

COMMITTEE OF THE WHOLE - DECEMBER 3, 2007

STOP SIGN AT CASTLE PARK BOULEVARD AND LAURA SABRINA DRIVE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the petition from the area residents be received;
2. That an all-way stop not be installed at the intersection of Castle Park Boulevard and Laura Sabrina Drive as the Provincial All-Way Stop Warrant is not met; and
3. Should Council consider alternative options such as curb bump-outs, medians or painted road narrowings, that the Neighbourhood Traffic Calming Policy and Procedure be followed for possible implementation in the 2008 year.

Economic Impact

None.

Communications Plan

The Local Councillor will contact the residents in the immediate area with the information in the report.

Purpose

To present additional information to the Committee of the Whole, as stated in a previous report dated September 17, 2007 and to review the feasibility to install an all-way-stop at the intersection of Castle Park Boulevard and Laura Sabrina Drive.

Background - Analysis and Options

At it's meeting on September 24, 2007, Council directed:

“That staff review the requests from the property owners on Castle Park Boulevard and report back to a Committee of the Whole meeting as soon as possible”.

Castle Park Boulevard is a local roadway with a 24.0 metre right-of-way and 9.0 metre pavement travel width. Laura Sabrina Drive is a local roadway with an 11.5 metre right-of-way and 7.5 metre pavement travel width. The existing stop control is located on the west approach of the intersection. The existing speed limit on Castle Park Boulevard is a statutory 50 km/h. The street runs north-south from Napa Valley Avenue to Sonoma Boulevard. From 150 metres south of Laura Sabrina Drive to Sonoma Boulevard, Castle Park Boulevard has a raised centre median feature of 20.0 metres width. Castle Park Boulevard in this section operates as two one-way streets. The area is shown on Attachment No. 1.

Staff conducted an AM and PM radar study on Thursday, November 1, 2007. The study was completed on Castle Park Boulevard north of Laura Sabrina Drive, during the peak time periods of 8:00-9:00 am and 4:00-5:00 pm. The weather on this day was partly cloudy in the a.m. period and sunny in the p.m. period. The results are summarized below:

AM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
Northbound	46 km/h	52 km/h	62
Southbound	47 km/h	56 km/h	32

PM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
Northbound	46 km/h	53 km/h	43
Southbound	46 km/h	51 km/h	23

The average speeds on Castle Park Boulevard range between 46 km/h and 47 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 51 km/h and 53 km/h. The results of these studies indicate an acceptable level of motorist compliance to the existing speed limit of 50 km/h.

In accordance with Council's approved 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.
- The average speed is 10 km/h greater than the speed limit.

Castle Park Boulevard is not an emergency response route. The posted speed limit is less than 50 km/h. The average speed is not 10 km/h higher than the speed limit. Castle Park Boulevard accommodates residential traffic and the vehicle volumes during the peak periods are very low. Based on the above criteria, the installation of speed humps on Castle Park Boulevard is not recommended.

Possible alternative traffic calming measures for this roadway would be the installation of chicanes, painted road narrowings, medians, or a combination of these alternatives.

Staff conducted a turning movement count on Tuesday, October 30, 2007 at the intersection of Castle Park Boulevard and Laura Sabrina Drive during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was sunny in the a.m. period and cloudy in the p.m. period. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 68%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 68% of the required 100%. There have been no reported collisions at this intersection susceptible to prevention by implementing an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial Warrant.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.3).

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that no further action is warranted based on the results of the traffic studies.

Attachments

1. Location Map

Report prepared by:

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Respectfully submitted,

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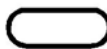




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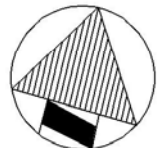
ATTACHMENT No. 1



CASTLE PARK BOULEVARD and LAURA SABRINA DRIVE TRAFFIC REVIEW

LEGEND

-  ROADWAY UNDER REVIEW
-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE