ANSLEY GROVE TRAFFIC ACCIDENTS

Recommendation

Councillor Di Vona recommends:

1. Receive the letter from the residents of Adrianno Crescent dated August 3, 2003 and York Regional Police report (attachments #1 & #2).

2. Implement a reduction in the speed limit on Ansley Grove in the vicinity from Chancellor Drive to approximately Misty Meadow to 40 km from the existing 50 km speed limit as best determined by the City of Vaughan Engineering Department.

3. Implement a "three way" stop control at the corner of Ansley Grove and Misty Meadow Drive.

4. Approve the immediate installation of a steel guard rail on the east side of Ansley Grove, in the vicinity of 124 Adrianno Crescent, as best determined by the Vaughan Engineering Department.

5. Approve of the recommendation by York Regional Police to add Ansley Grove to the list of Safe streets nice neighbourhoods operations in the fall and advise of York Regional Police of our support.

6. The next annual collision report to measure the results of the above traffic control improvements.

Purpose

To address Ansley Grove traffic concerns

Background - Analysis and Options

On June 23, 2003 the City of Vaughan approved of the receipt of the annual "collision at signalized and unsignalized intersection" report prepared by the City of Vaughan Engineering Department. The 4 year summary Collision Report detailed the reportable accidents based on damages in excess of $1,000, collisions resulted in personal injury, charges laid, and concluded that the most unsafe area was Ansley Grove Road/Chancellor Drive at 1.12 collisions per move (see attachment 3). The sole recommendation was for increased enforcement.

Subsequent to the annual report approved by Vaughan Council on June 23, 2003, an additional reported and unreported collision took place on Ansley Grove north of Chancellor Drive. The additional reported accident took place at the rear of 124 Adrianno Crescent. A vehicle traveling north on Ansley Grove lost control, climbed the curb, hit the concrete wall, and proceeded through the vegetable garden of the resident (Appendix 1). Twice vehicles travelling north on Ansley Grove, climbing curb, knocking down the trees and traveling through the concrete wall have now hit the home of 124 Adrianno. I made a visit to the home and quickly determined that one half of the rear concrete wall was replaced and now the other half of the rear concrete wall needs to be replaced. York Regional Police report confirms that the two accidents at 124 Adriano Crescent. Furthermore, the immediate next-door neighbour at 120 Adrianno Crescent has had also a vehicle the curb, knock down the trees, and travel through the concrete wall. The two homes have had 3-reported very severe vehicle loss of control and severe damage to their property.

Often the City of Vaughan receives reports of concern with allegedly dangerous intersections or areas in need of enhanced enforcement. The subject location does not have alleged accidents or risk but the highest reported accident history in the City of Vaughan prior to the current accidents. The residents are justifiably concerned with their safety and that of their children in their backyards.

The other accident is located across the street from 124 Adrianno Crescent and was below $1,000 so not included in the above statistics or report. A visit to Ansley Grove in the vicinity of Misty Meadow will show the other collision in which a vehicle did climb the curb, hit the fence.

York Regional Police has reported, "the section of road stretching from Belview to Chancellor Drive is straight and wide without distractions allowing drivers to accelerate to higher rates of speed. "Furthermore, the "road narrows from 4 lanes to 2 lanes approximately 50-70 meters north of the complainants residence…"

The area has several institutional uses all deserving of lower speed limits: Holy Family Daycare and Community Centre, Father Bressani Catholic High School, Immaculate Conception Church, Chancellor Community Centre and Chancellor Library.

Conclusion

Traffic calming measures are necessary.

In conclusion , residents have expressed that "severe speed humps" be installed. The previous review by the City of Vaughan Engineering Department has concluded that it is not appropriate to install speed humps on Ansley Grove a major mid block collector road with no homes fronting onto it.

A three way stop sign at Misty Meadow was felt to be beneficial as all uses immediately to the south are institutional uses a no need for higher speeds.

Attachments

1. Letter from Terry Carachisarlidis
2. Ansley Grove Collision Map from York Regional Police
3. City of Vaughan- Extract from Council Meeting Minutes of June 23, 2003

Report prepared by:

Councillor Bernie Di Vona

Respectfully submitted,

Councillor Bernie Di Vona

#1

August 3, 2003
Terry Carachisarlidis
124 Adrianno Cres.
Woodbridge, Ontario
L4L 5R6

Mr. Bernie Di Vona, Councillor
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Mr. Di Vona:

I am writing this letter to inform you about our major concern for the safety of ourselves who live on Adrianno Crescent with backyards facing "Ansley Grove". In the past three years, there have been numerous accidents where cars have smashed into our backyards. My house has been hit twice. The second time we were hit, the fence pieces reached all the way to our eating area. Both my next door neighbours, and a couple more homes were hit as well. Obviously this section is bad, and something definitely needs to be done.

The City of Vaughan MUST do something immediately to improve our safety, and for us not to be hit again. Every day and night, we hear all kinds of speeding and racing. It has become very bad. There is absolutely no reason why we should not have the following items put on Ansley Grove to protect ourselves:

- a "three-way" stop sign at the intersection where the street "Misty Meadow" is;
- reducing the speed limit to 40kms.;
- a steel guardrail; and major speedbumps.

There have been too many times where we do not feel safe anymore. Below are additional signatures who have been hit.

I look forward to hearing from you as soon as possible. Thank you.

Sincerely,

Terry Carachisarlidis

#120 Keiko Enomoto

#128 Dino Labuolo

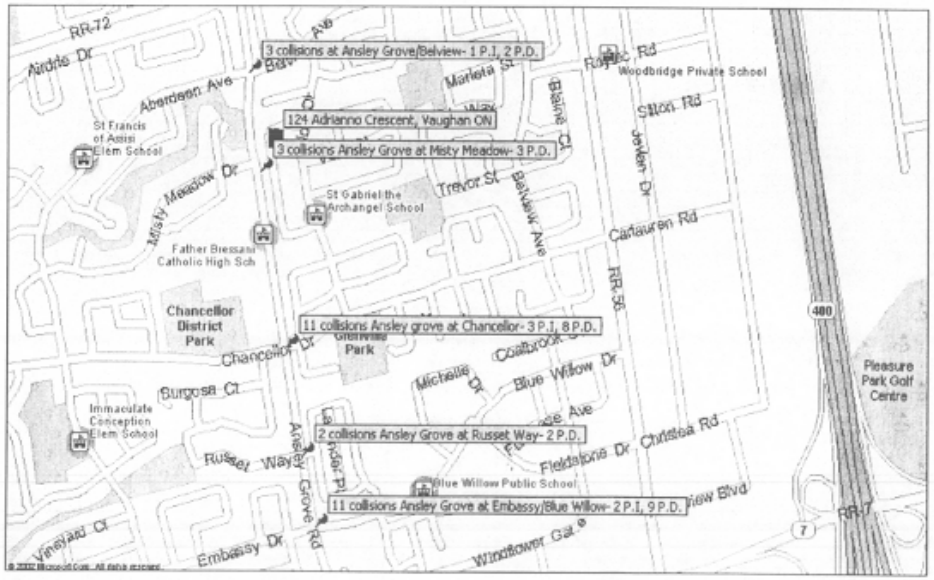
Ansley Grove Road Collisions

- Collision statistics were captured over the last 14 months (non reportable collisions were not recorded)
- A total of 30 collisions occurred on Ansley Grove Rd. between Belview and Blue Willow (1.37kms).
- The collision locations are represented with red push pins, the complainants address is marked with the blue flag.
- Out of 3 collisions at the intersection adjacent to the complainant's house, two were reported to have crashed through a fence (not determined which fence)
- Of those two collisions, weather/ road conditions, along with vehicles traveling too fast for conditions were significant factors.
- The balance of the collisions at the various intersections, were either turning movement or rear end crashes suggesting inattentive drivers (driver error).

- On July 29, 2003, Traffic Analyst Rick Andrews and Sgt Peter Orlovski attended the locations and made the following observations;
  - There was noticeable damage to the complainant's fence along with a fence on the west side of the road.
  - Vehicle debris was found on the east side of the road adjacent to the complainant's residence.
  - The section of road (.87kms) stretching from Belview to Chancellor is straight and wide without distraction, allowing drivers to accelerate to higher rates of speed.
  - The road narrows from 4 lanes to 2 lanes approximately 50-70 metres north of the complainant's residence (not sure if this has an impact on the drivers traveling too fast them loosing control of their vehicle.

Recommendations

- Request that the municipality conducts a speed study for north and south bound traffic along the stretch of road between Belview and Chancellor to determine of there is a speeding problem and if so, when the problem exists.
- Based on the above results, determine if there are enforcement requirements and add the location to the deployment list for the Safe Streets, Nice Neighbourhoods operation in the fall.



