



TOWN OF  
**HALTON HILLS**  
*Working Together Working for You!*

## REPORT

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**TO:** Mayor Bonnette and Members of Council

**FROM:** Roumen Kotev, Traffic Coordinator – Road Safety

**DATE:** October 26, 2021

**REPORT NO.:** TPW-2021-0036

**SUBJECT:** All-Way Stop Control - Operational Reviews

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### RECOMMENDATION:

THAT Report No. TPW-2021-0036, dated October 26, 2021, regarding the All-Way Stop Control - Operational Reviews be received;

AND FURTHER THAT an All-way stop control be installed at the intersection of Maria Street and Poplar Avenue/Crescent Street.

AND FURTHER THAT the Uniform Traffic Control By-law No.84-01 be amended.

### KEY POINTS:

The following are key points for consideration with respect to this report:

- The 2021 Traffic Engineering Plan indicated operational reviews will be conducted at the following intersections:
  - Maria Street and Poplar Avenue/ Crescent Street
  - Queen Street and McNabb Street
  - Argyll Road and Huffmann Drive
- An All-Way Stop is warranted at Maria Street and Poplar Avenue/Crescent Street.
- The intersections of Queen Street at McNabb Street and Argyll Road at Huffman Drive do not warrant an All-way stop at this time.
- Additional studies will be conducted in the fall of 2022 at the intersection of Queen Street and McNabb Street once pre-Covid traffic volumes and GO Transit Service has resumed.

- Pedestrian crossings improvements on Argyll Road between Huffman Drive and the pathway to Gellert Community Centre are being evaluated with recommendations to be presented in 2022.
- The Uniform Traffic Control By-law No. 84-01 will be amended with the proposed changes.
- The All-Way Stop at Maria Street and Poplar Avenue/Crescent Street will be implemented in Q1 of 2022.

## **BACKGROUND AND DISCUSSION:**

The 2021 Traffic Engineering Work Plan (Plan), indicated Operational Safety Reviews to determine whether the implementation of All-Way Stop Controls are warranted at the following intersections:

- Maria Street at Poplar Avenue/ Crescent Street, Acton
- Argyll Road and Huffmann Drive, Georgetown
- Queen Street and McNabb Street, Georgetown

All traffic data collected was completed in the fall of this year as it was determined that these volumes would be the highest available since before the pandemic.

### **Maria Street and Poplar Avenue/Crescent Street**

Over the past years, staff has received safety concerns regarding the intersection of Maria Street and Poplar Avenue/Crescent Street. The intersection functions as the only access point for road users to enter/exit the neighbourhood. The primary concern is with sightline deficiency due to the close proximity of the sharp curve at the west leg of the intersection.

To mitigate the safety concerns at the intersection, staff undertook an All-Way Stop Control review.

To meet the requirements for implementing an All-Way Stop Control at this location, the critical component of the All-Way-Stop Control Warrant is Warrant 2B, Local Classification – Maximum Volume Split. It requires Minor street volume entering the intersection to be equal to or greater than 25 percent (%) of the total traffic volume at the three-way intersection. Poplar Avenue/Crescent Street (Minor street) volume consists of 31 percent (%) of the total traffic volume at this intersection, satisfying Warrant 2B.

To improve safety, staff recommends the implementation of an All-Way Stop Control at the intersection of Maria Street and Poplar Avenue/Crescent Street.

Upon Council approval, the changes to the operation of the intersection of Maria Street and Poplar/Crescent Street will be included in the Uniform Traffic Control By-law No. 84-1 Schedule Updates Report in early 2022 and implementation will be scheduled in Q1 of 2022.

## **Queen Street and McNabb Street**

Based on safety concerns at the intersection of Queen Street and McNabb Street, staff conducted a traffic study and review of an All-Way Stop Control Warrant.

To meet the requirements for implementing an All-Way Stop Control at this location, the critical component of the All-Way-Stop Control Warrant to be satisfied is either Warrant 2 – Traffic Volumes or Warrant 3 – Collision History.

Vehicular trips to and from the GO station are crucial when reviewing traffic volumes for the All-Way Stop Control Warrant. Due to the limited GO Transit Service and reduction in traffic volumes due to the pandemic, Warrant 2 is not met.

Warrant 3 of the All-Way Stop Control Warrant is collision history, which requires an average of four (4) collisions per year over a three (3) year period that would be mitigated by an All-Way Stop Control. There have been two (2) collisions in the past three (3) years (2018 -2020) at Queen Street and McNabb Street. Based on the collision information, the condition for Warrant 3 is not satisfied.

Staff recommends that this intersection be re-counted in 2022, when traffic volumes return to normal. This re-evaluation will confirm the traffic volumes for determining if Warrant 2 – Traffic Volumes of the All-Way Stop Control is satisfied.

## **Argyll Road and Huffmann Drive**

Residents living near Argyll Road and Huffmann Drive have raised concerns about excessive speeds and pedestrian safety when crossing Argyll Road.

Staff conducted a study at the intersection of Argyll Road and Huffman Drive to determine if an All-Way Stop Control is warranted.

The implementation of an All-Way Stop Control requires Warrant 2 – Traffic Volumes or Warrant 3 - Collision History to be met.

For this location, the critical component of the All-Way-Stop Control Warrant is Warrant 2B, Collector Classification – Maximum Volume Split. It requires Minor street volume entering the three-way intersection to be equal to or greater than 30 percent (%) of the total traffic volume. Huffman Drive (Minor street) volume consists of only 21 percent (%) of the total traffic volume at this intersection. Warrant 2B is not satisfied.

Warrant 3 of the All-Way Stop Control Warrant is collision history. It requires an average of four (4) accidents per year, over a three (3) year period that would be mitigated by an All-Way Stop Control. At the intersection of Argyll Road and Huffmann Drive, there has been one (1) collision in the past three (3) years. Based on the collision information, the condition for Warrant 3 is not satisfied.

Given the study review results at Argyll Road and Huffmann Drive, an All-Way Stop Control is not warranted at this location. As part of the 2022 Traffic Engineering Workplan to address pedestrian crossing options in the area and access to the pathway leading to the Gellert Community Centre, staff will be evaluating alternatives and

providing recommendations to improve the safety of pedestrian crossings on Argyll Road to access the Gellert Community Centre.

#### **STRATEGIC PLAN ALIGNMENT:**

This report aligns to the Town's Strategic plan recognizing the value to foster a healthy community that provides a clean environment and range of economic and social opportunities to ensure a superior quality of life in our community.

This report also identifies transportation as one of the Town's Strategic priorities.

#### **RELATIONSHIP TO CLIMATE CHANGE:**

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

#### **PUBLIC ENGAGEMENT:**

Upon Council's endorsement of the Maria Street and Poplar Avenue/Crescent Street All-Way Stop Control installation, detailed letters will be hand-delivered to all area residents.

#### **INTERNAL CONSULTATION:**

This Report was discussed internally within the Transportation and Public Works Department.

#### **FINANCIAL IMPLICATIONS:**

This report will be funded through an existing approved budget source.

Reviewed and approved by,

Maureen Van Ravens, Director of Transportation

Bill Andrews, Commissioner of Transportation and Public Works

Chris Mills, Acting Chief Administrative Officer