

Clause 2 in Report No. 8 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 25, 2017.

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All-Way Stop Control – Major Mackenzie Drive East and
Reesor Road, City of Markham

Committee of the Whole recommends adoption of the following recommendations contained in the report dated April 25, 2017 from the Commissioner of Transportation Services:

1. Council authorize enactment of a bylaw to implement an all-way stop control at the intersection of Major Mackenzie Drive East (Y.R. 25) and Reesor Road, in the City of Markham, effective June 6, 2017.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to the City of Markham and the Chief of York Regional Police.

Report dated April 25, 2017 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Council authorize enactment of a bylaw to implement an all-way stop control at the intersection of Major Mackenzie Drive East (Y.R. 25) and Reesor Road, in the City of Markham, effective June 6, 2017.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to the City of Markham and the Chief of York Regional Police.

2. Purpose

This report seeks Council authorization to enact a bylaw for an all-way stop control at the intersection of Major Mackenzie Drive East (Y.R. 25) and Reesor Road, in the City of Markham.

3. Background

The Ontario Highway Traffic Act permits municipalities to implement all-way stop controls

The Ontario Highway Traffic Act governs the installation of stop signs. Section 137 (a) stipulates council of a municipality may, through bylaw, provide for the installation of stop signs at intersections on highways under its jurisdiction.

The Ministry of Transportation of Ontario provides criteria for the implementation of all-way stop control

The Region uses guidelines set out by the Ministry of Transportation of Ontario (MTO) to inform decisions on intersection traffic controls, including traffic signals and all-way stop controls. The guidelines contain criteria related to intersection volumes for vehicles and pedestrians.

In addition to volume thresholds, an all-way stop control may be considered when traffic engineering studies indicate it will be effective in addressing safety concerns. Traffic engineering studies assess factors such as traffic speeds and volumes, restricted sight lines and collision experience when determining benefits for implementing an all-way stop control.

An all-way stop control provides for the orderly movement of traffic and helps reduce right-angle and turning movement collisions

An all-way stop control is generally considered at intersections of two lower volume roadways with relatively similar traffic volumes and operating characteristics on all approaches. It provides for the orderly movement of traffic and is recommended at intersections with high collision frequency to help reduce right-angle and turning movement collisions.

4. Analysis and Implications

There is currently a two-way stop control on Major Mackenzie Drive East at Reesor Road

The current configuration of the Major Mackenzie Drive East and Reesor Road intersection is comprised of a rural, four-approach intersection. Major Mackenzie Drive East is a two-way, two-lane, east-west major road with a posted speed of 80 km/h and stop controls on both approaches. Reesor Road is a two-way, two-lane, north-south local municipal road with a posted speed of 60 km/h, operating as free flow. A location plan is provided as Attachment 1.

The intersection of Major Mackenzie Drive East and Reesor Road satisfies MTO all-way stop criteria

MTO provides guidelines for implementing an all-way stop control throughout the Province. These guidelines provide a series of criteria used to determine the justification of an all-way stop control. The criteria takes into account combined vehicular and pedestrian volumes during the eight busiest hours of the day, average delay to traffic on the minor street and collisions susceptible to prevention through application of an all-way stop. The all-way stop criteria outlined by MTO were applied during staff review of the intersection's characteristics. Based on results of the review, staff recommends conversion of this intersection to an all-way stop.

5. Financial Considerations

An all-way stop control at this intersection is considered to be the most cost-effective method to reduce right-angle or turning movement collisions.

Costs associated with implementing an all-way stop control at the intersection of Major Mackenzie Drive East and Reesor Road, in the City of Markham, are included in the 2017 Transportation Services Operating Budget.

6. Local Municipal Impact

Local municipal staff has been advised and are supportive of the proposed changes in this report.

All-way Stop Control
Major Mackenzie Drive East and Reesor Road
City of Markham

7. Conclusion

The intersection of Major Mackenzie Drive and Reesor Road, in the City of Markham, satisfies MTO criteria for an all-way stop control. Staff recommends implementing an all-way stop control to provide for the orderly movement of traffic and to help reduce right-angle and turning movement collisions.

It is recommended the Regional Solicitor prepare the necessary bylaw and the Regional Clerk circulate this report to the City of Markham and Chief of York Regional Police.

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

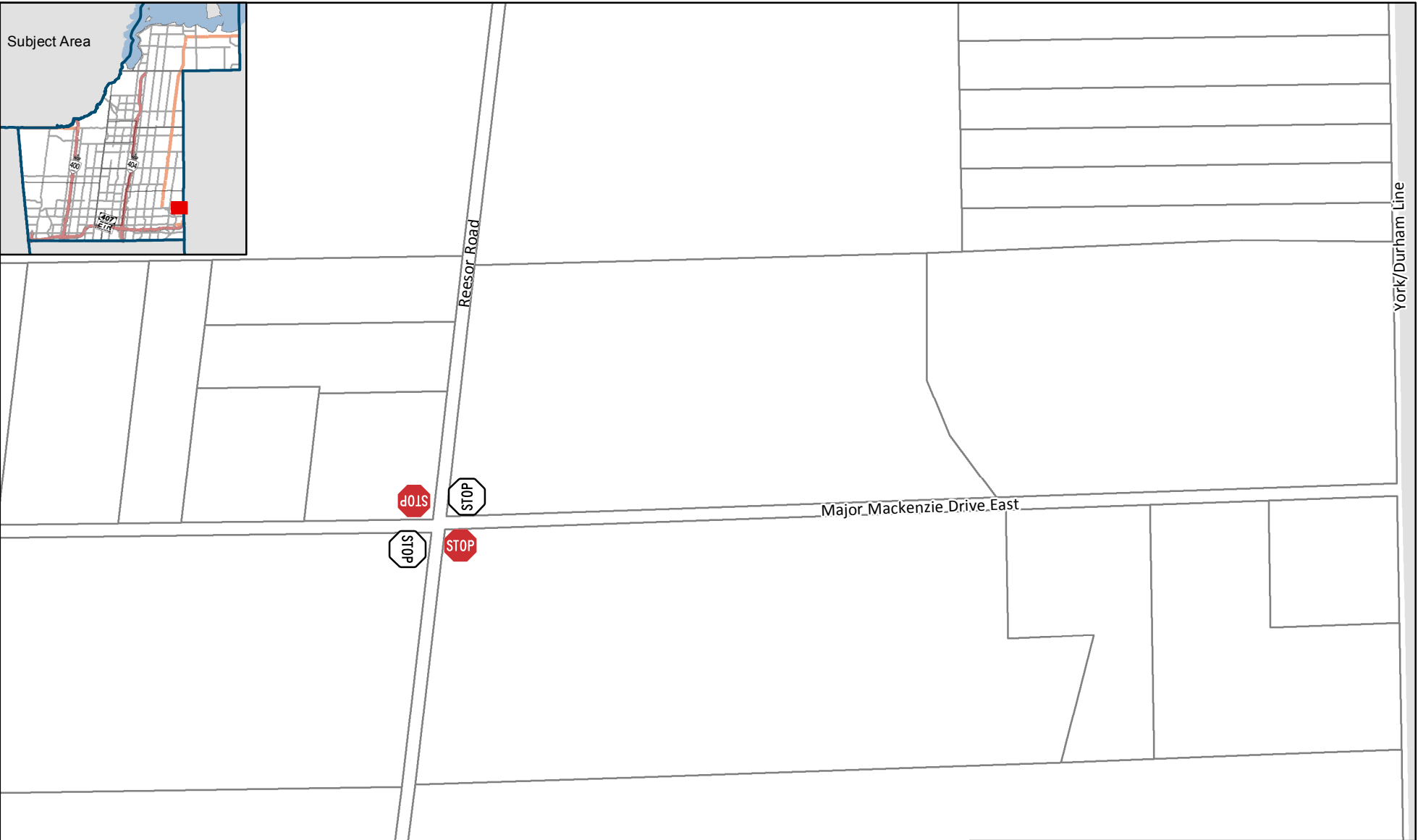
The Senior Management Group has reviewed this report.

April 25, 2017

Attachment (1)

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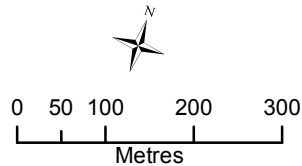
Accessible formats or communication supports are available upon request





All-Way Stop Control Major Mackenzie Drive East (Y.R. 25) and Reesor Road City of Markham

May 11, 2017

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Legend

-  Proposed Stop Control
-  Existing Stop Control