July 29, 2003
R.A. 5397

#12

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2003

Item 11, Report No. 51, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2003.

11 COLLISIONS AT SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2003:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the following report be received for information;

2. That York Region Police be requested to provide more frequent enforcement of the speed limit at the following intersections:

- Ansley Grove Road/Chancellor Drive;
- Martin Grove Road/Woodbridge Avenue;
- Edgeley Boulevard/Applewood Crescent (North);
- Clark Avenue/Condo Corp.;
- Hilda Avenue/Pinewood Drive; and

3. That staff look into the feasibility and costs of installing left turn lanes or a different type of asphalt pavement at the Clark Avenue/Condo Corp. intersection and report to a future Committee of the Whole meeting.

Purpose

This collision summary, the fourth 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 was collected or updated at the City's 51 signalized intersections, plus 24 unsignalized intersections selected by staff within the City. The data was based on and limited to the collision reports received from York Region Police, and does not include unreported collisions. A vehicle collision is reportable when any of the following conditions apply:

- Property damage is in excess of $1,000.00;
- 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 generally collision reports are prepared to document incident, assign fault and 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. This is primarily due to the fact that 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.

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

The 24 hour traffic volume entering an intersection was determined either by use of automatic traffic recorders (ATR's) or from eight hour turning movement counts conducted by staff. In the latter case the daily traffic volume was estimated by doubling the eight hour counts, since the 24 hour volume is typically twice the volume in the peak eight 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 therefore use these criteria as a "trigger" for further review.

Collisions at Signalized Intersections

Collisions were reviewed at the City's 51 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
Chrislea Road/Jevlan Drive
Edgeley Boulevard/Applewood Crescent (North)
Hilda Avenue/Crestwood Road
Hilda Avenue/York Hill Boulevard

Kipling Avenue/Woodbridge Avenue
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
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 four-year summary of collisions at the City's signalized intersections. Provided below is a summary of collision rates at four of these intersections between January 1 and December 31, 2002, in descending order of collision rate.

Intersection	2002 Collision Rate
Ansley Grove Road/Chancellor Drive	1.12
Martin Grove Road/Woodbridge Avenue	1.11
Edgeley Boulevard/Applewood Crescent (North)	1.01
Clark Avenue/Condo Corp. (West of Yonge Street)	0.96

These locations experienced the highest collisions rates among the City's signalized intersections during 2002, although none were in excess of 1.5 collisions/mve. Staff examined the collision reports 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/Chancellor Drive

The signalized Ansley Grove Road/Chancellor Drive intersection is located within a residential area in Woodbridge. There were 7 collisions reported in 2002, compared to 3 in 2001, for a collision rate of 1.12 collisions/mve. Five of the seven were angle collisions, and three involved motorists not signaling their intent to turn. Staff have verified that the signals are appropriately located and sized for this type of intersection, and no complaints have been received about the signal timing. As high speeds are therefore the likely cause, staff will request that York Region Police provide more frequent enforcement of the speed limit in the vicinity.

Martin Grove Road/Woodbridge Avenue

The signalized Martin Grove Road/Woodbridge Avenue intersection is located within a residential area in Woodbridge. There were 5 collisions reported in 2002, compared to 4 in 2001, for a

collision rate of 1.11 collisions/mve. Four of the five were angle collisions under clear conditions.

Staff have verified that the signals are appropriately located and sized for this type of intersection, and no complaints have been received about the signal timing. As high speeds are the likely cause, staff will request that York Region Police provide more frequent enforcement of the speed limit in the vicinity.

Edgeley Boulevard/Applewood Crescent (North)

The signalized Edgeley Boulevard/Applewood Crescent (North) intersection is located within an industrial area in Concord. There were 4 collisions reported in 2002, compared to 3 in 2001, for a collision rate of 1.01 collisions/mve. All four were angle collisions, three under clear conditions. Again, staff have verified that the signals are appropriately located and sized for this type of intersection, and no complaints have been received about the signal timing. As high speeds are the likely cause, staff will request that York Region Police provide more frequent enforcement of the speed limit in the vicinity.

Clark Avenue/Condo Corp. (West of Yonge Street)

The signalized Clark Avenue/Condo Corp. intersection is located 200 metres west of Yonge Street in a residential area in Thornhill. There were 10 collisions reported in 2002, compared to 7 in 2001, for a collision rate of 0.96 collisions/mve. Eight of the ten were rear-end collisions, five of which occurred in inclement weather. As there is adequate signage in the area and visibility of the traffic signals, the collisions can be attributed at least in part to high speeds along Clark Avenue. Staff will request that York Region Police provide more frequent enforcement of the speed limit in the vicinity.

