

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 29, 2013**

Item 13, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 29, 2013.

**13**

**INTERSECTION STOP CONTROL  
CHARMAINE ROAD AND SARRACINI CRESCENT INTERSECTIONS  
REGENCY ESTATES SUBDIVISION 19T-08V07  
WARD 2  
VICINITY – WEST OF ISLINGTON AVENUE AND SOUTH OF KILORAN AVENUE**

**The Committee of the Whole recommends:**

- 1) That the following resolution adopted by Council with respect to Item 9, Report No. 25, at its meeting of May 24, 2011, NOT be rescinded:**  
  
“That Council enact the necessary By-law to establish stop controls on the north and south leg of Sarracini Crescent, where it meets Charmaine Road, at two new three-way intersections; said By-law to come into effect after the Regency Estates Plan of Subdivision 19T-08V07 has been registered, and that staff take any additional appropriate action to inform drivers of this arrangement.”
- 2) That staff monitor the stop signs and provide a status report in one year;**
- 3) That the following deputations and Communication be received:**
  - 1. Ms. Elizabeth Bottos, Charmaine Road, Woodbridge, and Communication C8, dated January 14, 2013;**
  - 2. Mr. Frank Piccin, Piccin – Bottos, Steeles Avenue, Woodbridge;**
  - 3. Mr. Elio D'Alessio, Charmaine Road, Woodbridge; and**
  - 4. Ms. Grace Binder, Sarracini Crescent, Woodbridge;**
- 4) That Communication C7, from Ms. Eileen Paoella, Charmaine Road, Woodbridge, dated January 14, 2013, be received; and**
- 5) That the following report of the Commissioner of Engineering and Public Works, dated January 15, 2013, be received.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1. THAT Council rescind its resolution of May 24, 2011 with respect to Item 9, Report No.25; and**
- 2. THAT Council enact the appropriate amendment to the City's Traffic By-law to effect stop controls on the north and south leg of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent.**

**Contribution to Sustainability**

The installation of stop signs at the new intersections of Sarracini Crescent and Charmaine Road will regulate traffic flow and promote pedestrian safety.

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#### **Economic Impact**

The cost associated with the supply and installation of stop signs at the two new tee intersections of Charmaine Road and Sarracini Crescent will be borne by the developer of the Regency Estates Subdivision 19T-08V07. Accordingly, there is no immediate economic impact resulting from the adoption of this report.

#### **Communications Plan**

On the evening of December 5, 2012, staff met with approximately 15 residents living on Charmaine Road to discuss the location of the stop signs at the two new intersections of Charmaine Road and Sarracini Crescent. At that meeting, the residents were advised that staff would be reporting to Council on the matter in January 2013. Staff will inform the local residents of Council's direction resulting from this report. If it is necessary to relocate or add stop signs at the new intersections then a communication plan will be implemented in accordance with the procedures outlined in the Ontario Traffic Manuals.

#### **Purpose**

The purpose of this report is to seek Council's approval to implement alternative stop controls at the new three way intersections of Charmaine Road and Sarracini Crescent.

#### **Background – Analysis and Options**

Charmaine Road is a two lane local roadway that extends between Kiloran Avenue and Dorengate Drive in Woodbridge. For many years, stop controls were only located on Charmaine Road at the intersections of Kiloran Avenue and Dorengate Drive. Charmaine Road has an unsigned speed limit of 50 kilometres per hour and a sidewalk exists on one side of the road.

Through the recent development of the Regency Estates Subdivision 19T-08V07, a new local crescent road (Sarracini Crescent) was constructed connecting to Charmaine Road creating two new three way tee intersections as shown on Attachment No.1. To clearly define the right-of-way and to regulate traffic flow, stop controls were proposed on the north and south legs of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent. This traffic control configuration is consistent with a typical three way intersection. The construction drawings for the subdivision were approved in April 2011 showing this stop control arrangement.

#### **Council directed the stop sign be installed on Sarracini Crescent**

In May 2011, staff brought forward a report to the Committee of the Whole recommending the installation of these new stop signs on Charmaine Road in accordance with the construction drawings listed in the executed subdivision agreement. The Committee of the Whole approved this recommendation; however, Council subsequently directed that stop controls be established on Sarracini Crescent considering that Charmaine Road had been a through street for over thirty years. Council's resolution was provided to the developer.

During the construction of the municipal services on Sarracini Crescent, the southern connection to Charmaine Road was closed and a stop sign was installed on the eastern approach of the northern intersection to control construction traffic. The construction of Sarracini was substantially completed in October 2011, and house construction began shortly afterwards. Subsequently, the southern intersection was opened to traffic once a number of homes in the subdivision were occupied.

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##### **Staff conducted an operational review of the intersection**

In late October 2012, staff received a report that a stop sign on Sarracini Crescent was missing. Staff mistakenly directed the developer to reinstall the stop sign in accordance with the approved construction drawings, which still showed stop signs on the north and south legs of Charmaine Road. After the stop signs were installed on Charmaine Road, it was brought to staff's attention that this was contrary to Council direction. Before providing further direction to the developer, staff conducted an operational review of both the north and south intersections of Charmaine Road and Sarracini Crescent.

##### **Potential for collisions at both intersections would be increased if stop sign are placed on Sarracini Crescent**

A tee intersection (three-legged) has nine potential vehicle conflict points. These traffic conflicts occur whenever the paths followed by vehicles diverge, merge or cross. The main purpose of a stop sign is to clearly assign right-of-way between the vehicles approaching an intersection from different directions; hence, to control right-of-way conflicts.

The operational review of both intersections revealed that if the stop signs were relocated to Sarracini Crescent, at least two major points of vehicle conflict could occur at each intersection.

The most likely conflict for the south intersection would occur between a northbound vehicle on Charmaine Road making a left turn at the intersection and a vehicle traveling easterly on Charmaine Road through the intersection destined to Sarracini Crescent as shown on Attachment No. 2. This could occur because there is no stop control on the intersecting leg of the intersection to control right-of-way.

The same type of conflict would occur at the north intersection between a southbound vehicle on Charmaine Road making a left turn at the intersection onto Sarracini Crescent and a vehicle making a left turn from Charmaine Road (west leg) to Charmaine Road (north leg) as illustrated on Attachment No. 2.

##### **Staff directed that the stop signs be maintained on Charmaine Road for safety reasons**

With the knowledge of this safety concern, staff directed the developer to defer relocating the stop signs to Sarracini Crescent until a report could be brought forward to Council on the matter.

##### **Some residents living on Charmaine Road believe additional stop signs are needed**

A number of the local residents expressed concerns with the installation of a stop sign on Charmaine Road rather than on the Sarracini Crescent leg of the intersections.

To address these concerns, Development/Transportation Engineering staff arranged a meeting on December 5, 2012 with approximately 15 residents living on Charmaine Road to discuss the location of the stop signs. The meeting was also attended by a representative of the developer and the Local Councillor.

At the meeting, the residents expressed a preference for maintaining the earlier historical traffic patterns on Charmaine Road, which did not include stops on Charmaine Road. In addition, some residents raised questions with respect to which motorist has the right-of-way at the new tee intersections with the stop controls installed only on Charmaine Road.

At the end of the meeting, the majority of the 15 residents in attendance believed that additional stop signs were needed on Sarracini Crescent. Some residents living in proximity to the new intersections were of the opinion that an all-way stop control at the intersections would be beneficial.

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#### **All-way stop controls are not warranted**

Following the meeting with the residents, staff undertook an assessment of the traffic volumes and turning movements at both intersections on December 11, 2012 to determine whether all-way stop controls were warranted. The traffic assessment revealed that approximately 60 vehicles pass through these intersections during the morning peak hour, which is considered typical for a local urban road. The sight lines at the intersections exceed minimum requirements and there are no reported motor vehicle accidents at the intersections. The collected traffic data was compared to the Provincial Warrant for All-way Stop Control, and the warrant value was only 19% satisfied. Accordingly, all-way stop controls are not warranted at the two new tee intersections of Charmaine Road and Sarracini Crescent.

#### **Additional stop signs on Sarracini Crescent would be unconventional and lead to driver confusion**

Staff has reviewed the resident's request for the City to consider installing stop signs on the Sarracini Crescent legs of the intersections in addition to stop signs on Charmaine Road to prioritize right-of-way at the intersection. Staff has concerns that the introduction of additional stop signs at the intersection would be highly unconventional and could lead to driver confusion. If drivers adhere to the normal rules of the road governing which driver must yield the right-of-way at an intersection then the additional stop sign would have no benefit. Accordingly, the installation of additional stop signs on Sarracini Crescent is not recommended.

#### **A typical stop control configuration has been consistently applied at tee intersections throughout the City**

The *Ontario Highway Traffic Act* (HTA) regulates the rules of the road and the operation of a motor vehicle. The Province also publishes a series of traffic manuals which are intended to provide information, guidance and best practices to municipalities on the design, application and operation of traffic control devices which are consistent with the intent of the HTA. The Ontario Traffic Manuals have been used as the basis for the City's engineering standards for many years.

#### **Driver expectations have been built through consistent stop-control treatment of 3-way intersections**

The Ontario Traffic Manual Book 5 provides the guidelines for the use of stop controls at intersections. This manual recommends that the use of a stop sign should be considered at the intersection of a local road with a through street or highway. The purpose of a stop sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions. The stop sign requires the driver to stop the vehicle before entering the intersection and then proceed when safe to do so. Applying this standard to the intersection of Charmaine and Sarracini, stop controls should be placed on the north and south legs of Charmaine Road as shown on Attachment No. 1. This traffic control configuration is consistent with approximately 2,000 other local road tee intersections throughout the City. In addition, stop controls on Charmaine Road will also enhance the safety of pedestrians accessing the sidewalk on the west side of Charmaine Road.

#### **Staff strongly recommends that stop signs on the Sarricini Crescent approaches not be further considered**

Accordingly, to clearly define the right-of-way and to be consistent with traffic control at other tee intersections throughout the City, it is recommended that the existing stop controls be maintained on the north and south legs of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent.

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#### **Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursue of excellence in service delivery;
- Enhancing and ensuring Community Safety;
- To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement;
- Promoting effective governance; and
- Planning and managing growth, and economic vitality.

This report is therefore consistent with the priorities previously set by Council.

#### **Regional Implications**

Not applicable

#### **Conclusion**

To clearly define the right-of-way and to regulate traffic flow, and to maintain consistency with the treatment of tee-intersections across Vaughan and the Greater Toronto Area, thereby providing for the safest operating conditions, it is recommended that the existing stop controls be maintained on the north and south legs of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent.

#### **Attachments**

1. Attachment No. 1
2. Attachment No. 2

#### **Report prepared by:**

Andrew Pearce, Director of Development/Transportation Engineering, Ext. 8255

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)