

**2. ALL WAY STOP CONTROL AT THE INTERSECTION OF JOSHUA STREET  
AND SADDLERIDGE DRIVE**

**PANNEAUX D'ARRÊT TOUTES DIRECTIONS À L'INTERSECTION DE LA  
RUE JOSHUA ET DE LA PROMENADE SADDLERIDGE**

**COMMITTEE RECOMMENDATION**

**That Council approve the installation of an all-way stop control at the  
intersection of Joshua Street and Saddleridge Drive.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve l'installation de panneaux d'arrêt toutes directions  
à l'intersection de la rue Joshua et de la promenade Saddleridge.**

**DOCUMENTATION / DOCUMENTATION**

1. Councillor J Mitic report, dated 28 March 2018 (ACS2018-CCS-TRC-0006)  
Rapport du Conseiller J Mitic, daté le 28 mars 2018 (ACS2018-CCS-TRC-0006)
2. Extract of Draft Minute, Transportation Committee, 4 April 2018.  
Extrait de l'ébauche du procès-verbal de la Comité des transports,  
le 4 avril 2018.

**Report to**  
**Rapport au:**

**Transportation Committee**  
**Comité des transports**  
**4 April 2018 / 4 avril 2018**

**and Council**  
**et au Conseil**  
**11 April 2018 / 11 avril 2018**

**Submitted on March 28, 2018**  
**Soumis le 28 mars 2018**

**Submitted by**  
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**Ward: INNES (2)**

**File Number: ACS2018-CCS-TRC-0006**

**SUBJECT: All Way Stop Control at the intersection of Joshua Street and Saddleridge Drive**

**OBJET: Panneaux d'arrêt toutes directions à l'intersection de la rue Joshua et de la promenade Saddleridge**

**REPORT RECOMMENDATION**

**That the Transportation Committee recommend that Council approve the installation of an all-way stop control at the intersection of Joshua Street and Saddleridge Drive.**

## **RECOMMANDATIONS DU RAPPORT**

**Que le Comité des transports recommande au Conseil d'approuver l'installation de panneaux d'arrêt toutes directions à l'intersection de la rue Joshua et de la promenade Saddleridge.**

## **BACKGROUND**

Both Joshua Street and the section of Saddleridge Drive north of Joshua are identified as 'collector' roads in the City's Transportation Master Plan. The section of Saddleridge Drive south of Joshua Street however is identified as a 'local' road. Sidewalks are provided on both sides of Joshua Street and on both sides of the section of Saddleridge Drive north of Joshua Street. There are no sidewalks provided on the section of Saddleridge south of Joshua Street. The land use surrounding the Joshua Street and Saddleridge intersection is residential. Fountainhead Park located approximately 135m to the west of the intersection is the only park currently located within the subdivision.

## **DISCUSSION**

The intersection of Joshua Street and Saddleridge Drive is currently operating with stop controls on the Joshua Street 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.

Traffic Services staff have completed a comprehensive review of the Joshua Street and Saddleridge Drive intersection and staff have concluded that the intersection does not meet the warrant criteria for all-way stop control (AWSC).

## **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 the 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 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 3 years; and,
- Intersection visibility restrictions.

AWSC are installed when the required volume criteria is met, or when 3 or more intersection collisions considered preventable by AWSC have occurred over the last 3 years or when there is restricted visibility at the intersection.

Traffic Services staff have completed a review of the Joshua Street and Saddleridge Drive intersection identified by Councillor Mitic for the installation of an all-way stop control (AWSC). Staff have concluded that the intersection does not meet the AWSC warrant criteria as a result of:

- low traffic volumes. More specifically, September 2016 intersection traffic counts identify the following:
  - only 46% of the overall intersection required volume criteria is met and only 67% of the minor street 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 conclude that the available sight lines from the 'final' stop position are within the accepted engineering standards.

The review indicates that Joshua Street is the major street and Saddleridge Drive is the minor street at this intersection. The intersection of Joshua Street and Saddleridge Drive is currently operating with stop controls on the Joshua Street 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. It is likely that the stop control was placed on Joshua Street as the subdivision was being constructed but was not adjusted as development progressed. It is recommended that the stop control at the intersection should be moved from the Joshua Street approaches to the Saddleridge Drive approaches. Changing the stop control from the Joshua Street approaches to the Saddleridge Drive approaches would improve the overall operation of the intersection. Traffic Services staff will complete this change unless the requested AWSC is approved by Committee/Council.

Prior to implementing an AWSC, consideration must also be given to the fact that the Ontario Traffic Manual (OTM) Book 5 (regulatory signs) notes that an AWSC should not be installed within 250m of another intersection equipped with AWSC. AWSC exists at the intersection of Joshua Street and Felicity Crescent which is located approximately 240m to the west of the Joshua Street and Saddleridge Drive intersection. As such, the installation of an AWSC at the Joshua Street and Saddleridge Drive intersection does not comply with the OTM – Book 5 recommendation. In addition, installing an AWSC at the Joshua Street and Saddleridge Drive intersection will impact staff's ability to install an AWSC in the future at the intersection of Joshua Street and Spring Valley Drive which is located approximately 145m to the east. The traffic volumes at the Joshua Street and Spring Valley Drive intersection are slightly higher than those of the Joshua Street and Saddleridge Drive intersection based on data collected during the AM peak period. Given this information, staff expect the Joshua Street and Spring Valley Drive intersection traffic volumes to remain higher than those of the Joshua Street and Saddleridge Drive intersection as a result of future development plans for the area.

The implementation of AWSC at unwarranted intersections can lead to an increased operating speed along the corridor as driver's make up for "lost time" between intersections. Implementing an AWSC at the Joshua Street at Saddleridge Drive intersection will require considerable police enforcement on an on-going basis to address issues with stop compliance of drivers on all approaches to the intersection.

Staff estimate that the cost to implement an AWSC at the intersection of Joshua Street and Saddleridge Drive will be approximately \$800 for the installation of regulatory signs, warning signs and pavement markings. The cost can be accommodated within the existing Traffic Services operating budget. The installation of the AWSC can occur in late spring/early summer 2018 once summer operations begin and utility locates can be

completed for the installation of new sign posts.

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

Councillor Mitic has consulted and listened to the Bradley Estates community on the need for an AWSC at this location. As traffic counts confirm, Saddleridge and Joshua Streets are subject to a high volume of cut-through traffic during the morning peak hours when Renaud Road is congested and drivers seek to overtake the backup of vehicles. This has created not only congestion on Saddleridge and Joshua Streets in the morning, but higher rates of aggression and speed as well as school bus flashing light violations. This makes Saddleridge a very dangerous street for school-aged children in the AM hours. Furthermore, the only park that is currently available to residents in the Saddleridge/Spring Valley area is Fountainhead Park, which requires families to cross a street that does not currently have a pedestrian crossing. There are no stop signs along the entire length of Saddleridge, from Renaud Road to Felicity Crescent, and therefore, no safe intersections for pedestrians, particularly younger pedestrians, to cross. Outside of peak hours, residents report high vehicular speeds along Saddleridge in general. The community feels that an all-way stop will also have the side effect of lowering speeds.

### **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 of \$800 can be funded from the 2018 Traffic Service Operating budget.

### **ACCESSIBILITY IMPACTS**

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

## **TERM OF COUNCIL PRIORITIES**

The recommendation of this report aligns to the 2015-2018 Strategic Priority – Transportation and Mobility, specifically Strategic Objective TM4 – Improve safety for all road users.

## **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 spring/early summer of 2018 once summer operations begin and utility locates can be completed.