

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following resolution adopted by Council with respect to Item 9, Report No. 25, at its meeting of May 24, 2011, NOT be rescinded:**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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Item 13, CW Report No. 1 – Page 3

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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Item 13, CW Report No. 1 – Page 5

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.)

January 14, 2013

1

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

c <u>7</u>
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 hazard²to area residents. In accordance with the City the unsigned speed limit on Charmaine Rd is 50 kilometres per hour.

Pedristrian safety is a serious issue. Pedristrians include people who walk, young children, rollerskaters, skateboarders, persons with a disability using a wheelchair, etc. The most vulnerable pedristrians 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 pedristrians were killed or injured while crossing the street in Ontario.

On September 19, 2012 the Chief Cornor of Ontario released a report following the death of 14 pedristrians in a period of 14 days in the Greater Toronto Area two of these deaths occurred in York region. One of the Chief Cornor recommendations made to the Ministry of Transporation; 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

ELIZABETH A. BOTTOS

178 Charmaine Road
Woodbridge, Ontario
L4L 1K2

Home: 905-851-3671
Bus: 905-850-0155
Email: liz@piccinbottos.com

c <u>8</u>
Communication
CW: <u>Jan 15/13</u>
Item: <u>13</u>

January 14, 2013

Via Fax: (905) 832-8535

City of Vaughan Council
City of Vaughan Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Sirs and Mesdames:

RE: Item #13 on Committee of the Whole Agenda for Tuesday, January 15, 2013
Re: Intersection Stop Sign Control – Charmaine Road and Sarracini Crescent
Intersections
Regency Estates Subdivision 19T-08V07 WARD 2

I write with respect to the above-noted matter for the purpose of urging Council to reject the recommendation of the Commissioner of Engineering and Public Works ("CEPW") to rescind Council's Resolution of May 24, 2011 which Resolution authorized the placement of stop signs at both ends of Sarracini Crescent. The reasons for my request are as follows:

1. **Incorrect Characterization of Charmaine as a Minor Street**

CEPW's recommendation is based on Ontario Traffic Manual Guideline for Stop Controls Book 5 (pg. 19), which provides that stop signs should be "**considered**" at the intersection of a minor street or road with a through street or highway. The decision to place signs on Charmaine Road results from a faulty characterization of Charmaine Road as a "minor street" when in fact it is a continuing and main roadway running from Kiloran to Dorengate and has been for at least 32 years (see highlighted area on Schedule "A" attached). It happens to be a street with two curves not dissimilar to the curve on other streets in Vaughan, for example Langstaff between Pine Valley and Islington. Sarracini Crescent is the minor street being, as its name suggests, a short "C" shaped street which begins and returns to the

same street i.e., Charmaine Road. As such, stop signs should be placed on the minor street being Sarracini Crescent.

What CEPW has done is chopped Charmaine Road into 3 segments:

- a) Charmaine Road from Kiloran to Sarracini (2 house lengths);
- b) Attached the portion of Charmaine Road between the two curves to Sarracini to form a continuous circle of Charmaine and Sarracini;
- c) Charmaine from (b) above to Dorengate.

Just as taking 2 sentences from a paragraph out of context distorts its meaning, breaking Charmaine Road into 3 segments distorts the reality of Charmaine as a continuous road between Kiloran and Dorengate.

2. Yielding the Right of Way

After stop signs are placed on both ends of Sarracini, the concern regarding the 2 potential collision sites raised in the CEPW recommendation are resolved by application of the rules of the road that say a vehicle making a left turn yields to the oncoming traffic.

North Intersection

A vehicle southbound on Charmaine from Kiloran, wishing to turn left onto Sarracini yields the right of way to the vehicle travelling northbound on Charmaine – this is no different than any other situation where a southbound vehicle wishing to turn left yields the right of way to the oncoming northbound vehicle. This has in fact been the situation for the last 32 years as Mr. and Mrs. DiAlessio, who reside at 181 Charmaine Road, have had to cross the northbound lane of Charmaine to get to their driveway and have always done so yielding the right of way to any vehicle travelling northbound on Charmaine.

