

## **COMMITTEE OF THE WHOLE – DECEMBER 5, 2005**

### **SUMMERIDGE DRIVE AND LOIRE VALLEY DRIVE PROPOSED ALL-WAY STOP CONTROL**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Summeridge Drive and Loire Valley Drive.

#### **Economic Impact**

The cost to install the stop signs is an initial impact to the 2005 Operating Budget, and the cost to maintain the signs would be a future budget impact.

#### **Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Summeridge Drive and Loire Valley Drive, in response to requests from area residents.

#### **Background - Analysis and Options**

Summeridge Drive is a primary feeder road with a 23.0 metre right-of-way width and two travel lanes. Loire Valley Drive is a major local road with a 20.0 metre right-of-way width and two travel lanes. The existing speed limit on both streets is a statutory 50 km/h. The existing stop controls are located on Loire Valley Drive. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding vehicle speeds and overall safety at the intersection.

Staff conducted a turning movement count on Wednesday, November 2, 2005 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 3:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- |   |                |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 132% |
| • Warrant 2 – Accident Hazard           | Warranted 0%   |
| • Warrant 3 – Sight Restriction         | Warranted 0%   |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection.

There are no sight distance restrictions noted at this intersection. There were zero reported vehicle collisions in the past year at this intersection.

#### **Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

## **Conclusion**

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Summeridge Drive and Loire Valley Drive.

## **Attachments**

1. Location Map

## **Report prepared by**

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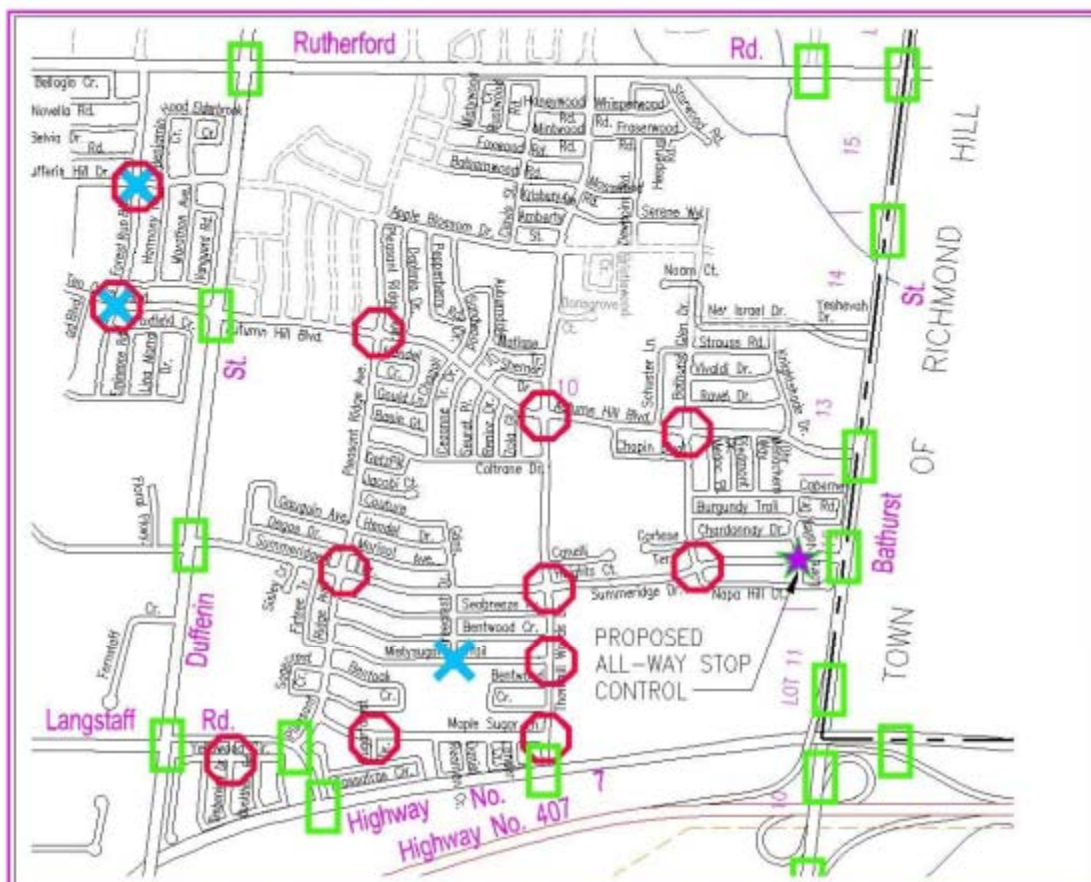
Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.  
Director of Engineering Services





:MR

# ATTACHMENT No. 1



## SUMMERIDGE DRIVE AND LOIRE VALLEY DRIVE PROPOSED ALL-WAY STOP CONTROL

### LEGEND

-  PROPOSED ALL-WAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE