

COMMITTEE OF THE WHOLE – DECEMBER 7, 2010

PROPOSED ALL-WAY STOP CONTROL APPLE BLOSSOM DRIVE AND SANDWOOD DRIVE/CARRVILLE MILLS SCHOOL ACCESS WARD 4

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Apple Blossom Drive and Sandwood Drive/Carrville Mills School Access, as the Provincial All-way Stop Warrant is met.

Contribution to Sustainability

The installation of an all-way stop control at the intersection of Apple Blossom Drive and Sandwood Drive/Carrville Mills School Access will promote and improve traffic flow and pedestrian movements in this area.

Economic Impact

Sufficient funding for installation of the all-way stop signs and pavement markings (stop bars) has been included in the draft 2011 Operating Budget. The on-going costs to maintain the signs and pavement markings would be incorporated in future years Operating Budgets.

Communications Plan

Engineering Services staff will contact the resident on the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Apple Blossom Boulevard and Sandwood Drive/Carrville Mills School Access, in response to a request received from a resident.

Background - Analysis and Options

Engineering Services staff received a request from a resident to review the traffic activity at the intersection of Apple Blossom Drive and Sandwood Drive/Carrville Mills School Access.

Apple Blossom Drive is classified as a minor collector roadway with a 23.0 metre right-of-way and a pavement width of 11.5 metres. Sandwood Drive is a local roadway with a 17.5 metre right-of-way and a pavement width of 8.0 metres. There is an existing school crossing guard on the east side of this intersection. The current stop control is on Sandwood Drive. The access to Carrville Mills School is approximately 16.0 metres east of Sandwood Drive. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, October 5, 2010 at this intersection. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. On the day of the traffic study the weather was cloudy. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 179% |
| • 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 179% of the required 100% on the warrant. There are no recorded vehicle collisions susceptible to correction by an all-way stop control at this intersection. There are no sight restrictions at this intersection. According to the results above, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability.

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

Based on Engineering Services staff’s review, it is recommended that an all-way stop control be installed at the intersection of Apple Blossom Drive and Sandwood Drive/Carrville Mills School Access.

Attachments

1. Location Map

Report prepared by:

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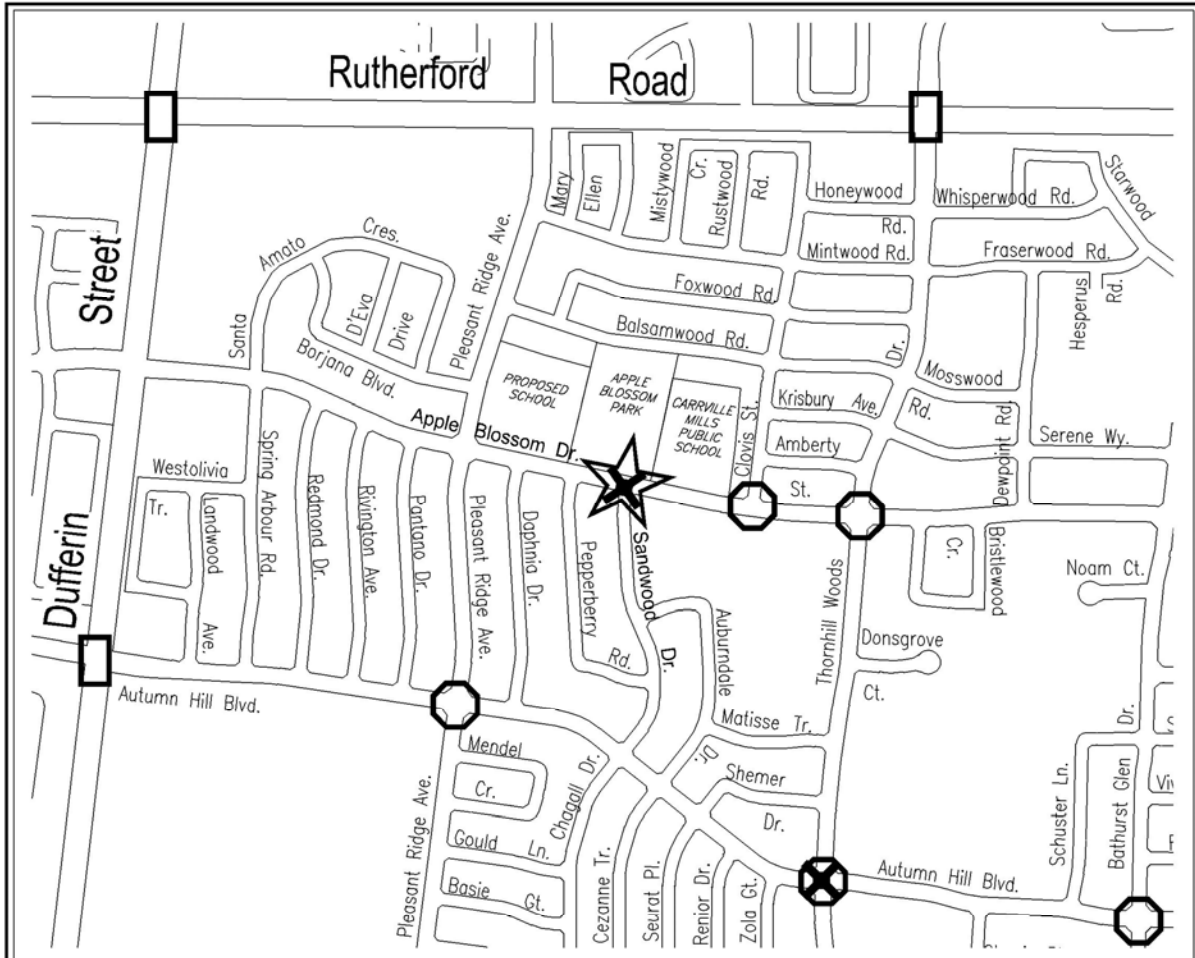
Respectfully submitted,

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

Jack Graziosi, P. Eng., M. Eng.
 Director of Engineering Services





MR:mc

ATTACHMENT No. 1



APPLE BLOSSOM DRIVE and SANDWOOD DRIVE PROPOSED ALL - WAY STOP CONTROL

LEGEND

-  PROPOSED ALL-WAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE