

COMMITTEE OF THE WHOLE – DECEMBER 11, 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:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To review the effectiveness of the additional stop signs on Medallion Boulevard at Morning Star Drive.

Background - Analysis and Options

At its meeting on April 24, 2006, under Item 12, Report No. 21 Council adopted the following recommendation:

“That staff monitor the effectiveness of the additional stop signs and report on the findings after a six month period.”

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.

Concerns had been received from the President of the West Woodbridge Homeowners Association relating to non-compliance of the existing stop controls on Medallion Boulevard.

Additional stop control signs on Medallion Boulevard at Morning Star Drive were installed in May 2006 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 sent correspondence to the York Regional Police to request increased enforcement of the stopping compliance at the intersection.

Staff previously conducted a stopping compliance study on Wednesday, March 8, 2006, at the subject intersection during peak travel periods. The study was conducted from 8:00 am to 9:00 am and 4:00 pm to 5:00 pm. On Wednesday, November 15, 2006, staff conducted a follow-up stopping compliance study during the same peak travel periods to compare the results and determine if the additional stop signs are improving the stopping compliance. The collected stopping observations are summarized below:

Time	Type of Entry	March 8, 2006 study		November 15, 2006 study	
		Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
8:00-9:00am	Did Not Stop	10	2%	10	2%
	Rolling Stop	228	46%	163	36%
	Complete Stop	255	52%	276	62%
	Total # of Vehicles	493	100%	449	100%
4:00-5:00pm	Did Not Stop	25	7%	10	3%
	Rolling Stop	148	42%	120	33%
	Complete Stop	182	51%	229	64%
	Total # of Vehicles	355	100%	359	100%

A comparison of the two studies shows an approximate 10% increase in stopping compliance (complete stop) during both the am and pm peak traffic periods. The additional left-hand side stop signs on Medallion Boulevard would appear to have some positive improvement of the stopping compliance rate.

The 'Did Not Stop' category is a complete 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.

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.

Conclusion

Staff recommends that this report be received for information.

Attachments

1. Location Map

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Respectfully submitted,

