

COMMITTEE OF THE WHOLE - NOVEMBER 3, 2008

TRAFFIC STUDY REVIEW OF CLARENCE STREET BETWEEN MEETING HOUSE ROAD AND RUTHERFORD ROAD

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no additional vertical traffic calming measures be installed on Clarence Street between Meeting House Road and Rutherford Road.

Economic Impact

None.

Communications Plan

Not Applicable.

Purpose

To present additional information, as previously directed by Council to review Clarence Street between Meeting House Road and Rutherford Road.

Background - Analysis and Options

At its meeting on May 12, 2008, Council directed:

“The future referenced report include consideration of changed circumstances resulting from the opening of the new fire hall on Islington Avenue.”

The above direction was a further request to the original Council direction of October 22, 2008. Council directed:

- “1. That appropriate staff be directed to update the traffic study review of Clarence Street between Meeting House Road and Rutherford Road in light of any relevant changes in circumstances since the spring of 2004, when data which formed the basis of the report was first collected; and**
- 2. Update traffic study review be brought forward for consideration by the Committee of the Whole on May 5, 2008.”**

Clarence Street is a two-lane, arterial roadway with a paved driving surface of 7.0 metres and a 27.0 metre right-of-way. There are three existing speed humps and one raised crosswalk on Clarence Street between Mounsey Street and Woodbridge Avenue, which were installed in the summer of 2001 as part of the Woodbridge Core Traffic Calming Committee.

The Board of Trade Golf Course is located on both sides of Clarence Street, north of Mounsey Street. There are two pedestrian crossings on Clarence Street north of Mounsey Street to accommodate golfers and Facility workers. Engineering Services staff previously proposed the installation of two speed humps to be located in advance of the pedestrian crossings of the Golf Course, prior to Council's moratorium on vertical traffic calming measures. The two existing pedestrian crossings in the vicinity of the golf course are located as follows: (Refer to Attachment No. 1).

- Approximately 110 metres north of Mounsey Street.
- Approximately 200 metres north of Mounsey Street.

Speed and Volume Data

Utilizing Automated Traffic Recorders (ATR's), staff collected speed and volume data from March 15, 2008 to March 20, 2008. The data covered a 24-hour time period and it is compared to data from spring 2004 in the table below:

LOCATION	DIRECTION	SPEED LIMIT	AVERAGE SPEED	HIGHEST 24 HOUR VOLUME
North of Mounsey St.	Southbound	40 km/h	60 km/h (54 km/h)	2,778 (2,009)
North of Mounsey St.	Northbound	40 Km/h	59 km/h (54 km/h)	2,563 (2,174)

Note: the first number indicates previous study results from March 29, 2004 to April 2, 2004 and the bold number in brackets represents study results from March 15, 2008 to March 20, 2008.

The average speeds were collected on Clarence Street from March 17, 2008 to March 20, 2008. The collected speeds north of Mounsey Street indicates that the average speed still exceeds the speed limit by approximately 10-14 km/h. Based on the above information, one of the warrants for the installation of speed humps (i.e. average speed exceeds the posted speed by 10 km/h or more) on this section of Clarence Street is met. However, as Clarence Street is both an arterial roadway and an emergency vehicle response route, the City's criteria for speed humps would preclude their installation on this section of roadway.

Each pedestrian crossing is defined by transverse pavement markings. The proposed two speed humps would be installed approximately ten metres in advance of each pedestrian crossing to reduce vehicle speeds immediately upstream of each 'Golf Crossing area'. There are also eight warning signs on Clarence Street informing traffic of the potential crossing of pedestrians near the golf course, seven "Watch For Golfers" warning signs and one "Pedestrians Ahead" warning sign.

Clarence Street has been identified as a primary response route by Fire & Rescue Services for their vehicles travelling through Woodbridge and would not support the installation of additional speed humps on Clarence Street.

There are two fire halls located in close proximity of Clarence Street; one station is located on the south side of Woodbridge Avenue west of Kipling Avenue, and another which was recently built on the east side of Islington Avenue, north of Rutherford Road (Refer to Attachment No. 2). The two proposed speed humps would slightly increase the response time and delay of Fire & Rescue Services when attempting to travel through this section of Clarence Street.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

Based on the staff review, it is concluded that no additional vertical traffic calming measures should be installed on Clarence Street between Meeting House Road and Rutherford Road, as this road is a primary response route and two fire halls are located in close proximity.

Attachments

1. Location Map - Speed Hump
2. Location Map – Fire Hall Location

Report prepared by:

Peter Trinh, Senior Traffic Technologist, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

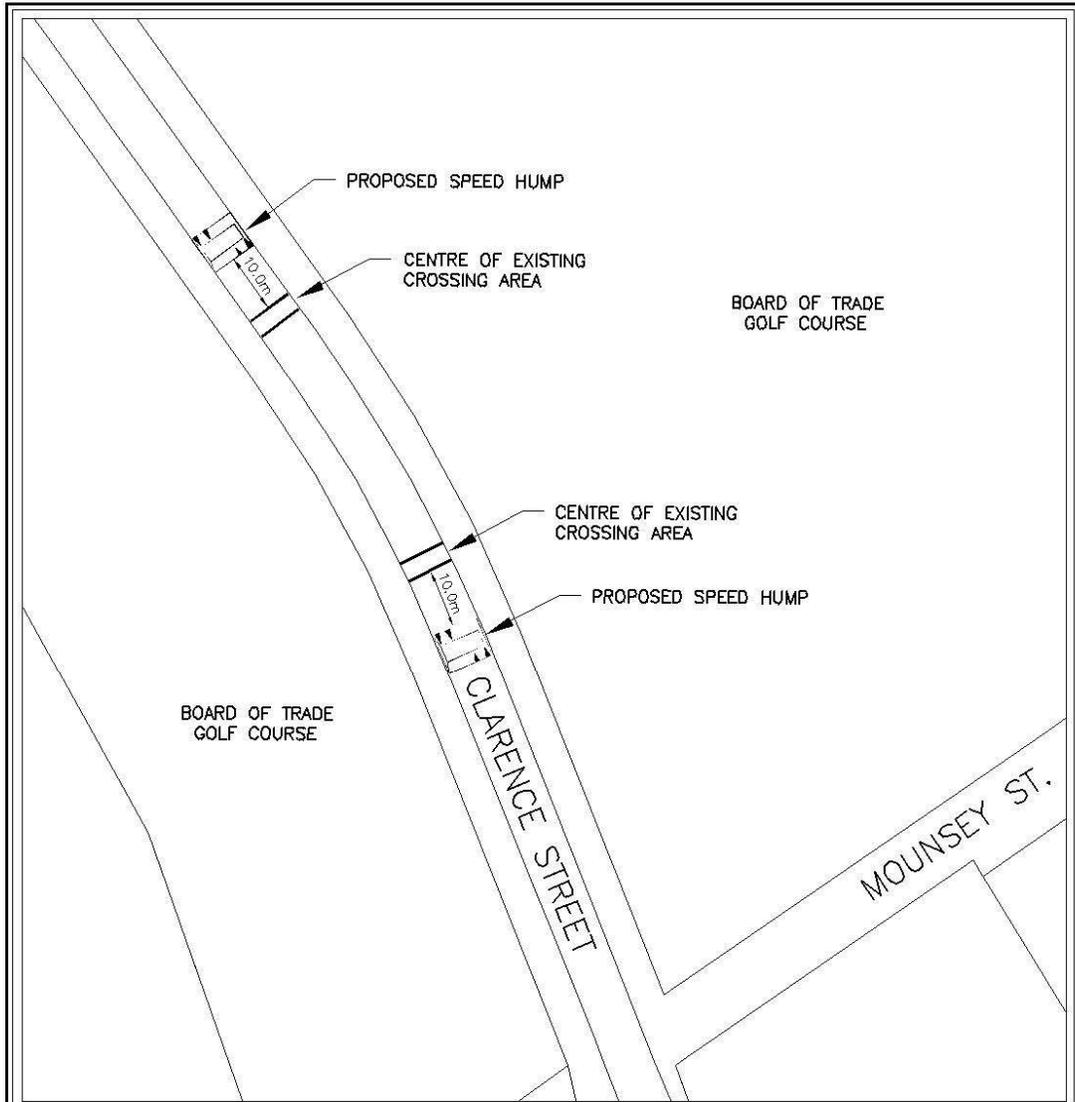
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

