

COMMITTEE OF THE WHOLE – MAY 17, 2004

BELVIEW AVENUE AND IVANO MEWS PROPOSED ALL-WAY STOP CONTROL

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control not be installed at the intersection of Belview Avenue and Ivano Mews.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Belview Avenue and Ivano Mews, in response to direction from Council.

Background - Analysis and Options

At its meeting of March 8, 2004, Council directed:

“ That Engineering Staff review the possibility of installing a 3-way stop control to be installed at the intersection of Belview Avenue and Ivano Mews.”

Belview Avenue is a feeder type roadway with a statutory speed limit of 50 km/h. Ivano Mews is a local roadway with a statutory limit of 50 km/h. The roadways create a tee-intersection with the existing stop control on Ivano Mews. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on April 6, 2004 at the intersection during peak travel periods. The times that the counts were conducted were from 7:30 am to 9:00 am and 4:00 pm to 6:00 pm. The collected traffic volumes compared to the Provincial Warrants for All-Way Stop Control are as shown below:

- | | |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 13% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restrictions | 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 do not meet the requirements of the Provincial Warrant for an All-Way Stop Control.

There are no sight distance restrictions noted at the intersection. Staff reviewed the vehicle collision history at the intersection over the last three year time period and there are no reported vehicle collisions.

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).

The 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 not be installed at the intersection of Belview Avenue and Ivano Mews.

1. Location Map

Report prepared by

Selma Hubjer, Transportation Analyst, ext. 8674
Mike Dokman, Acting Transportation Supervisor, ext. 8031

Respectfully submitted,

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

SH/fc






Michael Won, P. Eng.
Director of Development/Transportation
Engineering

ATTACHMENT No. 1



BELVIEW AVENUE & IVANO MEWS PROPOSED ALL-WAY STOP CONTROL

LEGEND

-  PROPOSED ALL-WAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOLCROSSING
-  PEDESTRIAN SIGNAL OR HALF SIGNAL



NOT TO SCALE

Drawing name: R:\INCOMPLETED\TRAFFIC\04\05\04\Belview Ave