Although this intersection does not have a collision rate over 1.5 collisions/mve, the location has experienced a consistent pattern of rear-end collisions over the past number of years. High speeds are a factor in most rear-end collisions; however, in this case it is likely the lack of left turn lanes is also a factor. In response, staff will look into the feasibility and costs of installing left turn lanes at the intersection. Alternatively, a different type of asphalt pavement could be installed at the intersection that is less slippery than normal pavement under wet conditions. This would give motorists more opportunities to stop in inclement weather. A report on the feasibility of these initiatives will be made at a future Committee of the Whole meeting.

The Rowntree Dairy Road/Winges Road/Auto Park Circle intersection, which was reported in 2001 as having a collision rate in 2000 well in excess of 1.5 collisions/mve, was signalized in May 2002. Since that time the number of collisions has deceased substantially. The other four signalized intersections reported on last year (Rivermede Road/Bowes Road, New Westminster Drive/Mullen Drive/Joseph Aaron Boulevard, Rivermede Road/North Rivermede Road and New Westminster Drive/Conley Street) all experienced significantly lower collision rates in 2002 than in 2001.

Collisions at Unsignalized Intersections

Collisions were also reviewed at the following 24 major unsignalized intersections, as illustrated on Attachment No. 3:

Beverley 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/Cidermill Avenue
Edgeley Boulevard/Pennsylvania Avenue
Hilda Avenue/Pinewood Drive
Islington Avenue/Nashville Road
Jevlan Drive/Carlauren Road
Jevlan Drive/Roytec Road
Langstaff Road/Vaughan Mills Road
Martin Grove Road/Forest Drive
Marycroft Avenue/Strada Drive
Melville Avenue/Avro Road
Melville Avenue/Cunningham Drive
Melville Avenue/Springside 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

Attachment No. 4 includes a four-year summary of collisions at the City's major unsignalized intersections. Provided below is the collision rate at one of these intersections between January 1 and December 31, 2002. No other location experienced a collision rate higher than 1. 0 collisions/mve.

Intersection	2002 Collision Rate
Hilda Avenue/Pinewood Drive	1.50

Hilda Avenue/Pinewood Drive

The allway stop controlled Hilda Avenue/Pinewood Drive intersection is located within a residential area in Thornhill. There were 7 collisions reported in 2002, compared to 10 in 2001, for a collision rate of 1.50 collisions/mve. The collisions were of varying types: four were rear-end or sideswipe collisions, three of which occurred in inclement weather. They were likely caused by high speeds and non-compliance at the allway stop at Pinewood Drive.

It has long been recognized that speeds are high along Hilda Avenue and many motorists exhibit poor compliance at the allway stop. In response the Engineering Department will be constructing physical measures at the intersection to slow motorists and increase allway stop compliance as part of the first Traffic Calming Contract in 2003. The measures will consist of two split speed humps on the north (southbound direction only) and south (northbound direction only) approaches of the intersection, and concrete centre medians along Hilda Avenue. The median on the north approach will extend north along the curve on Hilda Avenue to prevent motorists from crossing the centre of the road.

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

Conclusion

Based on the collision review, none of the City's signalized intersections experienced a collision rate in 2002 higher than 1.5 collisions/mve, a rate that is utilized by a number of jurisdictions as a "trigger" for review. However, the following three signalized intersections experienced a collision rate higher than 1.0 collisions/mve:

.../6

- Ansley Grove Road/Chancellor Drive
- Martin Grove Road/Woodbridge Avenue
- Edgeley Boulevard/Applewood Crescent (North).

The Clark Avenue/Condo Corp. intersection experienced a collision rate of 0.96 collisions/mve in 2002; however, due to the number of collisions it continues to experiences it is recommended that staff look into the feasibility and costs of installing left turn lanes or a different type of asphalt pavement at the intersection and report to a future Committee of the Whole meeting.

One major unsignalized intersection experienced a collision rate in 2002 of 1.50 collisions/mve:

- Hilda Avenue/Pinewood Drive.

It is recommended that staff request that York Region Police provide more frequent enforcement of the speed limit in the vicinity of the five intersections mentioned above. Measures will be constructed at the Hilda Avenue/Pinewood Drive intersection in 2003 to increase safety at that location.

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:

Philip Weber, Transportation Engineer, ext 8264

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)