

## COMMITTEE OF THE WHOLE – FEBRUARY 21, 2005

### **CASTLE PARK BOULEVARD ALL-WAY STOP/TRAFFIC CALMING**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Castle Park Boulevard and Sarno Street;
2. That an all-way stop control not be installed at the intersection of Castle Park Boulevard and Laura Sabrina Drive; and
3. That speed humps not be installed on Castle Park Boulevard.

#### **Purpose**

To review the feasibility of implementing an all-way stop control at the intersections of Castle Park Boulevard and Sarno Street and at Castle Park Boulevard and Laura Sabrina Drive and the installation of speed humps on Castle Park Boulevard, in response to direction from Council.

#### **Background - Analysis and Options**

At its meeting on September 27, 2004 Council directed:

- “1. The attached petition be received as information.**
- 2. That staff be directed to investigate and report to a future Committee of the Whole the need for an all-way stop at Castle Park Boulevard and Laura Sabrina Drive and/or Castle Park Boulevard and Sarno Street.**
- 3. That staff be directed to investigate and report to a future Committee of the Whole the possibility of installing speed humps on Castle Park Boulevard.”**

A petition was received from area residents requesting speed humps on Castle Park Boulevard and all-way stop controls at Castle Park Boulevard and Laura Sabrina Drive, and at Castle Park Boulevard and Sarno Street. Refer to Attachment No. 2.

Castle Park Boulevard is a two lane primary feeder roadway with a 23.0 metre right-of-way and both Laura Sabrina Drive and Sarno Street are local residential roadways with a 17.5 metre right-of-way. The existing speed limit on all three streets is a statutory 50 km/h. The existing stop controls are located on Laura Sabrina Drive and on Sarno Street at Castle Park Boulevard. The area is shown on Attachment No. 1.

Staff conducted a turning movement count at the intersection of Castle Park Boulevard and Laura Sabrina Drive on November 4, 2004, and at the intersection of Castle Park Boulevard and Sarno Street on November 11, 2004 during peak travel periods. The traffic counts were 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.

#### **Castle Park Boulevard and Laura Sabrina Drive**

- |   |               |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 43% |
| • Warrant 2 – Accident Hazard           | Warranted 0%  |
| • Warrant 3 – Sight Restriction         | Warranted 0%  |

Castle Park Boulevard and Sarno Street

- Warrant 1 – Minimum Vehicular Volumes Warranted 11%
- 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 3 warrants must be satisfied 100% or more. The results of both turning movement counts do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at these intersections.

There are no sight distance restrictions noted at either intersection. There were also no reported vehicle collisions at either intersection. Castle Park Boulevard is designated as a through street with the stop control located on the side streets.

In addition, radar speed studies were conducted on November 30, 2004 from 7:30am to 8:30am and from 4:15pm to 5:15pm on Castle Park Boulevard near Laura Sabrina Drive. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
November 30, 2004	7:30am – 8:30am	Near Laura Sabrina Drive	Northbound	46.5
	7:30am – 8:30am		Southbound	44.0
November 30, 2004	4:15pm – 5:15pm	Near Laura Sabrina Drive	Northbound	43.8
	4:15pm – 5:15pm		Southbound	45.0

The average speeds range from 44 to 47 km/h indicating a high level of compliance with the existing speed limit. As the speed limit is a statutory 50 km/h, no changes to the speed limit are recommended.

Vaughan Fire and Rescue Services has advised that Castle Park is not designated as a primary fire response route.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - 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 collected speeds do not exceed the posted speed limit by 10 km/h. Based on the above warrant, the warrant for the installation of speed humps on Castle Park Boulevard is not met.

Warrant 2 – the installation of medians, curb extensions or 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.

Based on the above warrant, the warrant for the installation of medians, curb extensions or road narrowings on Castle Park Boulevard 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 Council approve traffic calming measures for installation on Castle Park Boulevard 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 Castle Park Boulevard should traffic calming measures be approved informing them of their installation.

### **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 Castle Park Boulevard and Laura Sabrina Drive, or at the intersection of Castle Park Boulevard and Sarno Street. It is also recommended that speed humps not be installed on Castle Park Boulevard.

