

## **COMMITTEE OF THE WHOLE – JUNE 2, 2003**

### **VAUGHAN MILLS ROAD OPERATIONAL SAFETY REVIEW**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information;
2. That the draft report entitled “Vaughan Mills Road – Roselawn Drive to Langstaff Road Operational Safety Review” by SRM Associates Ltd. dated May 17, 2003, be received;
3. That the necessary by-law be enacted to prohibit parking any time on the west side of Vaughan Mills Road from 308 Vaughan Mills Road to Humberview Drive; and
4. That a public meeting be held on the implementation of three speed humps on Vaughan Mills Road, and that should the humps be endorsed a Notice of Completion be posted in two separate editions of the Vaughan Citizen as per the Environmental Assessment Act, and the speed humps be constructed as soon as possible.

#### **Purpose**

To report on the results of an operational safety review conducted by a transportation consultant for Vaughan Mills Road between Roselawn Drive and Langstaff Road.

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

The Vaughan Mills Road bridge was opened in December 2002, making Vaughan Mills Road continuous between Rutherford Road and Langstaff Road. Refer to Attachment No. 1. Since then collisions along the road, particularly the section near the bridge and at the curves north of Langstaff Road, have increased substantially. In February 2003 Ward 2 Councillor Linda Jackson requested that a traffic review be conducted. In response to the growing concerns, Council further directed that an operational safety review be conducted by a transportation consultant between Roselawn Drive and Langstaff Road.

The review is summarized in the report “Vaughan Mills Road – Roselawn Drive to Langstaff Road Operational Safety Review” dated May 17, 2003. In the report, the consultant confirmed that a combination of excessive speeds, a steep roadway grade, a tightly curved alignment and the increased spacing of stop controlled intersections near the Humber River are creating traffic safety problems evident in single motor vehicle crashes, erratic maneuvers and a general uneasiness of residents. In response, the following measures have been recommended along Vaughan Mills Road:

1. Narrow the lanes from just east of Humberview Drive southeast to Royalpark Way by placing pavement markings in conjunction with pavement reflectors either offset from the edge of pavement or as a median. Alternatively, a mountable concrete median could be installed, but at a much higher cost.
2. Construct speed humps between residences #36 and #40, between residences #92 and #98, and just south of the Humber River Bridge.
3. Improve guidance to motorists through upgraded signage (steep grade, hidden intersection, speed advisory) and relocation of deficient signs between Roselawn Drive and Humberview Drive.
4. Designate a no parking zone from residence #308 to Humberview Drive to improve the visibility of the intersection.

5. Place limestone slab boulders offset 3 metres from the travelled way on the corners at Humberview Drive to add roadside protection for these residences.
6. Relocate the postal boxes away from the steep hill at Humberview Drive or completely off Vaughan Mills Road.
7. Install stop bars at the intersection of Royalpark Way.

These measures can effectively influence the majority of competent motorists and increase safety for them and other road users; however, it should be recognized that in some cases enforcement is the only effective deterrent to reckless operation of a motor vehicle. In such cases, no amount of engineering can offset a total lack of motorist vigilance.

Engineering Department staff have been working with the consultant to expedite the implementation of the recommended measures. The warning signage along Vaughan Mills Road is already in the process of being upgraded, and stop bars will be painted at the intersection of Royalpark Way as part of the annual Pavement Marking Contract. The Pavement Marking Contract was recently awarded by Council and the contractor has started work. Staff will have the contractor undertake the work on Vaughan Mills Road as soon as possible. It would be possible to narrow the lanes near Humberview Drive using paint and designate a no parking zone as part of the Pavement Marking Contract as well. Provision for the installation of pavement reflectors was included in another contract.

Engineering Department staff recommend that limestone slab boulders not be installed on the corners at Humberview Drive at this time, and that the location be monitored once the remaining measures are implemented to determine if they are necessary.

Canada Post has been contacted about relocating the postal boxes at Humberview Drive, and is expected to do so within a couple of weeks.

For three speed humps to be constructed on Vaughan Mills Road it will be necessary to follow the Environmental Assessment Act and hold a public meeting to consult with the neighbourhood, and post a Notice of Completion in two separate editions of the Vaughan Citizen. Should the public endorse the speed humps, and no requests for a Part II Order in objection to the speed humps be received within 30 days, it may be possible to construct them as part of a Traffic Calming Contract in 2003. The estimated cost for the speed humps is \$30,000, funds for which could be drawn from the 2001 Capital Budget (Traffic Calming, Project No. 1203-2).

### **Conclusion**

It is recommended that this report be received for information, and that the draft report entitled "Vaughan Mills Road – Roselawn Drive to Langstaff Road Operational Safety Review" by SRM Associates Ltd. dated May 17, 2003, be received. It is recommended that the necessary by-law be enacted to prohibit parking any time on the west side of Vaughan Mills Road from 308 Vaughan Mills Road to Humberview Drive. Finally, it is recommended that a public meeting be held on the implementation of three speed humps on Vaughan Mills Road, and that should the humps be endorsed a Notice of Completion be posted as per the Environmental Assessment Act, and the speed humps be constructed as soon as possible.

### **Attachments**

1. Location Map
2. Draft Report, "Vaughan Mills Road – Roselawn Drive to Langstaff Road Operational Safety Review" (Mayor and Members of Council only)

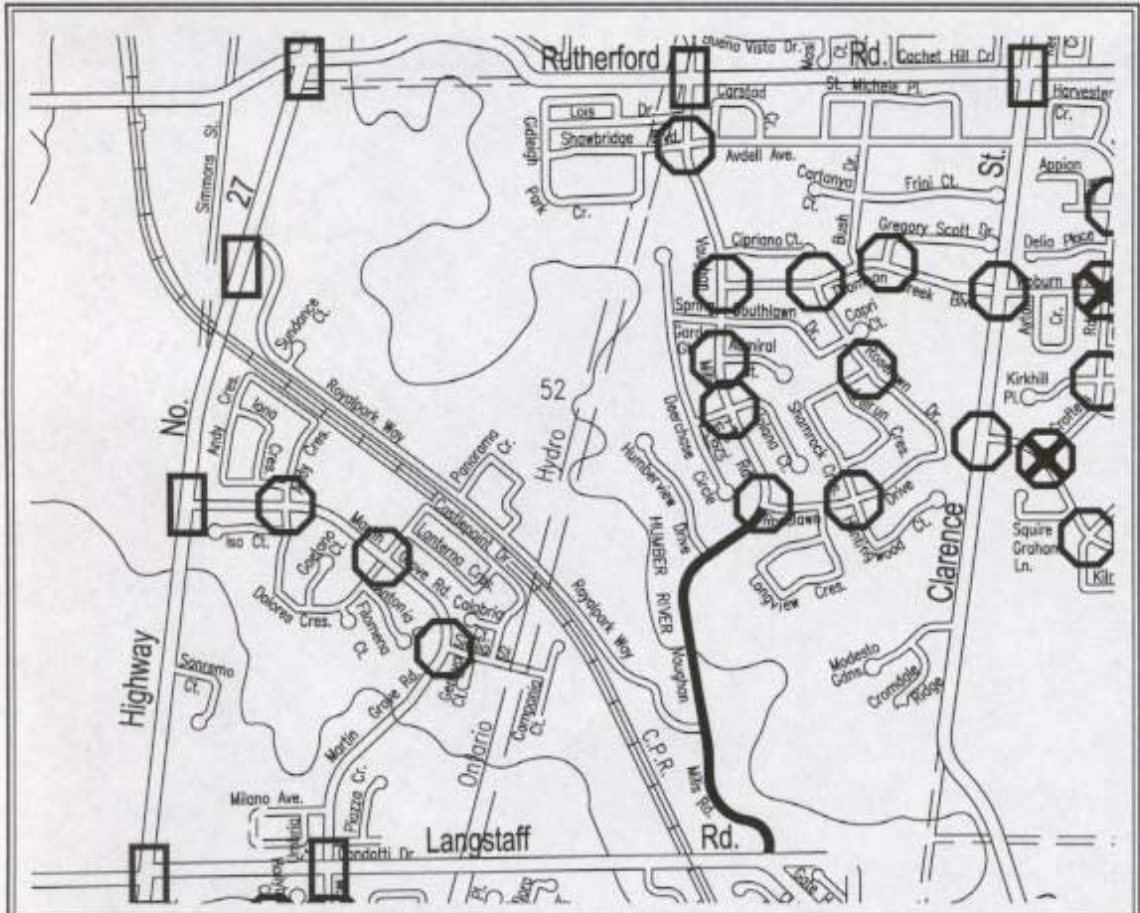
### **Report prepared by**

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Respectfully submitted,





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

# ATTACHMENT No. 1



## AREA UNDER STUDY

### LEGEND

-  PROPOSED ALLWAY STOP CONTROL
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ADULT SUPERVISED SCHOOLCROSSING



NOT TO SCALE

CITY OF VAUGHAN - ENGINEERING DEPARTMENT

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