

COMMITTEE OF THE WHOLE – FEBRUARY 17, 2003

MAPLE SHERWOOD RATEPAYERS TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Maple Sherwood Ratepayers Traffic Committee plan proposal be approved with the exception of the allway stop control proposed at the intersection of Greenock Drive and Knightswood Ave;
2. That the proposed speed humps be constructed entirely out of asphalt, and the raised crosswalks be constructed out of coloured impressed concrete, as per the Traffic Calming Standard Drawings presented at the Committee of the Whole (Working Session) of January 14, 2003, and that the speed humps not be constructed out of interlocking brick as requested at the final public meeting; and
3. That funds in the amount of \$105,000 for the implementation of the plan proposal be drawn from the 2001 Capital Budget (Traffic Calming, Project No. 1203-2).

Purpose

To report on the Maple Sherwood Ratepayers Traffic Committee Plan.

Background - Analysis and Options

The Maple Sherwood Ratepayers Traffic Committee plan proposal was presented to Committee of the Whole at its meeting of November 18, 2002 by the Chair of the Maple Sherwood Ratepayers Traffic Committee in an attempt to address concerns with vehicle speeds, cut through traffic and stop sign compliance in the area. The traffic committee area is bounded by Keele Street to the east and Rutherford Road to the south. Refer to Attachment No. 1.

Public Participation

The initial public meeting of the Maple Sherwood Ratepayers Traffic Committee was held on January 10, 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 September 18, 2002. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. There were 14 votes received by telephone or e-mail and 13 votes were in favour of the plan and 1 against the plan. There were 35 residents in attendance and 31 votes in favour of the plan and 4 against the plan. The total votes in favour of the plan were 44 (90%) and there were 5 votes not in favour of the plan.

Traffic Calming Plan - General

The existing posted speed limit is 40 km/h on Greenock Drive, Cromwell Road and Knightswood Avenue. There are 5 existing allway stop controls at the intersections of:

- Greenock Drive/Largs Gate;
- Greenock Drive/Castlehill Road;
- Greenock Drive/Cromwell Road;

- Cromwell Road/Empress Road/Pentland Crescent; and
- Knightswood Avenue/Tarbert Road/Findhorn Crescent.

There is an existing school crossing guard on the east side of the Cromwell Road/Empress Road/Pentland Crescent intersection.

The traffic management plan as originally proposed by the Traffic Committee consists of five asphalt speed humps, two coloured impressed concrete raised crosswalks, two coloured impressed concrete at-grade crosswalks, nine curb bump-outs, painted road narrowings and one allway stop control.

Speed Humps and Raised Crosswalks

Speed humps can be placed at the following locations:

- Knightswood Avenue, in front of #52 Knightswood Avenue, side yard #1 Gardi Court;
- Knightswood Avenue, in front of #158 Knightswood Avenue, side yard #1 Arisaig Drive;
- Empress Road, opposite properties #37/#40 Empress Road;
- Pentland Crescent, opposite properties #87/#88 Pentland Crescent; and
- Cromwell Road, opposite #119/#120 Cromwell Road.

Raised crosswalks can be placed at the following locations:

- Greenock Drive, south side of the Greenock Drive/Merrick Drive intersection; and
- Greenock Drive, in front of #140 Greenock Drive.

The residents at the final public meeting requested that the speed humps and raised crosswalks be constructed out of interlocking brick to be consistent with those in the Historic Maple neighbourhood. This would add \$22,000 to the estimated cost of this project.

It is recommended that the speed humps be constructed out of asphalt to distinguish them from raised crosswalks which are typically constructed out of coloured impressed concrete. Coloured impressed concrete is preferred over interlocking brick because interlocking brick is more expensive, less durable and does not hold up as well under repeated snow ploughing. The Traffic Calming Standard Drawings presented at the Committee of the Whole (Working Session) meeting specify that speed humps be constructed entirely out of asphalt, and raised crosswalks be constructed out of coloured impressed concrete.

Other Traffic Calming Measures

The two coloured impressed concrete at-grade crosswalks are proposed at the following locations:

- Greenock Drive and Cromwell Road – south side of the intersection; and
- Cromwell Road and Empress Road/Pentland Crescent – east side of the intersection.

The nine curb bump-outs are proposed at the following locations on Greenock Drive:

- southeast corner, Greenock Drive/Largs Gate intersection;
- in front of #75 Greenock Drive;
- side yard of #2 Bute Court;
- in front of #216 Greenock Drive;
- in front of #217 Greenock Drive;
- southwest corner, Greenock Drive/Wheatley Road intersection;
- southeast corner, Greenock Drive/Renwick Place intersection;

- in front of #369 Greenock Drive; and
- between properties #345/#351 Greenock Drive.

Painted road crossings are proposed along Greenock Drive and Cromwell Road. These would be similar to those painted on Melville Avenue.

An allway stop control is proposed at the Greenock Drive and Knightswood Avenue intersection. This allway stop control is not technically warranted in terms of traffic volumes, and staff cannot recommend its installation. However, should Council wish, it may be installed without adversely impacting traffic operations.

