

COMMITTEE OF THE WHOLE – MAY 15, 2006

SONOMA HEIGHTS PHASE 1 NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Sonoma Heights Phase 1 Neighbourhood Traffic Committee plan proposal be approved; and
2. That funds in the amount of \$51,000 for the implementation of the plan proposal be drawn from the 2006 Capital Budget (Traffic Calming, Project No. 1631-0-06).

Economic Impact

The cost to install the traffic calming measures would be an initial impact to the 2006 Capital Budget, and the cost to maintain the traffic calming measures would be a future Operating budget impact.

Purpose

To report on the Sonoma Heights Phase 1 Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on February 14, 2005, under Item 42, Report No. 7 Council adopted the following recommendation:

“The Committee of the Whole recommends that staff be directed to attend the Sonoma Heights Neighbourhood Traffic Committee Meeting.”

The Sonoma Heights subdivision was divided into 3 phases for traffic calming committees. The Phase 1 traffic committee area is bounded by Islington Avenue to the east, Rutherford Road to the south, Sonoma Heights street network to the west and Sonoma Boulevard to the north. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Sonoma Heights Phase 1 Neighbourhood Traffic Committee was held on May 18, 2005. Engineering Department staff outlined the concept 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 March 28, 2006. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 26 residents were in favour of the plan and 0 residents were against the plan.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings were also mailed out to the residents in the defined area for this Committee.

The residents were in favour of the proposals, but some wanted amendments to the plan as outlined below. A review of these additional proposals is included later in the report.

- Additional speed hump(s) for Marbella Road.
- Additional speed hump for Diploma Avenue.

Traffic Calming Plan - General

There are twelve existing all-way stop controls at the following intersections within the Sonoma Heights Phase 1 Neighbourhood Traffic Committee area:

- Clarence Street and Turning Leaf Drive;
- Sonoma Boulevard and Castillian Drive;
- Castillian Drive and Decoroso Drive;
- Sonoma Boulevard and Forest Fountain Drive;
- Forest Fountain Drive and Montebello Avenue;
- Montebello Avenue and Century Grove Boulevard;
- Montebello Avenue and Adventura Crescent/Malibu Gate;
- Sonoma Boulevard and Monte Carlo Drive;
- Monte Carlo Drive and Mondavi Road;
- Sonoma Boulevard and Napa Valley Avenue;
- Napa Valley Avenue and Montebello Avenue; and
- Napa Valley Avenue and Monte Carlo Drive.

The existing posted speed limits are 50 km/h on all the roadways within the Sonoma Heights Phase 1 Neighbourhood except Napa Valley Avenue, Sonoma Boulevard, and Forest Fountain Drive, which are posted at a reduced 40 km/h limit.

There are traffic calming measures constructed at the time the area was built at the following locations within the Sonoma Heights Phase 1 Neighbourhood Traffic Committee area:

- Existing roundabouts: Forest Fountain Drive and Buena Vista Drive/Noble Prince Place, Monte Carlo Drive and Montebello Avenue, and Sonoma Boulevard and Via Christina Way; and
- Existing raised intersections: Clarence Street and Royal Pine Avenue, Royal Pine Avenue and Castillian Drive, Montebello Avenue and Mondavi Road, and Montebello Avenue and Adventura Crescent (east intersection).

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

There are nine speed humps proposed on the plan and they can be placed at the following locations:

- Sonoma Boulevard between properties #139 and #143, and between properties #183 and #187;
- Marbella Road between properties #98 and #102;
- Buena Vista Drive west of property #65;
- Century Grove Boulevard between properties #35 and #37;
- Forest Fountain Drive between properties #94 and #98;
- Cachet Hill Crescent between properties #73 and #77;
- Clarence Street between properties #1385 and #1387; and
- Turning Leaf Drive between properties #60 and #64.

There is one raised crosswalk proposed on the plan and it can be placed at the following location:

- Sonoma Boulevard at the 'Greenway Crossing' east of Monte Carlo Drive.

The nine speed humps will be constructed completely of asphalt and the raised crosswalk will have a coloured impressed concrete top.

Curb extensions are proposed on the plan and they can be installed at the four following locations:

- Sonoma Boulevard between properties #220 and #224, #223 and #227, #234 and #238, and #235 and #239.

All-way stop controls are proposed at the following intersections:

- Napa Valley Avenue and Rota Crescent;
- Sonoma Boulevard and Lio Avenue;
- Toscana Road and Via Christina Way;
- Noble Prince Place and Cachet Hill Crescent/Crown Crescent; and
- Royal Pine Avenue and Castillian Drive.

