

COMMITTEE OF THE WHOLE - JUNE 19, 2006

COLLISIONS AT SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the following report be received for information;
2. That York Region Police Services be requested to provide more frequent surveillance and enforcement of the speed limit and ensure better compliance with the existing traffic signal controls at the following intersections:
 - Ansley Grove Road/Embassy Drive/Blue Willow Drive
 - Clark Avenue/New Westminster Drive
 - Ansley Grove Road/Windflower Gate/Pinedale Gate
3. That a copy of this report be forwarded to Transportation & Works Department at the Regional Municipality of York for their information.

Economic Impact

Not applicable.

Purpose

This collision summary, the seventh in an annual series, represents a comprehensive review of collision rates at the City's signalized and major unsignalized intersections.

Background - Analysis and Options

Collision Reporting

Collision data were collected and/or updated at the City's 54 signalized intersections and 26 unsignalized intersections selected by staff across the Municipality. The data were based on the collision reports received from York Region Police Services and do not include unreported collisions. A vehicle collision is reportable when any of the following conditions apply:

- Property damage is reported;
- The collision resulted in a personal injury;
- Charges are laid as a result of the collision; or
- A government vehicle is involved.

It must be recognized that collision reports are generally prepared to document the incident, to assign fault and to identify driver error as opposed to documenting collision factors such as geometric design, traffic control operations, roadside environment or driver behaviour.

Collision Rate Determination

Collision rates are considered a better measure of collision risk than the absolute number of collisions at an intersection. A collision rate takes into account the volume of traffic that travels through an intersection each day. For example, 5 collisions in a year at an intersection with 2,000 cars entering it each day is generally more notable than the same number of collisions occurring at an intersection with 15,000 cars entering it each day. Collision rates at intersections are

measured in "collisions per million vehicles entering" (collisions/mve), or the average number of collisions for every one million vehicles that pass through the intersection.

$$\text{Collision rate} = \frac{\text{number of collisions/year} \times 1,000,000}{24 \text{ hour entering volume} \times 365 \text{ days}}$$

The 24 hour traffic volume entering an intersection was determined from 8 hour turning movement counts conducted by staff. The daily traffic volume was estimated by doubling the 8 hour counts, since the 24 hour volume is typically twice the volume in the peak 8 hours of the day.

An intersection is generally considered 'critical' when the collision rate exceeds 1.5 collisions/mve, or where a fatal collision has occurred in the past year. Most jurisdictions use these criteria as a "trigger" for further review.

Collisions at Signalized Intersections

Collisions were reviewed at the City's 54 signalized intersections, listed as follows and illustrated on Attachment No. 1:

Aberdeen Avenue/Chancellor Drive
Aberdeen Avenue/Embassy Drive
Ansley Grove Road/Chancellor Drive
Ansley Grove Road/Belview Avenue/Aberdeen Avenue
Ansley Grove Road/Embassy Drive/Blue Willow Drive
Ansley Grove Road/Windflower Gate/Pinedale Crescent
Atkinson Avenue/Arnold Avenue
Atkinson Avenue/Campbell Avenue/Manor Gate
Atkinson Avenue/Rosedale Heights Drive (North)
Atkinson Avenue/Rosedale Heights/Edmund Seager Drive
Atkinson Avenue/Spring Gate Boulevard
Centre Street/Atkinson Avenue
Clark Avenue/Atkinson Avenue
Clark Avenue/Brownridge Drive/Joseph Aaron Boulevard
Clark Avenue/Charles Street
Clark Avenue/Condo Corporation (West of Yonge Street)
Clark Avenue/Coulters Mill Plaza (East)
Clark Avenue/Dufferin-Clark C.C. Access/Plaza Access
Clark Avenue/Hilda Avenue
Clark Avenue/Judith Avenue/Stonemill Gate
Clark Avenue/New Westminster Drive
Clark Avenue/South Promenade
Clark Avenue/York Hill Boulevard (West)
Clark Avenue/York Hill Boulevard/Springfield Way
Creditstone Road/Langstaff Road
Chislea Road/Jevlan Drive
Edgeley Boulevard/Applewood Crescent (North)
Hilda Avenue/Crestwood Road
Hilda Avenue/York Hill Boulevard
Kipling Avenue/Woodbridge Avenue
Langstaff Road/Vaughan Mills Road
Martin Grove Road/Andrew Park/Auburn Road
Martin Grove Road/Langstaff Road
Martin Grove Road/Roysun Road
Martin Grove Road/Woodbridge Avenue
Martin Grove Road/Woodstream Blvd/Regina Road

McNaughton Road/Cranston Park Drive
 McNaughton Road/St. Joan of Arc Avenue
 Melville Avenue/Avro Road
 Melville Avenue/Springside Road
 Millway Avenue/Applewood Crescent (North)
 Millway Avenue/Pennsylvania Avenue
 New Westminster Drive/Beverly Glen Boulevard
 New Westminster Drive/Brownridge Drive/W. Promenade
 New Westminster Drive/Conley Street
 New Westminster Drive/Mullen Drive/Joseph Aaron Blvd.
 Rivermede Road/Bowes Road
 Rivermede Road/North Rivermede Road
 Rowntree Dairy Road/Strada Drive
 Rowntree Dairy Road/Winges Road/Auto Park Circle
 Whitmore Road/Winges Road/Trowers Road
 Woodbridge Avenue/Clarence Street
 Woodbridge Avenue/Forest Drive/Lewis Drive
 York Hill Boulevard/Chabad Gate

Attachment No. 2 includes a three-year summary of collisions at the City's signalized intersections. None of the locations experienced a collision rate higher than 0.77 collisions/mve, which is significantly lower than the 1.5 collisions/mve thresholds.

The three signalized intersections with the highest collision rates in 2005 are shown below:

	<u>2004 Collision Rate</u>	<u>2005 Collision Rate</u>
Ansley Grove Road/Embassy/Blue Willow Drive	0.61	0.77
Clark Avenue/New Westminster Drive	0.44	0.66
Ansley Grove Road/Windflower Gate/Pinedale	0.38	0.64

These locations experienced the highest collisions rates among the City's signalized intersections during 2005. Staff examined the collision reports in order to identify any trends in the type of collision, road condition, time of day, vehicle type, driver action and pedestrian/cyclist involvement.

Ansley Grove Road/Embassy Drive/Blue Willow Drive

The signalized intersection is located within a residential area in Woodbridge. There were five collisions reported in 2005, compared to four in 2004, for a collision rate of 0.77 collisions/mve. Of the five collisions, two were rear-end collisions, one was a turning movement collision, one was an angle collision, and one involved a pedestrian hit by a vehicle. There were a total of three charges laid by York Region Police – one for failing to have a license, one for failing to yield the right-of-way, and one for failing to stop.

Clark Avenue/New Westminster Drive

The signalized intersection is located within a residential area in Thornhill. There were nine collisions reported in 2005, compared to six in 2004, for a collision rate of 0.66 collisions/mve. Of the nine collisions, three were rear-end collisions, two were turning movement collision, two were angle collisions, and one involved a bicycle hit by a vehicle. There were a total of two charges laid by York Region Police – both for careless driving.

Ansley Grove Road/Windflower Gate/Pinedale Gate

The signalized intersection is located within a residential area in Woodbridge. There were five collisions reported in 2005, compared to three in 2004, for a collision rate of 0.64 collisions/mve.

Of the five collisions, one was a rear-end collision, two were turning movement collisions, one was an angle collision, and one involved a bicycle hit by a vehicle. There were a total of three charges laid by York Region Police – two for careless driving, and one for failing to yield the right-of-way.

Staff has verified that the traffic signals at all three locations are clearly visible, in good repair and fully operational at the time of collisions. High speed and disregard for existing traffic control were likely contributing factors in these collisions. Accordingly, it is recommended that York Region Police Services be requested to provide more frequent enforcement of the speed limit in the vicinity of the intersections as well as compliance with the traffic signals.

Collisions at Unsignalized Intersections

Collisions were also reviewed at the following 26 major unsignalized intersections, as illustrated in Attachment No. 3:

- Beverly Glen Boulevard/Worth Boulevard
- Confederation Parkway/Staffern Drive
- Cranston Park Avenue/Cunningham Drive
- Creditstone Road/Doughton Road
- Creditstone Road/MacIntosh Boulevard
- Creditstone Road/Pippin Road
- Doughton Road/Maplecrete Road
- Edgeley Boulevard/Applemill Road
- Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south)
- Edgeley Boulevard/Cidermill Avenue
- Edgeley Boulevard/Pennsylvania Avenue
- Fossil Hill Road/La Rocca Avenue
- Hilda Avenue/Pinewood Drive
- Islington Avenue/Nashville Road
- Jevlan Drive/Carlauren Road
- Jevlan Drive/Roytec Road
- Martin Grove Road/Forest Drive
- Marycroft Avenue/Strada Drive
- Melville Avenue/Cunningham Drive
- Melville Avenue/Hawker Road
- Millway Avenue/Applewood Crescent (South)
- Millway Avenue/Cidermill Avenue
- Napa Valley Avenue/Forest Fountain Drive
- Sonoma Boulevard/Forest Fountain Drive
- Sonoma Boulevard/Monte Carlo Drive
- Thornhill Woods Drive/Summeridge Drive

Attachment No. 4 includes a three-year summary of collisions at the City's unsignalized intersections. None of the major unsignalized intersections had a collision rate for 2005 higher than 0.50, which is significantly lower than the 1.5 collisions/mve thresholds.

