

**3. All Way Stop Control at the intersection of Crystal Ridge Place and Apple Hill Drive**

**Installation de quatre panneaux d'arrêt à l'intersection de la place Crystal Ridge et de la promenade Apple Hill**

**Committee Recommendation**

**That Council approve the installation of all-way stop control at the intersection of Crystal Ridge Place and Apple Hill Drive.**

**Recommandation du comité**

**Que le Conseil approuve l'installation de quatre panneaux d'arrêt à l'intersection de la place Crystal Ridge et de la promenade Apple Hill.**

**DOCUMENTATION / DOCUMENTATION**

1. Councillor's report, dated 1 November 2019 (ACS2019-OCC-TRC-0004)  
Rapport du conseiller, daté le 1 novembre 2019 (ACS2019-OCC-TRC-0004)

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
13 November 2019 / 13 novembre 2019**

**and Council  
et au Conseil  
27 November 2019 / 27 novembre 2019**

**Submitted on November 1, 2019  
Soumis le 1er novembre 2019**

**Submitted by  
Soumis par:  
Councillor / Conseiller Riley Brockington**

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**Ward: GLOUCESTER-SOUTHGATE (10)    File Number: ACS2019-OCC-TRC-0004**

**SUBJECT: All Way Stop Control at the intersection of Crystal Ridge Place and  
Apple Hill Drive**

**OBJET: Installation de quatre panneaux d'arrêt à l'intersection de la place  
Crystal Ridge et de la promenade Apple Hill**

### **Report Recommendation**

**That the Transportation Committee recommend that Council approve the installation of all-way stop control at the intersection of Crystal Ridge Place and Apple Hill Drive.**

### **Recommandation du rapport**

**Que le Comité des transports recommande au Conseil d'approuver l'installation de quatre panneaux d'arrêt à l'intersection de la place Crystal Ridge et de la promenade Apple Hill.**

### **BACKGROUND**

Both Apple Hill Drive and Crystal Ridge Place are classified as 'local' roads in the City's Transportation Master Plan. A sidewalk is provided on the north side of Apple Hill Drive, west of Crystal Ridge Place. The surrounding land use is residential and has been an established community since the mid to late 1990s.

Until recently, the intersection of Apple Hill Drive and Crystal Ridge Place had operated with stop controls on the eastbound and westbound approaches. This configuration is not typical as the free flow movement should be on the major street with a stop control placed on the minor intersecting street(s). Through consultation with the Ward Councillor, Traffic Services staff initiated the recommended process in the Ontario Traffic Manual Book 5-Regulatory Signs to reassign the stop controls to the minor street approaches of the intersection. The process to reassign the stop controls has now been stalled pending Committee and Council's approval to install an all-way stop control at the intersection of Apple Hill Drive and Crystal Ridge Place.

Traffic Services staff have completed a comprehensive review of the Apple Hill Drive and Crystal Ridge Place intersection for the installation of AWSC. Staff have concluded that the intersection does not meet the warrant criteria. Despite the findings of the review, residents in the area are of the opinion that an all-way stop control should be installed at this location to enhance the safety of the intersection.

### **DISCUSSION**

Residents in the Upper Hunt Club community have identified significant traffic safety concerns at the intersection of Apple Hill Drive and Crystal Ridge Place. Many requests

throughout the past several years have been made to implement an All-Way Stop Control at this intersection to improve safety for vehicles, cyclists, and pedestrians.

Residents' concerns were validated when it was discovered by staff that the current two-way stop configuration was installed incorrectly. A flyer was distributed to several nearby neighbours in September 2019 regarding the upcoming changes to the intersection.

As a result of the distribution, a renewed emphasis from the community was placed on the absolute importance of this intersection becoming an All-Way Stop. Residents feel that an AWSC will increase safety for children and families accessing nearby parks as well as for motorist who use the intersection daily to access major arteries including Hunt Club Road and Bank Street.

## **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 AWSC Warrant Criteria is based on past practices of former municipalities and aligns with the Ontario Traffic Manual, Book 5 – Regulatory Signs (OTM Book 5) recommendations.

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 three years; and,
- Intersection visibility restrictions.

AWSC are installed when the required volume criteria is met, or 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 Crystal Ridge Place and Apple Hill Drive intersection 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 given:

- low traffic volumes confirmed through a November 2018 intersection traffic count. Currently, only 62% of the overall intersection required volume criteria is met;
- the absence of any reported collisions in the past three years which suggests that the intersection operates in a safe manner with the current stop control configuration; and,
- sufficient sightlines. Traffic Services staff completed a field investigation at the intersection and have concluded that the available sight lines from the 'final' stop position are within the accepted engineering standards.

Based on the November 2018 traffic count, the major approach being stop controlled and the minor approach being free flow, the existing stop control configuration of the intersection was incorrect. The most appropriate form of traffic control is implementing a stop control at the minor approaches to the intersection to allow free flow of traffic along the major approach. Staff consulted with the Ward Councillor and proceeded with the necessary steps to reassign the stop control from the major approach to the minor approach. It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Crystal Ridge Place and Apple Hill Drive 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 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 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.

Staff estimate that the cost to implement an AWSC at the intersection will be approximately \$800 for the installation of regulatory signs, warning signs and pavement markings. The cost for the implementation of the AWSC can be accommodated within the existing Traffic Services operating budget. Upon Council approval of the report, staff will stop the process to reassign the right-of-way control and the current all-way stop control will remain in place permanently.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

I am in full support of the community's request to have an All-Way Stop Control implemented at the intersection of Apple Hill Drive and Crystal Ridge Place. The safety of our residential streets is of paramount importance. Based on the feedback and experience of the residents living in Upper Hunt Club, I am confident that this is the best approach to address concerns of traffic and pedestrian safety.

### **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**

There are no financial implications associated with this report. The estimated cost would be funded from within the existing Traffic Services operating budget.

### **ACCESSIBILITY IMPACTS**

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

### **TERM OF COUNCIL PRIORITIES**

The report aligns with the Transportation and Mobility Priority in the City of Ottawa's 2015-2018 Strategic Plan

**DISPOSITION**

The Transportation Services Department 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 in late 2019.