The first four intersections were studied on October 4, 2005 for all-way stop controls, and the fifth intersection was studied on Thursday, October 6, 2005. These all-way stop controls are not technically warranted in terms of traffic volumes, and staff cannot recommend their installation. However, should Council wish, they may be installed without adversely impacting traffic operations. The intersection of Sonoma Boulevard and Castillian Drive had initially been requested for a new all-way stop control from the Phase 1 Neighbourhood Traffic Committee; however, an all-way stop control had since been approved and installed at this intersection.

Speed Studies

Staff conducted radar speed studies near the proposed traffic calming locations. All studies were conducted during morning and afternoon peak time periods. The results of the studies are shown in the table below.

Location	Direction	Time Period	Average Speed
Sonoma Boulevard east of Forest Fountain Drive. AM data collected Wednesday, March 8, 2006 PM data collected Thursday, March 31, 2006	Eastbound	AM	47
	Westbound	PM	44
	Eastbound	AM	44
	Westbound	PM	44
Sonoma Boulevard east of Monte Carlo Drive AM/PM data collected Tuesday, March 7, 2006	Eastbound	AM	44
	Westbound	AM	47
	Eastbound	PM	45
	Westbound	PM	46
Forest Fountain Drive north of Noble Prince Place AM/PM data collected Thursday, March 9, 2006	Northbound	AM	42
	Southbound	AM	47
	Northbound	PM	45
	Southbound	PM	45
Clarence Street south of Kingly Crest Way AM/PM data collected Wednesday, March 29, 2006	Northbound	AM	46
	Southbound	AM	42
	Northbound	PM	46
	Southbound	PM	47
Turning Leaf Drive near Keegan Crescent (east) AM/PM data collected Tuesday, March 21, 2006	Eastbound	AM	44
	Westbound	PM	38
	Eastbound	AM	46
	Westbound	PM	42
Cachet Hill Crescent west of Kingly Crest Way AM/PM data collected Thursday, March 23, 2006	Eastbound	AM	33
	Westbound	AM	31
	Eastbound	PM	35
	Westbound	PM	33

Century Grove Boulevard south of Diploma Avenue AM/PM data collected Thursday, March 9, 2006	Northbound	AM	41
	Southbound	PM	44
	Northbound	AM	40
	Southbound	PM	38
Buena Vista Drive east of Fanshore Drive AM/PM data collected Tuesday, March 28, 2006	Eastbound	AM	45
	Westbound	AM	44
	Eastbound	PM	42
	Westbound	PM	44
Marbella Road west of Monte Carlo Drive AM data collected on Tuesday, April 4, 2006 PM data collected on Wednesday, April 5, 2006	Eastbound	AM	43
	Westbound	AM	45
	Eastbound	PM	44
	Westbound	PM	47

The average recorded vehicle speeds range from 31 to 47 km/h, which is generally in accordance with existing speed limits. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Additional Requests

Prior to the final public meeting, a request was received to add a speed hump location on Diploma Avenue, and at the final public meeting, a request was received to add additional speed hump(s) on Marbella Road.

Staff reviewed both streets and cannot recommend any additional speed hump locations. It was found that a speed hump could not be installed on Diploma Avenue due to insufficient boulevard space between residential driveways.

The plan proposes a speed hump which can be installed between #98 and #102 Marbella Road. This is an appropriate speed hump location which was proposed by the Committee and reviewed by staff. There are several additional locations where a speed hump could possibly be installed; however, these locations are not as ideally positioned as #98. Any additional speed hump may have a detrimental effect (i.e. travelling straight across the speed hump) due to existing road geometric curvatures from Monte Carlo westward.

Fire & Rescue Services Comments

Staff requested comments from Fire & Rescue Services on the plan proposal. Fire & Rescue Services state that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems.

Comments were also requested from York Region Transit on the plan proposal. To date, no comments from York Region Transit have been received.

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 Sonoma Heights Phase 1 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 the Sonoma Heights Phase 1 area 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 Sonoma Heights Phase 1 Neighbourhood Traffic Committee plan proposal. The estimated cost of \$51,000 includes taxes, and associated traffic signs and pavement markings. This amount has been included in the approved 2006 Capital Budget.

Attachments

1. Location Map

Report prepared by

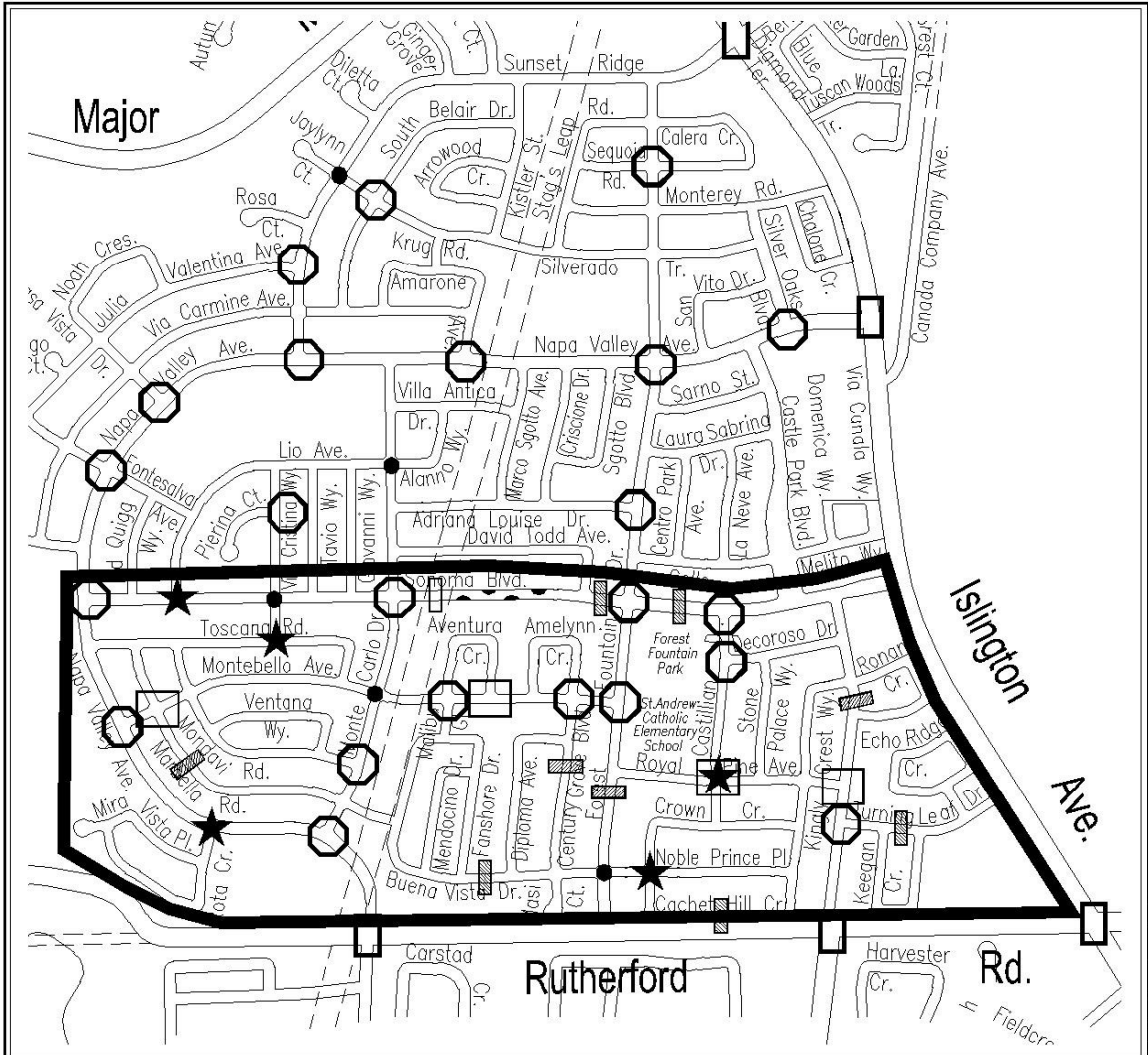
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Respectfully submitted,

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

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SONOMA HEIGHTS - PHASE 1

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| ★ | PROPOSED ALL-WAY STOP CONTROL | | PROPOSED CHICANES |
| □ | EXISTING TRAFFIC SIGNALS | ● | EXISTING TRAFFIC CIRCLE |
| ○ | EXISTING ALLWAY STOP CONTROL | □ | EXISTING RAISED INTERSECTION |
| ▭ | PROPOSED RAISED CROSSWALK | | |
| ▨ | PROPOSED SPEED HUMP | | |



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