

6. MAIN STREET (REGIONAL ROAD 114) AT NIXON DRIVE IN THE VILLAGE OF OSGOODE - MULTI WAY STOP CONTROL

**COMMITTEE RECOMMENDATION**

**That Council approve the installation of a multi-way stop control at Main Street (Regional Road 114) at Nixon Drive as approved under the Commissioner's authority.**

**DOCUMENTATION**

1. Environment and Transportation Commissioner report dated 6 Nov 97 is immediately attached.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.           **25 20-97-R114C**  
 Your File/V/Réf.

DATE                       6 November 1997

TO/DEST.                 Co-ordinator Transportation Committee

FROM/EXP.               Environment and Transportation Commissioner

SUBJECT/OBJET         **MAIN STREET (REGIONAL ROAD 114) AT NIXON DRIVE IN  
 THE VILLAGE OF OSGOODE**

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### DEPARTMENTAL RECOMMENDATION

**That the Transportation Committee recommend Council approve the installation of a multi-way stop control at Main Street (Regional Road 114) at Nixon Drive as approved under the Commissioner's authority.**

### DISCUSSION

Residents of the Village of Osgoode indicated considerable concern with traffic on Main Street (Regional 114) at Nixon Drive in the Village of Osgoode and have submitted a petition indicating their concern.

Staff examined the location and found it was 89% warranted and was a logical candidate for a 4-way stop when future volumes would bring the warrants up to 100%.

A request was made to approve the location under the Commissioner's authority. As the installation of multi-way stops is not warranted under Regional Council's policy, normally a request would be brought to the Transportation Committee, and in accordance with past practice, following the Committee approval the signs would be installed under the Commissioner's Delegated Authority pending Council approval.

Since the 5 November 1997 Transportation Committee was cancelled due to other pressing business, I made a judgement call that this request would most likely receive Committee approval and confirmed with the Regional Councillor that the installation be carried out.

With the winter season fast approaching, the installation of the stop signs was in potential jeopardy because of weather conditions. For safety reasons, the Department will not install a stop sign if the appropriate pavement markings cannot be applied. I exercised my authority in

anticipation of Transportation Committee approval and have ordered the signs installed while road conditions are still good.

Further details on the warrant analysis is included in the report from the Director Mobility Services and Corporate Fleet Services dated 31 October 1997.

*Approved by*  
*M.J.E. Sheflin, P. Eng.*

## NIXON ROAD AT MAIN STREET IN THE VILLAGE OF OSGOODE

Nixon Road and Main Street meet to form a four-way intersection with stop control currently facing northbound and southbound drivers on Nixon. Both roads are posted at 50 km/h. Street lights are present on the southeast and southwest corners.

Visibility conditions from the “stop” positions are good across all corners. During the three year period ending 31 December 1996, six collisions were reported at this location. All were angle types; four involving eastbound/southbound vehicles, one involving westbound/southbound vehicles and one involving westbound/northbound vehicles. Two of those mishaps occurred under snow or icy road conditions.

This accident data along with vehicle and pedestrian information collected during an eight-hour traffic count on Tuesday, 14 May 1996, was applied against the installation warrants for multi-way stop control. The accident experience at this location does not satisfy the collision installation warrant and the traffic survey data only meets the volume to the following extent:

Vehicle Volume  
All Approaches  
(Avg. - 8 Highest Hours)

311 (350)

Combined Vehicle Volume  
on Minor Street and Pedestrian  
Volume Crossing Major Street  
(Avg. - 8 Highest Hours Aggregate)