The two unsignalized intersections under review last year (Edgeley Boulevard and Portage Parkway, and Edgeley Boulevard and Applemill Road) experienced significantly lower collision rates in 2005 than in 2004 as shown below:

	<u>2004 Collision Rate</u>	<u>2005 Collision Rate</u>
Edgeley Boulevard/Portage Parkway	1.61	0.48
Edgeley Boulevard/Applemill Road	1.01	0.29

Both intersections are under existing all-way stop control and are scheduled for traffic signal installation in 2006.

It should be noted that some of the collision numbers, and the resulting rates, reported on for previous years may have changed as more collision reports for those years are received by the City, and as more recent traffic volume data becomes available. The numbers listed in Attachments No. 2 and 4 reflect the latest data received to date by the Engineering Department.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007, which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

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

Conclusion

Based on the 2005 collision review, none of the City's signalized intersections experienced a collision rate higher than 1.5 collisions/mve. This criterion is generally the trigger for further review. The highest collision rate experienced at a signalized intersection was 0.77.

In addition, the highest collision rate experienced at an unsignalized intersection was 0.50. Two of the previously identified unsignalized intersections – Edgeley Boulevard and Portage Parkway, and Edgeley Boulevard and Applemill Road experienced significantly lower collision rates in 2005 than 2004. Both intersections are scheduled for traffic signal installation in 2006.

Attachments

1. Location Map of Signalized Intersections
2. Summary of Collisions at Signalized Intersections
3. Location Map of Major Unsignalized Intersections
4. Summary of Collisions at Major Unsignalized Intersections

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

Respectfully submitted,

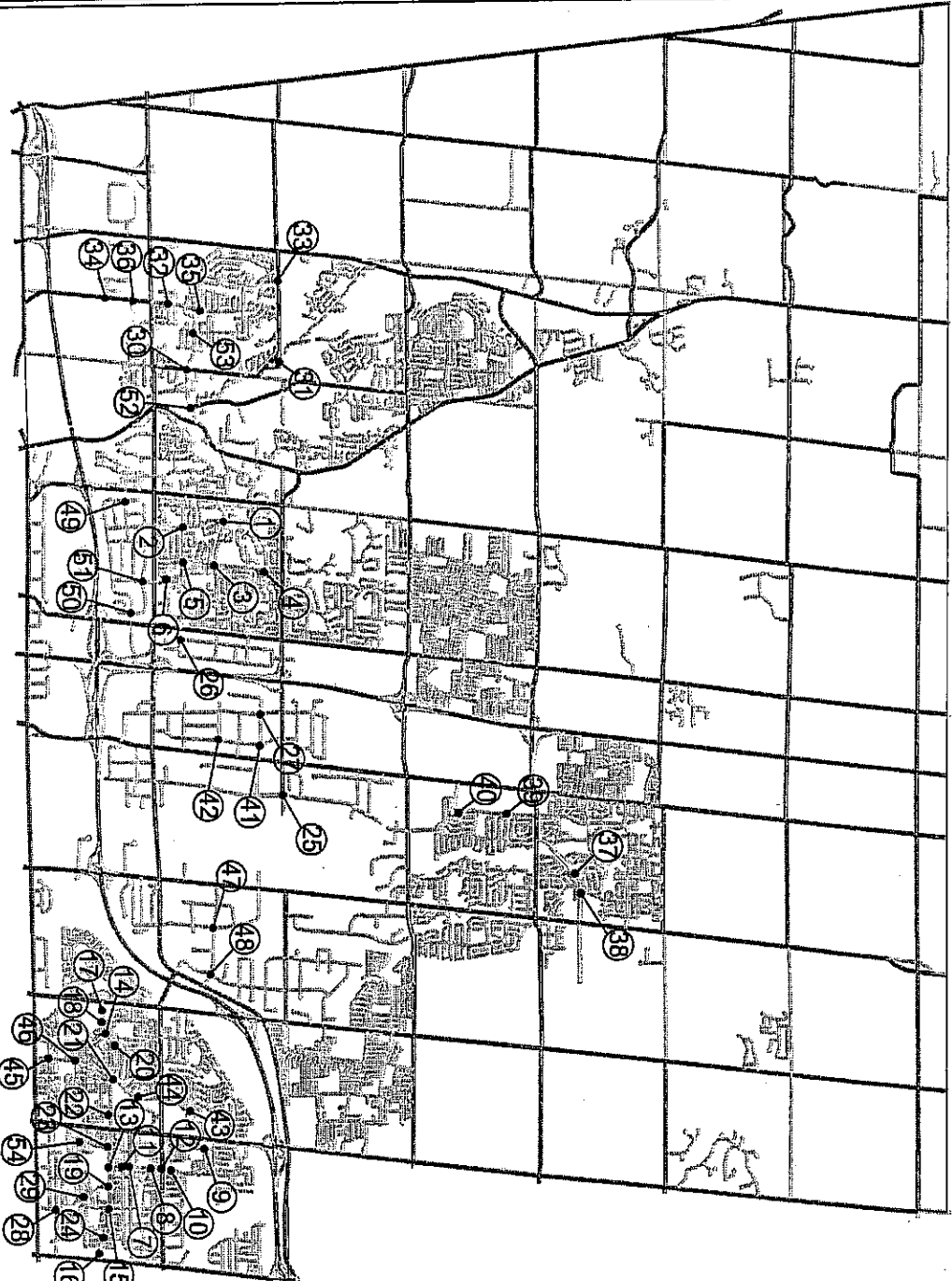
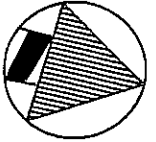
Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services