South Intersection

Same explanation as above. The vehicle travelling southbound on Charmaine wishing to turn left onto Sarracini yields the right of way to the northbound Charmaine vehicle. The house at this end of the street has had to deal with this situation in the same manner as Mr. and Mrs. DiAlessio for the last 32 years.

3. Expectations of Residents of Charmaine

The residents of Charmaine were involved and participated in discussions of the Regency application prior to approval. Our concern with respect to the location of stop signs was brought to Council's attention before approval of the Regency subdivision by letter dated October 3, 2008 and at a Council meeting of October 6, 2008. None of the Councillors present, and no one from the planning department or engineering department and no one at any of the meetings that we attended told us that the Regency subdivision would result in the joining of Sarracini and Charmaine to form one continuous circle when they knew, or ought to have known this and they should have disclosed this to us. Had this been disclosed to us we would have pushed for an alternative configuration of the Regency subdivision that did not have two entrances onto Charmaine. Residents' input is only meaningful if it is informed. We were further misled by Council's Resolution of May 24, 2011 and the placing of the stop signs on Sarracini from that date until October 26, 2012 when they were moved to Charmaine without any warning to us. Even at this time, we were assured that it was a mistake and would be corrected.

4. Sustainability and Pedestrian Safety

If, as indicated in the recommendation of CEPW, pedestrian safety really is the issue then sidewalks must be installed in the Regency subdivision for the following reasons:

- a) Placing stop signs on Charmaine will alter the existing traffic patterns with some of the northbound and southbound traffic on Charmaine being diverted to Sarracini resulting in more traffic on Sarracini than was originally contemplated as it is now part of a continuing road system as opposed to a crescent. Vehicles stopping at Charmaine can now make the decision to either go left or right. If staying on Charmaine requires a vehicle to yield the right of way to Sarracini, it will be quicker to take Sarracini than Charmaine;
- b) Charmaine has a sidewalk. If Sarracini and Charmaine now form one continuing circular road, the whole of the road should have sidewalks for the protection of both the Charmaine and Sarracini pedestrians as the Charmaine pedestrians will be using both Charmaine and Sarracini;
- c) The decision of whether sidewalks should be installed on Sarracini was left to the residents. As Charmaine and Sarracini will form one circular road, the residents of Charmaine should have a say in this decision as the residents of Charmaine will be walking and biking on Sarracini as well as Charmaine;

- d) The traffic study in support of the Regency subdivision concluded that a sidewalk is not required in the Regency subdivision because the number of pedestrians is expected to be minimal. The conclusion is flawed because it was based on a study which did not consider Sarracini and Charmaine as one continuing road and therefore did not take into account the additional pedestrian traffic to be generated by Charmaine vehicles and pedestrians;
- e) The Sarracini/Charmaine continuing road has in excess of 40 houses which is the Vaughan threshold;
- f) Economic Impact – there would be no immediate economic impact to installing sidewalks as the developer has posted a letter of credit for payment of same. Delaying the installation of the sidewalk would most likely result in an economic impact if in the future sidewalks have to be installed and the City no longer has the developer's letter of credit to pay for same.

5. Accident Free Intersection

CEPW cites, as support for its recommendation to place stop signs on Charmaine, that during the period of time that the stop signs were on Charmaine (October 26, 2012 to the date of report) a **short period of two months**, there were no reported accidents. I wish to point out that while stop signs were on Sarracini from the fall of 2011 until October 26, 2012 (**a period of at least one year**) there were no accidents, nor in fact have there been any accidents on Charmaine for the 32 years that I have lived there.

6. Driver Confusion

If anything, placing the stop signs on Charmaine has created driver confusion as evidenced by the email to Councillor Carella from Julian Fantino dated November 18, 2012 a copy of which is attached as Schedule "B" and the comments raised by those in attendance at the December 5, 2012 meeting and alluded to in the CEPW report "...in addition some residents raised questions with respect to which motorist has the right of way at the new intersection with the stop controls only on Charmaine".

7. Relationship to Vaughan Vision 2012 Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 20/20, a recommendation to place stop signs on Sarracini only and to install sidewalks in the Regency subdivision will assist in:

- The pursuit 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.

I submit that the requests set forth in this letter are therefore consistent with the priorities previously set by Council.

