

**COMMITTEE OF THE WHOLE – OCTOBER 24, 2005**

**CORONATION STREET AND VITA ROAD  
ALL-WAY STOP CONTROL AND TRAFFIC CALMING MEASURES**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Coronation Street and Vita Road; and
2. That speed humps not be implemented on Coronation Street in the vicinity of Vita Road.

**Economic Impact**

Not applicable.

**Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Coronation Street and Vita Road, and/or implementing traffic calming on Coronation Street, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on September 12, 2005 Council directed:

**“... that appropriate staff conduct a traffic study to determine the feasibility of installing a three-way stop sign and/or speed hump in the vicinity of the intersection of Coronation Street and Vita Road.”**

Coronation Street and Vita Road are local roadways with 20.0 metre right-of-ways and an existing statutory speed limit of 40 km/h. The existing stop control is located on Vita Road at Coronation Street. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Thursday, September 22, 2005 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- |   |              |
|---|--------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 8% |
| • Warrant 2 – Accident Hazard           | Warranted 0% |
| • Warrant 3 – Sight Restriction         | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement count do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

There are no sight distance restrictions noted at this intersection. There were also no reported vehicle collisions at either intersection. In addition, Vita Road accommodates a very low volume of resident traffic only.

Radar speed studies were conducted on Wednesday, September 21, 2005 from 8:00am to 9:00am and from 4:00pm to 5:00pm on Coronation Street north of Vita Road. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
September 21, 2005	8:00am – 9:00am	North of Vita Road	Northbound	42.8
			Southbound	37.0
September 21, 2005	4:00pm – 5:00pm	North of Vita Road	Northbound	38.1
			Southbound	36.0

The average speeds range from 36 to 43 km/h indicating a high level of compliance with the existing speed limit. As the speed limit is posted at 40 km/h, no changes to the speed limit are recommended. Coronation Street is identified as a primary emergency response route.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - 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, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. Based on the above warrant, the warrant for the installation of speed humps on Coronation Street is not met.

### **Environmental Assessment Act Requirements**

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Coronation Street then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Coronation Street should traffic calming measures be approved informing them of their installation.

### **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).

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

### **Conclusion**

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Coronation Street and Vita Road. It is also recommended that speed humps not be implemented on Coronation Street near Vita Road.

### **Attachments**

1. Location Map

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Respectfully submitted,

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Director of Engineering Services

:MR

# ATTACHMENT No. 1