MR

ATTACHMENT No. 1

City of Vaughan - Collision Review 2005 Signalized Intersections



Signalized Intersections

1. Aberdeen Avenue/Chancellor Drive
2. Aberdeen Avenue/Embassy Drive
3. Anisley Grove Road/Chancellor Drive
4. Anisley Grove Road/Beverly Avenue/Aberdeen Avenue
5. Anisley Grove Road/Embassy Drive/Blue Willow Drive
6. Anisley Grove Road/Windflower Gate/Finchdale Crescent
7. Atkinson Avenue/Arnold Avenue
8. Atkinson Avenue/Campbell Avenue/Menor Gate
9. Atkinson Avenue/Rosedale Heights Drive (North)
10. Atkinson Avenue/Rosedale Heights Drive/Edmund Seeger Drive
11. Atkinson Avenue/Spring Gale Boulevard
12. Centre Street/Atkinson Avenue
13. Clark Avenue/Atkinson Avenue
14. Clark Avenue/Bromridge Drive/Joseph Aaron Boulevard
15. Clark Avenue/Charles Street
16. Clark Avenue/Condo Corporation (West of Yonge Street)
17. Clark Avenue/Coulsons Mill Plaza (East)
18. Clark Avenue/D.C.C. Access/Plaza Access
19. Clark Avenue/Hilda Avenue
20. Clark Avenue/Judith Avenue/Stonehill Gate
21. Clark Avenue/New Westminster Drive
22. Clark Avenue/South Promenade
23. Clark Avenue/York Hill Boulevard (West)
24. Clark Avenue/York Hill Boulevard/Springfield Way
25. Creditstone Road/angstaff Road
26. Christieley Road/Jevan Drive
27. Edgeley Boulevard/Applewood Crescent (North)
28. Hilda Avenue/Creswood Road
29. Hilda Avenue/York Hill Boulevard
30. Kipling Avenue/Woodbridge Avenue
31. Langstaff Road/Vaughan Mills Road
32. Martin Grove Road/Andrew Park/Auburn Road
33. Martin Grove Road/angstaff Road
34. Martin Grove Road/Royals Road
35. Martin Grove Road/Woodbridge Avenue
36. Martin Grove Road/Woodstream Boulevard/Regina Road
37. Mockington Road/Cannison Park Drive
38. Mockington Road/St. John of Arc Avenue
39. Melville Avenue/Auro Road
40. Melville Avenue/Springside Road
41. Millway Avenue/Applewood Crescent (North)
42. Millway Avenue/Fennys/Vanilla Avenue
43. New Westminster Drive/Beverly Glen Boulevard
44. New Westminster Drive/Bromridge Drive/West Promenade
45. New Westminster Drive/Conley Street
46. New Westminster Drive/Mullen Drive/Joseph Aaron Boulevard
47. Rivermeade Road/Bowes Road
48. Rivermeade Road/North Rivermeade Road
49. Rowntree Dairy Road/Strada Drive
50. Rowntree Dairy Road/Wingates Road/Alio Park Circle
51. Whitmore Road/Wingates Road/Towers Road
52. Woodbridge Avenue/Clearance Street
53. Woodbridge Avenue/Forest Drive/awls Drive
54. York Hill Boulevard/Chabed Gate

ATTACHMENT No.2
City of Vaughan
Collision Review 2005 - Signalized Intersections

#	Intersection Location	Block	Activation Date	AADT	Collisions per Year			Collision Rate (collisions/mve)		
					2003	2004	2005	2003	2004	2005
1	Aberdeen Avenue/Chancellor Drive	B37	February-02	12300	0	2	2	0.00	0.45	0.45
2	Aberdeen Avenue/Embassy Drive	B37	February-02	7900	0	0	0	0.00	0.00	0.00
3	Ansley Grove Road/Chancellor Drive	B37	February-93	21200	3	5	2	0.39	0.65	0.26
4	Ansley Grove Road/Belview Avenue/Aberdeen Avenue	B37	February-01	13100	0	3	3	0.00	0.63	0.63
5	Ansley Grove Road/Embassy Drive/Blue Willow Drive	B37	August-96	17900	10	4	5	1.53	0.61	0.77
6	Ansley Grove Road/Windflower Gate/Pinedale Crescent	B37	March-95	21500	1	3	5	0.13	0.38	0.64
7	Atkinson Avenue/Arnold Avenue	B1	November-02	18000	0	3	4	0.00	0.46	0.61
8	Atkinson Avenue/Campbell Avenue/Manor Gate	B1	January-01	16200	1	4	0	0.17	0.68	0.00
9	Atkinson Avenue/Rosedale Heights Drive (North)	B2	November-02	16000	1	1	0	0.17	0.17	0.00
10	Atkinson Avenue/Rosedale Heights/Edmund Seager Drive	B2	January-01	14300	1	2	1	0.19	0.38	0.19
11	Atkinson Avenue/Spring Gate Boulevard	B1	August-94	15800	1	1	1	0.17	0.17	0.17
12	Centre Street/Atkinson Avenue	B1	August-86	32400	7	1	5	0.59	0.08	0.42
13	Clark Avenue/Atkinson Avenue	B1	August-86	38500	4	3	2	0.28	0.21	0.14
14	Clark Avenue/Brownridge Drive/Joseph Aaron Boulevard	B8	December-88	23200	2	3	5	0.24	0.35	0.59
15	Clark Avenue/Charles Street	B1	February-96	21900	2	1	3	0.25	0.13	0.38
16	Clark Avenue/Condo Corporation (West of Yonge Street)	B1	August-98	25100	5	5	3	0.55	0.55	0.33
17	Clark Avenue/Coulters Mill Plaza (East)	B8	March-92	16300	2	2	2	0.34	0.34	0.34
18	Clark Avenue/D. C. C. Access/Plaza Access	B8	November-02	18600	1	2	1	0.15	0.29	0.15
19	Clark Avenue/Hilda Avenue	B1	November-87	31700	4	4	4	0.35	0.35	0.35
20	Clark Avenue/Judith Avenue/Stonemill Gate	B8	April-90	17400	2	2	4	0.31	0.31	0.63
21	Clark Avenue/New Westminster Drive	B8	March-90	37200	5	6	9	0.37	0.44	0.66
22	Clark Avenue/South Promenade	B8	August-86	22700	4	1	1	0.48	0.12	0.12
23	Clark Avenue/York Hill Boulevard (West)	B1	December-88	29900	5	4	6	0.46	0.37	0.55
24	Clark Avenue/York Hill Boulevard/Springfield Way	B1	January-88	22400	3	5	3	0.37	0.61	0.37
25	Creditstone Road/Langstaff Road	B24	December-02	25700	2	0	2	0.21	0.00	0.21
26	Chrislea Road/Jevlan Drive	B30	February-03	12100	2	3	0	0.45	0.68	0.00
27	Edgeley Boulevard/Aplewood Crescent (North)	B30	February-01	15100	1	0	1	0.18	0.00	0.18
28	Hilda Avenue/Crestwood Road	B1	January-96	15600	0	3	1	0.00	0.53	0.18
29	Hilda Avenue/York Hill Boulevard	B1	March-90	24900	5	2	1	0.55	0.22	0.11

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#	Intersection Location	Block	Activation Date	AADT	Collisions per Year					Collision Rate (collisions/mve)		
					2003	2004	2005	2003	2004	2005		
30	Kipling Avenue/Woodbridge Avenue	B51	February-83	21200	8	1	4	1.03	0.13	0.52		
31	Langstaff Road/Vaughan Mills Road	B52	May-04	10200	0	0	0	0.00	0.00	0.00		
32	Martin Grove Road/Andrew Park/Auburn Road	B51	October-97	17100	1	1	3	0.16	0.16	0.48		
33	Martin Grove Road/Langstaff Road	B51	January-95	19100	0	0	2	0.00	0.00	0.29		
34	Martin Grove Road/Roysun Road	B51	April-91	19800	1	1	2	0.14	0.14	0.28		
35	Martin Grove Road/Woodbridge Avenue	B51	April-93	18300	2	1	0	0.30	0.15	0.00		
36	Martin Grove Road/Woodstream Blvd/Regina Road	B50	February-02	22400	2	2	2	0.24	0.24	0.24		
37	McNaughton Road/Cranston Park Drive	B26	February-99	11700	0	0	0	0.00	0.00	0.00		
38	McNaughton Road/St. Joan of Arc Avenue	B26	October-97	10000	0	0	1	0.00	0.00	0.27		
39	Melville Avenue/Avro Road	B25	May-04	17500	0	3	2	0.00	0.47	0.31		
40	Melville Avenue/Springside Road	B25	May-04	18600	2	4	0	0.29	0.59	0.00		
41	Millway Avenue/Applewood Crescent (North)	B30	January-03	16300	5	1	1	0.84	0.17	0.17		
42	Millway Avenue/Pennsylvania Avenue	B30	February-02	12600	0	0	2	0.00	0.00	0.43		
43	New Westminster Drive/Beverly Glen Boulevard	B9	February-99	21800	2	3	1	0.25	0.38	0.13		
44	New Westminster Drive/Brownridge Drive/W. Promenade	B8	November-93	31000	4	1	3	0.35	0.09	0.27		
45	New Westminster Drive/Conley Street	B8	January-88	26000	8	1	2	0.84	0.11	0.21		
46	New Westminster Drive/Mullen Drive/Joseph Aaron Blvd.	B8	March-90	24400	3	1	1	0.34	0.11	0.11		
47	Rivermede Road/Bowes Road	B16	November-92	17700	5	2	4	0.77	0.31	0.62		
48	Rivermede Road/North Rivermede Road	B16	March-94	18400	1	4	4	0.15	0.60	0.60		
49	Rowntree Dairy Road/Strada Drive	B36	May-02	18900	6	1	0	0.87	0.14	0.00		
50	Rowntree Dairy Road/Wings Road/Auto Park Circle	B36	May-02	23000	3	1	5	0.36	0.12	0.60		
51	Whitmore Road/Wings Road/Trowers Road	B36	May-02	16600	0	0	0	0.00	0.00	0.00		
52	Woodbridge Avenue/Clarence Street	B44	October-96	18000	2	0	2	0.30	0.00	0.30		
53	Woodbridge Avenue/Forest Drive/Lewis Drive	B51	January-03	10100	1	0	1	0.27	0.00	0.27		
54	York Hill Boulevard/Chabad Gate	B1	February-02	9300	2	0	1	0.59	0.00	0.29		

Notes:

AADT - Annual Average Daily Travel, updated to most recent traffic count data available.

