

COMMITTEE OF THE WHOLE – OCTOBER 7, 2002

AIRDRIE DRIVE TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Airdrie Drive Traffic Committee plan proposal be approved, with the exception of the two allway stop controls and the two speed humps proposed on Chancellor Drive; and
2. That funds in the amount of \$46,000 for the implementation of the plan proposal without the speed humps on Chancellor Drive (or \$65,000 with patterned concrete speed humps on Chancellor Drive) be drawn from the 2001 Capital Budget (Traffic Calming, Project No. 1203-2).

Purpose

To report on the Airdrie Drive Traffic Committee Plan proposal, and the speed humps proposed on Chancellor Drive.

Background - Analysis and Options

The Airdrie Drive Traffic Committee plan proposal was presented to Committee of the Whole at its meeting of August 19, 2002 by the Chair of the Airdrie Drive Traffic Committee in an attempt to address concerns with vehicle speeds and stop sign compliance in the area. The traffic committee area is bounded by Ansley Grove Road to the east, Chancellor Drive to the south, Pine Valley Drive to the west and Langstaff Road to the north. Refer to Attachment No. 1.

A proposal for two speed humps on Chancellor Drive between Pine Valley Drive and Aberdeen Avenue was presented in a deputation to Committee of the Whole at the same meeting by a resident of Chancellor Drive for inclusion in the Airdrie Drive Traffic Committee plan proposal.

Public Participation

The initial public meeting of the Airdrie Drive Traffic Committee was held on March 27, 2001. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on May 15, 2002. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The residents were generally in favour of the proposals, but some wanted amendments to the plan. Rather than hold a further public meeting it was decided to distribute a survey to all residents in the traffic committee area to get their feedback on the amendments. The surveys were mailed out, and were received by June 28, 2002. The response rate was about 10 percent. The results of the survey have been incorporated into the proposed Airdrie Drive Traffic Committee plan.

A raised crosswalk has also been incorporated into the plan on Alliston Road as a result of a meeting held on July 9, 2002, between Ward 3 Councillor Bernie DiVona and residents of Alliston Road.

Traffic Calming Plan - General

There are six existing allway stop controls at the following intersections within the Airdrie Drive Traffic Committee area:

- Aberdeen Avenue and Andrea Lane;
- Aberdeen Avenue and Alliston Road;
- Aberdeen Avenue and Ashcroft Court;
- Aberdeen Avenue and Queenston Crescent/Misty Meadow Drive;
- Airdrie Drive and Alliston Road; and
- Misty Meadow Drive and Twinberry Crescent (west).

The existing posted speed limit is 40 km/h on Aberdeen Avenue, Alderson Avenue, Airdrie Drive and Misty Meadow Drive. St. Francis of Assisi Catholic School is located on the north side of Aberdeen Avenue west of Alliston Road.

The traffic management plan as originally proposed by the Traffic Committee consisted of three speed humps, one raised crosswalk and one allway stop. As a result of feedback from the surveys two speed humps were added to the plan, one was removed, and an allway stop control was added. As a result of the meeting with residents of Alliston Road one raised crosswalk was added to the plan. Staff undertook field reviews to determine locations for the traffic calming measures that would be feasible.

Speed humps can be placed at the following locations:

- Airdrie Drive, between #39/40 and #44/45 Airdrie Drive;
- Airdrie Drive, between #107/108 and #112/113 Airdrie Drive;
- Airdrie Drive, east of #300 Airdrie Drive; and
- Andrea Lane, between #99/100 and #101/102 Andrea Lane.

Raised crosswalks can be placed at the following locations:

- Alliston Road, between #32 and #38 Alliston Road at the walkway to St. Francis of Assisi Catholic School; and
- Aberdeen Avenue, at the existing school crossing at the south property limit of St. Francis of Assisi Catholic School at the walkway to Marco Park.

It has been assumed that the four speed humps will be constructed completely of asphalt and the two raised crosswalks will have patterned concrete tops. If the four speed humps are constructed with patterned concrete tops as well, then the estimated cost of this plan would increase by \$12,000.

