

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 15, 2016

Item 6, Report No. 38, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 15, 2016.

6

**ALL-WAY STOP CONTROL REVIEW
STANTON AVENUE AND TRAMMEL DRIVE / TEMPLEWOOD CRESCENT
STANTON AVENUE AND LAWFORD ROAD / TEMPLEWOOD CRESCENT
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Director of Transportation Services, Parks and Forestry Operations, dated November 1, 2016:

Recommendation

The City Manager and the Director of Transportation Services, Parks and Forestry Operations in consultation with Development Engineering and Infrastructure Planning recommend:

1. That a By-law be enacted to amend By-law 284-94, the Consolidated Traffic By-law, to add all-way stop controls at the intersections of Stanton Avenue and Trammel Drive / Templewood Crescent, and Stanton Avenue and Lawford Road / Templewood Crescent.

Contribution to Sustainability

This report contributes to the goals and objectives within Green Directions Vaughan, The City's Community Sustainability and Environmental Master Plan, specifically:

Goal 3: To ensure that Vaughan is a city that is easy to get around with a low environmental impact.

Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Economic Impact

The capital costs associated with the installation of the all-way stop signs is estimated to be \$1,000.00, and has been included in the approved 2016 Operating Budget. The on-going costs to maintain the signs and pavement markings (stop bars), is estimated to be \$300.00 per annum, and will be incorporated in future year Operating Budgets.

Communications Plan

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

Purpose

To review the feasibility of implementing all-way stop controls at the intersections of Stanton Avenue and Trammel Drive / Templewood Crescent, and Stanton Avenue and Lawford Road / Templewood Crescent.

Background - Analysis and Options

A review of traffic operations was conducted on Stanton Avenue.

Stanton Avenue is a two-lane, east-west minor collector roadway with a 26.0 metre right-of-way (11.5 metre pavement width). Lawford Road is a two-lane, north-south minor collector roadway

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 15, 2016

Item 6, CW Report No. 38 – Page 2

with a 26.0 metre right-of-way (11.5 metre pavement width). Trammel Drive and Templewood Crescent are two-lane, local roadways with a 19.0 metre right-of-way (8.0 metre pavement width).

Johnny Lombardi Public School opened in September 2016 and is located on the southwest corner of Stanton Avenue and Lawford Road.

A review of traffic activity was conducted on Stanton Avenue that included a review of speeds and the feasibility of implementing an all way stop control at the intersections:

- Stanton Avenue and Trammel Drive / Templewood Crescent;
- Stanton Avenue and Lawford Road / Templewood Crescent; and
- Stanton Avenue and Parisienne Road.

Intersection	Configuration	Stop Control on Minor Road(s)
Stanton Avenue and Trammel Drive / Templewood Crescent	4-Leg (Cross)	Trammel Drive / Templewood Crescent stop controlled
Stanton Avenue and Lawford Road / Templewood Crescent	4-Leg (Cross)	Lawford Road / Templewood Crescent stop controlled
Stanton Avenue and Parisienne Road	3-Leg (T intersection)	Parisienne Road stop controlled

A review map of the area for the intersections is shown in Attachment No. 1.

The existing traffic volumes at the intersections of Stanton Avenue and Trammel Drive / Templewood Crescent and Stanton Avenue and Lawford Road / Templewood Crescent meet the Provincial Warrant for All-way Stop Controls.

Stanton Avenue and Trammel Drive / Templewood Crescent

A turning movement count was conducted on May 19, 2016, at the intersection of Stanton Avenue and Trammel Drive / Templewood Crescent. The study 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. The collision records and sightlines at the approaches to the intersection were also assessed. The data collected was compared to the Provincial Warrant for All-way Stop Controls, with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 100% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

Stanton Avenue and Lawford Road / Templewood Crescent

A turning movement count was conducted on September 20, 2016, at the intersection of Stanton Avenue and Lawford Road / Templewood Crescent. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The earlier 3:00pm afternoon start was to include nearby school activity traffic. The collision records and sightlines at the approaches to the intersection were also assessed. The data collected was compared to the Provincial Warrant for All-way Stop Controls, with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 109% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 15, 2016

Item 6, CW Report No. 38 – Page 3

All-way Stop Controls are recommended at the intersections of Stanton Avenue and Trammel Drive / Templewood Crescent, and Stanton Avenue and Lawford Road / Templewood Crescent.

All-way stop controls are recommended when one of the above warrants meets 100 percent. As shown above, the existing traffic volumes meet the Minimum Vehicular Warrant No. 1 requirements. As such, All-way Stop Controls are recommended at both locations. Zero vehicle collisions were recorded at these intersections from 2014 to December 2015. To date, this is the latest collision data available from York Regional Police. There are no sight restrictions at either intersection.

With Johnny Lombardi Public School located at the southwest corner of Stanton Avenue and Lawford Road which opened in September 2016, the proposed all-way stop controls would benefit both vehicular and pedestrian movements in the area.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

In consideration with the strategic priorities related to the Term of Council Service Excellence Strategy Map (2014 – 2018), the recommended all-way stop will improve traffic flow for both drivers and pedestrians at both intersections, thus improving the municipal network, and promoting community safety, health and wellness.

Regional Implications

Not Applicable.

Conclusion

It is recommended that all-way stop controls be implemented at the intersections of Stanton Avenue and Trammel Drive / Templewood Crescent, and Stanton Avenue and Lawford Road / Templewood Crescent as the Provincial Warrant for all-way stop controls is met. The implementation of all-way stop controls at these locations would benefit both vehicular and pedestrian movements in the area.

Attachment

1. Location Map

Report prepared by:

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(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.)