mve - million vehicles entering

Collisions per year may vary as new reports are received by the City

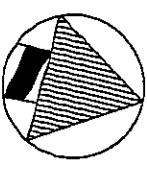
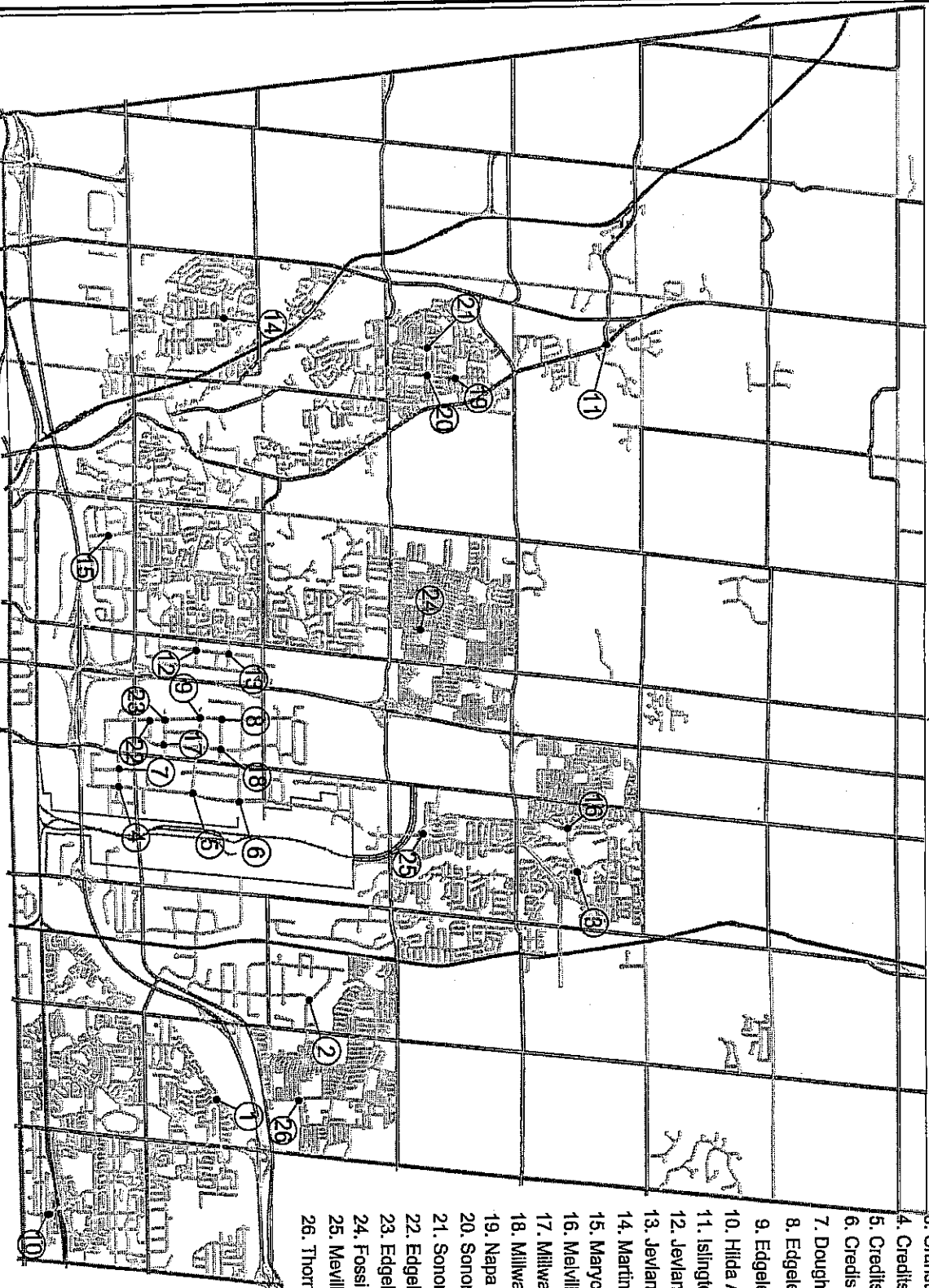
* Intersections recommended for monitoring and increased Police surveillance in 2006.

ATTACHMENT No. 3

City of Vaughan - Collision Review 2005 Major Unsignalized Intersections

LEGEND

1. Beverley Glen Boulevard/Worth Boulevard
2. Confederation Parkway/Staffem Drive
3. Cranston Park Avenue/Cunningham Drive
4. Creditstone Road/Douglton Road
5. Creditstone Road/MacIntosh Boulevard
6. Creditstone Road/Pippin Road
7. Douglton Road/Maplecrete Road
8. Edgely Boulevard/Cidermill Avenue
9. Edgely Boulevard/Pennsylvania Avenue
10. Hilda Avenue/Pinewood Drive
11. Islington Avenue/Nashville Road
12. Jevlan Drive/Carlauen Road
13. Jevlan Drive/Roytec Road
14. Martin Grove Road/Forest Drive
15. Marycroft Avenue/Strada Drive
16. Melville Avenue/Cunningham Drive
17. Millway Avenue/Applewood Crescent (South)
18. Millway Avenue/Cidermill Avenue
19. Napa Valley Avenue/Forest Fountain Drive
20. Sonoma Boulevard/Forest Fountain Drive
21. Sonoma Boulevard/Monte Carlo Drive
22. Edgely Boulevard/Applehill Road
23. Edgely Boulevard/Portage Parkway
24. Fossil Hill Road/La Rocca Avenue
25. Neville Road/Hawker Road
26. Thornhill Woods Drive/Summeridge Drive



