

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

Item 3, Report No. 52, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2013.

**3**

**ALL-WAY STOP CONTROL REVIEW  
PEAK POINT BOULEVARD AND RAVINEVIEW DRIVE/GREENVIEW DRIVE  
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Director of Engineering Services, dated November 26, 2013:

**Recommendation**

The Commissioner of Engineering and Public Works and the Director of Engineering Services recommends:

1. That Council enact a By-law to install an all-way stop control at the intersection of Peak Point Boulevard and Ravineview Drive/Greenview Drive.

**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 2013 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**

Staff will advise area residents 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 Peak Point Boulevard and Ravineview Drive/Greenview Drive, 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 Peak Point Boulevard and Ravineview Drive/Greenview Drive.

Peak Point Boulevard and Ravineview Drive are minor collector roadways with a 23.0 metre right-of-way and an 11.5 metre pavement width. Greenview Drive is classified as a local roadway with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Peak Point Boulevard and Ravineview Drive/Greenview Drive is a four-leg intersection with the existing stop controls on Ravineview Drive/Greenview Drive. The area is shown in Attachment No.1.

Staff conducted a turning movement count on October 29, 2013 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 the accident records for 2012 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:

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

#### Item 3, CW Report No. 52 – Page 2

•Warrant 1 – Minimum Vehicular Volumes	Warranted	109%
•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 were zero recorded vehicle collisions at this intersection in the year 2012. To date, this is the latest collision data available from York Regional Police. 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.

The proposed all-way stop would also benefit both vehicular and pedestrian movements in the area.

#### **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 promoting community safety, health and wellness.

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

It is recommended that an all-way stop control be installed at the intersection of Peak Point Boulevard and Ravineview Drive/Greenvue Drive as the minimum requirement of the Provincial Warrant for All-way Stop Control is met.

#### **Attachments**

1. Location Map

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

Mark Ranstoller, Senior Traffic Technologist, Ext. 8726  
Vince Musacchio, Manager of Capital Planning & Infrastructure, Ext. 8311

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

## **COMMITTEE OF THE WHOLE – NOVEMBER 26, 2013**

### **ALL-WAY STOP CONTROL REVIEW PEAK POINT BOULEVARD AND RAVINEVIEW DRIVE/GREENVIEW DRIVE WARD 1**

#### **Recommendation**

The Commissioner of Engineering and Public Works and the Director of Engineering Services recommends:

1. That Council enact a By-law to install an all-way stop control at the intersection of Peak Point Boulevard and Ravineview Drive/Greenview Drive.

#### **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 2013 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**

Staff will advise area residents of the outcome of Council's decision in this matter.

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• Warrant 1 – Minimum Vehicular Volumes	Warranted	109%
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• Warrant 3 – Sight Restriction	Warranted	0%

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The proposed all-way stop would also benefit both vehicular and pedestrian movements in the area.

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

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Not Applicable.

#### **Conclusion**

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#### **Attachments**

1. Location Map

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Mark Ranstoller, Senior Traffic Technologist, Ext. 8726  
Vince Musacchio, Manager of Capital Planning & Infrastructure, Ext. 8311

Respectfully submitted,

Paul Jankowski  
Commissioner of Engineering and Public Works

Jack Graziosi  
Director of Engineering Services

MR:mm

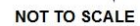
## An aerial photograph of a residential development. The map shows several streets including Kirby Road at the top, which has two red 'STOP' signs. To the left, a vertical road is labeled 'Katie Street' and has two yellow traffic light symbols. The residential area contains streets such as Bestview Crescent, Vista Gate, Lodgeview Drive, Village Vista Way, Canyon Gate Crescent, Peak Point Boulevard, Greenview Circle, Maple Court Drive, Salamander Court, Woodpass Gate, and Oak Park Crescent. A red star is placed at the intersection of Oak Park Crescent and Peak Point Boulevard. Other streets visible include Baaverbrook Crescent and Goyo Gate. The surrounding landscape is a mix of developed areas with houses and open, undeveloped land.

## PEAK POINT BOULEVARD AND RAVINEVIEW DRIVE / GREENVIEW DRIVE

### DESCRIPTION



Note: Aerial Photography Taken in Spring, 2012



DRAFTSPERSON: IMS

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