

## COMMITTEE OF THE WHOLE – SEPTEMBER 7, 2004

### CASTILLIAN DRIVE AND DECOROSO DRIVE PROPOSED ALL-WAY STOP CONTROL

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Castillian Drive and Decoroso Drive; and
2. That speed humps not be installed on Castillian Drive in accordance with Council's Neighbourhood Traffic Committee Policy and Procedure.

#### Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Castilian Drive and Decoroso Drive, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on June 28, 2004 Council directed:

**“That Staff prepare a report addressing the need for a three-way stop on Castillian Drive, at the intersection of Decoroso Drive.”**

Castillian Drive and Decoroso Drive are local urbanized residential roads. The speed limit on both streets is a statutory 50 km/h. The existing stop control is located on Decoroso Drive. The area street network is shown on Attachment No. 1.

A letter and petition was received expressing concerns for the safety of children going to and from St. Andrew Catholic School on Forest Fountain Drive. Concern was expressed due to increased traffic from extracurricular activities at Forest Fountain Park.

Staff conducted a turning movement count on June 15, 2004 at the subject intersection during peak travel periods. The count was conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- |   |               |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 16% |
| • Warrant 2 – Accident Hazard           | Warranted 0%  |
| • Warrant 3 – Sight Restriction         | Warranted 0%  |

For an all-way stop control to be warranted, one or more of the three warrants must be satisfied 100% or greater. None of the results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection. The traffic volume is low at the intersection. There are 57 vehicles and 38 vehicles traveling through the intersection, in both directions, during the morning and evening peak time periods, respectively. The pedestrian volumes crossing Castillian Drive are low and there were no problems observed for pedestrians to cross the roadway.

In addition, radar speed studies were conducted on June 16, 2004 and July 28, 2004 on Castillian Drive south of Decoroso Drive. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
July 28, 2004	7:30am – 8:30am	South of Decoroso Drive	Northbound	41 km/h
	7:30am – 8:30am	South of Decoroso Drive	Southbound	43 km/h
June 16, 2004	4:15pm – 5:15pm	South of Decoroso Drive	Northbound	42 km/h
	4:15pm – 5:15pm	South of Decoroso Drive	Southbound	42 km/h

The average speeds on Decoroso Drive range from 41 to 43 km/h indicating a high level of compliance with the existing speed limit. Therefore, no changes to the statutory 50 km/h speed limit are recommended.

In accordance with Council's Neighbourhood Traffic Committee Policy and Procedure, 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 10 km/h greater than the posted speed limit. The collected speeds do not exceed the speed limit by 10 km/h. Based on the above criteria, the warrant for the installation of speed humps on Castillian Drive is not met.

### **Environmental Assessment Act Requirements**

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on Castillian Drive, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Castillian Drive should traffic calming measures be approved informing them of their installation.

There are no sight distance restrictions noted at this intersection. There were also no reported vehicle collisions at this intersection. Sidewalks are available for pedestrian use and the roadway has streetlighting. Castillian Drive is designated as a through street with the stop control located on the side streets.

A Community Safety Zone was requested for consideration from the resident. Community Safety Zones are designated sections of roadways specifically signed as a Community Safety Zone and approved by Council. Typically, traffic fines are doubled for violators of traffic regulations of the Highway Traffic Act. City of Vaughan Council previously approved 10 Community Safety Zones for a trial run.

It was found that fines within Community Safety Zones were typically being reduced by the courts from double to their regular fines, thereby greatly reducing the impact of Community Safety Zones. Therefore, staff cannot recommend the implementation of a Community Safety Zone for this area, given the location and conditions observed.

### **Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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 an all-way stop control not be installed at the intersection of Castillian Drive and Decoroso Drive, and that speed humps not be installed on Castillian Drive.

## **Attachments**

1. Location Map

## **Report prepared by**

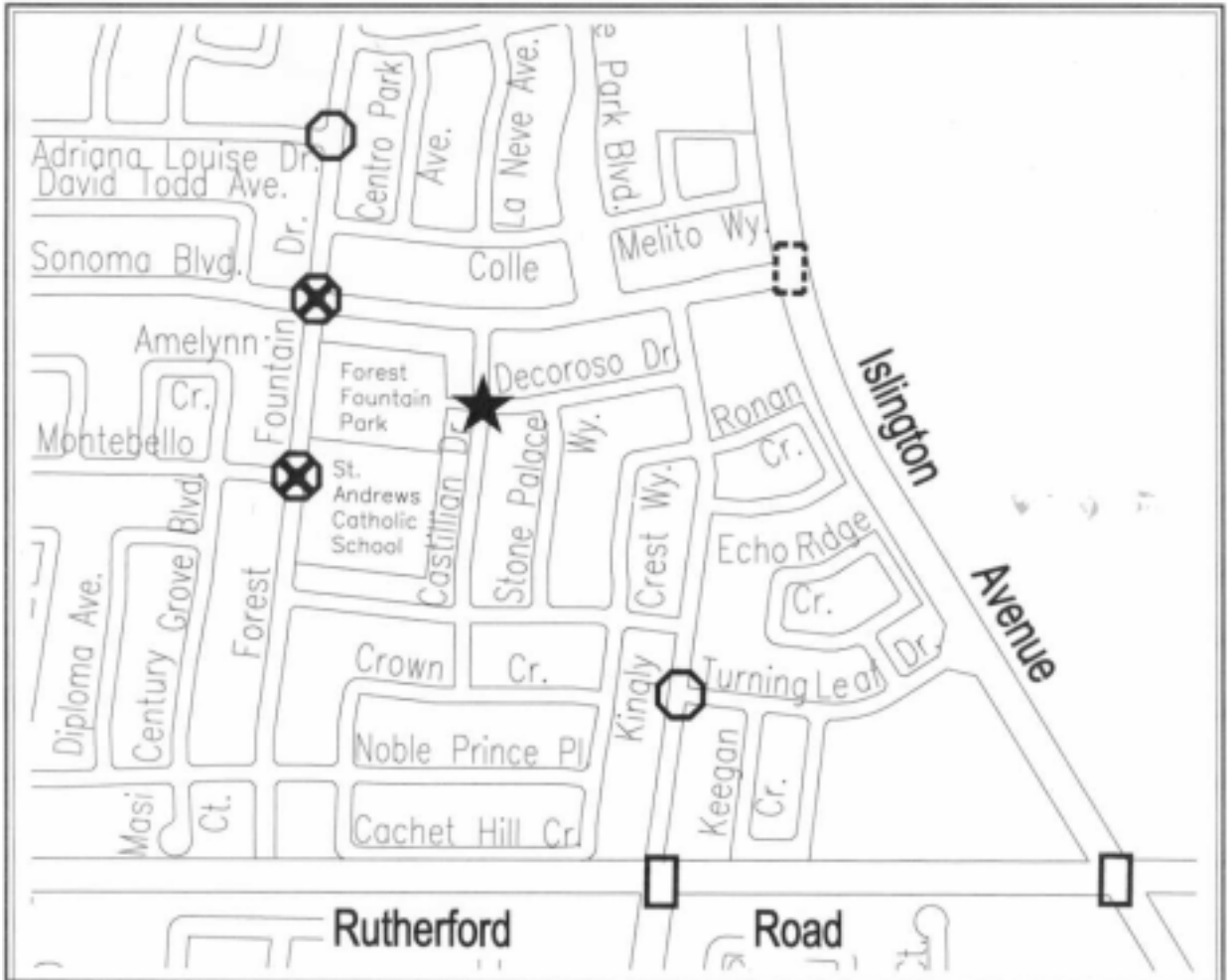
Mark Ranstoller, Transportation Analyst, ext. 8251  
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works






Gary Carroll, P. Eng.  
Director of Engineering Services

# ATTACHMENT No. 1



## CASTILLIAN DRIVE & DECOROSO DRIVE PROPOSED ALL-WAY STOP

### LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOLCROSSING
-  PROPOSED TRAFFIC SIGNALS (by York Region)



NOT TO SCALE