8. **Other Concerns**

In addition to requesting that Council reject the request of the CEPW to rescind its May 24, 2011 Resolution, I would like to draw to your attention the following concerns that I have relating to the procedures that have been followed in this matter:

- a) If a stop sign is placed in a location approved by Council Resolution and staff mistakenly (by their own admission) move the stop sign to a different location, why does the stop sign not have to be immediately returned to the approved location pending Council's rescission of the Resolution? By what authority does the stop sign remain in the wrong location? If the stop sign is in a location not approved by Resolution, is compliance with the stop sign enforceable?
- b) Who has ultimate jurisdiction in the matter of determining the location of stop signs – Council or City staff? I would have thought that the decision of Council is paramount. However, we were advised that the legal opinion of the City solicitor (of which I have a copy) was that the stop sign must remain in the "unapproved" location because City staff determined the "approved" location was a hazard. If this is correct, Resolutions of Council approving the locations of stop signs are meaningless and can be overruled by City staff, who are not accountable to the electorate, and I find this disturbing.

I appreciate your taking the time to review my submissions.

Very truly yours,

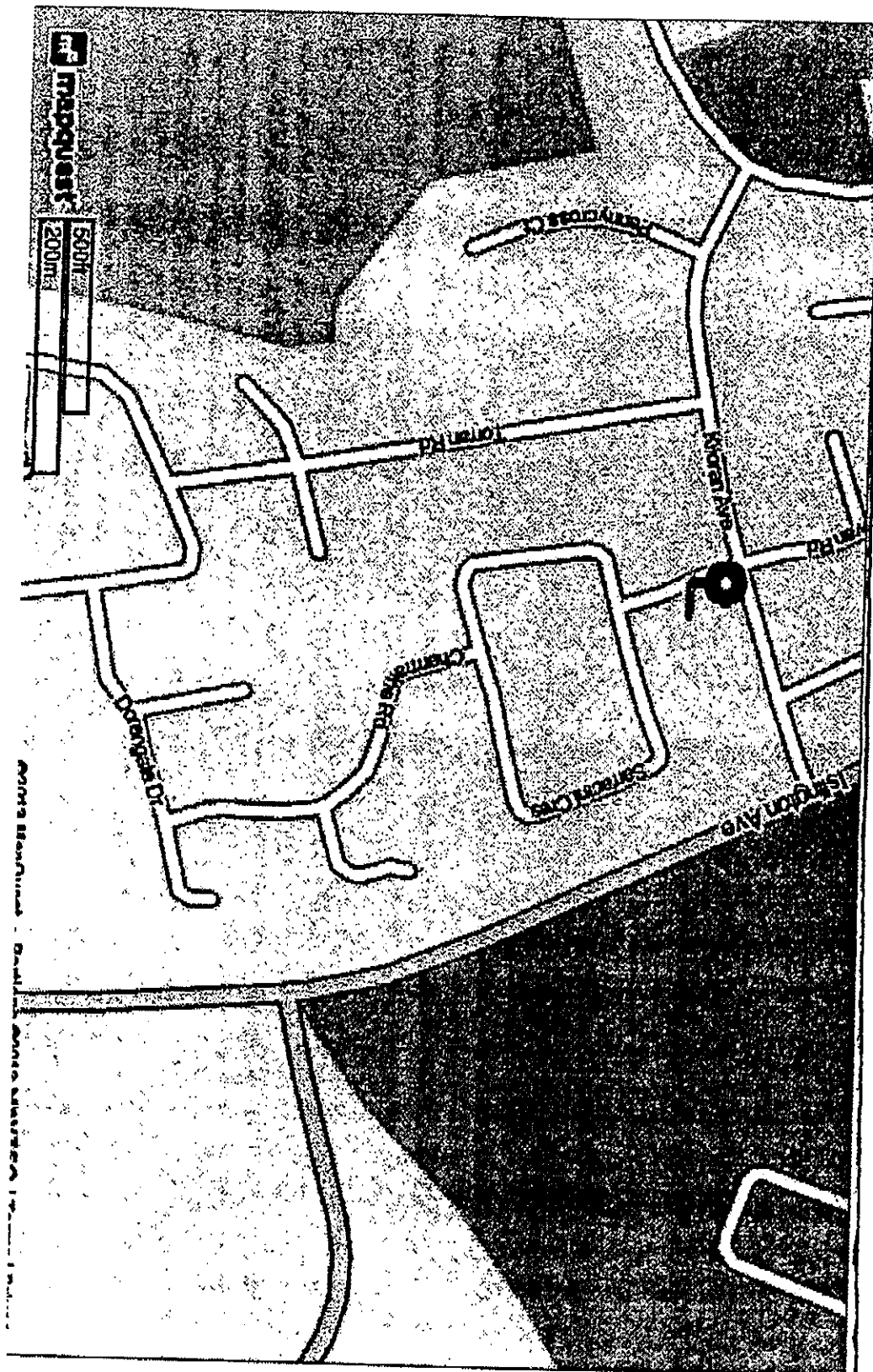


Elizabeth A. Bottos

rb

Encl.

Schedule "A"



Schedule "B"

liz

From: Liviana Fantino [jlhome172@sympatico.ca]
Sent: Sunday, November 18, 2012 9:59 PM
To: tony.carella@vaughan.ca
Cc: 'liz'
Subject: Traffic Signage (Charmaine/Saracini Cres)

Dear Tony:

