
REPORT TITLE: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement All-Way Stop Control at the Intersections of Regional Road 1 and Regional Road 12; and at Regional Road 1 and Boston Mills Road, Town of Caledon, Wards 1 and 2**

FROM: Andrew Farr, Acting Commissioner of Public Works
 Select a Commissioner

RECOMMENDATION

That a by-law be enacted to implement stop control for all four directions of travel (All-Way Stop) on Regional Road 1 (Mississauga Road) at Regional Road 12 (Olde Base Line Road), and Regional Road 1 (Mississauga Road) at Boston Mills Road;

And further, that the necessary by-law be presented for enactment;

And further, that the Ontario Provincial Police and the Town of Caledon be advised.

REPORT HIGHLIGHTS

- An Environmental Assessment completed in June of 2014 for the reconstruction of Mississauga Road/Old Main Street reviewed the option of converting the intersection of Mississauga Road and Olde Base Line Road from a Two-Way Stop to All-Way Stop control as a safety enhancement but found that it was not warranted.
- Recent resident inquiries prompted staff to undertake a supplementary review with the most recent data and an expanded study area which included all unsignalized intersections on Mississauga Road within the Town of Caledon limits.
- Staff findings recommend converting the intersection of Mississauga Road at Olde Base Line Road and Mississauga Road at Boston Mills Road from a Two-Way Stop to All-Way Stop control.
- Modification to the existing flashing beacon on Mississauga Road and Olde Base Line Road and the implementation of a new flashing beacon on Mississauga Road and Boston Mills Road will provide enhanced notification to motorists of the new All-Way Stop control. The flashing beacons at both locations will have flashing all-red signal indications in all directions.
- The recommendations are consistent with and support the Region of Peel's adoption of the Vision Zero framework.

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DISCUSSION

1. Background

The Region's Environmental Assessment report completed in June of 2014 for the reconstruction of Mississauga Road/Old Main Street reviewed the option of converting traffic control at the intersection of Mississauga Road at Olde Base Line Road from a Two-Way Stop to an All-Way Stop in an effort to enhance the level of safety for road users (see Appendix I). The Environmental Assessment found that the number of reported collisions and existing traffic volumes were not insignificant, yet not high enough to warrant a conversion to All-Way Stop Control. Recent resident inquiries prompted staff to undertake a supplementary review with the most recent data and an expanded study area which included all unsignalized intersections on Mississauga Road within the Town of Caledon limits.

2. Findings

The All-Way Stop Warrant contained within the Ontario Traffic Manual Guideline is a standardized method that is used by the industry to determine the appropriate traffic control device at a specific intersection on a roadway. The All-Way Stop Warrant evaluates a number of components including Traffic Volumes, Volume Splits, Collision History and driver sightlines; if any, or a combination of, these components are not met then it can be recommended to convert the traffic control to an All-Way Stop.

Staff completed the supplementary intersection review with the most recent data and an expanded study area which included all unsignalized intersections on Mississauga Road within the Town of Caledon limits. Based on Region of Peel staff findings, it is recommended that the intersections of Mississauga Road at Olde Base Line Road and Mississauga Road at Boston Mills Road be converted from a 'Two-Way Stop' to an 'All-Way Stop' traffic control type. A summary of the study results is provided below.

All-Way Stop Warrant - Intersections of Mississauga Road at Olde Base Line Road and Mississauga Road at Boston Mills Road

Warrant Components	Mississauga Road at Olde Base Line Road	Mississauga Road at Boston Mills Road
	Warranted	Warranted
Traffic Volume	Yes	Yes
Volume Split	Yes	No
Collisions	No	No
Sightlines	No	Yes

Furthermore, it is necessary to convert the existing overhanging flashing beacon from amber to red on Mississauga Road at Olde Base line and install a new overhanging flashing beacon at Mississauga Road and Boston Mills Road to provide enhanced notification to motorists of the new All-Way Stop control. The flashing beacons at both locations will have flashing all-red signal indications in all directions.

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RISK CONSIDERATIONS

Implementing All-Way Stop control at the intersections of Mississauga Road at Olde Base Line Road and Mississauga Road at Boston Mills Road is warranted based on the findings of the review completed by staff. If these traffic control measures are not implemented then it may have negative impact on the safe operation of traffic at the intersection, thus increasing the risk of collisions. It may also have an adverse impact on the implementation of our Vision Zero strategy to reduce fatal collisions on Regional Roads.

FINANCIAL IMPLICATIONS

The proposed improvements such as signs, pavement markings, and overhanging signal beacons at both intersections can be accommodated within the existing approved budget.

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement All-Way Stop control at the intersections of Mississauga Road at Olde Base Line Road and Mississauga Road at Boston Mills Road.

APPENDICES

Appendix I – Amendment to the Region of Peel Traffic By-law 15-2013 to implement All-Way Stop control at the intersections of Regional Road 1 (Mississauga Road) and Regional Road 12 (Olde Base Line Road); and at Regional Road 1 (Mississauga Road) and Boston Mills Road

For further information regarding this report, please contact Nathan Sinka, Technical Analyst, Traffic Operations, extension 7863, nathan.sinka@peelregion.ca.

Authored By: Nathan Sinka

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer