

COMMITTEE OF THE WHOLE – MARCH 22, 2004

ANSLEY GROVE ROAD AND RUSSET WAY TRAFFIC CONTROL

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures on Russet Way not be installed as set out in Council's Neighbourhood Traffic Committee Policy and Procedure;
2. That speed humps on Ansley Grove Road not be installed as this roadway is a main thoroughfare, a bus route and primary emergency response route; and
3. That an all-way stop control not be installed at the intersection of Ansley Grove Road and Russet Way.

Purpose

To report on the implications of installing traffic calming measures on Russet Way, speed humps on Ansley Grove Road and an all-way stop control at the intersection of Ansley Grove Road and Russet Way.

Background – Analysis and Options

A petition was received from the residents of Russet Way expressing concerns regarding the unsafe and careless driving occurring on Ansley Grove Road near Russet Way. The study area is shown in Attachment No. 1.

Russet Way

In order for traffic calming measures to be installed, certain criteria must be met in accordance with the City's Neighbourhood Traffic Committee Policies and Procedures. The installation of speed humps shall be considered only when the following three warrants are met: the street is not a primary emergency response route, the speed limit is 50 km/h or less and the average speed is measured to be 10 km/h greater than the speed limit. The installation of medians, curb extensions and road narrowings shall be considered in existing areas only where the following two warrants are met: the speed limit is 50 km/h or less and the average speed on the street is measured to be 10 km/h greater than the speed limit.

Staff conducted radar speed studies on Russet Way during peak travel periods to determine the typical vehicle speeds on the road. The following table summarizes the results of these studies.

DATE	TIME	LOCATION	AVERAGE SPEED
February 16, 2004	4:30-6:00 pm	90 metres west of Ansley Grove Road	40 km/h
February 17, 2004	7:30-9:00 am	Near #25 Russet Way	39 km/h

The weather on February 16 and 17, 2004 during the study periods was sunny and dry. The City's Fire and Rescue Service Department advised Engineering Staff that although Russet Way is not a primary response route, it opposes speed humps because of the adverse affect on response

times and equipment.

Based on the above information, the warrants for the installation of traffic calming measures on Russet Way are not met.

Ansley Grove Road

The installation of speed humps on Ansley Grove Road between Chancellor Drive and Embassy Drive is not recommended since this roadway is a main thoroughfare and a primary emergency response route. Ansley Grove Road is also a York Region Transit service route. The City's Fire and Rescue Service Department opposes speed humps on Ansley Grove Road as it is a primary emergency response route. York Region Transit has requested that area municipalities not implement traffic calming measures on existing or planned York Region Transit routes until a policy between the local municipalities, emergency services and transit has been adopted. This request was in accordance with direction given to York Region Transit by Regional Council in September, 2003.

Ansley Grove Road and Russet Way Intersection

Engineering Staff conducted a traffic study at the intersection of Ansley Grove Road and Russet Way on February 11, 2004 during the AM and PM peak periods to determine if an all-way stop control is warranted. The results of the turning movement count did not meet the requirements of the Provincial Warrant for All-way Stop Control. The warrant met only 4 percent of the side street vehicle volumes.

There were no reported preventable collisions with the installation of an all-way stop control at the intersection of Ansley Grove Road and Russet Way.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be installed on Ansley Grove Road and Russet Way, as they do not meet the criteria adopted by Council. An all-way stop control is also recommended not to be installed at the intersection of Ansley Grove Road and Russet Way as the requirements of the Provincial Warrant for All-way Stop control are not met.

Attachments

1. Location Map

Report prepared by

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Respectfully submitted,

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Commissioner of Engineering and Public Works

Michael Won, P. Eng.
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ATTACHMENT No. 1

