by the majority of community members.

Millstone Park is an excellent example of the City working with the development community to ensure important community amenities are built at the beginning of a development rather than years later. It is a shame some find it difficult and dangerous to access the park as a result of an uncontrolled intersection.

Vista Park is a focal point for south Avalon that sees the convergence of collector roads with elementary schools and the community park. The councillor believes the focus for traffic calming, law enforcement and education should be in the area where our children are most likely to be walking, cycling and playing: parks and schools. It is important that residents feel safe allowing their children to play outdoors and walk to school; these measures will help the City achieve that end.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. Funding for the AWSC is available within the 2017 Traffic Services operating budget and the curb depressions within the 2015-2018 Strategic Plan funding.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the recommendations of this report.

TERM OF COUNCIL PRIORITIES

The recommendation of this report aligns to the 2015-2018 Strategic Priority – Transportation and Mobility, specifically Strategic Objective TM4 – Improve safety for all road users.

DISPOSITION

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council. As a result of staff's transition to winter operations in mid-November, the installation of the corresponding all-way stop control (AWSC) signs and pavement markings will be completed by May 15 in Spring 2018.