

## **COMMITTEE OF THE WHOLE – JANUARY 19, 2004**

### **CLARK AVENUE WEST INTERSECTION AT #1 AND #18 CLARK AVENUE TRAFFIC SIGNAL OPERATION**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

That placement of dense friction asphalt on the eastbound approach lanes at the signalized intersection of Clark Avenue and the entrance into the condominium complexes approximately 130 metres west of Yonge Street, be considered together with the Road Resurfacing funding submitted for the 2004 Capital Budget deliberations.

#### **Purpose**

To respond to the following recommendation adopted by Council at its June 23, 2003 meeting from the report titled Collisions at Signalized and Unsignalized Intersections:

“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.”

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

The subject site is located on Clark Avenue approximately 130 metres west of Yonge Street. The signalized intersection accommodates access into the condominium complexes located at # 18 Clark Avenue (north side) and into the two condominium towers at # 1 Clark Avenue (south side).

In recent years the intersection has experienced a consistent pattern of rear-end type collisions involving eastbound vehicles on Clark Avenue. Staff reviewed the collision reports to determine the probable cause of the collision incidents.

The majority of the collisions at the subject intersection occurred while on wet pavement in the eastbound approach lanes. Since January 1999, there have been 53 incidents or on average, 10 collisions per year. However, 40 of the 53 collisions involved eastbound vehicle rear-end type collisions during wet pavement conditions.

Due to the pattern of collisions involving eastbound traffic, it is recommended that an application of dense friction asphalt be used on the eastbound lanes approaching the subject intersection. Dense friction asphalt has the ability to provide enhanced stopping conditions and it allows the road to remain less slippery than normal asphalt during wet weather. It is recommended that approximately 200 metres of the eastbound lanes west of the intersection be paved with this asphalt material. The cost of this application of dense friction asphalt is estimated at \$35,000.

#### **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).

#### **Conclusion**

It is proposed that the eastbound approach lanes at the signalized intersection of Clark Avenue and the entrance into the condominium complexes approximately 130 metres west of Yonge Street be paved with a dense friction asphalt in order to reduce the number of rear end vehicular

collisions. The cost is estimated at \$35,000 and funding for this project should be considered as part of the 2004 Capital Budget deliberations regarding Road Resurfacing, 2004.

**Attachments**

1. Location Map

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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# ATTACHMENT No. 1