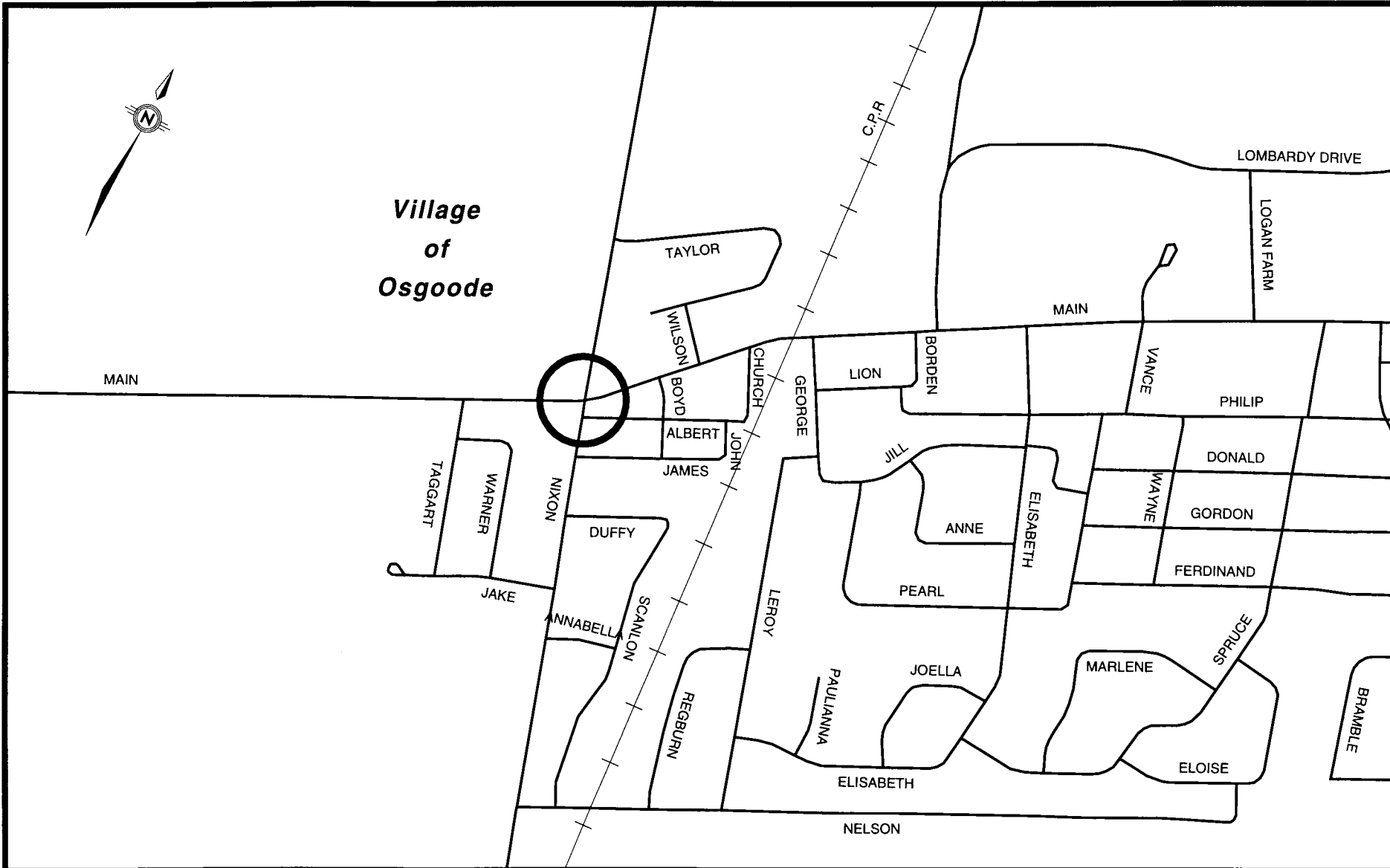
151 (140)

( ) Figures in brackets indicate values which must be exceeded to warrant multi-way stop control. Both warrants must be met.

This analysis revealed that average hourly conditions only satisfy the multi-way stop control warrants to the extent of 89 percent (i.e. 311 of the required 350 units). It also confirmed that the existing two-way stop control faces the “minor” roadway; however, the eight-hour vehicle flows entering the intersection are essentially the same on both roads (i.e. 1274 vehicles on Main Street versus 1210 vehicles on Nixon).



**Village  
of  
Osgoode**



**MAIN ST. ( RR 114 ) AND NIXON DR.  
IN VILLAGE OF NIXON**

SCALE

**N.T.S.**

DRAWN BY

CHECKED BY

**A.L.**

DATE

**OCT. '97**

APPROVED BY

**J.B.**



**Ottawa-Carleton**

**MOBILITY SERVICES**

Environment & Transportation Department