

COMMITTEE OF THE WHOLE – MAY 29, 2006

VELLORE WOODS COMMUNITY LOCAL SAFETY IMPROVEMENTS

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Vellore Woods Boulevard and Foxhunt Drive;
2. That an all-way stop control not be installed at the intersection of Comdel Boulevard and Plover Heights;
3. That an all-way stop control not be installed at the intersection of Starling Boulevard and Robin's Nest Drive;
4. That an all-way stop control not be installed at the intersection of Vellore Woods Boulevard and Robin's Nest Drive; and
5. That a speed hump not be installed on Comdel Boulevard.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing an all-way stop control at the intersections of Vellore Woods Boulevard and Foxhunt Drive, Comdel Boulevard and Plover Heights, Starling Boulevard and Robin's Nest Drive, and at Vellore Woods Boulevard and Robin's Nest Drive in response to direction from Council.

Background - Analysis and Options

At its meeting of April 3, 2006 Council directed:

“1. That the City of Vaughan approves of the installation of an all way stop control at Starling Blvd. And Foxhound crescent as requested by the Vellore Woods School Council memo dated February 26, 2006 attached.

2. That the City of Vaughan Engineering Department review the request for additional stop controls as outlined in a letter dated February 15, 2006 from the St. Emily Catholic School Parent Council and the letter dated March 13, 2006 from the Vellore Woods Ratepayers association and report back to a future committee of the whole within the next 30 days.

6. That the request for the installation of either a stop control or traffic calming measures (speed hump) in the vicinity of Comdel Blvd. And Plover Heights in the Vellore Woods community be referred to the established traffic calming committee for review and consideration in accordance with the City of Vaughan traffic calming policy.”

Recommendation 1: City staff has sent a work order for the new all way stop control. Installation is expected within the next 3 – 4 weeks by City Public Works crews.

Recommendation 2: A letter was received by the Local Councillor from the Local Ratepayers Association requesting that stop signs be installed at:

- Vellore Woods Boulevard and Foxhunt Drive
- Comdel Boulevard and Plover Heights
- Starling Boulevard and Foxhound Crescent
- Starling Boulevard and Robin's Nest Drive
- Vellore Woods Boulevard and Robin's Nest Drive
- Timberwolf Crescent at Lot #45

Vellore Woods Boulevard and Foxhunt Drive

Vellore Woods is a feeder road with a posted 40-km/h speed limit. Foxhunt Drive is a local road with a statutory 50-km/h speed limit.

Staff conducted a turning movement count on Tuesday, May 9, 2006 during peak travel periods from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. During the time of the study, the weather was clear and sunny. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- | | |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 60% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

Comdel Boulevard and Plover Heights

Comdel Boulevard is a feeder road with a posted speed limit of 40-km/h within the school zone, and a statutory 50-km/h speed limit outside of the school zone. Plover Heights is a local road with a statutory 50-km/h speed limit.

Staff conducted a turning movement count on Tuesday, May 9, 2006 during peak travel periods from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. During the time of the study, the weather was clear and sunny. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- | | |
|---|--------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 8% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All-way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

Starling Boulevard and Foxhound Crescent:

Council Approved the All-way Stop control at Starling Boulevard and Foxhound Crescent at their meeting on April 10, 2006, and the signs should be installed in approximately 3 – 4 weeks.

Starling Boulevard and Robin's Nest Drive

Starling Boulevard is a major local road with a statutory 50-km/h speed limit. Robin's Nest Drive is a local road with a statutory 50-km/h speed limit.

Staff conducted a turning movement count on Thursday, May 11, 2006 during peak travel periods from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. During the time of the study, the weather was overcast and raining. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- Warrant 1 – Minimum Vehicular Volumes Warranted 17%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All-way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

Vellore Woods Boulevard and Robin's Nest Drive

Vellore Woods is a feeder road with a posted 40-km/h speed limit. Robin's Nest Drive is a local road with a statutory 50-km/h speed limit.

Staff conducted a turning movement count on Tuesday, May 9, 2006 during peak travel periods from 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. During the time of the study, the weather was clear and sunny. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- Warrant 1 – Minimum Vehicular Volumes Warranted 38%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

Timberwolf Crescent at Lot # 45

Staff cannot install an all-way stop control on Timberwolf Crescent at this location, as there is no cross street and therefore no conflicting traffic at this location. Timberwolf Crescent at this location operates as an angle bend.

Recommendation 6: The Vellore Woods Ratepayers Association has already requested an all way stop control at the intersection of Comdel Boulevard and Plover Heights. The feasibility of this request was reviewed as set out above. Also, in response to the request for a speed hump, a radar speed study was conducted on Friday, May 12, 2006 from 8:00 am – 9:00 am. On the day of the study the weather was overcast. The following table summarizes the results of this investigation:

TIME	LOCATION	DIRECTION	AVERAGE SPEED
8:00am – 9:00am	Comdel Boulevard west of Plover Heights Drive	Eastbound	44 km/h
		Westbound	47 km/h

This study was conducted in front of the school, in a posted 40-km/h school zone. The average speeds range from 44 to 47 km/h indicating a good level of compliance with the existing speed limit.

In accordance with the Council Approved 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
- The average speed is measured to be 10 km/h greater than the speed limit.

The collected average speeds do not exceed the posted speed limit by 10 km/h. Comdel Boulevard is considered a primary response route. Based on the above warrant, the installation of speed humps on Comdel Boulevard is not met.

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 and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersections of Vellore Woods Boulevard and Foxhunt Drive, Comdel Boulevard and Plover Heights, Starling Boulevard and Robin's Nest Drive, and Vellore Woods Boulevard and Robin's Nest Drive. Also, it is recommended that a speed hump not be installed on Comdel Boulevard.

Attachments

1. Location Map

Report prepared by

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Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

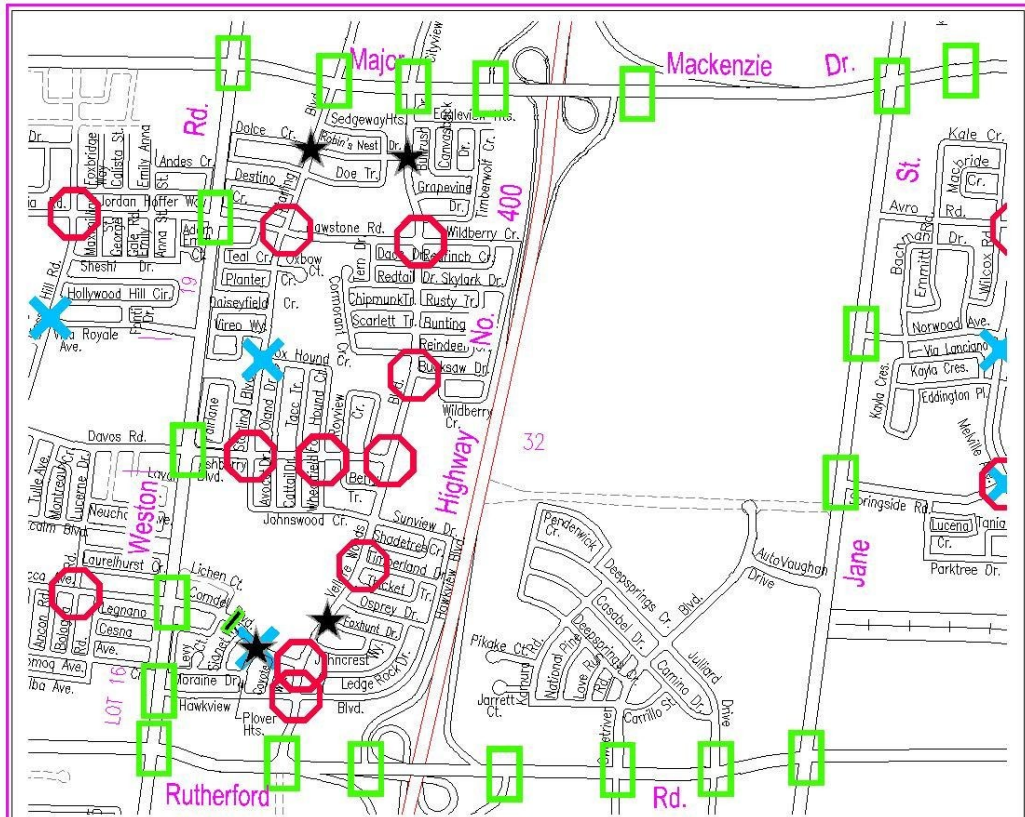
Respectfully submitted,

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

Gary P. Carroll, P. Eng.
Director of Engineering Services






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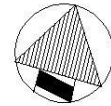
ATTACHMENT No. 1



VELLORE WOODS COMMUNITY PROPOSED ALL-WAY STOP CONTROLS

LEGEND

-  PROPOSED ALL-WAY STOP CONTROL
-  PROPOSED SPEED HUMP
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE

Drawing name: R:\ENG\DRFTY\TRANSP\Leila W\Vellore Woods.dwg