

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
3 February 2021 / 3 février 2021**

**and Council
et au Conseil
10 February 2021 / 10 février 2021**

**Submitted on January 25, 2021
Soumis le 25 janvier 2021**

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

**Contact Person
Personne ressource:
Councillor M. Fleury/ Conseiller M. Fleury
613-580-2482, *Mathieu.Fleury@ottawa.ca***

Ward: RIDEAU-VANIER (12)

File Number: ACS2021-OCC-TRC-0001

SUBJECT: All Way Stop Control at the intersection of Montfort St and Hannah St

OBJET: Panneaux d'arrêt toutes directions à l'angle des rues Montfort et Hannah

REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council approve the installation of all-way stop controls at the intersection of Montfort St and Hannah St.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'angle des rues Montfort et Hannah.

BACKGROUND

Montfort and Hannah are both residential streets in Vanier. This intersection is walking distance from multiple parks and the main street (Montreal Rd). Both streets are well-used by pedestrians and cyclists.

Hannah is bidirectional and Montfort is a one-way going westbound. Montfort currently has a stop sign. Hannah Street was built much wider than is needed for this area and some drivers use this to their advantage to gain speed. Moreover, the sightlines coming off Montfort are quite poor. There have been 6 accidents in the past 3 years at this particular intersection. Several accidents have caused damage to private property.

DISCUSSION

The intersection of Hannah and Montfort St is not safe. This has been demonstrated by the fact that there have been 6 accidents here over the last 3 years alone.

Pedestrians and cyclists use this intersection frequently and stop signs have been requested on multiple occasions.

Temporary traffic calming measures (flex stakes) have been tried at this location and have been proven ineffective.

This intersection was not built with safety in mind, but we have an opportunity to address the issue. The Ward Councillor believes there is a serious safety concern at this intersection that could be rectified by introducing all-way stop control.

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 warrant criteria consider:

- 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. In order for an intersection to meet the weighted scoring warrant, it must obtain a score of 70% or 17.5 out of 25 points. 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 intersection of Hannah Street & Montfort 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 cannot recommend its installation given:

- Only 42% of the overall weighted criteria is currently met as confirmed through a February 2020 count (70% required in order to meet the warrants)
- there were 6 reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019)
- the intersection is located 65m away from the AWSC at Hannah Street Ethel Street
- Note that the collision portion of the AWSC warrant requires an average of three or more right-angle and/or turning movement collisions per year during the past three-year period of available data in order to qualify. Five of the six reported collisions during the last three years of available data were right-angle and/or

turning movement – this equates to an average of 1.67 collisions per year and, as such, this location does not qualify based on the collision criteria.

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Hannah Street & Montfort 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;
- 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 \$1,115.20 for the installation of regulatory signs and pavement markings.

RURAL IMPLICATIONS

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

CONSULTATION

Councillor Fleury has been working closely with the property owner affected by these accidents and has had an on-site meeting with the owner and City staff to discuss the all-way stop control.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Fleury fully supports the implementation of an all-way stop control at the intersection of Hannah and Montfort St. He feels strongly that, given the history of accidents, an additional stop control is the best way forward. It will create a safer environment for drivers, cyclists and pedestrians alike. Moreover, this solution will give the property owner of 190 Hannah Street some peace of mind.

ADVISORY COMMITTEE(S) COMMENTS

This report has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated to this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The cost would be funded from Traffic Service's existing operating budget.

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

This report supports the City's ongoing commitment to integrated transportation by improving mobility safety initiatives to enhance the safety of vulnerable road-users like pedestrians, cyclists and motorcyclists. 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.