

COMMITTEE OF THE WHOLE – JUNE 21, 2004

NIMBUS PLACE AND VICINITY NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Nimbus Place and Vicinity Neighbourhood Traffic Committee plan proposal be approved, with the exception of the all-way stop control proposed at the intersection of Longhouse Street and Nimbus Place (east intersection); and
2. That funds in the amount of \$15,000 for the implementation of the traffic calming plan be set aside from the 2004 Capital Budget (Project No. 1204.0).

Purpose

To report on the Nimbus Place and Vicinity Neighbourhood Traffic Committee Plan proposal.

Background – Analysis and Options

The Nimbus Place and Vicinity Neighbourhood Traffic Committee plan proposal was presented to the Committee of the Whole at its meeting of May 17, 2003 through deputation by two of the neighbourhood traffic committee members. The plan addresses a concern regarding neighbourhood cut-through traffic and vehicle speed issues. This traffic study area is bounded by Embassy Drive to the north, Aberdeen Avenue to the west, Regional Highway #7 to the south and Ansley Grove Road to the east. (Refer to Attachment No. 1)

Public Participation

An initial meeting of the Nimbus Place and Vicinity Area Traffic Committee was held on February 5, 2003 and was attended by 15 residents. Engineering staff outlined the concepts 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 February 25, 2004. There were 14 residents in attendance. The Traffic Committee, with the assistance of Engineering staff introduced the traffic calming proposals for the neighbourhood to the residents in attendance. An amendment was introduced at the meeting requesting that an additional speed hump be placed on Longhouse Street east of Gaslight Crescent (west intersection). Details on the overall plan of the traffic calming proposal is included further in this report.

Traffic Calming Plan – General

Engineering staff conducted a morning and afternoon peak infiltration study to determine if there is a "cut-through" traffic problem within the subdivision. The result of the study is summarized in the following table.

| Traffic Infiltration Description | AM Peak Period | PM Peak Period |
|---|--------------------|--------------------|
| From Aberdeen Avenue and Nimbus Place to Embassy Drive and Longhouse Street | 20 vehicles / 36%* | 43 vehicles / 29%* |
| From Embassy Drive and Longhouse Street to Aberdeen Avenue and Nimbus Place | 38 vehicles / 37%* | 22 vehicles / 16%* |

* The percent of vehicles entering the neighbourhood from the origin point.

Generally, the threshold value above which through traffic is defined as infiltration is 30%. As can be seen from the above table, the cut-through traffic exceeds the threshold during the AM Peak period.

Peak period intersection turn prohibitions were considered to prevent the neighbourhood traffic infiltration pattern. However, these restrictions would also apply to the local residents in the neighbourhood, so the use of the restriction was not approved.

Residents expressed concerns with traffic speeds along neighbourhood streets. They also had concerns with drivers making wide turns at the two intersections entering the neighbourhood.

Staff reviewed the concern of high speed turns made while entering the neighbourhood. There is insufficient pavement width to install a raised centre median at either intersection. As a solution, the installation of a durable plastic amber pavement centerline approximately 35m long with seven raised snowplowable reflective markers was determined to be an alternative measure. This would ensure that motorists stay on the proper side of the road during their turns. It is proposed at the following intersections.

- Longhouse Street at Embassy Drive
- Nimbus Place at Aberdeen Avenue

Staff also undertook field reviews to determine locations that would be feasible for speed humps. Speed humps can be placed at the following locations:

- Spring Town Road between properties # 103 / # 107 and properties # 102 / # 106; and
- Nimbus Place between properties # 72 / # 78 and properties # 77 and # 81;

At the final public meeting the residents requested that an additional speed hump be placed on Longhouse Street east of the Longhouse Street and Gas Light Crescent (west intersection). Staff reviewed the location and an additional speed hump is feasible at the following location:

- Longhouse Street between properties # 97 / # 103 and properties # 98 / # 102.

The Vaughan Fire and Rescue Service was requested for comment on the proposed traffic calming measures for this neighbourhood. The Fire and Rescue Services is opposed to speed humps because they reduce emergency response times and potentially impact/damage their vehicles. However, Spring Town Road, Nimbus Place and Longhouse Street where the speed humps are proposed are not access streets for other roadways and therefore the risk associated with slower response times is limited to residences located on Spring Town Road, Nimbus Place and Longhouse Street.

The total estimated cost of implementing these traffic calming measures is approximately \$15,000.

Longhouse Street and Nimbus Place (east intersection) – Proposed All-way Stop

As part of the final plan, Committee members also proposed that an all-way stop control be implemented at the Longhouse Street and Nimbus Place east intersection. Currently the stop control is on Nimbus Place. Staff conducted an all-way stop warrant study at the intersection on March 23, 2004. The results compared to the Provincial Warrant for All-way Stop Control are shown below.

- | | |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 51% |
| • Warrant 2 – Accident Hazard | Warranted 8.3% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop to be warranted, one or more of the 3 warrants must be satisfied 100% or more. It should be recognized that the proposed all-way stop control has not met the Provincial warrant due to low side street volumes.

However, the Committee members felt that the installation of stop controls would be an inexpensive way to slow down traffic in the neighbourhood. Engineering staff do not support the introduction of an all-way stop control for the purpose of slowing traffic due to potential concerns with low compliance and conflicts with pedestrians. Therefore, Engineering staff cannot recommend the installation of unwarranted stop signs.

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 in the Nimbus Place and Vicinity area, then the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of Environment and published in editions 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 Nimbus Place and Vicinity 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

The Engineering Department recommends for approval the Nimbus Place and Vicinity Neighbourhood Traffic Committee plan proposal, with the exception of the proposed all-way stop control at the intersection of Longhouse Street and Nimbus Place (east intersection). The estimated cost to provide the three speed humps and the two intersection centreline treatments is \$15,000. The estimated cost includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

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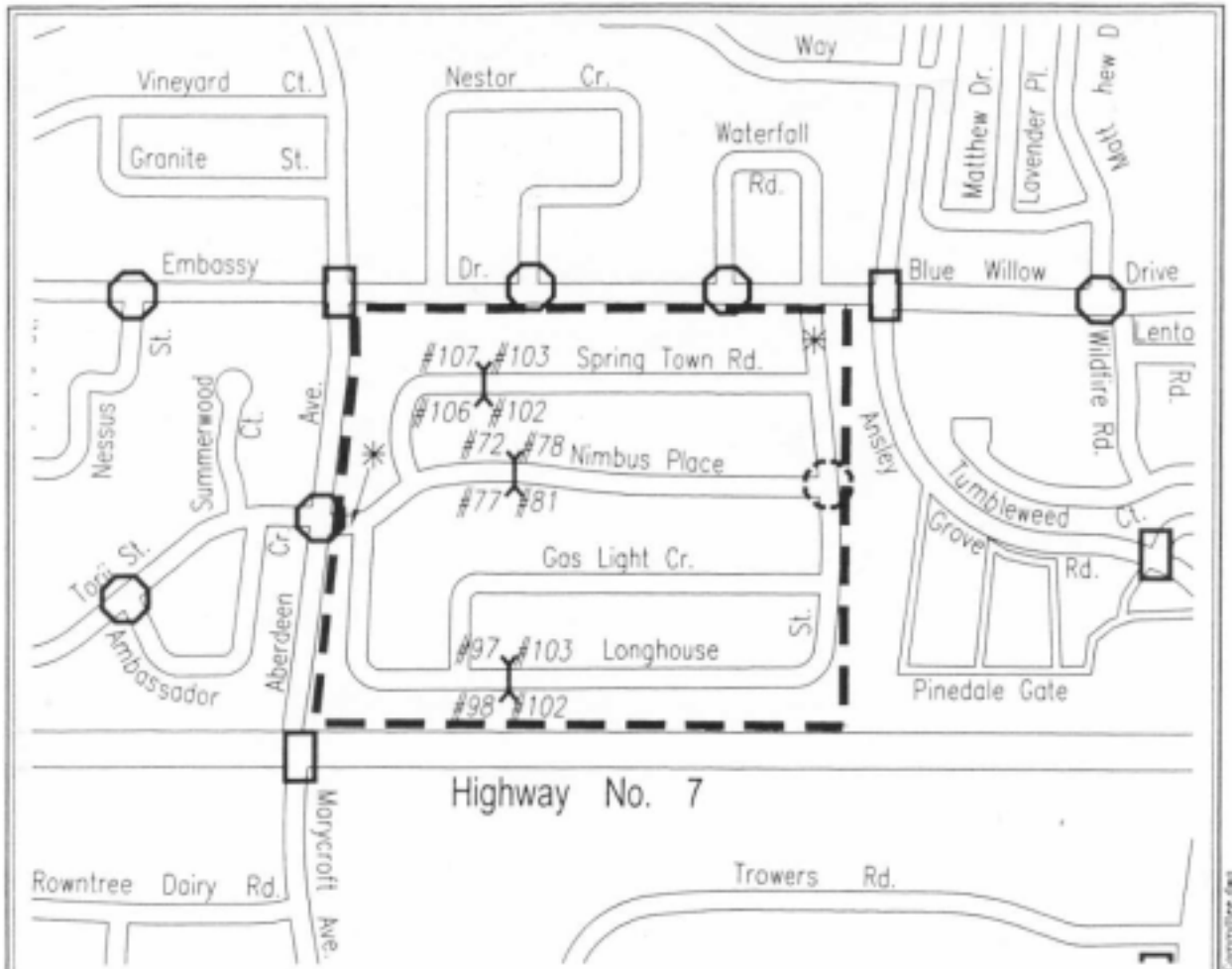
Respectfully submitted,

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

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

MG/fc








ATTACHMENT NO. 1



NIMBUS PLACE & VICINITY

NEIGHBOURHOOD TRAFFIC CALMING COMMITTEE

LEGEND

-  SUBJECT AREA
 -  EXISTING TRAFFIC SIGNALS
 -  EXISTING ALLWAY STOP CONTROL
 -  PROPOSED ALLWAY STOP CONTROL
 -  PROPOSED SPEED HUMP (BETWEEN ADDRESSES NOTED)
 -  AMBER CENTRELINE (WITH SNOWPLOWABLE RAISED PAVEMENT MARKERS)
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NOT TO SCALE