

COMMITTEE OF THE WHOLE – MAY 6, 2002

WESTON DOWNS NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN

Recommendation

The Commissioner, Development Services recommends:

1. That the Weston Downs Phase 1B traffic calming plan be implemented with the exception of the speed humps at Locations #1 and #7 and that the remaining 5 speed humps on Velmar Drive be constructed as planned (Locations #2, 3, 4, 5 and 6) in accordance with the desire of the majority of Velmar Drive residents responding to the City's notification;
2. That a raised pedestrian crosswalk be constructed on the north approach of the Velmar Drive and Village Green Drive/Orr Avenue intersection; and
3. That allway stop controls be removed at the following intersections:
 - Velmar Drive and Blackburn Boulevard
 - Velmar Drive and Flushing Drive (S)
 - Velmar Drive and Flushing Drive (N)

Purpose

To report on the responses of the notifications received from the residents of Velmar Drive regarding the proposed traffic calming measures.

Background - Analysis and Options

At its meeting on January 28, 2002 Council directed staff:

“That Clauses 1 and 2 of the recommendation be deferred pending notification to residents of Velmar Drive advising them of the proposed Velmar Drive traffic calming measures, and that the notification contain a provision for residents to submit their responses in writing by a deadline date.”

Clauses 1 and 2 as stated above are provided below.

1. That the portion of the Weston Downs Neighbourhood Traffic Management Plan discussed at the community meeting on November 29, 2001 as it pertains to Velmar Drive be approved and proceed to construction in the spring of 2002;
2. That the allway stop controls at the intersection of Velmar Drive and Blackburn Boulevard, and at the north and south intersections of Velmar Drive and Flushing Avenue be removed as per the original Traffic Management Plan.

Traffic Management Plan

The Traffic Management Plan as proposed for the Velmar Drive portion of plan included seven speed humps at the following locations:

1. In front of #39/#45 Velmar Drive;
2. In front of #63/#69 Velmar Drive;
3. In front of #150/#153 and #158/#161 Velmar Drive;

4. In front of #249/#255 Velmar Drive;
5. On the side yard of #1 Radley Street;
6. In front of #440/#446 Velmar Drive;
7. In front of #548/#554 and #547/#553 Velmar Drive.

The plan also included the removal of three all-way stop controls and replacement with side street stop control at the following intersections:

- Velmar Drive/Blackburn Boulevard;
- Velmar Drive/Flushing Avenue north intersection;
- Velmar Drive/Flushing Avenue south intersection.

Results of the Survey

The completed surveys were to be returned to the City no later than March 28, 2002. There were 137 surveys mailed to the residents of Velmar Drive and 64 responses were received. All the 64 survey responses were returned by mail (self addressed envelope) or facsimile.

The result of each speed hump location is indicated below.

	Agreed with the Location	Disagree with the Location	No Comment	Total
1. In front of #39/#45 Velmar Drive	41	18	5	64
2. In front of #63/#69 Velmar Drive	44	17	3	64
3. In front of #150/#153 and #158/#161 Velmar Drive	41	19	4	64
4. In front of #249/#255 Velmar Drive	38	23	3	64
5. On the side yard of #1 Radley Street	41	19	4	64
6. In front of #440/#446 Velmar Drive	44	15	5	64
7. In front of #548/#554 and #547/#553 Velmar Drive	39	21	4	64

The result for the removal of each allway stop control is indicated below.

	Agreed	Disagreed	No Comment	Total
Velmar Drive and Blackburn Boulevard	26	33	5	64
Velmar Drive and Flushing Avenue (south)	27	32	5	64
Velmar Drive and Flushing Avenue (north)	30	30	4	64

With removal of the allway stop controls, Velmar Drive would be a through street at these intersections and the stop controls would remain on the Blackburn and Flushing (north and south) legs of the intersections

It should be recognized that the existing allway stop controls will not meet the Provincial warrant due to the low side street volumes. The Engineering Department does not recommend the use of unwarranted stop signs.

Although it is not always possible to obtain an unanimous agreement from the homeowners for the construction of speed hump in front of their houses, it is noted in reviewing the survey responses that none of the abutting homeowners at locations #1 and #7 agree with the speed hump in front of their houses. Accordingly, it is proposed to not construct speed humps at these locations. It is proposed to construct a raised pedestrian crosswalk on the north approach of the Velmar/Village Green/Orr intersection to help offset the elimination of location #1. The crosswalk

will be incorporated with the design of the centre median approved at this location as part of the Weston Downs North Task Force.

Conclusion

It is recommended that the portion of the Weston Downs Neighbourhood Traffic Management Plan as it pertains to Velmar Drive be approved with the exception of speed hump at locations #1 and 7 and that the remaining 5 speed humps proceed to construction in 2002. A raised pedestrian crosswalk is proposed on the north leg of the Velmar/Village Green/Orr intersection. The allway stops on Velmar at Blackburn, Flushing (N) and Flushing (S) are recommended to be removed.

Attachments

1. Recommended Traffic Management Plan

Report prepared by

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Respectfully submitted,

FRANK MIELE
Commissioner, Development Services

Bill Robinson, P. Eng.
Executive Director of City Engineering
and Public Works

MD/mp

ATTACHMENT No. 1

