

COMMITTEE OF THE WHOLE – DECEMBER 8, 2003

BARRHILL ROAD AND VICINITY NEIGHBOUROOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Barrhill Road and Vicinity Neighbourhood Traffic Committee plan proposal be approved subject to funding approval in the 2004 Capital Budget, with the exception of the proposed allway stop control at the intersection of Barrhill Road and Largo Crescent / Patna Crescent (south intersection);
2. That subject to funding approval an additional speed hump to be located between properties #563 and #567 Barrhill Road be approved; and
3. That funds in the amount of \$73,000 for the implementation of the plan proposal with asphalt centre medians (or \$80,000 with colour impressed concrete and raised planters on the centre medians) be considered as part of the 2004 Capital Budget deliberations as all available funds in the 2001 Capital Budget (Traffic Calming Project No. 1203-2) have been used.

Purpose

To report on the Barrhill Road and Vicinity Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

The Barrhill Road and Vicinity Neighbourhood Traffic Committee final plan proposal was brought to the attention to the Committee of the Whole meeting of September 15, 2003 by Regional Councillor Mario Ferri. The traffic committee area is bounded by Keele Street on the west, the GO Rail tracks to the east, Rutherford Road to the south and the north limit of the subdivision. (Refer to Attachment No. 1).

Public Participation

The initial public meeting of the Barrhill Road and Vicinity Neighbourhood Traffic Committee was held on January 23, 2003. 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 September 4, 2003. The Traffic Committee, with the assistance of Engineering Department Staff, introduced the traffic calming proposals for the neighbourhood to the residents. There were 107 residents in attendance. In addition, 30 residents had submitted their comment on the final plan proposal through telephone contact or e-mail contact with City Staff.

A majority of the residents (88%) were in favour of the final plan, subject to minor changes as outlined below. A review of these proposals is included later in the report.

- The original plan showed a raised crosswalk on Fieldgate Drive west of Viva Court at a neighbourhood walkway that runs adjacent to the watercourse. At the meeting, the residents in attendance voted to have this traffic calming measure changed to a speed hump and to be located west of the neighbourhood walkway. This speed hump is adjacent to open space and undeveloped road frontage.

- Commuter peak period intersection turn prohibitions were proposed at three internal neighbourhood intersections. These turn prohibitions were proposed as a measure to prevent a common neighbourhood cut-through traffic pattern. That pattern primarily involves traffic going to and from the Rutherford Road GO Train Station. At the meeting, the residents voted to eliminate the proposed intersection turn prohibitions from the traffic calming committee's final plan.

Traffic Calming Plan - General

There are six existing allway stop controls at the following intersections within the Barrhill Road and Vicinity Traffic Committee area:

- Barrhill Road and Sherbourne Drive;
- Barrhill Road and Marlott Road;
- Barrhill Road and Ridgefield Crescent / Butterfield Crescent;
- Fieldgate Drive and Di Carlo Drive;
- Barrhill Road and Fieldgate Drive / Silver Arrow Crescent; and
- Barrhill Road and Ardwell Crescent (south intersection)

The existing posted speed limit is 40 km/h on Barrhill Road and the remainder of the neighbourhood streets have statutory 50 km/h speed limits. There is an existing school crossing guard on Barrhill Road in front of Our Lady of Peace School.

Painted road narrowings have been installed on Barrhill Road to have a traffic calming effect. Speed studies done after the road narrowing edge lines were installed demonstrate that it reduces the average speed of motorists by 3 to 4 kilometres per hour.

Staff undertook field reviews to determine locations that would be feasible for the additional traffic calming measures proposed.

Speed humps can be placed at the following locations:

- Barrhill Road, between #49 and #53;
- Barrhill Road between #258 and #262 across from Reeves Park;
- Barrhill Road midway between the Foxhill Drive and Valleyway Crescent intersection;
- Barrhill Road between #471 and #477;
- Fieldgate Drive between #136 / # 140 and #135 / #141; and
- Fieldgate Drive between Dina Road and Viva Court by open space watercourse land.

Painted road narrowing pavement markings can be installed along Fieldgate Drive. This would be similar to those markings that have already been used along Barrhill Road. This change is intended to have a similar effect of lowering the average traffic speed on Fieldgate Drive.

