

COMMITTEE OF THE WHOLE – JUNE 20, 2005

TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate not be installed; and
2. That the widening of Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate not be implemented.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing traffic calming measures on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate, and to review the feasibility of widening this section of road, in response to direction from Council.

Background - Analysis and Options

At its meeting on March 21, 2005 Council directed:

- “1. That the City of Vaughan Engineering Department be requested to prepare a report to outline the options and costs associated with road and traffic improvements (to include road widening).
2. That staff bring back the report to a further Committee of the Whole before the end of May 2005.
3. That the request from residents on Fieldstone Drive be received.”

Fieldstone Drive is a feeder roadway with a statutory speed limit of 50 km/h. The raised intersection of Fieldstone Drive and Pottery Place/Windflower Gate is under all-way stop control. The intersection of Fieldstone Drive and Weston Road is controlled by traffic signals and is under the jurisdiction of the Region of York. A total of 14 residential homes front on to the north side of Fieldstone Drive between Weston Road and Pottery Place. The south side of the street is bounded by commercial-retail development. There are presently no policy prohibitions in this immediate area. The area is shown on Attachment No. 1.

A letter was received from the residents of Fieldstone Drive requesting speed humps on this section of road due to speeding vehicles. In addition, the residents state they have experienced heavy traffic volumes and have difficulty entering/exiting their driveways.

Staff collected speed and volume data from Automatic Traffic Recorders over a 24-hour period. The recorders were installed on Fieldstone Drive east of Windflower Gate on Wednesday, May 11, 2005. The following table summarizes the results of this data.

Location	Date Collected	Direction	24-hour volume	Average Speed
Fieldstone Drive east of Windflower Gate	May 11, 2005	Eastbound	5731	43 km/h
		Westbound	5450	42 km/h
Fieldstone Drive east of Windflower Gate	November 13 2003	Eastbound	5436	44 km/h
		Westbound	5963	46 km/h

The traffic volumes collected are higher than normal volumes for this type of roadway due to existing and developing commercial uses to the west and south and existing residential uses to the west and north. The typical all-day traffic volume for a feeder roadway should not exceed 8,000 vehicles. The volumes and speeds are comparable to data collected in November 2003 for this class of road.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - 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 speeds do not exceed the posted speed limit by 10 km/h. In addition, the Vaughan Fire and Rescue Service are strongly opposed to the installation of speed humps on Fieldstone Drive. Station 7-5 is located at #2 Fieldstone Drive and uses Fieldstone Drive for all emergency responses. In addition, Fieldstone Drive is the primary response route for the station fire apparatus to proceed to residences directly west of the fire station.

Based on the above warrant, the warrant for the installation of speed humps on Fieldstone Drive is not met.

In response to widening Fieldstone Drive between Pottery Place and Weston Road, Engineering staff does not support this proposal. A road widening cannot be viably or safely undertaken due to lack of physical space (right-of-way) to accommodate extra lanes.

In addition, the lanes cannot be properly aligned to accommodate through traffic from Chrislea Road. Current geometrics of the intersection of Weston Road and Fieldstone Drive/Chrislea Road prevent proper transition length required for any road widening.

Similarly, there would be insufficient space to properly align the east and west leg of the intersection of Fieldstone Drive and Pottery Place/Windflower Gate.

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 Council approve traffic calming measures for installation on Fieldstone 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 editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Fieldstone 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 identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council.

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate. It is also recommended that any road widening not be implemented due to physical lack of available space and associated safety concerns.

Attachments

1. Location Map

Report prepared by

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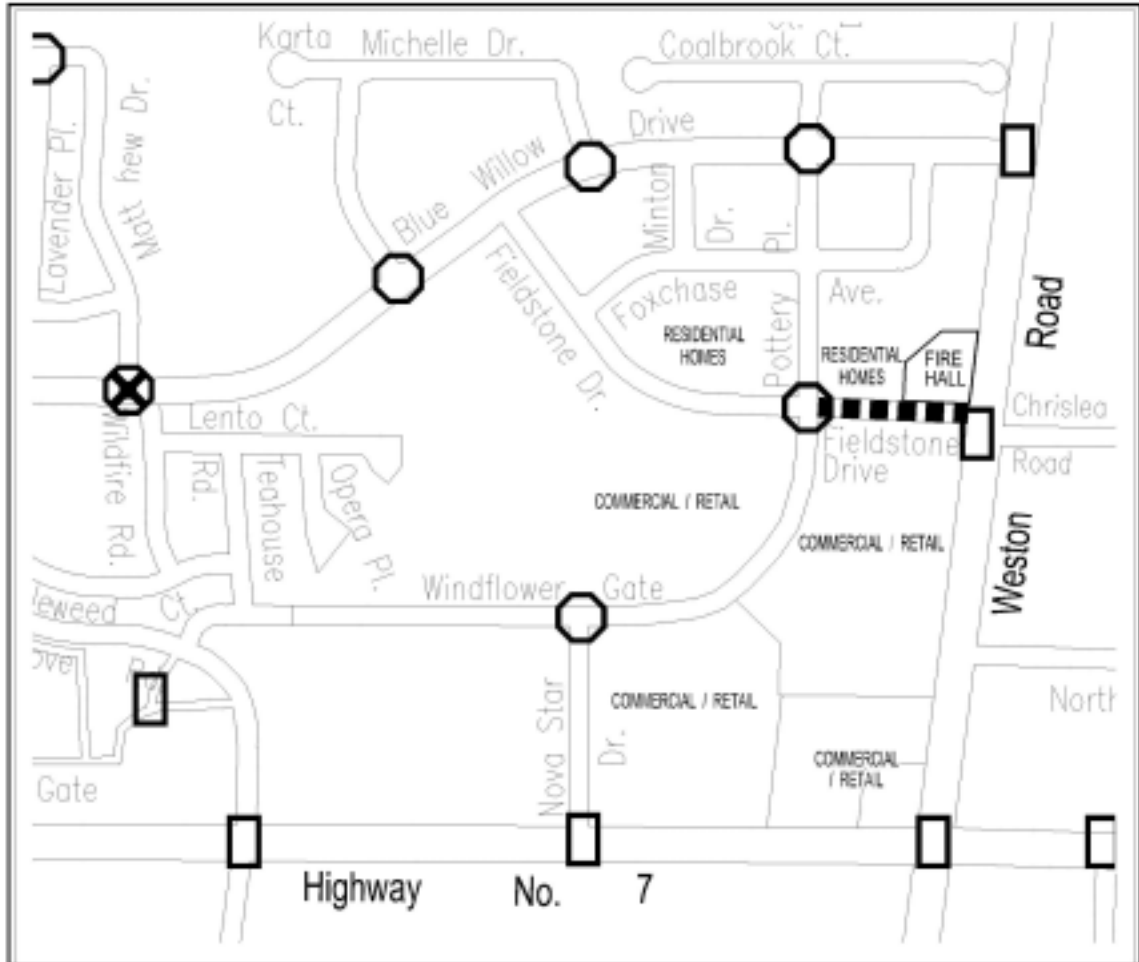
Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services





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ATTACHMENT No. 1



TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

LEGEND

-  ROADWAY SECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE