



Report to: Development Services Committee

Meeting Date: September 12, 2022

SUBJECT: Gibson Drive & Hood Road Proposed All-way Stop (Ward 8)

PREPARED BY: David Porretta, Manager, Traffic Engineering, ext. 2040

RECOMMENDATION:

- 1) That the report entitled “Gibson Drive & Hood Road Proposed All-way Stop (Ward 8)” be received; and
- 2) That Schedule 12 of Traffic By-law 106-71, pertaining to compulsory stops, be amended to include all approaches to the intersection of Gibson Drive & Hood Road; and
- 3) That the Operations Department be directed to install the appropriate signs and pavement markings at the subject location; and
- 4) That the cost of materials and installation for the traffic signs and pavement markings in the amount of \$1,000, be funded from capital project #083-5350-22049-005 (Traffic Operational Improvements); and
- 5) That York Region Police be requested to enforce the all-way stop control upon installation of these stop signs and passing of the By-law; and further
- 6) That staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report recommends implementing an all-way stop at the intersection of Gibson Drive & Hood Road, to improve intersection operations and safety.

BACKGROUND:

Traffic Engineering received a request from the Ward 8 Councillor to implement an all-way stop at the intersection of Gibson Drive & Hood Road. The request was in response to a constituent expressing challenges navigating through the intersection due to the high volume of vehicular traffic.

The subject intersection is located in a commercial/industrial area north of Steeles Avenue and west of Warden Avenue. Both Gibson Drive and Hood Road are classified as 2-lane minor collector streets. The intersection has a “T” configuration, with stop control currently assigned to Hood Road, thereby giving traffic on Gibson Drive the right-of-way. A private driveway is located on the south side of the intersection. A map of the intersection and surrounding area is provided in Attachment “A”.

DISCUSSION:**All-way stop control warrant analysis was conducted at the subject intersection**

All-way stop control at an intersection may be considered where the minimum provincial warrant criteria are satisfied, as outlined by the Ministry of Transportation of Ontario (MTO).

In April, 2022 Traffic Engineering staff conducted an all-way stop warrant analysis during the busiest one-hour period of a typical weekday at the intersection. The warrant analysis results are as follows:

Figure 1: Gibson Drive & Hood Road - All-way Stop Warrant Results

Warrant Criteria	Criteria Met? (Y/N)
Volume exceeds 200 vehicles per hour for each of the highest 4 hours of the day	YES
Volume exceeds 75 units per hour (vehicles + pedestrians) on the “minor” street for each of the same 4 hours	YES
At least 25% of total volume is attributed to the “minor” street and pedestrian crossings	YES

For an all-way stop to be considered, all three warrant criteria must be met. Results of the study have concluded that this requirement has been satisfied.

All-way stop control at the intersection is recommended

Because the provincial warrant criteria has been met, it is recommended that an all-way stop control be implemented. The provision of an all-way stop will improve intersection operations and safety by requiring all vehicles to come to a complete stop at the intersection.

FINANCIAL CONSIDERATIONS

The cost of materials and installation for the traffic signs and pavement markings in the amount not exceeding \$1,000 will be funded from capital project #083-5350-22049-005 (Traffic Operational Improvements). On-going maintenance costs will be managed within the Operations Department’s existing operating budget.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The recommendations identified within this report align with the strategic focus for a Safe & Sustainable Community, through the ongoing management of the City’s transportation network.

BUSINESS UNITS CONSULTED AND AFFECTED:

Operations Department has been circulated this report, and acknowledges the operating impacts associated with the additional regulatory signs and pavement markings.

RECOMMENDED BY:

Frank Clarizio, P.Eng
Director, Engineering

Arvin Prasad, MPA, RPP, MCIP
Commissioner, Development Services

ATTACHMENTS:

Attachment "A" – Map: Gibson Drive & Hood Road Proposed All-way Stop

Attachment "B" – All-way Stop Control By-Law Amendment