There are two raised centre intersection medians proposed for the Barrhill Road at Fieldgate Drive intersection. The centre medians would be located on the north and south approaches. Also, it is proposed to install flush to grade colour impressed concrete crosswalks on all four approaches of the intersection.

There are two design alternatives regarding the raised centre intersection medians. The medians could be provided with an asphalt surface or the medians can be constructed with texturized colour impressed concrete accompanied by two metal planter boxes at each end of the median. The additional cost is \$7,000. If Council wishes to pursue the coloured impressed concrete top with raised planter boxes the design would be similar to those that already exist in the Maple area.

Proposed Allway Stop - Barrhill Road and Largo Crescent \ Patna Crescent (south intersection)

Staff conducted a traffic study on October 15, 2003 at the intersection. The results of the study indicate that the Provincial Allway Stop Warrant is not met. The intersection meets only 53% of the minimum traffic volume required to warrant consideration of an allway stop control.

Subsequent to the September 4, 2003 final public meeting a complaint was received from the resident at the intersection's southeast corner or #584 Barrhill Road. The resident is concerned that an allway stop would introduce routine traffic queues in front of the home. Only two vehicles queued back from the northbound stop sign would block use of the resident's driveway. The driveway would be minimally offset from the northbound stop sign and queued traffic would interfere with access availability. A similar situation would result for the homeowner at #571 Barrhill Road or the northwest corner of the intersection during the morning peak period southbound traffic flow.

Further to staff's investigation of this area, it was identified that an alternative traffic calming measure would be feasible on the nearby portion of Barrhill Road. Mr. Dan Frustaglio, co-chair of the Barrhill Road and Vicinity traffic calming committee contacted the homeowners at #563 and #567 Barrhill Road to determine if there is an agreement to install an additional seventh speed hump by their homes and adjacent to their driveways. The homes are located between the north and south intersections of Barrhill Road and Largo Crescent / Patna Crescent. There are side lot frontages for the homes located on the east side of this block of Barrhill Road. Therefore, only the west side homes will be affected by the nearby proposed speed hump. Mr. Frustaglio has confirmed the homeowners at #563 and #567 Barrhill Road agree with the additional speed hump. This is a supplemental traffic calming measure considered over the installation of an unwarranted allway stop control.

Staff realizes that the allway stop control is proposed to assist Largo Crescent and Patna Crescent residents entering Barrhill Road. A speed hump controls the speed of Barrhill Road traffic and it would tend to increase the vehicle gap pattern at the two nearest intersections. Staff recommends the additional speed hump and prefers that it be accepted as a minor change to the traffic calming plan. The \$3,000 cost for this additional item is included in the cost estimate.

Traffic Infiltration Issues and the Proposed Use of Intersection Turn Prohibitions

Concerns have been expressed by the residents within the subject neighbourhood regarding traffic infiltration caused by vehicles traveling to and from the GO Train station located on the southeast corner of Rutherford Road and Westburne Drive / Barrhill Road. Transportation Staff conducted traffic infiltration studies which concluded that approximately 65% of motorists using Barrhill Road and Fieldgate Drive during the commuter peak periods are originating outside the neighbourhood.

In an attempt to prevent the traffic infiltration problem, some residents requested the implementation of intersection turn prohibitions. The turn prohibitions or through movement prohibitions were proposed for intersections onto Keele Street and Rutherford Road. Region of York Staff advised they oppose the intersection turn or through movement restrictions due to the negative traffic impact it would create for vehicle travel by the neighbourhood residents.

In order to obtain public comment on the possible use of intersection turn prohibitions at intersections within the neighbourhood, the working committee included the following items to be discussed at the final meeting. The proposals were sent to all neighbourhood residents prior to the September 4, 2003 Public Meeting and they are outlined below:

- No Right Turn eastbound at Dicarlo Drive and Fieldgate Drive 6:00am to 9:00am Mon.-Fri.
- No Right Turn eastbound at Barrhill Road and Fieldgate Drive 6:00am to 9:00am Mon.-Fri.

- No Left Turn northbound at Di Carlo Drive and Barrhill Road Road 4:00pm to 7:00pm.
- No Left Turn northbound at Fieldgate Drive and Barrhill Road 4:00pm to 7:00pm.

