

COMMITTEE OF THE WHOLE – MAY 17, 2004

TRAFFIC ISSUE - UPDATE **ROSE GREEN DRIVE AND EDMUND SEAGER DRIVE**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Rose Green Drive and on Edmund Seager Drive.

Purpose

To report on the implications of installing traffic calming measures on Rose Green Drive and on Edmund Seager Drive following a further traffic study in response to direction from Council.

Background

At its meeting of September 22, 2003, Council directed:

- “1. That staff reassess the need for traffic calming and conduct a further traffic study in early Spring 2004; and**
- 2. That staff be directed to contact the homeowners to further trim the tree located at the east corner of Rose Green Drive”.**

The existing speed limit on Edmund Seager Drive is 40 km/h. Rose Green Drive has a statutory 50 km/h speed limit. Refer to Attachment No. 1.

Radar speed studies were conducted in May 2003 at two locations and in March 2004 at a third location on Rose Green Drive. The results are shown below.

DATE	LOCATION	DIRECTION	AVERAGE SPEED
May 2, 2003	Rose Green Drive 200m north of Edmund Seager Drive (west intersection)	Northbound Southbound	36 km/h 39 km/h
May 2, 2003	Rose Green Drive 200m south of Edmund Seager Drive (east intersection)	Northbound Southbound	40 km/h 45 km/h
Mar 16, 2004	Rose Green Drive mid-block portion of the east-west section at north limits	Eastbound Westbound	40 km/h 43 km/h

The average speed ranges from 36 km/h to 45 km/h and are typical for a local residential street that accommodates neighbourhood traffic.

Particularly, Edmund Seager Drive is a roadway comprising of a short tangent section at its eastern limit and has an ‘S’ curve through the middle section. Because of the road’s geometrics the average speed would generally be low and typically not in excess of the posted 40 km/h speed limit.

In accordance with Council’s Neighbourhood Traffic Committee Policy and Procedure, speed

humps shall be considered only when the following three warrants are met: the street is not a primary emergency response route, the speed limit is 50 km/h or less and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speed data on Rose Green Drive indicate that the average speeds do not exceed the speed limit by 10 km/h. Based on the above information, a warrant for the installation of speed humps on both streets is not met.

The installation of medians, curb extensions or road narrowings shall be considered in existing areas only where the following two warrants are met: the speed limit is 50 km/h or less and the average speed on the street is measured to be 10 km/h greater than the speed limit. Based on the above, the warrants for the installation of medians, curb extensions or road narrowings on Rose Green Drive and Edmund Seager Drive are not met.

Staff investigated the concern regarding tree trimming to ensure adequate driver sightline visibility at the east corner of Rose Green Drive near #120 Rose Green Drive. It was noted during an on-site review that several boulevard trees had recently been trimmed and the sight-line visibility has been addressed.

Environmental Assessment Act Requirements

As 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 Rose Green Drive or Edmund Seager 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 on the City Page of the Vaughan Citizen, Lo Specchio and the Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of both streets 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 staff's additional review, it is recommended that traffic calming measures not be installed on Rose Green Drive and on Edmund Seager Drive as they do not meet the approved Council Neighbourhood Traffic Committee Policy and Procedure.

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

