

**Date:** 2020-11-03

**Subject:** **All-way Stop Review: Gentry Way and Wynview Street - Ward 10 File I.AC (TRAF)**

**Contact:** Mushtaq Tunio, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-874-3581

**Report Number:** Public Works & Engineering-2020-367

**Recommendations:**

1. That the report titled: **All-way Stop Review: Gentry Way and Wynview Street - Ward 10 (R367/2020 – File I.AC TRAF)**, to the Committee of Council meeting of December 2, 2020 be received; and
2. That an all-way stop control be implemented at the intersection of Gentry Way and Wynview Street.

**Overview:**

- **Staff reviewed the intersection of Gentry Way and Wynview Street to determine if the minimum safe crossing sight distance is sufficient for stopped vehicles at the intersection.**
- **The results of the sightline review analysis revealed that the minimum safe crossing sightline distance is insufficient for stopped vehicles at the intersection.**
- **Based on the review, an all-way stop control is recommended at the intersection of Gentry Way and Wynview Street.**

**Background:**

Staff reviewed the intersection of Gentry Way and Wynview Street for possible sightline obstructions. Figure 1 attached depicts the location of the subject intersection.

**Current Situation:**

The current posted speed limit on both Gentry Way and on Wynview Street is 50 km/hr. The current traffic control at the intersection of Gentry Way and Wynview Street includes a stop sign facing westbound traffic on Gentry Way. Traffic by-law 93-93 Section XVI provides the minimum measurements of the line of sight required for safe crossing distance for vehicles stopped at a stop sign. The required sight distance for a 50 km/hr roadway is 90 metres.

Staff reviewed the intersection to identify whether the minimum safe crossing sight distance for stopped vehicles was met. Staff conducted a sightline measurement from the east leg of the intersection in the southerly direction, and were unable to achieve 90 meters of clear sight.

Based on these findings, the installation of an all-way stop control is recommended at the intersection of Gentry Way and Wynview Street.

**Corporate Implications:**Financial Implications:

The costs associated with the installation of the traffic signs and pavement-marking changes required to support this initiative are estimated to be \$270. There is sufficient funding available within the Public Works and Engineering operating budget to proceed with the recommendation in this report.

**Strategic Plan:**

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People:

This report incorporates the Vision Zero framework into transportation planning design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

**Conclusion:**

Based on the insufficient sightlines, staff recommends the installation of an all-way stop control at the intersection of Gentry Way and Wynview Street.

Authored by:

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**Attachments:**

Figure 1: Proposed all-way stop at the intersection of Gentry Way and Wynview Street