

COMMITTEE OF THE WHOLE MEETING, JUNE 21, 2004

WESTON DOWNS PHASE 2 NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Weston Downs Phase 2 Neighbourhood Traffic Committee Plan be approved; and
2. That funds in the amount of \$40,000 for the implementation of the plan proposal be set aside from the 2004 Capital budget (Project No. 1204.0).

Purpose

To report on the Weston Downs Phase 2 Traffic Committee Plan proposal.

Background - Analysis and Options

The Weston Downs Phase 2 Traffic Committee plan proposal was advertised for public comment on October 1, 2003. This proposal was to address traffic concerns relating to vehicular speeding, traffic control compliance, neighbourhood cut-through activity and general overall traffic safety in the residential area. The roadways under review are Valeria Boulevard, Greenpark Boulevard, Fifth Avenue and Woolacott Road. Refer to Attachment No. 1.

Public Participation

In accordance with the Municipal Class Environmental Assessment, the proposal for the traffic calming measures within the Weston Downs Phase 2 study area was advertised in the local newspapers and on the City's web page for public comment. The advertisements were issued on October 1, 2003 and public request for comment closed on November 3, 2003.

Traffic Calming Plan - General

There are existing all-way stop controls at the following intersections within the area under review:

- Valeria Boulevard and Greenpark Boulevard;
- Valeria Boulevard and Santa Barbara Place;
- Valeria Boulevard and Fifth Avenue/Angie Place; and
- Greenpark Boulevard and Fifth Avenue.

There are no all-way stop controls on Woolacott Road.

The posted speed limit on Valeria Boulevard and on Greenpark Boulevard is 40 km/h. Both Woolacott Road and Fifth Avenue have a statutory 50 km/h speed limit. School crossing guards are located on the north and east sides of the intersection of Valeria Boulevard and Greenpark Boulevard.

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

Speed humps can be placed at the following locations:

- Valeria Boulevard, between #157 and #163;

- Valeria Boulevard, between #237 and #243;
- Greenpark Boulevard, between #131 and #137;
- Fifth Avenue, between #54 and #60;
- Fifth Avenue, in front of #222; and
- Woolacott Road, between #83 and #87.

A raised crosswalk can be placed at the following location:

- Greenpark Boulevard and Fifth Avenue, west side.

The total cost of implementing these traffic calming measures is estimated to be approximately \$40,000. To date, the following Traffic Committee Plans that will be funded from the 2004 Capital Budget (Project No. 1204.0) are:

- Barrhill Road and Vicinity Neighbourhood Traffic Committee Plan, estimated cost \$80,000;
- Woodbridge Core Neighbourhood Traffic Committee Plan, estimated cost \$3,000; and
- Nimbus Place and Area Neighbourhood Traffic Committee Plan, estimated cost \$15,000.

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 the Weston Downs Phase 2 Traffic Committee, then 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 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 affected residents 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

Engineering staff recommends for approval the Weston Downs Phase 2 Traffic Committee plan proposal. The estimated cost of \$40,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

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Respectfully submitted,

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MD/fc

ATTACHMENT No. 1

