

COMMITTEE OF THE WHOLE - DECEMBER 1, 2008

**PETER RUPERT AVENUE AND LEALINDS ROAD / FREEDOM TRAIL
PROPOSED ALL-WAY STOP CONTROL**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail.

Economic Impact

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will contact the resident with the direction from Council.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail, in response to a request from an area resident.

Background - Analysis and Options

A request was received to review the need for all-way traffic control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail. Peter Rupert Avenue is a minor collector roadway with a 3 metre greenway, a 26.0 metre right-of-way and a pavement width of 11.5 metres. Freedom Trail is also a minor collector roadway (without a greenway) with a 23.0 metre right-of-way and a pavement width of 11.5 metres. Lealinds Road is a local roadway with a 17.5 metre right-of-way and an 8.0 metre pavement width. The current stop controls at this intersection are on Freedom Trail and Lealinds Road. The existing speed limit on Peter Rupert Avenue, Freedom Trail and Lealinds Road is a statutory 50 km/h. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, September 16th, 2008 at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. On the day of the traffic study the weather was clear and sunny. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 104% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 104% of the required 100% on the warrant. There are no recorded vehicle collisions at this intersection. There are no sight restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial Warrant for All-way Stop Control.

Relationship to Vaughan Vision 2020

This traffic study is consistent with Vaughan Vision 2008 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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Peter Rupert Avenue and Freedom Trail / Lealinds Road.

Attachments

1. Location Map

Report prepared by:

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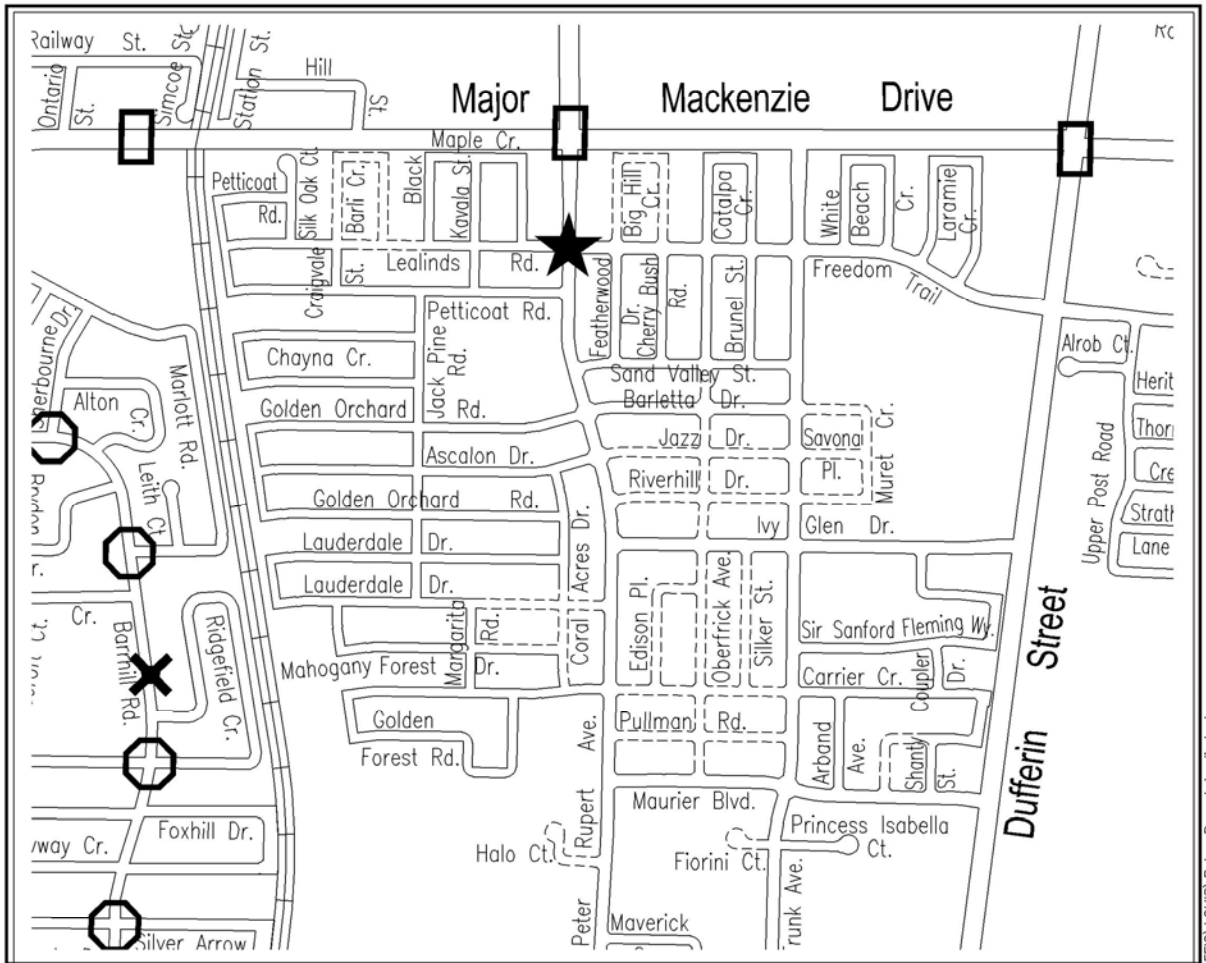
Respectfully submitted,

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

Mike Dokman, C.E.T
Supervisor, Traffic Engineering





LW:mc

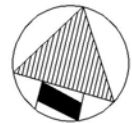
ATTACHMENT No. 1



PETER RUPERT AVENUE and LEALINDS ROAD / FREEDOM TRAIL PROPOSED ALL - WAY STOP

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE