

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
2 December 2020 / 2 décembre 2020**

**and Council
et au Conseil
9 December 2020 / 9 décembre 2020**

**Submitted on November 23, 2020
Soumis le 23 novembre 2020**

**Submitted by
Soumis par:
Councillor / Conseiller Mathieu Fleury**

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Ward: RIDEAU-VANIER (12)

File Number: ACS2020-OCC-TRC-0020

SUBJECT: Acquisition of Part of 300 Wiggins Private from Ottawa Community Housing for Installation of Intersection All-Way Stop Control (AWSC)

OBJET: Acquisition d'une partie de la propriété du 300, privé Wiggins de Logement communautaire d'Ottawa pour y installer des panneaux d'arrêt toutes directions

REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council:

- 1. Direct Corporate Real Estate Office staff to purchase the necessary property at 300 Wiggins Private owned by Ottawa Community Housing for nominal consideration to allow for the installation of an All-Way Stop**

Control (AWSC) sign at the southern intersection of Chapel Crescent and Wiggins Private; and

- 2. Approve the enactment of a By-law to establish these lands as common and public highway and assume them for public use;**
- 3. Approve the funding of the costs associated with this initiative from the Mann Avenue, Range Road, Russell Avenue and Templeton Street Project Fund (account # 908835)**
- 4. Approve the installation of the all-way stop control at the intersection of Chapel Street and Wiggins Private, with the cost of the installation of regulatory signs, warning signs and pavement markings funded from the Ward 12 Temporary Traffic Calming Budget.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil :

- 1. de demander au personnel du Bureau des biens immobiliers municipaux d'acheter la propriété nécessaire au 300, privé Wiggins, qui appartient à Logement communautaire d'Ottawa, moyennant une contrepartie symbolique, pour permettre l'installation de panneaux d'arrêt toutes directions à l'angle sud du croissant Chapel et du privé Wiggins;**
- 2. d'approuver l'adoption d'un règlement municipal visant à établir ces terrains en routes publiques et à les affecter à l'utilisation publique;**
- 3. d'approuver le financement des coûts associés à cette initiative à partir des fonds du projet de réfection de l'avenue Mann, du chemin Range, de la rue Templeton et de l'avenue Russell (compte n° 908835).**
- 4. d'approuver l'installation de panneaux d'arrêt toutes directions, à l'intersection de la rue Chapel et du privé Wiggins. Les coûts de l'installation des panneaux de signalisation, des panneaux avertisseurs et du marquage sur la chaussée seront financés par le budget consacré aux mesures temporaires de modération de la circulation du quartier 12.**

BACKGROUND

Over the last several years, a number of safety incidents have occurred related to the lack of crosswalk at the Chapel Street and Wiggins Private intersection. This

intersection is adjacent to a large Ottawa Community Housing community known as Strathcona Heights. The intersection has shared ownership between the City of Ottawa and Ottawa Community Housing (see Document 1).

Stemming from these incidents, Ottawa Community Housing Staff and tenant leaders have raised these safety concerns to me as the local Ward Councillor. Thinking this would be a simple legislative process to install an All-Way Stop Control, I reached out to Transportation Services who informed me the limitations of having two separately owned land parcels within the intersection. Luckily, the other owner is Ottawa Community Housing, who made the original request to me for improved safety measures at this site. They are favourable to the proposed solutions.

After multiple engagements with Transportation Services, Legal Services and the Corporate Real Estate Office, the approach to permit the City to have full ownership of the intersection was agreed upon, through the City of Ottawa acquiring a small parcel of the OCH owned 300 Wiggins Private.

The purpose of this report is to complete this land transfer transaction in addition to approving the installation of an Intersection All-Way Stop Control measures at the Chapel Street and Wiggins Private intersection.

DISCUSSION

The Corporate Real Estate Office (CREO) will be tasked following approval of this report with acquiring a small section of 300 Wiggins Private (shown as Parcel 1 on Document 1) from Ottawa Community Housing for inclusion as a public right-of-way abutting Chapel Crescent for the purpose of traffic control and safety.

Chapel Crescent is a short local road linking this small residential enclave to Mann Avenue in the north and to the larger Sandy Hill neighbourhood. Wiggins Private is a private road abutting Chapel Crescent within this enclave owned by Ottawa Community Housing. Only Municipal transit (buses) and bicycles are permitted to the south of this intersection along Chapel Crescent.

The parcel in question is a part of PIN 042070116 and is 360.7 square metres (3,882.57 square feet) in size.

This property was circulated throughout the City and to other interested parties on June 4, 2020. There were no objections to the City acquiring this section of Wiggins Private in the comments received on this circulation.

An internal appraisal was requested from CREO's Valuation Unit to determine the market value of the land under examination. The appraiser valued the parcel under consideration in contribution to the larger development parcel resulting in a market value determination of \$79,000 as of October 14, 2020.

Ottawa Community Housing (OCH) has agreed to provide the land (Parcel 1 on Document 1) to the City for nominal consideration in return for the City's efforts to ameliorate the safety concerns of the community in this area. A purchase and Sale agreement will be provided to OCH with closing to take place once a final survey (R-Plan) has been completed. The acquisition will be subject to a number of pre-existing utility easements.

The costs associated with this acquisition are related to closing costs (legal, tax, etc) as well as utility locates and survey, estimated to be approximately \$15,000.

This acquisition is recommended for approval.

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 new warrant is based on a point system where an intersection can obtain a maximum of 25 points. In order for an intersection to meet the warrants, it must obtain a score of 70% or 17.5 out of 25 points.

The warrant criteria considers:

- Preventable collisions over the last three years; or
- Intersection sightlines; or
- Weighted scoring, which includes
 - Total intersection volume;

- Minor street volume and pedestrians crossing the major roadway;
- Directional Split;
- Pedestrian exposure; and
- Proximity to pedestrian generators

AWSC is installed when one of the three warrant criteria noted above is satisfied. The weighted scoring warrant is a points based approach where points are awarded based on the percentage of total vehicle volume for all approaches based on an average of 200 vehicles per hour over the heaviest 8-hour period, the percentage of the total minor street volume (including pedestrians crossing the major road) based on an average of 80 vehicles per hour over the heaviest 8-hour period, the directional volume split ratio between the major road and the minor road, the pedestrian exposure percentage for pedestrians crossing the major road with conflicting vehicle volumes, and the proximity the intersection is to a high pedestrian generator. An intersection is also warranted when three or more intersection collisions 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 southern intersection of Chapel Crescent and Wiggins Private 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 cannot recommend its installation given:

- the purpose of a stop sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions. The City of Ottawa Traffic & Parking By-law defines “intersection” as “the area embraced within the prolongation or connection of the lateral curb lines or, if none, then of the lateral boundary lines of two or more highways that join one another at an angle, whether not one highway crosses the other”. The Traffic & Parking By-Law also defines “highway” as “a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct, or trestle, any part of which is intended for, or used by, the general public for the passage of vehicles and includes the area between the lateral property lines thereof”. Based on this definition, only public highways can be considered an intersection and, as such, before any consideration to install a stop sign on Chapel Street, Wiggins Private must be a public highway;

- Only 24% of the overall weighted criteria is currently met as confirmed through a July 2018 count (70% required in order to meet the warrants)
- there were 0 reported collisions in the past three years of available data (period of January 01, 2016 to December 31, 2018)

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Chapel Crescent at Wiggins Private 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 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 this location, 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 an AWSC at the intersection will be approximately \$1,230.00 for the installation of regulatory signs, warning signs and pavement markings.

COMMENTS BY THE WARD COUNCILLOR(S)

This request came from residents and Staff of OCH following incidents that happened at Chapel St and Wiggins Private. It is an unconventional stretch of a one lane roadway that was built between Lees and Chapel, but limits vehicular access (except for busses), between Wiggins Private and Wiggins Private. This has created rapid, illegal movement through the zone. There are no legal crosswalks for residents living on the west side of Chapel crossing into Strathcona Heights main area. Reports from the community of vehicular accidents and speeding causing incidents to youth and death of a dog.

This land transfer allows proper signage and introduction of a crosswalk to greatly improve safety in this area.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by any Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report or its recommendations.

FINANCIAL IMPLICATIONS

The estimated cost of \$1,230 to implement the All-Way Stop Control measures will be funded from the 2020 Traffic Pedestrian & Safety Enhancement program capital project # 909644.

Ottawa Community Housing (OCH) has agreed to provide the land (Parcel 1 on Document 1), valued at \$79,000 as of October 14, 2020 to the City for nominal consideration in return for the City's efforts to ameliorate the safety concerns of the community in this area. There are approximately \$15,000 of associated costs for closing (legal, tax, etc.), utility locates and survey. Funds are available within CP000153.01 Range-Mann-Russell.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report or its recommendations, other than improving accessibility and safety of pedestrian movements in the Strathcona Heights community.

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

SUPPORTING DOCUMENTATION

Document 1 – Property Sketch

DISPOSITION

The Transportation Services and the Planning, Infrastructure & Economic Development Departments will take appropriate action based on the recommendations made by the Committee and Council. The installation of the corresponding All-Way Stop Control (AWSC) signs and pavement markings will be completed as soon as practicable. Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Document 1 – Property Sketch

