

Committee of the Whole (2) Report

DATE: Tuesday, April 16, 2024

WARD: 4

**TITLE: ALL-WAY STOP CONTROL REVIEW AT THE INTERSECTION
OF GRAND TRUNK AVENUE AND SAND VALLEY STREET**

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

This report seeks Council approval to implement an all-way stop control at the intersection of Grand Trunk Avenue and Sand Valley Street to address continued resident concerns regarding traffic operations, sightlines, and pedestrian safety.

Report Highlights

- Residents have expressed concerns regarding the visibility of southbound traffic on Grand Trunk Avenue from Sand Valley Street.
- Traffic studies undertaken at the Grand Trunk Avenue and Sand Valley Street intersection determined that the minimum intersection sight distance is insufficient due to vehicles parked on the driveway's extended boulevard.
- Discussion with By-Law enforcement staff indicate that boulevard parking is permitted where there is sufficient space for a vehicle to park without encroaching on the sidewalk or road.
- The City's parking by-law (064-2019, Sec 5 (9.q)) prohibits parking on any portion of the boulevard except for a driveway, including its apron.
- Staff have explored various options to address the concern. It is recommended that an all-way stop control be implemented at the subject intersection to enhance traffic operations.

Recommendations

1. That the implementation of an all-way stop control at the intersection of Grand Trunk Avenue and Sand Valley Street be approved;

2. That a By-law be enacted to amend By-law 284-94, the Consolidated Traffic By-law, to add an all-way stop control at the intersection of Grand Trunk Avenue and Sand Valley Street; and
3. That the City Clerk forward a copy of this report to York Regional Police.

Background

Residents have expressed concerns over available intersection sight distance and pedestrian safety at the Grand Trunk Avenue and Sand Valley Street intersection.

The intersection of Grand Trunk Avenue and Sand Valley Street is a three-legged intersection, with two travel lanes (one lane per direction). Grand Trunk Avenue, running north-south, is designated as a minor collector roadway with a pavement width of 11.5 metres, and a right-of-way width of 23.0 metres. Sand Valley Street, running east-west, is designated as a local road with a pavement width of 8.0 metres, and a right-of-way width of 20.0 metres.

Under the Highway Traffic Act (HTA), vehicles are required to stop for pedestrians at the pedestrian crossover located at the south leg of the intersection. Vehicles travelling on Sand Valley Street, are required to stop at Grand Trunk Avenue. There are sidewalks along both sides of Grand Trunk Avenue and on the south side of Sand Valley Street.

Residents have expressed concerns about the intersection sight distance and pedestrian safety at the noted intersection. The intersection sight distance refers to the visibility of a driver on a minor-road approach required to safely enter or cross the major road.

Pedestrian generators in the area include Romeo Dallaire Public School (on Peter Rupert Avenue at the west end of Sand Valley Street), Dr. Roberta Bonders Public School (on the southeast corner of Grand Trunk Avenue and Ivy Glen Drive) and Freedom Trail Park (on the southeast corner of Grand Trunk Avenue and Freedom Trail). A location map is provided in Attachment 1.

Previous Reports/Authority

City Parking Bylaws:

[City of Vaughan Parking By-Law 064-2019 \(Consolidated\)](#)

City Traffic Bylaws:

[Consolidated Traffic By-Law 284-94](#)

Analysis and Options

A traffic operations review determined that the minimum intersection sight distance requirement at the Grand Trunk Avenue and Sand Valley Street intersection is not met for eastbound motorists.

A review of the sight distance at this intersection demonstrates that the minimum sight distance requirement as per the Transportation Association of Canada (TAC) guidelines is not met for eastbound motorists due to vehicles parked on the extended boulevard portion of the driveway (apron) at the northwest corner of the intersection. The measured intersection sight distance is 24 metres when the vehicle is parked on the apron. As per TAC guidelines, a minimum intersection sight distance is 85 metres at the intersection for a design speed of 60 km/h.

Curb extensions serve to reduce travel lane widths and crossing distance for pedestrians. However, the curb extensions at this intersection result in a larger than typical driveway apron length of 4.6 metres at the two adjacent residential properties and consequently allow for residents to park vehicles perpendicular to the roadway, obstructing sightlines of vehicles stopped along the side street. Attachment 2 outlines the parking location.

According to the City's parking by-law (064-2019, Sec 5 (9.q)), parking is prohibited on any portion of the boulevard except for a driveway, including its apron. At this location, the driveway apron is considered part of the City's right-of-way. From discussion with Enforcement Services staff, parking on an apron is permitted when there is sufficient space for a vehicle to park without encroaching onto the sidewalk or travelled portion of the road. A parking infraction is issued if a vehicle parked on the apron encroaches onto the sidewalk or the road.

Due to various factors, including current city-wide parking enforcement practices, multi-generational homes, and high housing prices, parking on the apron is permitted to accommodate and support residents if there are no vehicular encroachments on the sidewalk or roadway.

The pedestrian crossover at the intersection is considered a controlled crossing, and adequate sight distance for all road users is required.

The current crossing requires pedestrians to observe oncoming traffic on Grand Trunk Avenue before entering the crosswalk to safely cross the street. As a result of the vehicle parked on the apron, the intersection sight distance is also obstructed for pedestrians on the southwest corner intending to cross eastbound.

An all-way stop control is recommended at the intersection of Grand Trunk Avenue and Sand Valley Street to address resident concerns and traffic operations.

According to the Ontario Traffic Manual (OTM) Book 5, the minimum volume warrant for an all-way stop on urban roadways is not currently met at this intersection. However, the OTM also states that if “all attempts to improve the sight distance have been exhausted and it still does not meet the guidelines, the intersection may be considered for conversion to an all-way stop operation”. City staff have explored various solutions to the sightline concern, including potential parking restrictions on the apron and the implementation of traffic calming measures.

At this time, implementing a parking restriction on the apron is not a viable option due to current city-wide parking enforcement practices and the need to ensure fairness amongst residents. Traffic calming measures can help manage speed and increase driver awareness, but the sightline issue remains. Therefore, we recommend an all-way stop as the most effective measure to address this concern. An all-way stop requires all drivers to come to a complete stop and proceed safely at the intersection, yielding to other drivers and pedestrians.

Financial Impact.

The capital cost associated with installing the all-way stop signs is estimated to be \$700 and has been included in the approved 2024 Operating Budget. The on-going cost to maintain the signs and pavement markings is estimated to be \$200 per annum and will be incorporated in future year Operating Budgets.

Operational Impacts

Consultation has taken place with Roads Operations, and the By-law and Compliance, Licensing and Permit Services department throughout assessing options to address the parking concerns. Staff will work with Road Operations to implement and maintain the signage. The ongoing cost to maintain the signage and pavement markings will be incorporated in future years' Operating Budgets through the budget process.

Broader Regional Impacts/Considerations

York Regional Police will be responsible for enforcing compliance with the recommended all-way stop at the intersection of Grand Trunk Avenue and Sand Valley Street. As such, a copy of this report will be forwarded to them upon approval of the recommendations by Council.

Conclusion

A traffic review determined the minimal sight distance requirement at the Grand Trunk Avenue and Sand Valley Street intersection is not met for eastbound motorists and

pedestrians when vehicles are parked on the apron. Staff have explored several options and propose the implementation of an all-way stop control at the noted intersection to reduce the risks associated with the current sight distance conditions.

For more information, please contact:

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Attachments

1. Location Map.
2. Sightline concerns at Grand Trunk Avenue and Sand Valley Street.

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