

January 14, 2013

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Vaughan City Hall  
Office of the City Clerk  
2141 Major Mackenzie Drive  
Vaughan On L6A 1T1

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Communication
CW: <u>Jan 15 / 13</u>
Item: <u>13</u>

Re: Committee of the Whole Tuesday January 15, 2013

Item 13 - Intersection Stop Control Charmaine Road and Sarracini Crescent Intersections  
Regency Estates Subdivision 19T-08V07  
Ward2

**With respect to the proposed by-law to effect two stop signs on Charmaine Rd.**

In 2009 the City of Vaughan committed under the Planning Act and through agreements with the federal government and the provincial of Ontario in consideration for receiving a portion of the federal gas tax to guarantee sustainable development in the City under the "Green Direction Vaughan".

***Objective 3.1 "To develop and sustain a network of sidewalks, paths and trails that support all modes of non-vehicular transportation".***

In April 2011 Vaughn Council approved the construction drawings for the Regency Estates Subdivision 19T-08V07 and in October 2011 Sarracini Crescent, a new crescent shaped road without sidewalks was constructed meeting Charmaine Road, an although street with sidewalks on one side of the road, at two points.

Purchasers of homes in the new Regency Estates Subdivision 19T-08V07 were asked to sign an "Agreement", which agreement was approved by the City of Vaughan, declining the construction of a sidewalk on Sarracini Crescent. The "Agreement" is contained in the approved Subdivision Agreement. Regency Estates posted a security with the City of Vaughan in case a majority of purchasers opted for sidewalks.

The two Sarracini Crescent and Charmaine Road meeting points were identified as two "T" Intersections which Vaughan policy states requires placing a stop sign on the intersecting street. Vaughan Transportation Engineering directed two stop signs be placed on the north and south legs of Charmaine Road to control vehicle right-of-way and to regulate traffic flow.

Reassigning the right-of-way from Charmaine Road to Sarracini Crescent through the installation of two stop signs on Charmaine Road has created a circuit racetrack type route starting at the stop sign on the north leg of Charmaine Road to the south leg of Charmaine Road continuing easterly into Sarracini Crescent moving all the way around Sarracini Crescent finishing at the same place the north leg of Charmaine Road.

The new circuit shaped route created through the transfer of the right-of-way from Charmaine Road to the minor road Sarracini Crescent may cause changed driver behavior in increased

speeding posing a highly serious safety hazard<sup>2</sup> to area residents. In accordance with the City the unsigned speed limit on Charmaine Rd is 50 kilometres per hour.

Pedestrian safety is a serious issue. Pedestrians include people who walk, young children, rollerskaters, skateboarders, persons with a disability using a wheelchair, etc. The most vulnerable pedestrians using Sarracini Crescent are children whose primary means of travel in residential areas is walking. Sidewalks on Sarracini Crescent are required and necessary to provide a safe way for children to and from school; provide mobility to seniors and accommodate strollers.

The installation of two stop signs on the north and south legs of Charmaine Road does not provide an adequate and safe link for Sarracini residents to use Charmaine Road sidewalks. A Ministry of Transportation Study done between 2001 and 2005 estimated that between 2001 and 2005 more than 15,500 pedestrians were killed or injured while crossing the street in Ontario.

On September 19, 2012 the Chief Coroner of Ontario released a report following the death of 14 pedestrians in a period of 14 days in the Greater Toronto Area two of these deaths occurred in York region. One of the Chief Coroner recommendations made to the Ministry of Transportation; the Ministry of Municipal Affairs and Housing; the Association of Municipalities of Ontario; and all Municipalities in Ontario was that a "complete street" approach be adopted to guide the development of new communities; developing new communities that provide sidewalks; and adding sidewalks in existing communities among other recommendations.

The installation, ownership and maintenance of sidewalks is the responsibility of the City of Vaughan. In consideration of the recommendations presented in this report The City of Vaughan is obligated to explore alternative solutions to provide a safer environment than what exists at present on Sarracini Crescent and Charmaine Road.

In view of the present safety hazards resulting from the lack of sidewalks on Sarracini Crescent; and the placement of two stop signs on Charmaine Road I am requesting that an opportunity for a candid public discussion on these safety issues take place between The City of Vaughan Council and all area residents including those of Charmaine Road, Sarracini Crescent, Ursini Court, Dorengate Drive, Todd Court, and Firglen Ridge.

It is worth mentioning here that when the developers of the Regency Homes Estates Subdivision 19T-08V07 have completed the subdivision and gone; the costs to add sidewalks and other considerations will fall to the City of Vaughan and ultimately all taxpayers.

EILEEN PAOLELLA  
146 CHARMINE RD  
WOODBIDGE ON L4L 1K2