

2. All Way Stop Control at Crownhill Street and Sumac Street

Panneaux d'arrêt toutes directions à l'intersection des rues Crownhill et Sumac

Committee Recommendation

That Council approve the installation of an All Way Stop Control at the intersection of Crownhill Street and Sumac Street.

Recommandation du rapport

Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions à l'intersection des rues Crownhill et Sumac.

DOCUMENTATION

1. Councillor T. Tierney report, dated November 22, 2021 (ACS2021-OCC-TRC-0030).

Rapport du Conseiller T. Tierney, daté le 22 novembre 2021 (ACS2021-OCC-TRC-0030)

Subject: All Way Stop Control at Crownhill Street and Sumac Street

File Number: ACS2021-OCC-TRC-0030

**Report to Transportation Committee on 1 December 2021
and Council 8 December 2021**

Submitted on November 22, 2021 by Councillor T. Tierney

Contact Person: Councillor T. Tierney

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Ward: Beacon Hill-Cyrville (11)

**Objet : Panneaux d'arrêt toutes directions à l'intersection des rues
Crownhill et Sumac**

Dossier : ACS2021-OCC-TRC-0030

Rapport au Comité des transports

le 1er décembre 2021

et au Conseil le 8 décembre 2021

Soumis le 22 novembre 2021 par Councillor T. Tierney

Personne ressource : Councillor T. Tierney

613-580-2481, Tim.Tierney@ottawa.ca

Quartier : Beacon Hill-Cyrville (11)

REPORT RECOMMENDATION(S)

That the Transportation Committee recommend Council approve the installation of an All Way Stop Control at the intersection of Crownhill Street and Sumac Street.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection des rues Crownhill et Sumac.

BACKGROUND

Crownhill and Sumac are both residential streets in “cardinal heights?”. This intersection is walking distance from a community church, multiple parks and is also a connector for the adjacent streets to Ogilvie, Blair and Montreal road. This street is well used by pedestrians and by many children of the families who live there and within the adjacent streets.

Both streets are bi-directional. Sumac currently has stop signs. Crownhill approaching Sumac from the North has traffic coming downhill and we see drivers often gaining speed and accelerating through along the stretch as it is quite straight before they reach the next stop sign.

DISCUSSION

The intersection of Crownhill and Sumac would greatly benefit by becoming an all-way stop controlled intersection.

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

Crownhill has been identified as a priority for review on pedestrian safety by the ward councillor as residents have been seeking further measures beyond temporary traffic calming controls to improve safety and accessibility for pedestrians in particular.

This area has grown significantly since the current intersection was installed and the opportunity of an all-way stop control would address resident concerns and create a valuable connection in the neighbourhood.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

I have been working with the residents of Crownhill for many years now in improving their street for the safety of pedestrians, cyclists, and community members alike. I would like to thank city staff and especially our TTC team in offering different options and solutions over the years to enhance the safety of the area. Through many site visits, emails, and speed monitoring, myself and my residents have not been fully satisfied with the current situation and feel collectively that this intersection is much needed and will only improve the street along with providing an important community connection.

I am looking forward to this change and hope to see slower speeds and a safer connection on Crownhill street as we continue to support our residents and promote active transportation in the area.

CONSULTATION

Public Works and Environmental Services Department

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. Where two local residential roadways intersect, the warrant criteria considers:

- Preventable collisions over the last three years; or
- Intersection sightlines.

AWSC is installed when one of the two warrant criteria noted above is satisfied. An intersection is warranted 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 intersection of Crownhill Street and Sumac 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 staff cannot recommend its installation given:

- there have been no reported collisions in the past three years of available data (period of January 01, 2017 to December 31, 2019); and,
- the stopping sight distance requirement (based on the operating speed) of a minimum 50 metres in both directions is met.

It is staff's experience that the implementation of an unwarranted AWSC at the intersection of Crownhill Street and Sumac 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 and also this new stop sign is in close proximity to two other stop signs;
- 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 AWSC at both intersections will be approximately \$600.00 for the installation of regulatory signs and pavement markings.

Upon Council approval, the installation of the AWSC will occur in Spring of 2022.

ACCESSIBILITY IMPACTS

There are no specific accessibility impacts identified associated with this report or its recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no specific risk management implications identified associated with this report or its recommendations.

RURAL IMPLICATIONS

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

TERM OF COUNCIL PRIORITIES

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

DISPOSITION

The Public Works and Environmental Services Department will take appropriate action based on the recommendations made by the Committee and Council.