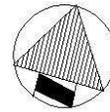
Debbie Korolnek, P. Eng.
Director of Engineering Services

PT:mc

ATTACHMENT No. 1

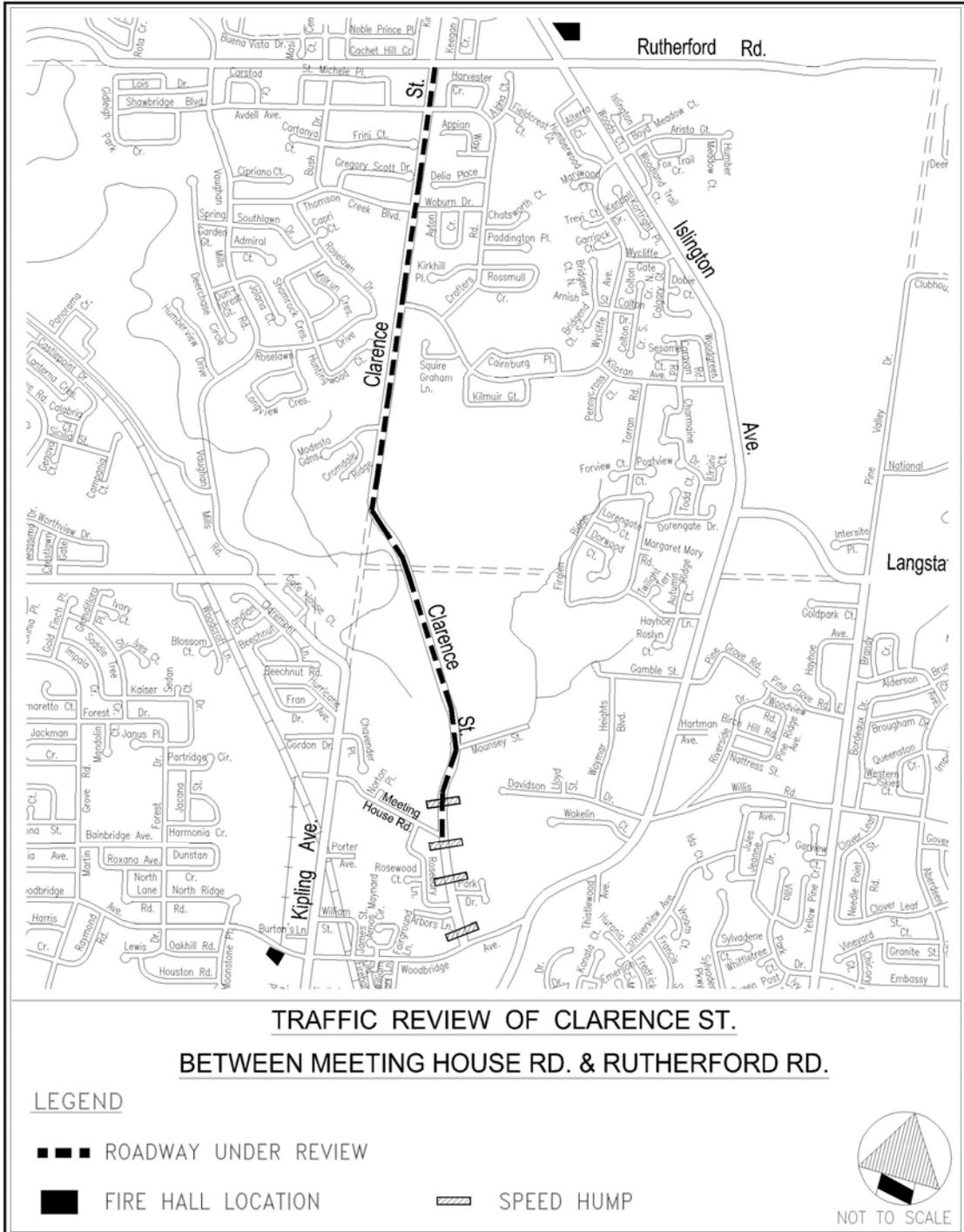


PROPOSED SPEED HUMPS



NOT TO SCALE

ATTACHMENT No. 2



Drawing name: O:\Engineering Services\Design Services\Traffic Drafting\TRAFFIC\Peter Trinh\CLARENCE ST. Fire Hall location.dwg