Neighbourhood Traffic Committee Summary

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 Maple Sherwood Ratepayers Traffic Committee was formed in January 2001, it is exempt from the moratorium.

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 \$705,000:

- Flamingo Road Traffic Committee, estimated cost of \$54,000;
- Airdrie Drive Traffic Committee, estimated cost of \$46,000;
- 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.

Environmental Assessment Act Requirements

As now required under the Environmental Assessment Act, a Notice of Completion will be filed with the Ontario 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.

Conclusion

The Engineering Department recommends for approval the Maple Sherwood Ratepayers Traffic Committee plan proposal. The estimated cost of \$105,000 (\$127,000 with interlocking brick speed humps and raised crosswalks) includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

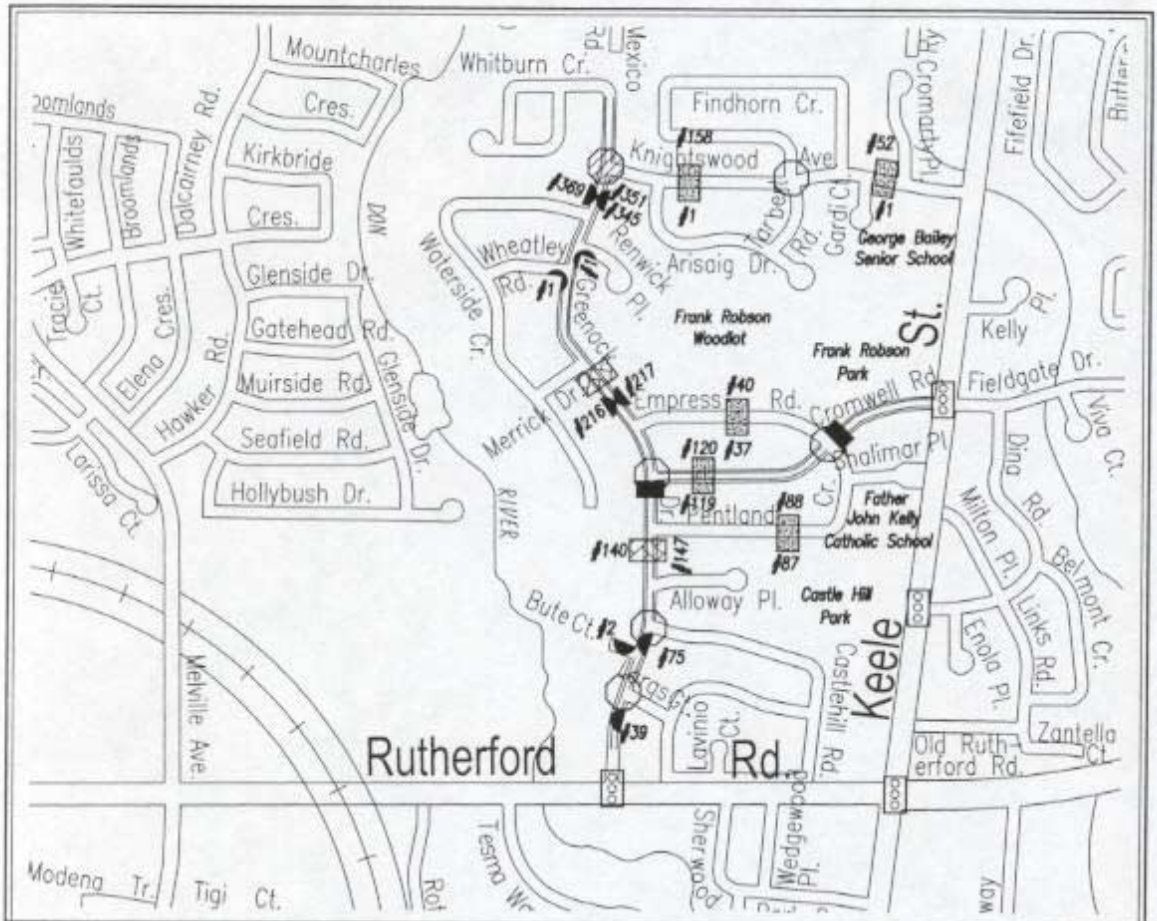
Mike Dokman, Senior Transportation Technologist, ext. 8031
Philip Weber, Transportation Engineer, ext. 8264

Respectfully submitted,

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









MD/fc

ATTACHMENT No. 1



MAPLE SHERWOOD RATEPAYERS TRAFFIC COMMITTEE

LEGEND

- | | | | |
|---|------------------------------|---|----------------------------------|
|  | EXISTING TRAFFIC SIGNALS |  | PROPOSED SPEED HUMP |
|  | EXISTING ALLWAY STOP CONTROL |  | PROPOSED RAISED CROSSWALK |
|  | PROPOSED ALLWAY STOP CONTROL |  | PROPOSED AT-GRADE CROSSWALK |
| | |  | PROPOSED CURB BUMP OUT |
| | |  | PROPOSED PAINTED ROAD NARROWINGS |

CITY OF VUICHAN - ENGINEERING DEPARTMENT

NOT TO SCALE

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