

COMMITTEE OF THE WHOLE – MARCH 22, 2004

ROYAL PALM DRIVE TRAFFIC OPERATION

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Royal Palm Drive based on the findings provided through several site investigations regarding potential test-driving of vehicles on the roadway from the local car dealerships.

Purpose

To further assess the potential test-driving of vehicles on Royal Palm Drive upon Engineering Staff consulting with the BMW Canada Inc. and Mercedes-Benz Canada Inc. dealerships.

Background - Analysis and Options

At its meeting on January 26, 2004 Council resolved:

“That Engineering Staff be directed to undertake a further traffic study on Royal Palm Drive during peak test-driving infiltration periods, and provide a report to the Committee of the Whole meeting of March 22, 2004; and

That staff advise BMW Canada Inc. and Mercedes-Benz Canada Inc. that no test-driving of vehicles is to occur on Royal Palm Drive or Crestwood Road.”

A letter was sent by staff to both dealerships requesting that vehicles not be test-driven on either Royal Palm Drive or Crestwood Road.

Engineering Staff met with both dealerships to discuss their peak test-driving infiltration periods. Both dealerships advised that they have ceased to test-drive their vehicles on either roadway. The respective representatives from the dealerships stated that there is no such ‘peak test-driving infiltration periods’ as the vehicles do not specifically use Royal Palm Drive or Crestwood Road as a ‘test’ road.

Engineering Staff scheduled several general site investigations at various times to determine if vehicles are being test-driven on either roadway. The volume of traffic was low during the times staff was out on site. None of the vehicles were observed to have dealership license plates.

Therefore, a formal traffic study on Royal Palm Drive during peak test-driving infiltration periods cannot be ascertained, as it appears that the road is no longer utilized as a ‘test-driving’ route.

Relationship to Vaughan Vision 2007

The recommendation is consistent with Vaughan Vision 2007 as to improve community safety through design, prevention, enforcement and education (1.1.1).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's further review, it is recommended that traffic calming measures not be installed on Royal Palm Drive.

Attachments

1. Location Map
2. Extract from Council meeting of January 26, 2004, Report No. 5, Item No. 7

Report prepared by

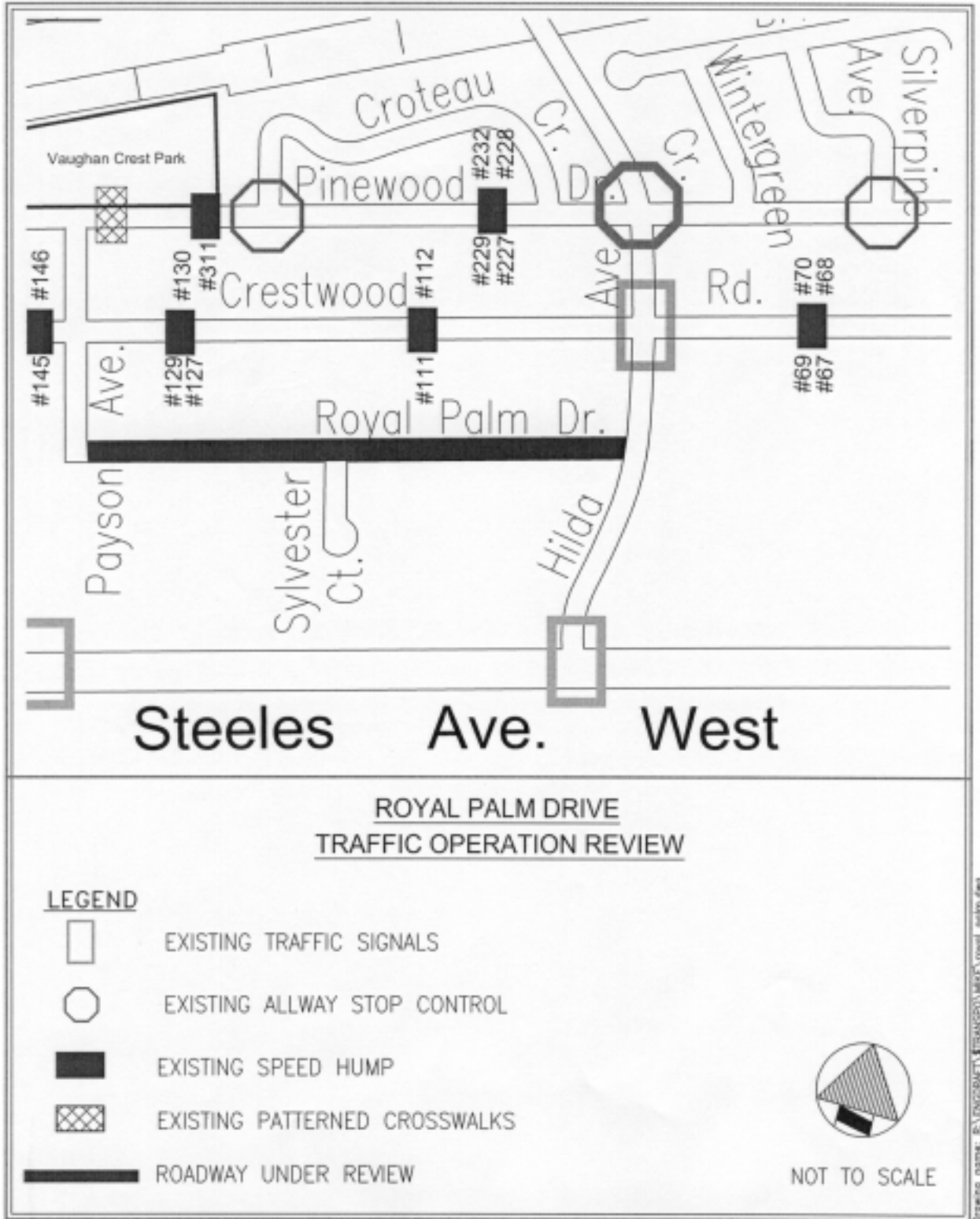
Mike Dokman, Acting Transportation Supervisor, ext. 8031

Respectfully submitted,

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

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

ATTACHMENT No. 1



CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 26, 2004

Item 7, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 26, 2004.

7

**ROYAL PALM DRIVE
TRAFFIC OPERATION - SECONDARY REVIEW**

The Committee of the Whole recommends:

- 1) That Engineering Staff be directed to undertake a further traffic study on Royal Palm Drive during peak test-driving infiltration periods, and provide a report to the Committee of the Whole meeting of March 22, 2004;
- 2) That staff advise BMW Canada Inc. and Mercedes-Benz Canada Inc. that no test-driving of vehicles is to occur on Royal Palm Drive or Crestwood Road; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated January 19, 2004, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming not be installed on Royal Palm Drive based on the findings of the secondary traffic study.

Purpose

To re-assess this matter regarding the traffic operations and the feasibility of installing speed humps at appropriate locations on Royal Palm Drive.

Background

At the Council meeting on September 22, 2003 staff were directed to re-assess the matter on the feasibility of implementing speed humps on Royal Palm Drive.

On December 9, 2003, staff conducted a license plate trace to determine if there is a cut-through problem on Royal Palm Drive to/from Crestwood Road/Payson Road and Hilda Avenue/Royal Palm Drive. The time periods studied were 7:30am to 9:00am and 4:30pm to 5:30pm. The results of the study are shown below.

- Travelling from Crestwood Road/Payson Road to Hilda Avenue/Royal Palm Drive during the morning and afternoon time periods there were three and one vehicle cut-through movements, respectively.
- Travelling from Hilda Avenue/Royal Palm Drive to Crestwood Road/Payson Road during the morning and afternoon time periods there were three and two vehicle cut-through movements, respectively.

The infiltration studies determined that there are minimal cut-through problems on Royal Palm Drive.

Staff conducted speed studies on December 10, 2003 on Royal Palm Drive during the morning and afternoon peak periods. The traffic data is summarized below.

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 26, 2004

Item 7 CW Report No. 5 – Page 2

Speed Studies

- Eastbound average speed was 44 km/h.
- Westbound average speed was 45 km/h.

As the average speed is measured to be less than 10 km/h above the speed limit on Royal Palm Drive, the warrant for a speed hump in accordance with the City's Neighbourhood Traffic Committee Policies and Procedures is not met. The existing speed limit on Royal Palm Drive is 50 km/h.

Nevertheless, should Council wish to install speed humps on Royal Palm Drive there are two viable locations between #49 and #51 Royal Palm Drive and between #140 and #142 Royal Palm Drive.

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. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on Royal Palm Drive, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in three local papers, the Vaughan Citizen, the Vaughan Weekly and Lo Specchio. Prior to construction, the City's normal practice is to mail letters to the residents of Royal Palm Drive should traffic calming measures be approved informing them of their installation

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on the secondary traffic study, it is recommended that traffic calming not be installed on Royal Palm Drive.

Attachments

1. Location Map

Report prepared by

Mike Dokman, Acting Transportation Supervisor, ext 8031

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)