I have not engaged in this matter previously believing, apparently incorrectly, that common sense would prevail. I don't profess to be a traffic engineer, however I do have considerable traffic management and accident collision investigation experience to the extent that I feel compelled to challenge the City's brain trust who came up with the current signage configuration at the north intersection of Sarracini Cres., and Charmaine Road. Aside from what historic undertakings were made about traffic controls at said intersection I would like someone in authority at the City to explain to me exactly which of two vehicles, according to the Highway Traffic Act, has the right of way as follows: Vehicle #1 proceeding west on Sarracini Cres., intending to continue south on Charmaine Road when simultaneously it meets in the intersection vehicle #2 traveling east then north on Charmaine Road. As it is, both vehicles can enter the intersection unimpeded by nothing more than a courteous yield by one of the drivers and nothing more. Obviously, a similar scenario applies on the south end where Sarracini Cres., and Charmaine Road intersect. All to say that if/when a collision or worse occurs in either of the two intersections, with the current situation not corrected, the City will surely find itself in a deserved law suit. The law of averages and judging from the way people drive in Woodbridge regardless, it is only a matter of time before my concerns will be validated.

In my earlier life I learned a great deal about risk managing situations believing always that prevention is always the best option. I also learned that if it is predictable it is preventable. All to say that collision avoidance begins with proper traffic management which obviously must include proper signage; all of which I submit is lacking at this time.

Regards.

Julian

COMMITTEE OF THE WHOLE – JANUARY 15, 2013

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

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.

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.

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.

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 Sarracini 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.

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:

