COMMITTEE OF THE WHOLE- AUGUST 20, 2001

ASHTON DRIVE AND PINE HOLLOW CRESCENT/KLAMATH COURT
ASHTON DRIVE AND PINE HOLLOW CRESCENT
ALLWAY STOP CONTROL

Recommendation

The Commissioner of Development Services & Public Works recommends:

That an allway stop control not be installed at the intersections of Ashton Drive and Pine Hollow Crescent/Klamath Court or at Ashton Drive and Pine Hollow Crescent.

Purpose

Staff have been directed to review the feasibility of implementing an allway stop control at the intersections of Ashton Drive and Pine Hollow Crescent/Klamath Court and at Ashton Drive and Pine Hollow Crescent, in response to a petition received from the residents.

Background - Analysis and Options

At its meeting on June 11, 2001, Council adopted the following recommendations of the Committee of the Whole:

> "That staff review the resident's petition requesting that an all way stop signs be installed at the intersections of Ashton Drive and Pine Hollow Cres./Klamath Crt. And Ashton Drive and Pine Hollow Crescent."

Refer to Attachment 1 for the location of the intersections.

Ashton Drive and Pine Hollow Crescent/Klamath Court

A review of the housing density was conducted on Pine Hollow Crescent and on Klamath Court. Typically, on crescent type roadways (Pine Hollow Crescent) a 50/50 split is used. There are 24 and 38 (total 62) residential homes that may use this intersection, respectively. The residential units would generate approximately one vehicle trip per unit during the morning and evening peak travel periods as based upon the criteria established by the Institute of Transportation Engineers – Trip Generation Rate Manual. Based on the number of vehicle trips per unit, the traffic generated from Pine Hollow Crescent and Klamath Court would meet only 52 percent of the Provincial allway stop warrant.

Ashton Drive and Pine Hollow Crescent

A review of the housing density was conducted on Pine Hollow Crescent. Typically, on crescent type roadways (Pine Hollow Crescent) a 50/50 split is used. There are 24 residential homes that will use this intersection. The residential units would generate approximately one vehicle trip per unit during the morning and evening peak travel periods as based upon the criteria established by the Institute of Transportation Engineers – Trip Generation Rate Manual. Based on the number of vehicle trips per unit, the traffic generated from Pine Hollow Crescent would meet only 20 percent of the Provincial allway stop warrant.

The two noted above intersections are located within approximately 70 metres of each other, and Pine Hollow Crescent is located approximately 70 metres north of Brandon Gate. The close proximity of the three intersections would have an overall impact on the traffic operations in the

vicinity. Also, a motorist travelling southbound may not perceive one or all of the southbound stop signs approaching Brandon Gate due to the close proximity of the intersections.

An allway stop control should not be used as speed control device. An allway stop control should be used at an intersection with similar traffic volumes in all directions for right-of-way control. In the past, staff has received calls from area residents regarding compliance to the stop conditions at an allway stop intersection, especially on the main thoroughfare when motorists are not challenged from the side street.

Ashton Road is located within the Maple Springs Neighbourhood Traffic Calming Committee Phase II. Phase II has not been initiated since the majority of the subdivision to the north of Drummond Road is under development. The Phase II committee will be initiated when the subdivision is nearing full occupancy to ensure all the residents have the opportunity to become involved with the committee and have any speeding concerns addressed through the introduction of traffic calming measures.

Conclusion

Based on our review, it is recommended that an allway stop control not be installed on Ashton Drive at the above reviewed intersections.

Attachments

1. Location Map
2. Petition (Mayor and Members of Council Only)

Report prepared by

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Respectfully submitted,

FRANK MIELE
Commissioner of Development Services
& Public Works

Bill Robinson, P. Eng.
Executive Director of City Engineering
& Public Works

MD/mr

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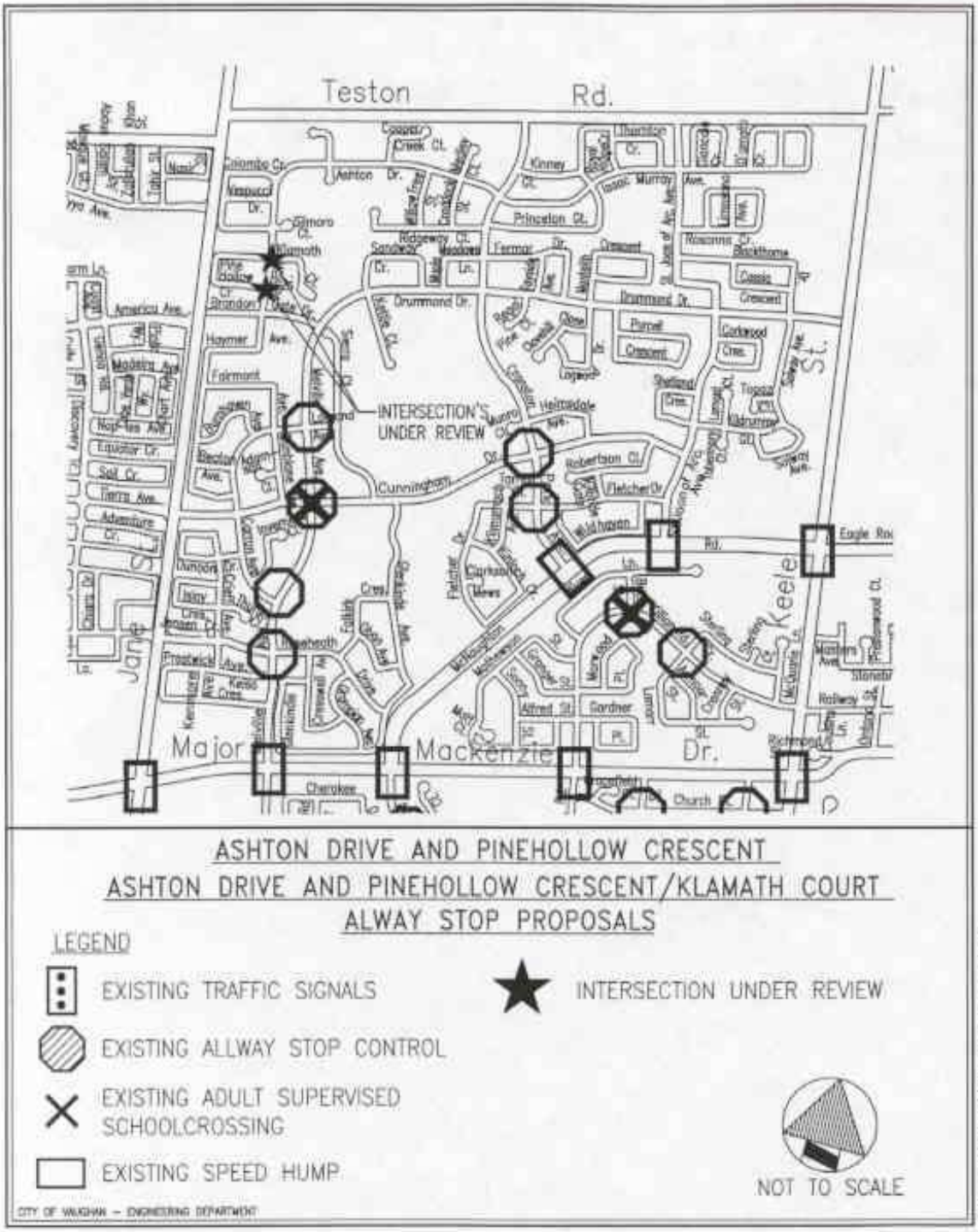

ASHTON DRIVE AND PINEHOLLOW CRESCENT

ASHTON DRIVE AND PINEHOLLOW CRESCENT/KLAMATH COURT

ALWAY STOP PROPOSALS

LEGEND

EXISTING TRAFFIC SIGNALS

INTERSECTION UNDER REVIEW

EXISTING ALLWAY STOP CONTROL

EXISTING ADULT SUPERVISED SCHOOLCROSSING

EXISTING SPEED HUMP

NOT TO SCALE

CITY OF VAUGHAN – ENGINEERING DEPARTMENT