

## COMMITTEE OF THE WHOLE – FEBRUARY 21, 2005

### SONOMA BOULEVARD AND CASTILLIAN DRIVE ALL-WAY STOP CONTROL AND SCHOOL CROSSING GUARD

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Sonoma Boulevard and Castillian Drive; and
2. That a supervised school crosswalk not be implemented at the intersection of Sonoma Boulevard and Castillian Drive.

#### Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Sonoma Boulevard and Castillian Drive, as well as implementing a supervised school crosswalk at this intersection, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on October 25, 2004 Council directed:

**“Councillor Tony Carella recommends that staff conduct a traffic study at the intersection of Sonoma Boulevard and Castillian Drive, to establish whether stop signs and a crosswalk are warranted across Sonoma Boulevard and Castillian Drive at this location.”**

Sonoma Boulevard is a two lane primary feeder roadway with a 23.0 metre right-of-way and Castillian Drive is a local residential roadway with a 17.5 metre right-of-way. The existing speed limit on both streets is a statutory 50 km/h. The existing stop control is located on Castillian Drive at Sonoma Boulevard. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on November 23, 2004 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 3:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- |   |               |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 51% |
| • Warrant 2 – Accident Hazard           | Warranted 0%  |
| • Warrant 3 – Sight Restriction         | 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 count do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

There are no sight distance restrictions noted at this intersection. Sidewalks are available on both sides of Sonoma Boulevard. There was one reported vehicle collision in 2003 at this intersection, where an eastbound car hit a parked construction vehicle. Sonoma Boulevard is designated as a through street with the stop control located on Castillian Drive.

Staff also conducted a pedestrian crossing study on November 23, 2004 at the subject intersection during the same peak travel periods, which included the start and dismissal periods

at St. Andrew's School. Students crossing on both the east and west sides of the subject intersection were counted. The results of the study are shown below.

<b>Location</b>	<b>Time</b>	<b>Number of Students Crossing</b>
Sonoma Boulevard and Castillian Drive (crossing Sonoma Boulevard)	7:00 – 9:00am	11
	3:00 – 6:00pm	7

Based on the Council approved Guidelines/Criteria for Placement of a School Crossing Guard, there are an insufficient number of students crossing at this intersection to warrant the implementation of a supervised school crosswalk.

In addition, an existing supervised school crosswalk is located on the east leg of Sonoma Boulevard and Forest Fountain Drive. This nearby crosswalk location is sufficient to assist students to cross Sonoma Boulevard.

### **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).

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 an all-way stop control not be installed at the intersection of Sonoma Boulevard and Castillian Drive. It is also recommended that a supervised school crosswalk not be implemented at this intersection.

### **Attachments**

1. Location Map

### **Report prepared by**

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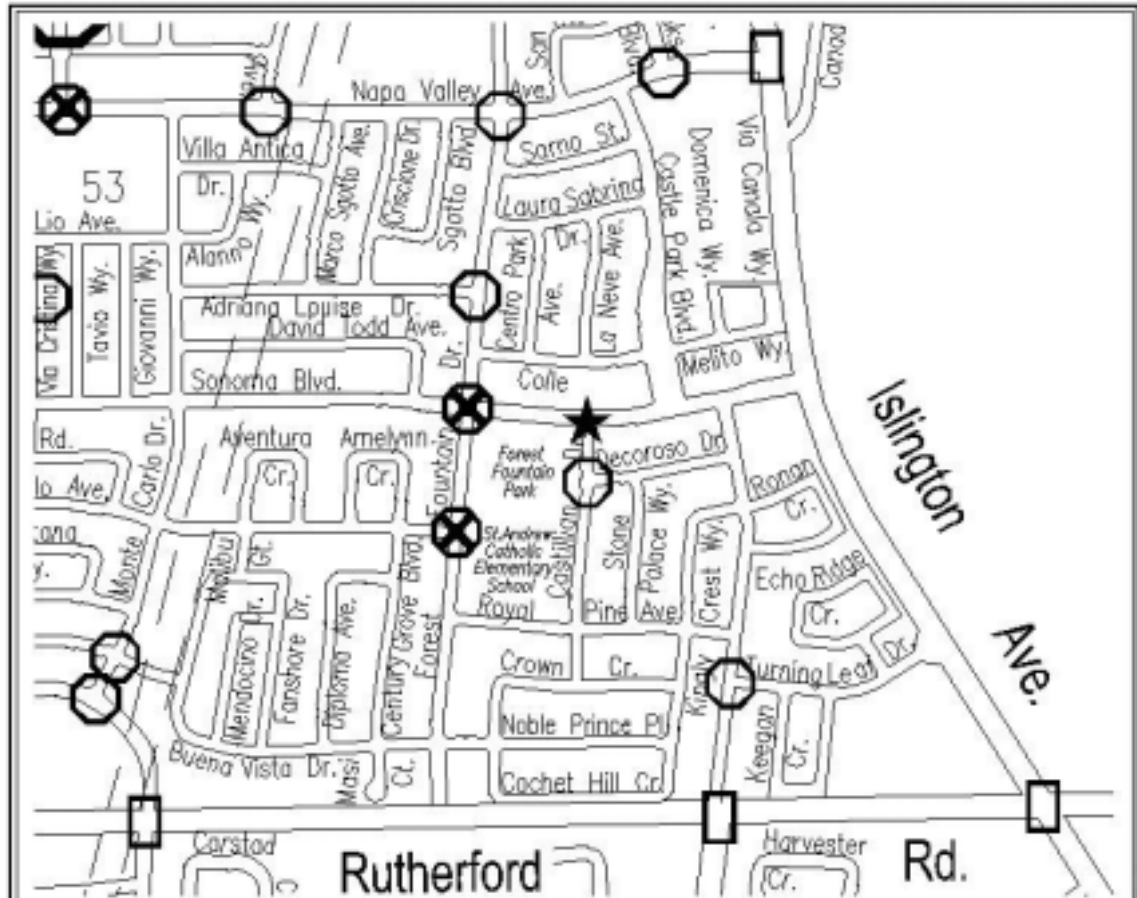
Respectfully submitted,

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

Gary Carroll, P. Eng.  
Director of Engineering Services

:MR

## ATTACHMENT No. 1



### SONOMA BOULEVARD AND CASTILLIAN DRIVE ALL-WAY STOP CONTROL AND SCHOOL CROSSING GUARD

**LEGEND**

- ★ PROPOSED ALL-WAY STOP CONTROL AND PROPOSED SUPERVISED SCHOOL CROSSING
- ◻ EXISTING TRAFFIC SIGNALS
- EXISTING ALLWAY STOP CONTROL
- ✕ EXISTING SUPERVISED SCHOOLCROSSING



NOT TO SCALE