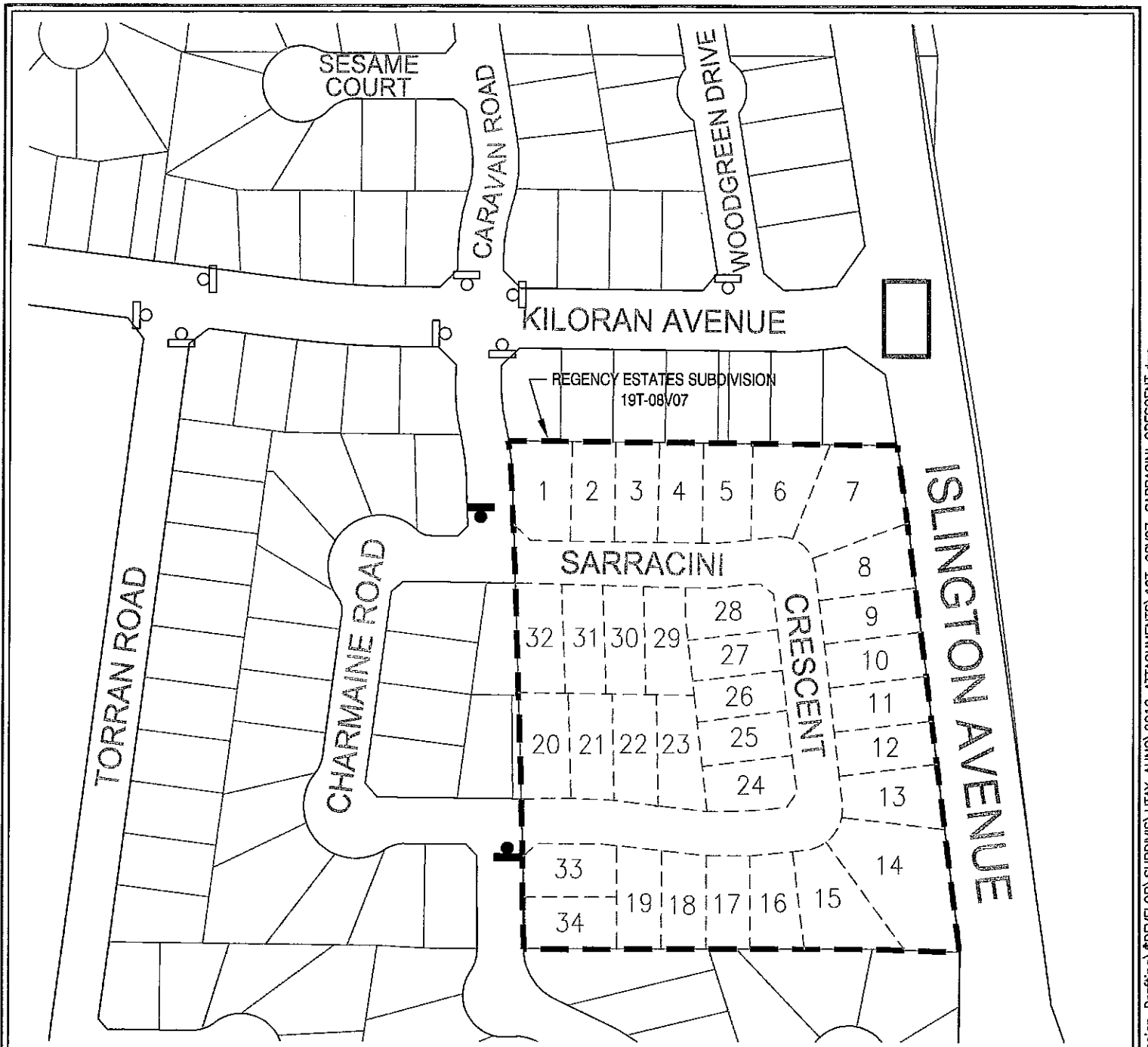
Andrew Pearce, Director of Development/Transportation Engineering, Ext. 8255

Respectfully submitted,

Paul Jankowski, P. Eng.
Commissioner of Engineering and Public Works

Andrew Pearce, C.E.T.
Director of Development/
Transportation Engineering

ATTACHMENT No. 1



EXISTING AND RECOMMENDED STOP CONTROL CHARMAINE ROAD/ SARRACINI CRESENT INTERSECTION

LEGEND



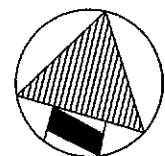
PROPOSED STOP SIGN



EXISTING TRAFFIC SIGNAL

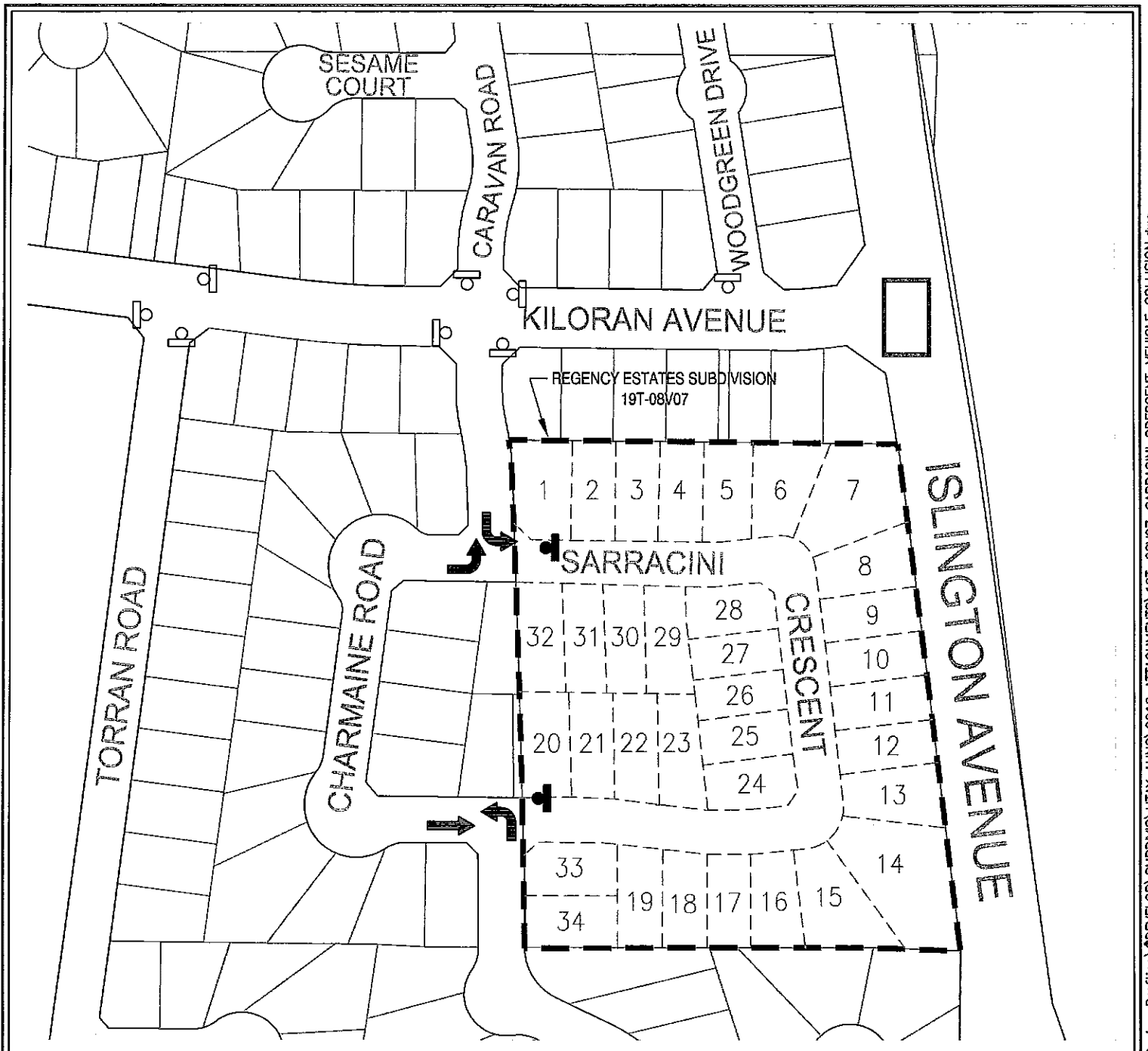


EXISTING STOP SIGN



NOT TO SCALE

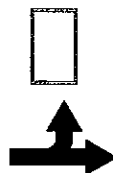
ATTACHMENT No. 2



TYPICAL CONFLICT POINTS RESULTING FROM NON-STANDARD STOP SIGN TREATMENT CHARMAINE ROAD/ SARRACINI CRESENT INTERSECTION

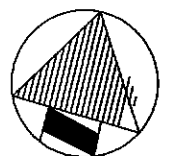
LEGEND

-  ORIGINAL APPROVED STOP SIGN LOCATION
-  EXISTING STOP SIGN



EXISTING TRAFFIC SIGNAL

POTENTIAL VEHICLE COLLISION MANOEUVRE



NOT TO SCALE

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 002-2013

A By-law to amend the Consolidated Traffic By-law 284-94, as amended, to govern and control traffic in the City of Vaughan.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by adding the following provision to Schedule "B", Part 1:

<u>STREET NAME</u>	<u>FROM</u>	<u>TO</u>
Sarracini Crescent	The east limit of Charmaine Road (north)	The east limit of Charmine Road (south)

Enacted by City of Vaughan Council this 29th day of January, 2013.

Hon. Maurizio Bevilacqua, Mayor

Jeffrey A. Abrams, City Clerk

Authorized by item No. 13 of Report No. 1
of the Committee of the Whole
Adopted by Vaughan City Council on
January 29, 2013