

## **COMMITTEE OF THE WHOLE – JANUARY 17, 2012**

### **ALL-WAY STOP CONTROL REVIEW VIA ROMANO BOULEVARD AND SIR FRANCESCO STREET/LADY VERONICA LANE WARD 4**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends that:

Council enact a By-law to install an all-way stop control at the intersection of Via Romano Boulevard and Sir Francesco Street/Lady Veronica Lane.

#### **Contribution to Sustainability**

Not Applicable.

#### **Economic Impact**

The capital costs associated with the installation of the all-way stop signs is estimated to be \$500.00, and has been included in the approved 2012 Operating Budget. The on-going costs to maintain the signs and pavement markings (stop bars), is estimated to be \$150.00 per annum, and will be incorporated in future year Operating Budgets.

#### **Communications Plan**

Engineering Services staff will advise area residents and Herbert H. Carnegie Public School of 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 Via Romano Boulevard and Sir Francesco Street/Lady Veronica Lane, in response to a request received from an area resident.

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

Staff carried out a review of the traffic activity at the intersection of Via Romano Boulevard and Sir Francesco Street/Lady Veronica Lane.

Via Romano Boulevard is a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Sir Francesco Street and Lady Veronica Lane are local roadways with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Via Romano Boulevard and Sir Francesco Street/Lady Veronica Lane is a four-leg intersection with the existing stop controls on Sir Francesco Street and Lady Veronica Lane. The area is shown in Attachment No.1.

Staff conducted a turning movement count on November 8, 2011 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Staff also reviewed accident records for 2010 and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

• Warrant 1 – Minimum Vehicular Volumes	Warranted	111%
• 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. As shown above, existing traffic volumes exceed Warrant #1 requirements. There have been no recorded vehicle collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection. As the information above indicates, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Staff have contacted the resident and the Principal of Herbert H. Carnegie Public School, who supports the proposed all-way stop control. The proposed all-way stop would also benefit both vehicular and pedestrian movements to/from the school.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus enhancing community design.

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

It is recommended that an all-way stop control be installed at the intersection of Via Romano Boulevard and Sir Francesco Street/Lady Veronica Lane, as the minimum requirement of the Provincial Warrant for All-Way Stop Control is met.

#### **Attachments**

1. Location Map.

#### **Report prepared by:**

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Respectfully submitted,

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Commissioner of Engineering and Public Works

Jack Graziosi, P. Eng.  
Director of Engineering Services

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# ATTACHMENT No. 1



ALL-WAY STOP CONTROL REVIEW  
VIA ROMANO BOULEVARD AND SIR FRANCESCO STREET/LADY  
VERONICA LANE

### LEGEND

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



NOT TO SCALE