

COMMITTEE OF THE WHOLE - JUNE 19, 2006

CONLEY STREET TRAFFIC CALMING MEASURES

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a By-law be enacted to implement a westbound through prohibition at the intersection of Conley Street and New Westminster Drive from 7:00am – 9:00am, Monday – Friday;
2. That the City of Toronto be requested to review the feasibility of an eastbound left turn prohibition at the intersection of Steeles Avenue and Conley Street from 4:00pm – 6:00pm, Monday – Friday;
3. That speed humps not be installed on Conley Street;
4. That York Regional Police be requested to provide increased enforcement of the existing southbound right turn prohibition at the intersection of Conley Street and New Westminster Drive.

Economic Impact

The cost to install the turning prohibition signs will be an initial impact on the 2006 Operating Budget. The cost to maintain the signs would be an impact on future Operating Budgets.

Purpose

To investigate the feasibility of installing traffic calming measures on Conley Street, in response to Council direction.

Background - Analysis and Options

At its meeting on May 29, 2006 Council directed:

1. **THAT staff be requested to investigate and provide a report on traffic calming options for Conley Street between New Westminster Drive and Steeles Avenue and;**
2. **THAT staff be requested to report back to a future Committee of the Whole meeting before summer hiatus and;**
3. **THAT York Regional Police be requested to increase their monitoring and enforcement of the speed limit along Conley Drive.”**

Conley Street is a feeder road with a 23.0 metre Right-of-Way and 11.5 metre pavement width. The posted speed limit on Conley Street is 40 km/h.

Speed humps have been requested on Conley Street between New Westminster Drive and Steeles Avenue, as traffic is infiltrating onto Conley Street to avoid Steeles Avenue and New Westminster Drive intersection.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Conley Street east of New Westminster Drive and west of New Westminster Drive from Wednesday, May 31, 2006 to Friday, June 2, 2006. The speed and volume data were collected over a 24-hour period as summarized below:

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
Thursday, June 1, 2006	24 hour data collection	West of New Westminster Drive	Eastbound	40 km/h	1855 vehicles
Thursday, June 1, 2006	24 hour data collection	West of New Westminster Drive	Westbound	41 km/h	1864 vehicles

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
Thursday, June 1, 2006	24 hour data collection	East of New Westminster Drive	Eastbound	42 km/h	1450 vehicles
Thursday, June 1, 2006	24 hour data collection	East of New Westminster Drive	Westbound	44 km/h	1820 vehicles

The average speeds on Conley Street west of New Westminster Drive were found to be 40 km/h eastbound and 41 km/h westbound. The average speeds on Conley Street east of New Westminster Drive were found to be 42 km/h eastbound and 44 km/h westbound. Both locations indicate a very high level of compliance to the posted speed. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Conley Street. The daily traffic on a feeder roadway should not exceed 8000 vehicles/day.

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

Conley Street is a primary emergency response route, and the average speed is not 10 km/h higher than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Conley Street is not met.

In addition, staff conducted an Infiltration Study on Thursday, June 1, 2006 during the time periods of 7:00am to 9:00am and 3:00pm to 5:30pm to determine the amount of 'cut-through traffic'. The weather on the day of this study was clear, sunny and dry.

The infiltration routes and results of the studies are summarized in the following table:

Wednesday, October 20, 2004 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	SB New Westminster and Conley Street	Conley Street and Steeles Avenue	33	17 or 51%
7:00am to 9:00am	WB Conley Street and New Westminster	Conley Street and Steeles Avenue	101	74 or 73%
3:00pm to 5:30pm	Steeles Avenue and Conley Street	Conley Street and New Westminster Drive	326	204 or 63%

The percentage of traffic infiltration is high for all three noted movements. Staff recommends the following turning prohibitions during specific time periods:

- Existing - southbound right at Conley Street and New Westminster Drive, 7:00am – 9:00am., Monday to Friday.
- Proposed – westbound through at Conley and New Westminster, 7:00am – 9:00am, Monday – Friday.
- Proposed – eastbound left at Steeles Avenue and Conley, subject to review and approval by the City of Toronto, 4:00pm – 6:00pm, Monday – Friday.

Staff will request frequent enforcement from York Regional Police Services of the existing southbound right turn prohibition as 51% of motorists were making the illegal turn movement.

Staff have reviewed the roadway, and have found one area where a speed hump could be installed should Council wish to install a speed hump on Conley Street. The estimated cost to install the measure is approximately \$4,000. The speed hump can be located between properties # 174 and #178. However, since speeds did not exceed the speed limit by more than 10 km/h and Conley Street is identified as an emergency response route, staff does not recommend that a speed hump be installed.

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 a traffic calming measure for installation on Conley Street, 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 Conley Street 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 and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended:

1. That a By-law be enacted to implement a westbound through prohibition at the intersection of Conley Street and New Westminster Drive from 7:00am – 9:00am, Monday – Friday;
2. That the City of Toronto be requested to review the feasibility of an eastbound left turn prohibition at the intersection of Steeles Avenue and Conley Street from 4:00pm – 6:00pm, Monday – Friday;
3. That speed humps not be installed on Conley Street;
4. That York Regional Police be requested to provide increased enforcement of the existing southbound right turn prohibition at the intersection of Conley Street and New Westminster Drive.

Attachments

1. Location Map

Report prepared by:

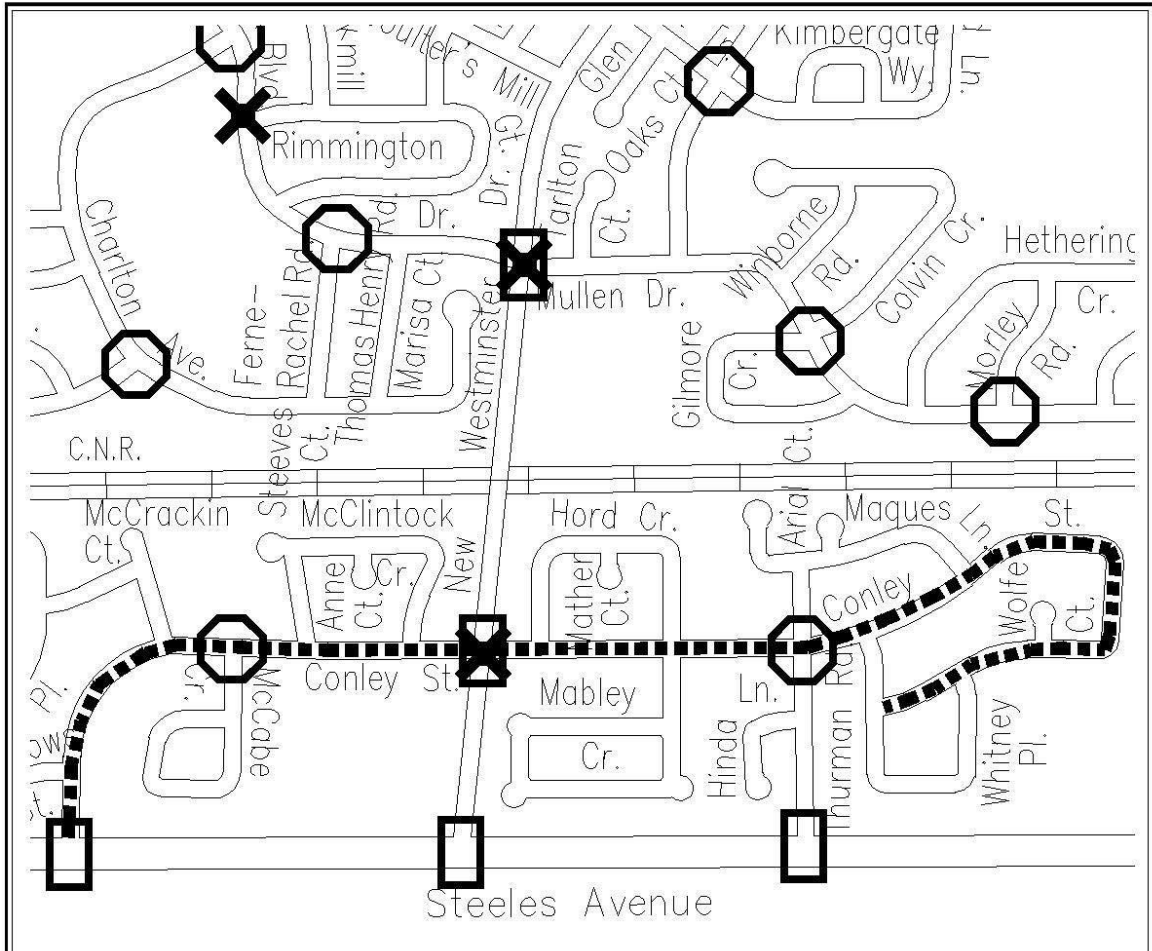
Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

Respectfully submitted,

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





Gary Carroll, P. Eng.
Director of Engineering Services

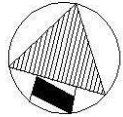
ATTACHMENT No. 1



CONLEY STREET TRAFFIC CALMING

LEGEND

-  ROAD UNDER REVIEW
-  TRAFFIC SIGNALS
-  ALLWAY STOP
-  SUPERVISED SCHOOL CROSSING



NOT TO SCALE

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