### **Attachments**

1. Location Map
2. Petition from Area Residents

### **Report prepared by**

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

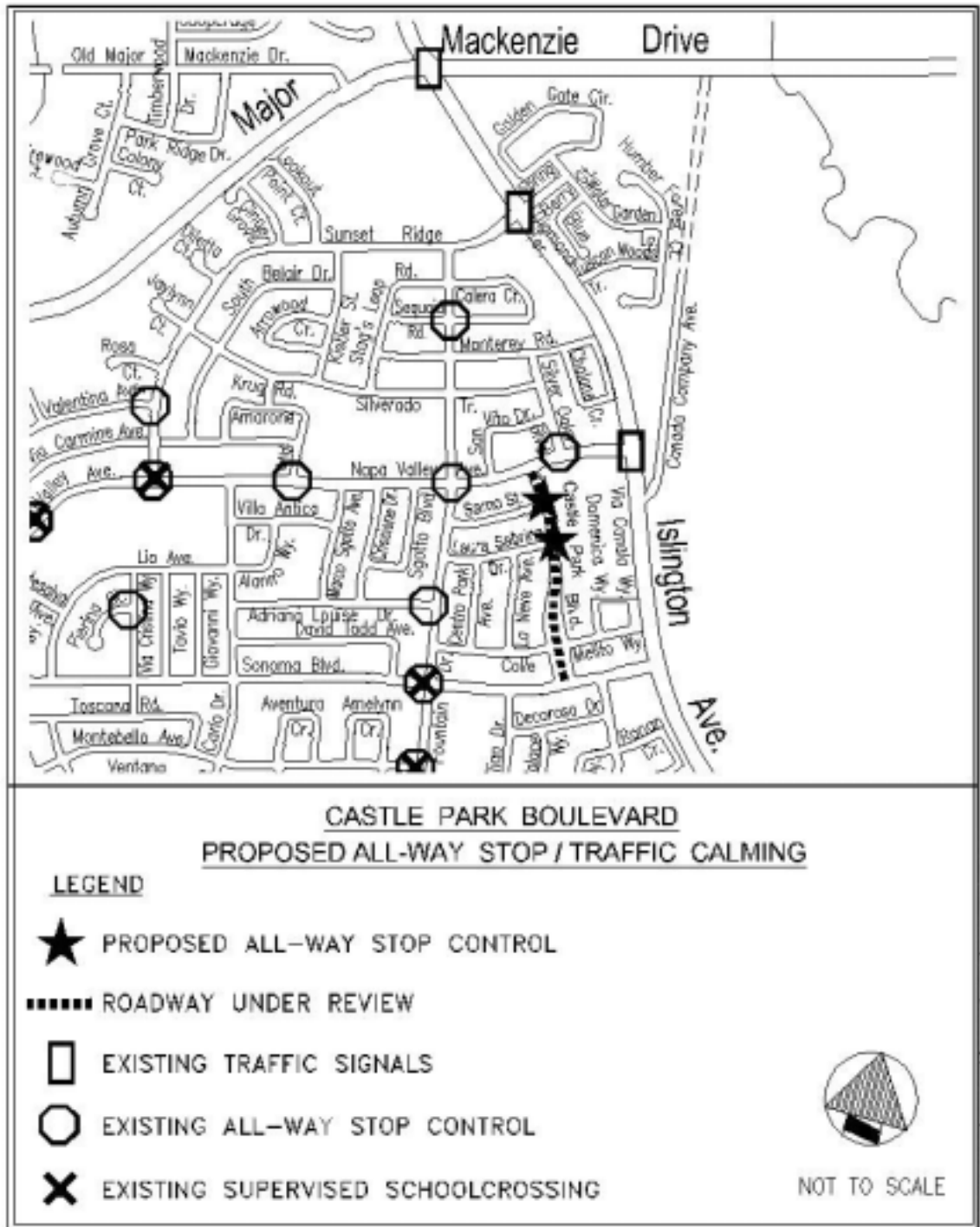
Respectfully submitted,

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

Gary Carroll, P. Eng.  
Director of Engineering Services

:MR

# ATTACHMENT No. 1





**NOTICE OF PETITION**

**A petition has been submitted with respect to the following matter and a copy is on file in the office of the City Clerk:**

**Agenda Item No.:** 8

**Item Name:** CASTLE PARK BOULEVARD  
ALL-WAY STOP/TRAFFIC CALMING

**Particulars of the Petition:**

**Dated:** --

**No. of Signatures:** 58

**Submitted by:** NICK FORTINI

For a copy of the petition contact:

City of Vaughan, Clerk's Department, 2141 Major Mackenzie Drive, Vaughan, L6A 1T1  
Tel: (905) 832-8504 Fax: (905) 832-8535