ATTACHMENT No.4
City of Vaughan
Collision Review 2004 - Major Unsignalized Intersections

#	Intersection Location	Block	All-Way Stop	Surrounding Uses	AADT	Collisions per Year					Collision Rate (collisions/mve)				
						2003	2004	2005	2003	2004	2005				
1	Beverley Glen Boulevard/Worth Boulevard	B9	No	Residential	9100	1	0	0	0.30	0.00	0.00				
2	Confederation Parkway/Steffen Drive	B17	Yes	Industrial	7700	1	0	1	0.36	0.00	0.36				
3	Cranston Park Avenue/Cunningham Drive	B26	Yes	Residential	5600	0	0	0	0.00	0.00	0.00				
4	Creditstone Road/Doughton Road	B22	Yes	Industrial	17600	0	0	0	0.00	0.00	0.00				
5	Creditstone Road/MacIntosh Boulevard	B23	No	Industrial	26400	0	1	1	0.00	0.10	0.10				
6	Creditstone Road/Pippin Road	B23	No	Industrial	19100	1	1	1	0.14	0.14	0.14				
7	Doughton Road/Maplecrete Road	B22	Yes	Industrial	21200	1	0	1	0.13	0.00	0.13				
8	Edgeley Boulevard/Applemill Road	B30	Yes	Industrial	18900	8	7	2	1.16	1.01	0.29				
9	Edgeley Boulevard/Portage Parkway	B30	Yes	Industrial	17000	14	10	3	2.26	1.61	0.48				
10	Edgeley Boulevard/Ciderrill Avenue	B30	No	Industrial	11300	2	0	0	0.48	0.00	0.00				
11	Edgeley Boulevard/Pennsylvania Avenue	B30	Yes	Industrial	14000	0	2	0	0.00	0.39	0.00				
12	Fossil Hill Road/La Rocca Avenue	B36	Yes	Residential	7300	0	0	0	0.00	0.00	0.00				
13	Hilda Avenue/Pinewood Drive	B1	Yes	Residential	17600	2	0	1	0.31	0.00	0.16				
14	Islington Avenue/Nashville Road	B54	Yes	Kleinburg	10400	0	0	0	0.00	0.00	0.00				
15	Jevlan Drive/Carlauren Road	B30	Yes	Industrial	9400	1	1	2	0.29	0.29	0.58				
16	Jevlan Drive/Roytec Road	B30	Yes	Industrial	9000	0	1	0	0.00	0.30	0.00				
17	Martin Grove Road/Forest Drive	B51	Yes	Residential	11400	2	1	1	0.48	0.24	0.24				
18	Marcyott Avenue/Strada Drive	B36	Yes	Industrial	12300	2	0	1	0.45	0.00	0.22				
19	Melville Avenue/Cunningham Drive	B26	Yes	Residential	9900	0	0	0	0.00	0.00	0.00				
20	Melville Avenue/Hawker Road	B25	No	Residential	15500	0	1	1	0.00	0.18	0.18				
21	Millway Avenue/Applewood Crescent (South)	B30	Yes	Industrial	16300	1	3	3	0.17	0.50	0.50				
22	Millway Avenue/Ciderrill Avenue	B30	Yes	Industrial	7100	0	0	0	0.00	0.00	0.00				
23	Napa Valley Avenue/Forest Fountain Drive	B53	Yes	Residential	7400	0	1	0	0.00	0.37	0.00				
24	Sonoma Boulevard/Forest Fountain Drive	B53	Yes	Residential	7700	0	2	0	0.00	0.71	0.00				
25	Sonoma Boulevard/Monte Carlo Drive	B53	Yes	Residential	4000	0	1	0	0.00	0.68	0.00				
26	Thornhill Woods Drive/Summeridge Drive	B10	Yes	Residential	9100	0	0	1	0.00	0.00	0.30				

"Kleinburg" refers to Kleinburg Village
 mve - million vehicles entering
 AADT - Annual Average Daily Travel, updated to most recent traffic count data available
 Collisions per year may vary as reports are received by the City
 Due to closure at Highway 7 and Jane Street, Locations #4,5,6, and 7 had volumes greater than previous years due to rerouting of traffic.
 * Traffic Signals scheduled for installation in 2006.