

## **COMMITTEE OF THE WHOLE - JANUARY 13, 2009**

### **VIA CAMPANILE AND GRANDVISTA CRESCENT/SAINT FRANCIS AVENUE PROPOSED ALL-WAY STOP CONTROL WARD 3**

#### **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 Via Campanile and Grandvista Crescent/Saint Francis Avenue.

#### **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 cost 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 Via Campanile and Grandvista Crescent/Saint Francis Avenue, in response to a request from an area resident.

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

A request has been received to review the traffic activity at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. Via Campanile is a feeder roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Saint Francis Avenue is a local roadway with a 20.0 metre right-of-way and a pavement width of 9.0 metres. Grandvista Crescent is a local roadway with 17.5 metre right-of-way with an 8.0 metre pavement width. The existing stop controls are located on Saint Francis Avenue and Grandvista Crescent. The existing speed limit on all roadways is a statutory 50 km/h. The area is shown in Attachment No. 1.

Staff conducted a turning movement count on Wednesday, November 5, 2008 at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. The times studied in the morning and afternoon peak time periods were 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 sunny and clear. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- |   |           |     |
|---|-----------|-----|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 97% |
| • 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%. Existing traffic volumes fulfill 97% of the required 100%. There are no recorded vehicle collisions at this intersection susceptible to prevention by implementing an all-way stop control. There are no sight restrictions at this intersection.

Although the warrant for minimum vehicular volumes is not met, staff believe it would be beneficial to install an all-way stop control at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. The warrant requires a combined total of 120 vehicles and pedestrians to cross the major roadway of Via Campanile from the minor roadways of Saint Francis Avenue and Grandvista Crescent. Staff recorded a total of 116 vehicles and pedestrians crossing Via Campanile, 4 vehicles/pedestrians below the criteria in the All-way Stop Warrant. As development in the block is continuing and traffic volumes are expected to increase, the additional 4 vehicles/pedestrians required to fulfill the warrant could be met at any time. Accordingly, it would be beneficial to install an all-way stop control at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

Enhance and Ensure Community Safety, Health & Wellness – to advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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 Via Campanile and Grandvista Crescent/Saint Francis Avenue.

### **Attachments**

1. Location Map

### **Report prepared by:**

Peter Trinh, Senior Traffic Technologist, Ext. 3120  
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

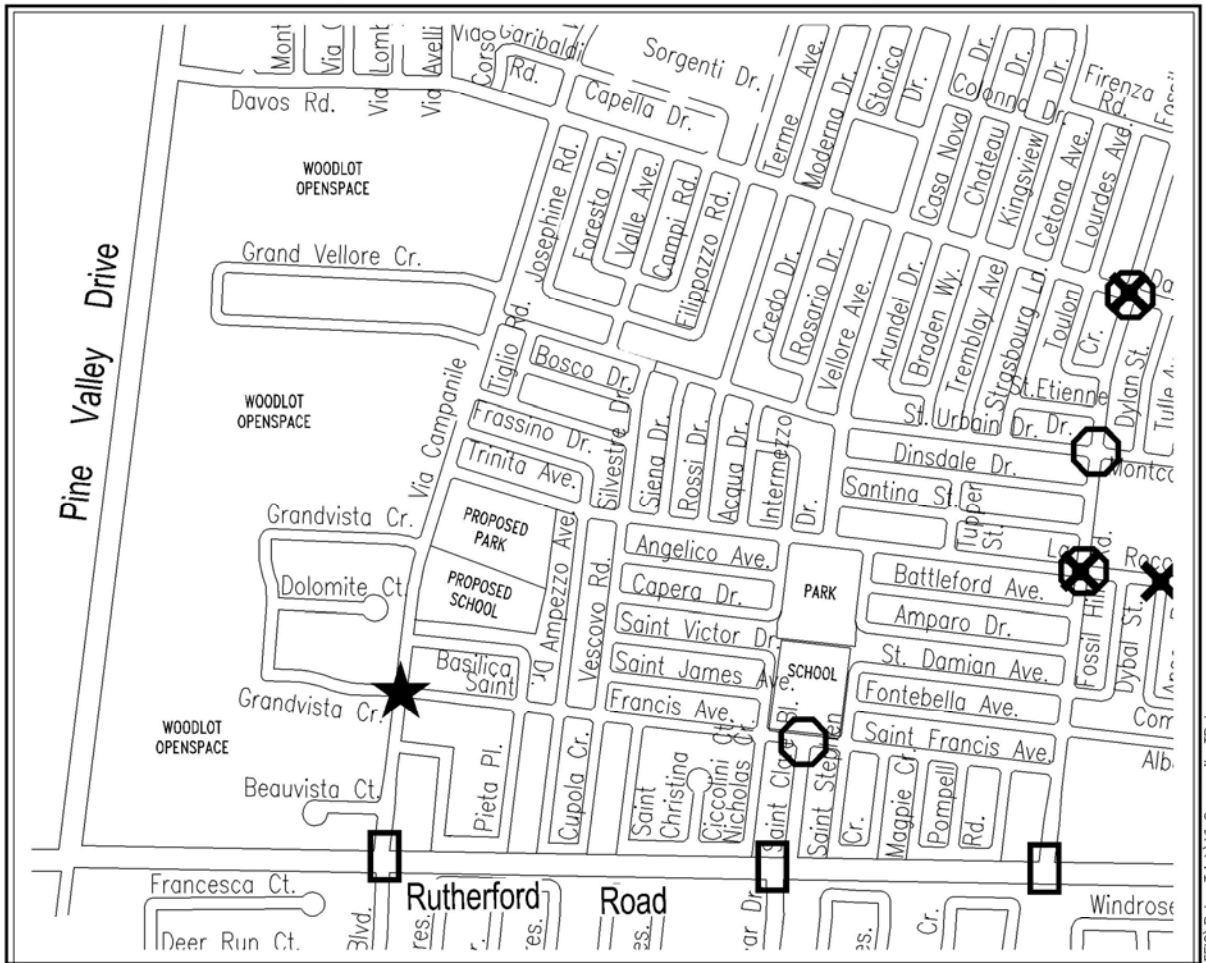
Respectfully submitted,

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

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





PT:mc

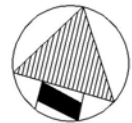
# ATTACHMENT No. 1



## VIA CAMPANILE and GRANDVISTA CRESCENT / SAINT FRANCIS AVENUE PROPOSED ALL - WAY STOP CONTROL

### LEGEND

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



NOT TO SCALE