

COMMITTEE OF THE WHOLE APRIL 18, 2006

MEDALLION BOULEVARD AND MORNING STAR DRIVE WITH RESPECT TO DEPUTATION FROM THE WEST WOODBRIDGE HOMEOWNERS ASSOCIATION

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That additional stop control signs be installed on Medallion Boulevard at Morning Star Drive;
2. That staff monitor the effectiveness of the additional stop signs and report on the findings after a six month period; and
3. That the York Regional Police be requested to provide increased enforcement of the existing stop control signs on Medallion Boulevard at Morning Star Drive.

Economic Impact

The cost to install the stop signs would be an initial minor impact to the 2006 Operating Budget, and the cost to maintain the signs would be a future budget impact.

Purpose

To review the traffic issues at the intersection of Medallion Boulevard and Morning Star Drive as per deputation to Council by the President of the West Woodbridge Homeowners Association.

Background - Analysis and Options

At its meeting on November 28, 2005, under Item 26, Report No. 64 Council adopted the following recommendation:

“That staff meet with the area ratepayers association, the community and the Local Councillor to review opportunities for dealing with the traffic issues at the intersection at Medallion Boulevard and Morning Star Drive, and provide a report as soon as possible.”

Medallion Boulevard is a feeder road with a 23.0 metre right-of-way width. The existing speed limit on Medallion Boulevard is a statutory 50 km/h. This intersection is under existing all-way stop control. The area is shown on Attachment No. 1.

Staff contacted the President of the West Woodbridge Homeowners Association on February 27, 2006 to determine his concerns and an appropriate course of action. The concerns were non-compliance of the existing stop controls on Medallion Boulevard and excessive speeding on Medallion Boulevard west of Morning Star Drive. Staff were advised by the President of the West Woodbridge Homeowners Association that a meeting was not required and the deputation outlined the concerns. The Local Councillor has been provided the information and the above recommendation.

Staff conducted a stopping compliance study on Wednesday, March 8, 2006 at the subject intersection during peak travel periods. The study was conducted from 8:00am to 9:00am and 4:00pm to 5:00pm. On the day of the traffic study the weather was overcast and the roads were dry. The collected stopping observations are summarized below:

Time	Type of Entry	Number of Vehicles	Percentage of Vehicles
8:00-9:00am	Did Not Stop	10	2%
	Rolling Stop	228	46%
	Complete Stop	255	52%
	Total # of Vehicles	493	100%
4:00-5:00pm	Did Not Stop	25	7%
	Rolling Stop	148	42%
	Complete Stop	182	51%
	Total # of Vehicles	355	100%

The 'Did Not Stop' category is a disregard of the stop control signs while the 'Rolling Stop' category is a vehicle that slows down at the stop control but the vehicle at no time comes to a complete stop. The above results reflect the highest peak traffic hours at the intersection. There are existing painted stop bars 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.

As a result of the study approximately 50% of the motorists stopped for the existing stop sign. Staff recommends the installation of additional stop control signs on Medallion Boulevard at the intersection with Morning Star Drive on the 'left-hand' side of the street, in both directions, for greater emphasis for drivers to complete a full stop at the intersection. Staff also recommend correspondence be sent to the York Regional Police to request increased enforcement of stopping compliance at the intersection.

Radar speed studies were conducted on Tuesday, February 28, 2006 from 8:00am to 9:00am and from 4:00pm to 5:00pm on Medallion Boulevard west of Morning Star Drive. On the day of the study, the weather was clear and the roads were dry. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
February 28, 2006	8:00am – 9:00am	West of Morning Star Drive	Eastbound	42 km/h
			Westbound	43 km/h
February 28, 2006	4:00pm – 5:00pm	West of Morning Star Drive	Eastbound	43 km/h
			Westbound	41 km/h

The average speeds range from 41 to 43 km/h indicating a high level of compliance with the existing 50 km/h statutory speed limit on Medallion Boulevard. There were a total of 129 and 166 vehicles observed during the morning and afternoon periods, respectively.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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 additional stop control signs be installed on Medallion Boulevard at Morning Star Drive and that correspondence be sent to the York Regional Police to request increased enforcement of the stopping compliance at this intersection.

Attachments

1. Location Map

Report prepared by:

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Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

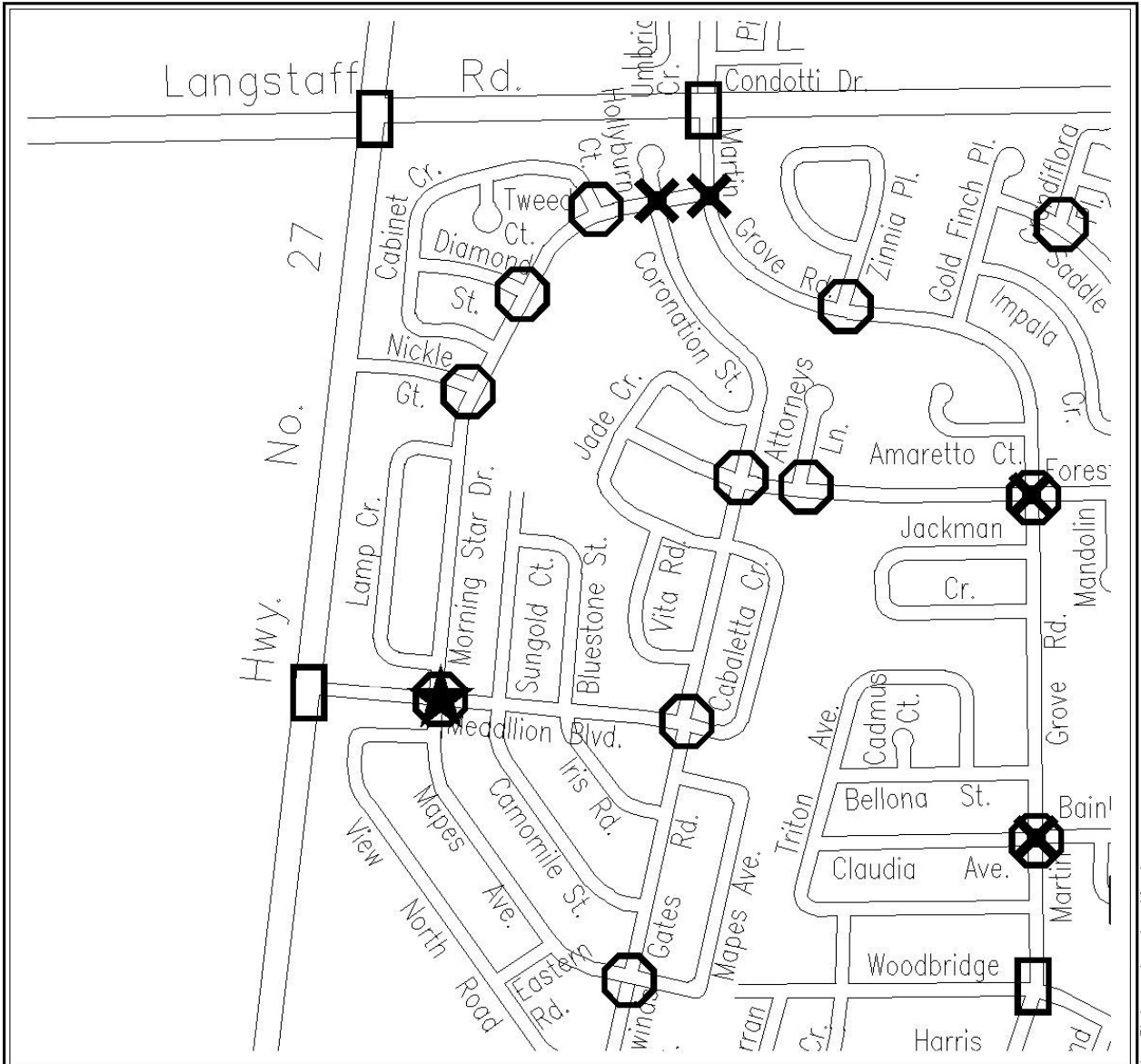
Respectfully submitted,

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

Gary Carroll, P. Eng.,
Director of Engineering Services





:MR

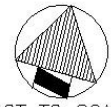
ATTACHMENT No. 1



MEDALLION BOULEVARD AND MORNING STAR DRIVE

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE