

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 9, 2014**

Item 27, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 9, 2014.

**27**

**ALL-WAY STOP CONTROL REVIEW  
TREELAWN BOULEVARD AND WEAVER COURT  
WARD 1**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Public Works and the Director of Engineering Services, dated September 2, 2014:**

**Recommendation**

The Commissioner of Public Works and the Director of Engineering Services recommend:

1. That Council enact a By-law to install an all-way stop control at the intersection of Treelawn Boulevard and Weaver Court.

**Contribution to Sustainability**

Not Applicable.

**Economic Impact**

The capital costs associated with the installation of the all-way stop signs are estimated to be \$500.00, and has been included in the approved 2014 Operating Budget. The on-going costs to maintain the signs and pavement markings (stop bars), are estimated to be \$150.00 per annum, and will be incorporated in future year Operating Budgets.

**Communications Plan**

Staff will advise area residents and businesses of the outcome of Council's decision in this matter.

**Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Treelawn Boulevard and Weaver Court.

**Background - Analysis and Options**

**A traffic review of the Treelawn Boulevard and Weaver Court intersection was conducted**

Staff carried out a review of the traffic activity at the intersection of Treelawn Boulevard and Weaver Court.

Treelawn Boulevard is a minor collector roadway with a 30.0 metre right-of-way and an 18.0 metre pavement width from Islington Avenue to Weaver Court, that includes five centre medians (4.2 metres wide) within this section. East of Weaver Court, the right-of-way and pavement width of Treelawn Boulevard narrows to 22.0 metres and 8.5 metres, respectively. Treelawn Parkette is located opposite Weaver Court on the south side of Treelawn Boulevard. Sidewalks exist on both sides of Treelawn Boulevard between Islington Avenue and Weaver Court, and only on the south side east of Weaver Court

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Weaver Court is classified as a major local roadway with a 22.0 metre right-of-way and an 8.5 metre pavement width. The intersection of Treelawn Boulevard and Weaver Court is a “T” intersection with the existing stop control on Weaver Court. Sidewalks exist on the west side of Weaver Court. The area is shown in Attachment No.1.

#### **All-way stop review was undertaken in spring 2014**

Staff conducted a turning movement count on March 20, 2014. The turning movement count was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Staff also reviewed the accident records for 2012 and 2013, and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

•Warrant 1 – Minimum Vehicular Volumes	Warranted	44%
•Warrant 2 – Accident Hazard	Warranted	0%
•Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As shown above, existing traffic volumes fulfill only 44% of the Warrant #1 requirements. There were zero recorded vehicle collisions at this intersection in 2012 and 2013. To date, this is the latest collision data available from York Regional Police. In addition, there were no sightline restrictions at this intersection during the early spring review.

#### **Due to the proximity of Treelawn Parkette to the intersection, a pedestrian activity review was undertaken during the summer season**

In an effort to capture the pedestrian activity to the Treelawn Parkette in more favourable weather conditions, a video collection unit (VCU) was installed on Treelawn Boulevard on July 8<sup>th</sup> and 9<sup>th</sup>, 2014. It was found that pedestrian activity increased considerably from the March 20, 2014 review. Many of the local residents walked to the parkette during the morning and evening time periods, coinciding with the peak vehicular volumes.

#### **Due to vegetation growth within the medians along Treelawn Boulevard during the summer months, a sightline review was undertaken in July 2014**

Staff conducted a sightline review at this intersection on July 7, 2014 to determine if the plants and shrubs located within the median at the west leg of the intersection negatively affects driver visibility. The Geometric Design Guide for Canadian roads requires a minimum 65 metres of unobstructed visibility for motorists entering an intersection from the minor roadway. Visibility at this intersection is 40m, which is below the required 65 metres. In view of the above, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

#### **The Treelawn Boulevard medians were identified as urban design elements within this community**

Staff would typically recommend the removal of encumbrances, such as plantings, to ensure that the minimum requirement for unobstructed visibility for motorists is maintained at an intersection. However, the medians located on Treelawn Boulevard and at the west leg of the intersection of Weaver Court, were identified as urban design elements during the development of the community. Eliminating the medians, or removing the plantings within the medians, would negatively impact the Treelawn Boulevard streetscape and the character of this community. As a result, it is recommended that an all-way stop control be installed to ensure the safe operation of this intersection.

The proposed all-way stop would also benefit both vehicular and pedestrian movements in the area.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus promoting community safety, health and wellness.

**Regional Implications**

Not Applicable.

**Conclusion**

It is recommended that an all-way stop control be installed at the intersection of Treelawn Boulevard and Weaver Court as the minimum requirement of the Provincial Warrant for All-way Stop Control is met.

**Attachments**

1. Location Map

**Report prepared by:**

Peter Trinh, Traffic Analyst, Ext. 8495

Vince Musacchio, Manager of Capital Planning & Infrastructure, Ext. 831

(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.)