

## **COMMITTEE OF THE WHOLE – JUNE 20, 2005**

### **ALL-WAY STOP CONTROLS – BLOCK 10**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Summeridge Drive and Bathurst Glen Drive;
2. That an all-way stop control not be installed at the intersection of Autumn Hill Boulevard and Pleasant Ridge Avenue; and
3. That York Regional Police be requested to provide strict enforcement of the 50 km/h speed limit near the intersections of Summeridge Drive and Bathurst Glen Drive and at Autumn Hill Boulevard and Pleasant Ridge Avenue.

#### **Economic Impact**

Not applicable.

#### **Purpose**

To review the feasibility of implementing an all-way stop control at the intersections of Autumn Hill Boulevard and Pleasant Ridge Avenue and at Summeridge Drive and Bathurst Glen Drive, in response to direction from Council.

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

At its meeting on May 24, 2005 Council directed:

**“Councillor Sandra Yeung Racco recommends:**

1. **That staff be requested to investigate the need for and the feasibility of installing an all-way stop control at Bathurst Glen Drive and Summeridge Drive; and**
2. **That staff be requested to investigate the need for and the feasibility of installing an all-way stop control at Autumn Hill Boulevard and Pleasant Ridge Avenue; and**
3. **That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.”**

Autumn Hill Boulevard, Pleasant Ridge Avenue, and Summeridge Drive are all primary feeder roads with a 23.0 metre right-of-way width and two travel lanes each. Bathurst Glen Drive is a major local road with a 20.0 metre right-of-way and two travel lanes. The existing speed limit on all streets is a statutory 50 km/h. The existing stop controls are located on Bathurst Glen Drive and on Pleasant Ridge Avenue, respectively, at the subject intersections. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding vehicle speeds and overall safety at these intersections.

Staff conducted turning movement counts on Thursday, May 5, 2005 and Tuesday, May 24, 2005 at the subject intersections during peak travel periods. The traffic counts were conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below:

Summeridge Drive and Bathurst Glen Drive – May 5, 2005

- Warrant 1 – Minimum Vehicular Volumes                      Warranted 49%
- Warrant 2 – Accident Hazard                                      Warranted 0%
- Warrant 3 – Sight Restriction                                      Warranted 0%

Autumn Hill Boulevard and Pleasant Ridge Avenue – May 24, 2005

- Warrant 1 – Minimum Vehicular Volumes                      Warranted 77%
- 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 counts do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at these intersections.

There are no sight distance restrictions noted at either intersection. There were zero reported vehicle collisions in the past year at either intersection. Staff will continue to monitor both intersections, as area development continues to build-out. The roads are fully illuminated and sidewalks exist in both areas.

Further, staff will contact York Regional Police Services and request additional surveillance in the area and strict enforcement of Highway Traffic Act regulations.

**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.

**Conclusion**

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Autumn Hill Boulevard and Pleasant Ridge Avenue or at the intersection of Summeridge Drive and Bathurst Glen Drive.

**Attachments**

1. Location Map

**Report prepared by**

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Respectfully submitted,

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:MR

# ATTACHMENT No. 1