Additional comments were received from residents via telephone, e-mails and meeting discussion. It was noted that any proposed turn prohibitions is not acceptable to the residents. At the public meeting, 97 voted against and 6 voted for the intersection turn prohibitions. Based on the vote at the meeting and the additional feedback from the residents who phoned or e-mailed Transportation Staff, the turn prohibitions are not being proposed as part of the plan.

The Region of York has been requested to assess the possibility of installing a second left turn lane from Westburne Drive onto Rutherford Road and/or install a second exit onto Rutherford Road or Keele Street to help alleviate the excessive traffic back-up from the Rutherford GO station parking lot.

Emergency Services Comments on the Final Plan

The final plan was provided to the Vaughan Fire and Rescue Services for their comment. The Fire Department had concerns with the use of speed humps on a primary emergency response route such as Barrhill Road and Fieldgate Drive. However, with Station 72 located just north of the Keele Street and Rutherford Road intersection and upon further review, the emergency service concerns are not as severe. The Barrhill Road and Vicinity neighbourhood would continue to have adequate emergency response times having the speed hump locations proposed in this plan.

Neighbourhood Traffic Committee Summary

The Year 2001 Capital Budget assigned \$1,700,000 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 they total approximately \$1,609,000:

- Alberta Drive Traffic Committee, estimated cost of \$9,600;
- Arnold Avenue Traffic Committee, estimated cost \$48,050;
- Airdrie Drive Traffic Committee, estimated cost \$35,600;
- Belview Avenue – Speed Hump near Fiori Drive, estimated cost \$8,900;
- Brownridge Drive Neighbourhood Traffic Committee, estimated cost \$138,900;
- Crossroads Neighbourhood Traffic Committee, estimated cost \$27,150;
- Flamingo Road Traffic Committee; estimated cost \$34,720;
- Forest Drive / Bainbridge Avenue Traffic Committee, estimated cost \$10,420;
- Glen Shields Speed Humps, estimated cost \$7,400;
- Hilda Avenue / Pinewood Drive, estimated cost \$113,610;
- Historic Maple Traffic Committee, estimated cost \$86,300;
- Joseph Aaron Area, estimated cost \$28,000;
- Kleinburg Area, estimated cost \$35,850;
- Maple Landings Area, estimated cost \$92,630;
- Maple Springs – Cunningham Drive / Melville Avenue, estimated cost \$33,700;
- Maple Springs Phase I Traffic Committee, estimated cost \$161,300;
- Morning Star / Mapes Avenue, estimated cost \$58,950;
- Mullen Drive Traffic Committee, estimated cost \$52,990;
- Pinewood / Crestwood Area, estimated cost \$52,900;
- Rosedale Heights Neighbourhood, estimated cost \$22,320;
- Thompson Creek Neighbourhood, estimated cost \$11,780;
- Torii Street Speed Hump, estimated cost \$4,500;
- Thornhill Woods (Westmount / Wilshire), estimated cost \$151,000;
- Vaughanwood South, estimated cost \$21,900;
- Weston Downs: Phase 1, estimated cost \$85,380;
- Weston Downs: North Neighbourhood, estimated cost \$75,050;

- Woodbridge Core Area, estimated cost \$73,650;
- York Hill Boulevard, estimated cost \$64,420;
- Miscellaneous Traffic Calming, estimated cost \$61,750.

Environmental Assessment Act Requirements

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

Should traffic calming measures be approved by Council for installation in the Barrhill Road and Vicinity Neighbourhood the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published on the City Page in two separate editions of the Vaughan Citizen. The Notice is the means by which individuals or agencies are informed they have 30 days to request a Part II Order in objection to the project.

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

Conclusion

The Engineering Department recommends for approval the Barrhill Road and Vicinity Neighbourhood Traffic Committee plan proposal, with the exception of the allway stop control proposed for the Barrhill Road and Patna Crescent / Largo Road (south intersection). The estimated cost of \$73,000 or the alternate plan of \$80,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

Mike Gough, Senior Transportation Technologist, ext. 8784
Mike Dokman, Acting Transportation Supervisor ext. 8031

Respectfully submitted,

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

Michael Won, P. Eng.
Director of Development/Transportation
Engineering

MG/fc

ATTACHMENT No. 1
BARRHILL ROAD & VICINITY
TRAFFIC CALMING COMMITTEE
PROPOSED TRAFFIC CALMING MEASURES