Allway stop controls are proposed at the following intersections:

- Alderson Avenue and Airdrie Drive; and
- Misty Meadow Drive and Twinberry Crescent (east).

These allway stop controls are not technically warranted in terms of traffic volumes, and staff cannot recommend their installation. However, should Council wish, they may be installed without adversely impacting traffic operations.

As its meeting of December 18, 2001, Council approved a moratorium on the implementation of traffic calming measures, with the exception of those in existing traffic committees. As the Airdrie Drive Traffic Committee was formed in December 2000, it is exempt from the moratorium.

Chancellor Drive Speed Humps

Chancellor Drive was reconstructed between Pine Valley Drive and Aberdeen Avenue this past summer. As part of the reconstruction a road narrowing was incorporated into the design at the Jersey Creek crossing. The road narrowing was approved by Council in response to concerns with speeding expressed by residents at a community meeting held in October 2000.

A petition from residents in the area was forwarded to Ward 3 Councillor Bernie DiVona on July 10, 2002. The petition requested that the Airdrie Drive Traffic Committee be expanded to include "two concrete speed humps on Chancellor Drive between Pine Valley Drive and Aberdeen Avenue." Staff undertook field reviews to determine locations for the speed humps that would be feasible.

Speed humps can be placed at the following locations:

- Chancellor Drive, between #609/610 and #613/616 Chancellor Drive; and
- Chancellor Drive, between #672/678 and #675 Chancellor Drive.

The Engineering Department does not support the installation of speed humps on this section of Chancellor Drive. Prior studies have indicated that that traffic speeds are not excessive, and are consistent with this type of street. In addition, this section of Chancellor Drive is a York Region Transit route, and is considered by the Fire Department to be a primary emergency response route.

Should speed humps be installed, the estimated cost of two speed humps constructed entirely out of asphalt is \$10,000. Should they be constructed out of asphalt and patterned concrete, as requested by the Chancellor Drive residents, then the estimated cost is \$16,000.

Bordeaux Drive Connection

In the future Bordeaux Drive will be continuous between Alderson Avenue and Chancellor Drive, with a three-way intersection at Brougham Drive. Should Council wish, an allway stop control may be installed at the intersection at the time the connection is made to mitigate potential concerns with speeding. The allway stop would not adversely impact traffic operations.

The Year 2001 Capital Budget has \$1,700,000 remaining for the implementation of traffic calming projects. To date, the following Traffic Management Plans and projects that will be funded from the \$1,700,000 have been approved and total approximately \$605,000:

- Chancellor Community Centre speed humps, estimated cost of \$30,000;
- Hilda/Pinewood intersection modifications, estimated cost of \$85,000;
- Vaughanwood South Neighbourhood, estimated cost of \$50,000;
- Weston Downs North, estimated cost of \$120,000;
- Belview Avenue speed hump, estimated cost of \$12,000;
- Maple Landings Neighbourhood, estimated cost of \$140,000;
- Rosedale Heights, estimated cost of \$42,000;
- Alberta Drive speed hump, estimated cost of \$10,000;
- Weston Downs Phase 1B (Velmar Drive), estimated cost of \$70,000; and
- Arnold Avenue, actual cost of \$46,000.

Conclusion

The Engineering Department recommends for approval the Airdrie Drive Traffic Committee plan proposal, with the exception of the two allway stop controls and the two speed humps proposed on Chancellor Drive. The estimated cost of \$46,000 without the speed humps on Chancellor

Drive (or \$65,000 with patterned concrete speed humps on Chancellor Drive) includes taxes, contingency allowance and associated traffic signs and pavement markings.

Should Council wish, an allway stop control may be installed at Bordeaux Drive and Brougham Drive once the intersection is constructed without adversely impacting traffic operations.

Attachments

1. Location Map
2. Chancellor Drive Petition (Mayor and Members of Council only)

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Respectfully submitted,

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Commissioner of Engineering and Public Works

ATTACHMENT No. 1

