



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Development Services

Date: August 23, 2021

Report No: DS-068-21

Subject: Implementation of All-Way Stop - Holly Avenue and Winn Trail/
Bessy Trail

Recommendation: **THAT** a By-law be enacted to amend the Uniform Traffic Control By-law 1984-1, as amended, to implement all-way stops at the intersection of Holly Avenue and Winn Trail/Bessy Trail;

AND THAT Schedule 12 and Schedule 13 of the Uniform Traffic Control By-law be amended accordingly attached as Appendix 2;

AND FURTHER THAT the appropriate by-law be presented to Council for approval.

REPORT

Background

Infrastructure staff has received several inquiries over the past years requesting the implementation of an all-way stop at the intersection of Holly Avenue and Winn Trail/Bessy Trail (see Appendix 1 Location Map).

Traffic counts have been conducted at this intersection on numerous occasions to determine if the warrants for all-way stop have been fulfilled. Many of the complaints have been related to parked vehicles within the parking lay-bys obstructing sight lines.

Discussion

The intersection of Holly Avenue and Winn Trail/Bessy Trail is a four-legged intersection within an urban area. Holly Avenue is a local roadway running north/south between Laurier Avenue and Yates Drive with a posted speed limit of 50 km/h. This intersection is also within 130 metres of a signalized intersection at Derry Road and Holly Avenue. Bessy Trail and Winn Trail are local roadways running east/west between Hood Terrace and Snider Terrace, with a posted speed limit of 50 km/h.

As a result of resident requests, the intersection of Holly Avenue and Winn Trail/Bessy Trail was monitored back in 2011 and the results were as follows:



Discussion

Count Date	Part "A" Volume from all Approaches	Part "B" Minor Street Volume Split
February 23, 2011	100%	41%
May 12, 2011	100%	79%
November 10, 2011	100%	50%

The warrants consider the overall volume of traffic entering the intersection during the peak traffic times, as well as the volume of traffic and pedestrians generated from the side street. In order for an all-way stop to be warranted by volume, both Parts "A" and "B" must equal 100%. Since both Part "A" and Part "B" did not equal 100% an all-way stop was not warranted based on traffic volumes.

Staff has received a number of requests this year to review this intersection again for the implementation of an all-way stop. Due to the low side street volume and COVID-19 an updated turning movement count was not completed. There has also not been significant development in the immediate area that would increase the minor street traffic volumes.

A collision analysis has been completed and it has been determined that there has been a high collision frequency at this intersection. This is defined as an average of four collisions per year over a three-year period. Only those collisions susceptible to relief through an all-way stop must be considered (right angle and turning type collisions).

The parking lay-bys on Holly Avenue may be contributing to this high collision frequency. A few years ago flexible bollards were installed within the parking lay-bys near the intersection with Bessy Trail/Winn Trail to ensure vehicles are not parking too close to the intersection. It has been found that vehicles entering the intersection from the side streets have adequate visibility of on-coming traffic once they move up into the intersection. Vehicles must stop at the painted stop bar, but can move into the intersection once the pedestrian crosswalk is clear to get a better view of traffic on Holly Avenue.

The Ontario Traffic Manual also recommends that traffic control devices such as all-way stops not be installed within 250 metres of a traffic control signal to ensure there are no operation or queuing issues. This intersection is only 130 metres south of a signalized intersection (Derry Road and Holly Avenue) under the jurisdiction of Halton Region. Halton Region has modelled the intersection of Derry Road and Holly Avenue utilizing Synchro and it has been determined that if an all-way stop is installed at the intersection of Holly Avenue and Winn Trail/Bessy Trail the southbound queuing on Holly Avenue will not be significant nor will there be any back up on Derry Road during the a.m. and p.m. peak periods.

As a result of the collision warrant being fulfilled at the intersection of Holly Avenue and Will Trail/Bessy Trail, the Infrastructure staff recommends the installation of an all-way stop. Installing an all-way stop will provide safe movements for motorists and pedestrians when trying to cross Holly Avenue and will not create any operational issues at the intersection of Derry Road and Holly Avenue.



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Financial Impact

The cost to install the appropriate signage and pavement markings is approximately \$400.00 and will be funded through the 2021 Operating Budget.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Development Services

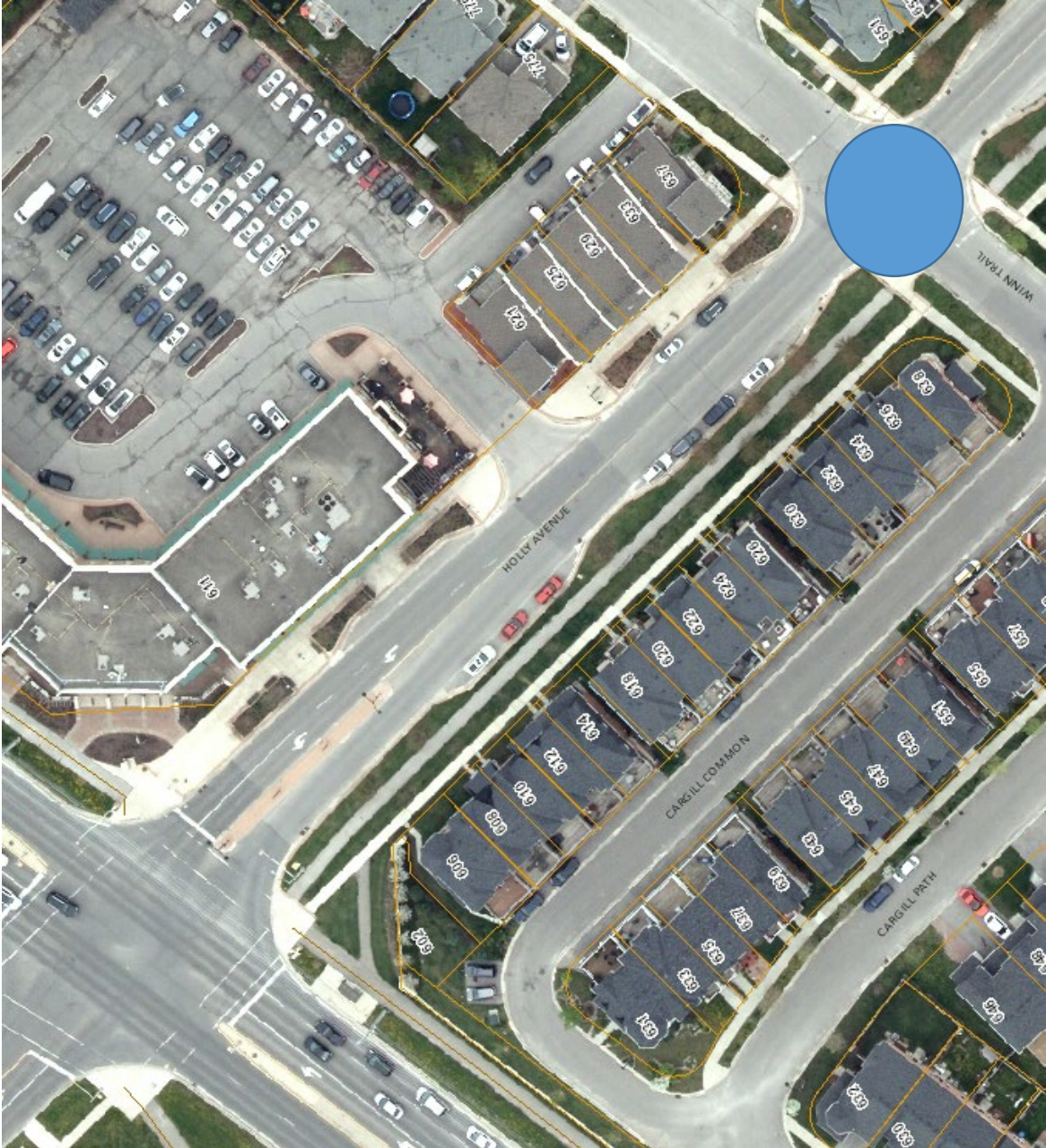
For questions, please contact: Heide Schlegl, CET, MITE, Dipl. M.M., Phone: x. 2506
Manager, Traffic

Attachments

Appendix 1 - Location Map
Appendix 2 - Schedule 12 and 13 By-law Amendment

CAO Approval
Andrew M. Siltala
Chief Administrative Officer

APPENDIX 1
DS-068-21



LEGEND
Proposed All-Way Stop



**SCHEDULE 12
THROUGH HIGHWAYS - STOP
TO BE DELETED**

By-law No.	Column 1 Highway(s)	Column 2 Location From	Column 3 Location To
By-law No. 004-2006	Holly Avenue	Derry Road	Yates Drive

**Schedule 12
THROUGH HIGHWAYS – STOP
TO BE ADDED**

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To
Holly Avenue	South limit of Derry Road	North limit of Winn Trail/Bessy Trail

**Schedule 13
INTERSECTION - STOP SIGNS
TO BE ADDED**

Column 1 Highway(s)	Column 2 Direction of Travel	Column 3 Stop On
Holly Avenue and Winn Trail/Bessy Trail	Northbound	Holly Avenue
	Southbound	Holly Avenue
	Eastbound	Winn Trail
	Westbound	Bessy Trail