

COMMITTEE OF THE WHOLE – JANUARY 19, 2004

NEW WESTMINSTER DRIVE AT BATHURST STREET – ADDITIONAL REPORT

Recommendation

The Commissioner of Engineering and Public Works recommends:

That road modifications to the eastbound approach lanes on New Westminster Drive at Bathurst Street not be considered as a high priority at this time.

Purpose

To respond to the following direction of the Budget Committee as approved by Council at the June 9, 2003 meeting:

“That a traffic study be conducted by Engineering staff in September 2003, during peak times and rush hour, with respect to the eastbound volume of traffic on New Westminster Drive, and the results of the study be provided to a Committee of the Whole Meeting.”

Background - Analysis and Options

Traffic Study Results – Eastbound Intersection Approach

Traffic studies were conducted by the Region of York and the City of Vaughan. The intersection of New Westminster Drive and Bathurst Street is under the Region of York’s jurisdiction. The eastbound traffic volumes during peak times and rush hour are summarized below:

Information Source	Eastbound Left Turn Traffic	Eastbound Through Movement Traffic	Eastbound Right Turn Traffic
Tuesday, May 28, 2002 - Region of York, Intersection Count	260 AM Peak Hour 197 PM Peak Hour	259 AM Peak Hour 293 PM Peak Hour	59 AM Peak Hour 28 PM Peak Hour
Tuesday, Dec 9, 2003 - City of Vaughan, Intersection Count	283 AM Peak Hour 282 PM Peak Hour	204 AM Peak Hour 183 PM Peak Hour	37 AM Peak Hour 22 PM Peak Hour

The traffic volumes indicate that the eastbound left turn traffic volumes at the Bathurst Street and New Westminster Drive intersection during the AM and PM peak hours are high. However, the total eastbound traffic volumes have decreased slightly from May 2002 to December 2003.

Existing Lane Widths – Eastbound Intersection Approach

There are three existing eastbound lanes on New Westminster Drive at Bathurst Street. The lanes consist of a straight through/ right turn lane, a straight through lane and a left turn lane adjacent to the existing centre median. A summary of the existing lane widths and the recommended Transportation Association of Canada (TAC) lane widths are shown below.

Lane Description	Existing Lane Width	TAC Recommended Lane Width
Through / Right Turn Lane	3.0m (+0.3m gutter)	3.5m (+0.3m gutter)
Through lane	2.8m	3.5m
Left Turn Lane	2.8m	3.0m

Under TAC design guidelines, the total recommended width of the three eastbound lanes is 10 metres. The existing eastbound lanes have a total width of 8.6 metres. The left turn lane accommodates the majority of the eastbound traffic movements and it can be noted from the above chart that the existing lane width is 0.2 metres less than the TAC guideline. This is marginally narrower than the recommended width. As well, the intersection at New Westminster Drive and Bathurst Street is signalized and the vehicles often proceed from a stopped condition.

Staff carried out an investigation of the collision history at the subject intersection and found no sideswipes or similar collisions attributable in any way to the existing eastbound lane widths. Staff do not believe this situation to be a safety hazard which would warrant reconstruction of this section of roadway at this time.

In order to achieve TAC recommended lane widths for the three eastbound intersection approach lanes or 10 metres overall pavement width, the existing 2.5 metre wide raised centre median would need to be reduced by approximately 1.0 metre. The existing landscape features of shrubs, trees and raised brick elements within the median could not be accommodated with this narrower median. As well, the centre median would be required to shift north of its current location by approximately 0.5 metres. The estimated cost to narrow and move the eastbound approach raised centre median is approximately \$60,000. Should Council desire that this road improvement proceed, it would need to be included in the funding as part of the 2004 Capital Budget deliberations.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007, as to review traffic management alternatives to possibly 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

The eastbound lanes of New Westminster Drive approaching Bathurst Street are slightly less than the Transportation Association of Canada recommended lane widths. Based on the recent study of traffic volumes on the eastbound approach lanes during peak hours and a review of the collision history, staff determined that the current eastbound lane widths do not impose a safety concern. Staff feels that reconstruction of the raised centre median in order to achieve wider eastbound approach lanes is not considered a high priority matter at this time.

Attachments

1. Location Map

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Respectfully submitted,

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ATTACHMENT No. 1

