

COMMITTEE OF THE WHOLE – NOVEMBER 29, 2004

RAYMOND ROAD TRAFFIC SIGNS – SECONDARY UPDATE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing westbound left turn prohibition at the intersection of Raymond Road and Woodbridge Avenue during the time period of 7:00am to 9:00am, Monday to Friday be rescinded;
2. That a westbound left turn prohibition (Anytime) be enacted at the intersection of Raymond Road and Woodbridge Avenue;
3. That the existing northbound right turn prohibition at the intersection of Martin Grove Road and Raymond Road during the time period of 3:00pm to 6:00pm, Monday to Friday be rescinded; and
4. That a northbound right turn prohibition (Anytime) be enacted at the intersection of Martin Grove Road and Raymond Road.

Purpose

To review the feasibility of implementing traffic control measures to address the speeding concerns on Raymond Road, in response to Council direction and a petition by local residents.

Background - Analysis and Options

At its meeting of October 25, 2004 Council adopted the following:

“That this matter be deferred to allow staff to conduct traffic counts and analyze the information to determine traffic infiltrations in the area during the traffic prohibitions and non-traffic prohibitions times and report back on the results.”

There is an existing westbound left turn prohibition at the intersection of Raymond Road and Woodbridge Avenue (7:00am to 9:00am, Monday to Friday) and an existing northbound right turn prohibition at the intersection of Martin Grove Road and Raymond Road (3:00pm to 6:00pm, Monday to Friday). At its meeting on June 28, 2004 Council approved modifying the previous turn prohibitions so that they would apply in peak time periods only. Prior to June 28, 2004 the turn prohibitions applied anytime.

Council approved the peak time periods at both intersections as residents had expressed a concern that the time period applied to them on an all day, anytime basis. The residents were forced to travel a circuitous route to access their homes. To alleviate those concerns, the more specific peak time periods were implemented.

Subsequent to Council's June 28, 2004 decision, a petition, dated August 9, 2004 was received (signed by a majority of the Raymond Road residents) requesting that the "Anytime" prohibition be reinstated.

In order to respond to Committee's direction, Engineering Department staff sent a survey to the Raymond Road residents. The surveys were hand delivered by staff to all 38 homes on the

street on Friday, October 8, 2004. Residents were asked to return the surveys by October 13. There were two options for the residents to choose from, which are:

Option 1 – return to the ‘anytime’ time period for the intersection turn prohibitions, or;

Option 2 – continue with the peak period time periods for the intersection turn prohibitions.

To date, staff has received 33 responses from the 38 households on Raymond Road. Of the 33 responses received, 25 households or 74% of respondents (representing 66% of the total residents on the street) indicated their support for Option 1 to return to the intersection turn prohibitions that would apply on an ‘Anytime’ time period. Typically, support of 66.6% of the community should be achieved prior to the implementing of any prohibition. The two-thirds support level is the threshold value used in assessing the viability of discretionary traffic regulation both in Vaughan and other jurisdictions.

Based on the survey results, the majority of Raymond Road residents support the ‘Anytime’ time period for the intersection turn prohibitions.

Staff collected volume data on Raymond Road south of Woodbridge Avenue and east of Martin Grove Road from October 25, 2004 to November 1, 2004. The collected volume data covered a weekday and weekend highest 24-hour time period and is summarized below.

TIME	LOCATION	DIRECTION	24 HOUR VOLUME	DAY
Weekday	South of Woodbridge Ave	Northbound Southbound	187 167	Friday
Weekday	East of Martin Grove Rd	Eastbound Westbound	195 149	Thursday
Weekend	South of Woodbridge Ave	Northbound Southbound	184 145	Sunday
Weekend	East of Martin Grove Rd	Eastbound Westbound	218 158	Sunday

Staff collected radar speed studies on Raymond Road south of Woodbridge Avenue on November 10, 2004 during the morning peak travel period of 7:30am to 9:00am. The average speeds on Raymond Road were 34 km/h in the northbound direction and 29 km/h in the southbound direction indicating a high level of compliance with the existing 40 km/h speed limit.

On October 28, 2004 staff conducted an infiltration study on Raymond Road between Woodbridge Avenue and Martin Grove Road during the AM and PM existing peak time periods in order to determine the amount of “cut through traffic”. The following table summarizes the results of this investigation.

Infiltration Pattern	AM Peak Period 7:00-9:00		PM Peak Period 3:00-6:00	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Woodbridge Ave to Martin Grove Rd	7	3 or 43%	38	5 or 13%
Martin Grove Rd to Woodbridge Ave	7	1 or 14%	13	2 or 15%

For Saturday, October 30, 2004 staff hired an outside consultant to conduct an infiltration study on Raymond Road between Woodbridge Avenue and Martin Grove Road during the hours of

8:00am to 6:00pm in order to determine the amount of “cut through traffic”. The following table summarizes the results of this investigation.

10 Hour Time Period	Vehicles	% of Entering Traffic
Woodbridge Ave to Martin Grove Rd	31	22 or 71%
Martin Grove Rd to Woodbridge Ave	113	62 or 55%

Traffic infiltration is normally defined as “vehicular traffic passing through an area when the vehicle operator does not have a destination in the area”. Generally, the threshold value above which through traffic is defined as infiltration is 30%.

The traffic volumes on Raymond Road are low. The vehicle speeds are well within the existing speed limit of 40 km/h. During the weekday, the volume of illegal left and right onto Raymond Road are very low and the 10 hour volume of left and right turns onto Raymond Road are low. Based on the studies and the results of the survey, the amount of traffic that would be transferred to the surrounding road network would have a minimal operational impact. Therefore, Staff would not have a concern to either Option 1 or Option 2 above and would support the recommendation for the turn prohibitions as indicated by the residents.

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 the above intersection turn prohibitions be implemented.

Attachments

1. Location Map

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Respectfully submitted,

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MG:mc

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ATTACHMENT No. 1

