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Town of Aurora
Council Report
No. PDS24-102

Subject: Additional Information for All-way Stop on Tamarac Trail

Prepared by: Michael Ha, Transportation and Traffic Analyst

Department: Planning and Development Services

Date: September 24, 2024

Recommendation

1. That Report No. PDS24-102 be received for information.

Executive Summary

The intersection of Tamarac Trail and Alberty Crescent (west leg) has been converted from a two-way stop control to an all-way stop control by installing stop signs on Tamarac Trail.

As directed by Council at its meeting on September 3, 2024, this report is intended to provide additional information regarding the intersection of Tamarac Trail and Alberty Crescent (west leg) and other existing 3-legged all-way stop intersections similar to that implemented at the intersection of Tamarac Trail and Alberty Crescent (west leg).

- A 3-legged all-way stop control intersection with driveways at the opposing side is a common practice in the Town and other municipalities within York Region.
- Based on a review of resident feedback and collision data, there have been no safety related concerns at these intersections.
- Based on monitoring of the all-way intersection at Tamarac Trail and Alberty Crescent, there were no safety conflicts between vehicles pulling out of the driveways at the intersection and the vehicles traveling along Tamarac Trail.
- Vehicular speeds on Tamarac Trail have been reduced as a result of the conversion of the intersection of Tamarac Trail and Alberty Crescent (west leg) to an all-way stop controlled intersection.

Background

The intersection of Tamarac Trail and Albery Crescent (west leg) has been converted from a two-way stop control to an all-way stop control by installing stop signs on Tamarac Trail.

At its meeting of September 3, 2024, Council requested additional information regarding the intersection of Tamarac Trail and Albery Crescent (west leg) and other existing 3-legged all-way stop intersections similar to the intersection of Tamarac Trail and Albery Crescent (west leg) within the Town. This intersection is characterized by two residential driveways that are directly opposite from the side street (Albery Crescent).

Staff were requested to investigate whether similar intersections exist in the Town and if so, whether they are subject to safety related incidents. Staff monitored the subject all-way stop intersection for 24 hours to determine whether there are safety conflicts between vehicles accessing the driveways at the intersection and vehicles traversing the intersection on Tamarac Trail. A speed study was also undertaken to determine whether speeds were reduced at the intersection of Tamarac Trail and Albery Crescent (west leg) as a result of the stop sign installation.

A set of flexible signs will be installed in the location shown in Attachment 1 in addition to this all-way stop intersection conversion to provide traffic calming for the section of Tamarac Trail between McClellan Way and Henderson Drive.

The proposed location of the flexible signs has been determined by field conditions including existing driveway locations and adjacent intersections, as well as the location of the all-way stop intersection at the west leg of Albery Crescent. A communication letter was sent to affected residents in June notifying them of the proposed location of the flexible signs and no comments have been received to date.

The proposed flexible signs will be installed in the spring of 2025 as bollards in general are removed in the fall and reinstated in the spring to aid in snow removal during the winter season.

Analysis

A 3-legged all-way stop control intersection with driveways at the opposing side is a common practice in the Town and other municipalities within York Region.

These all-way stop intersections can be found throughout the Town. Images of these intersections are provided in Attachment 2. Some examples include:

- Haida Drive and McDonald Drive
- Crawford Rose Drive and Aurora Heights Drive
- Orchard Heights Boulevard and Banff Drive
- Laurentide Avenue and Orchard Heights Boulevard
- Batson Drive and Old Yonge Street
- Odin Crescent and Spruce Street
- Glass Drive and Season Drive

Based on a review of resident feedback and collision data, there have been no safety related concerns at these intersections

There have not been any safety related concerns at the above intersections reported by residents to Town staff. Additionally, staff have reviewed collision data available through the York Region Police and have found no driveway related incidents at the above intersections in the last five years.

Based on monitoring of the all-way intersection at Tamarac Trail and Alberty Crescent, there were no safety conflicts between vehicles pulling out of the driveways at the intersection and the vehicles traveling along Tamarac Trail.

Staff have reviewed video recordings taken at the intersection on Monday September 9, 2024. Based on this review, there was no indication of vehicle conflicts between vehicles accessing the driveways at the intersection and vehicles traversing the intersection on Tamarac Trail.

Vehicular speeds on Tamarac Trail have been reduced as a result of the conversion of the intersection of Tamarac Trail and Alberty Crescent (west leg) to an all-way stop controlled intersection.

Staff undertook a speed study over a three day period and the results of this work indicated that vehicle speeds (85th percentile speeds) on Tamarac Trail near the west leg of Alberty Crescent have been reduced by 6 km/h (from 53 km/h to 47 km/h) as a

result of the conversion of the intersection of Tamarac Trail and Albery Crescent (west leg) to an all-way stop controlled intersection.

Advisory Committee Review

N/A

Legal Considerations

N/A

Financial Implications

N/A

Communications Considerations

N/A

Climate Change Considerations

N/A

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

As directed by Council at its meeting on September 3, 2024, this report is intended to provide additional information regarding the intersection of Tamarac Trail and Albery Crescent (west leg) and other existing 3-legged all-way stop intersections similar to that implemented at the intersection of Tamarac Trail and Albery Crescent (west leg). Staff

have been requested to investigate whether similar intersections exist in the Town and if so, whether they are subject to safety related incidents. A set of flexible signs will be installed in the location shown in Attachment 1 in addition to this all-way stop intersection conversion to provide traffic calming for the section of Tamarac Trail between McClellan Way and Henderson Drive.

A 3-legged all-way stop control intersection with driveways at the opposing side is a common practice in the Town and other municipalities within York Region.

Based on a review of resident feedback and collision data, there have been no safety related concerns related to these intersections.

Also, in response to Council request, staff have monitored the subject all-way stop intersection for 24 hours to determine whether there are safety conflicts between vehicles accessing the driveways at the intersection and vehicles traversing the intersection on Tamarac Trail. A speed study was also undertaken to determine whether speeds were reduced at the intersection of Tamarac Trail and Albery Crescent (west leg).

Based on monitoring of the all-way intersection at Tamarac Trail and Albery Crescent, there were no safety conflicts between vehicles pulling out of the driveways at the intersection and the vehicles traveling along Tamarac Trail.

Vehicular speeds on Tamarac Trail have been reduced as a result of the conversion of the intersection of Tamarac Trail and Albery Crescent (west leg) to an all-way stop controlled intersection.

Attachments

Attachment 1 – Proposed Flexible Sign Location on Tamarac Trail

Attachment 2 – All-way Stop Intersection Examples Similar to Tamarac Trail / Albery Crescent (West Leg)

Previous Reports

Report No. PDS24-044 - Traffic Calming Measures and All-way Stop Control Request on Tamarac Trail

Pre-submission Review

Agenda Management Team review on September 12, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer