

COMMITTEE OF THE WHOLE – FEBRUARY 4, 2008

VELLORE WOODS NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Vellore Woods Neighbourhood Traffic Committee plan proposal be approved; and
2. That funds in the amount of \$41,000 for the implementation of the plan proposal be drawn from an appropriate account following approval of the 2008 Capital Budget.

Economic Impact

The cost to install the traffic calming measures would be an initial impact to the 2008 Capital Budget, and the cost to maintain the traffic calming measures would be a future Operating Budget impact.

Communications Plan

Staff will advise the members of the traffic calming committee of Council's decision. Staff will follow up with construction notices (Letter 'C') at time of construction.

Purpose

To report on the Vellore Woods Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on June 15, 2005, Council adopted the following recommendation:

“Staff establish a Neighbourhood Traffic Control Committee to convene in the fall of 2005 to further review traffic issues in Vellore Woods.”

The traffic committee area is bounded by Major Mackenzie Drive to the north, Weston Road to the west, Rutherford Road to the south, and Highway 400 to the east. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Vellore Woods Neighbourhood Traffic Committee was held on October 26, 2005. Engineering Services 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 December 4, 2007. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood. There were 16 residents in attendance. Of those in attendance, 9 residents were in favour of the plan and 0 residents were against the plan. Before the vote took place, 7 residents had left the meeting.

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.

Traffic Calming Plan - General

There are fourteen existing all-way stop controls at the following intersections within the Vellore Woods Neighbourhood Traffic Committee area:

- Starling Boulevard and Dolce Crescent / Robin's Nest Drive
- Starling Boulevard and Hawstone Road
- Starling Boulevard and Fox Hound Crescent
- Starling Boulevard and Ashberry Boulevard
- Vellore Woods Boulevard and Robin's Nest Drive
- Vellore Woods Boulevard and Hawstone Road / Wildberry Crescent
- Vellore Woods Boulevard and Bucksaw Drive
- Vellore Woods Boulevard and Ashberry Boulevard
- Vellore Woods Boulevard and Timberland Drive
- Vellore Woods Boulevard and Foxhunt Drive
- Vellore Woods Boulevard and Comdel Boulevard
- Vellore Woods Boulevard and Hawkview Boulevard
- Comdel Boulevard and Plover Heights
- Ashberry Boulevard and Fox Hound Crescent / Wheatfield Drive

The existing statutory speed limits are 50 km/h on all the roadways within the Vellore Woods Neighbourhood Traffic Calming Committee, except Starling Boulevard and Vellore Woods Boulevard, which are posted at a reduced 40 km/h limit.

There are seven existing raised intersections at the following intersections within the Vellore Woods Neighbourhood Traffic Committee area:

- Starling Boulevard and Hawstone Boulevard
- Starling Boulevard and Ashberry Boulevard / Johnswood Crescent
- Vellore Woods Boulevard and Reindeer Crescent / Cormorant Crescent
- Vellore Woods Boulevard and Sunview Drive / Johnswood Crescent
- Vellore Woods Boulevard and Osprey Drive
- Vellore Woods Boulevard and Robin's Nest Drive
- Hawkview Boulevard and Osprey Drive

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

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

- Hawkview Boulevard between property numbers #376 and #380
- Wildberry Crescent between property numbers #125 and #127

There are three intersection medians proposed on the plan and can be placed at the following locations:

- Hawkview Boulevard north of Osprey Drive
- Hawkview Boulevard south of Osprey Drive
- Osprey Drive west of Hawkview Boulevard

There are two mountable medians proposed on the plan and can be placed at the following locations:

- Vellore Woods Boulevard between Ashberry Boulevard and Bucksaw Drive
- Hawstone Road from Starling Boulevard to appoint 120 metres east of Starling Boulevard

There are two planted medians proposed on the plan and can be placed at the following locations:

- Ashberry Boulevard between Starling Boulevard and Royview Crescent / Berry Trail (With breaks at three intersections)
- Vellore Woods Boulevard between Shadetree Crescent and Timberland Drive

Speed Studies

Staff conducted radar speed studies near the proposed traffic calming locations. All studies were conducted during morning and afternoon peak time periods of 8:00 am – 9:00 am and 4:00 pm – 5:00 pm. The weather on May 12, 2006, was clear and sunny. On August 10 and 16, 2006, the weather was partly cloudy. The results of the studies are shown in the table below.

Location	Date	Direction	Time Period	Average Speed
Comdel Boulevard west of Plover Heights	May 12, 2006	Eastbound	AM	44 Km/h
		Westbound	AM	47 Km/h
Hawkview Road	August 16, 2006	Northbound	AM	41 Km/h
		Southbound	AM	41 Km/h
		Northbound	PM	37 Km/h
		Southbound	PM	30 Km/h
Wildberry Crescent between #125 & #127	August 10, 2006	Northbound	AM	41 Km/h
		Southbound	AM	30 Km/h
		Northbound	PM	39 Km/h
		Southbound	PM	48 Km/h

In addition, staff set-up Automatic Traffic Recorders to collect volume and speed data. The results of these studies are shown in the table below.

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>Average Speed</u>	<u># of Vehicles</u>
Starling Boulevard 40m north of Oxbow Court	June 6 2006 – June 12 2006	Northbound	40 Km/h	625 veh/day
		Southbound	41 Km/h	620 veh/day
Robin's Nest 78 metres east of Starling Boulevard	September 25, 2006 – September 29, 2006	Eastbound	34 Km/h	190 veh/day
		Westbound	32 Km/h	270 veh/day
Starling Boulevard 30m south of Fox Hound Crescent	June 6 2006 – June 12 2006	Northbound	42 Km/h	750 veh/day
		Southbound	42 Km/h	775 veh/day

The average recorded vehicle speeds range from 30 to 48 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.

Emergency and Transit Routes

There are currently bus routes travelling on Vellore Woods Boulevard, Ashberry Boulevard, and Comdel Boulevard.

Vaughan Fire and Rescue has identified Starling Boulevard, Vellore Woods Boulevard, Comdel Boulevard, Ashberry Boulevard, and Hawstone Road as primary response routes.

It should be emphasized that Hawkview Boulevard and Wildberry Crescent on which speed humps are proposed are neither transit routes nor emergency vehicle response routes.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

The Engineering Services Department recommends for approval the Vellore Woods Neighbourhood Traffic Committee plan proposal. The estimated cost of \$41,000 includes associated traffic signs and pavement markings. This amount has been included in the 2008 Capital Budget.

Attachments

1. Location Map

Report prepared by

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

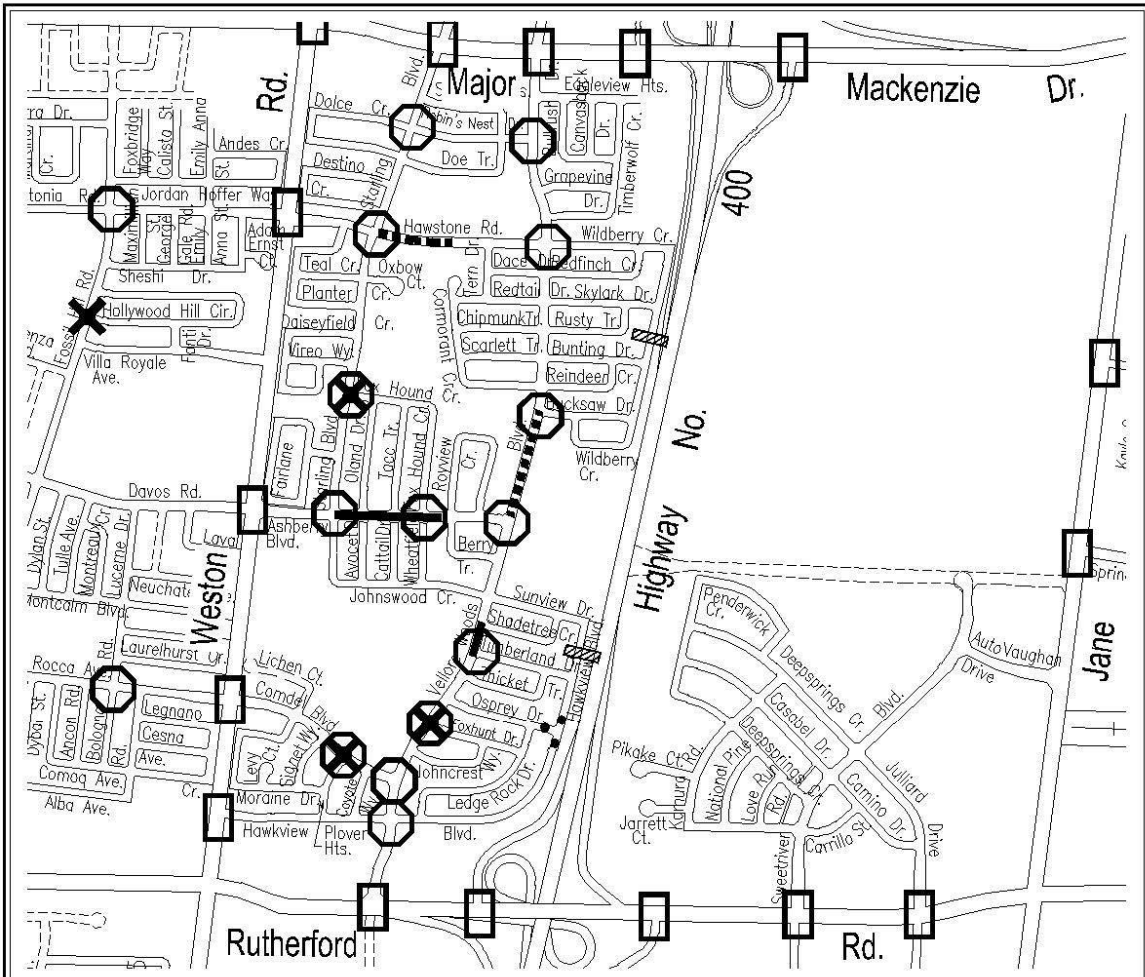
Respectfully submitted,

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

Mike Dokman, C.E.T.
Supervisor, Traffic Engineering








LW:mc

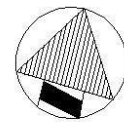
ATTACHMENT No. 1



VELLORE WOODS TRAFFIC COMMITTEE PROPOSED TRAFFIC CALMING MEASURES

LEGEND

-  PROPOSED SPEED HUMP
-  PROPOSED PLANTED MEDIAN
-  PROPOSED INTERSECTION MEDIAN
-  PROPOSED MOUNTABLE MEDIAN
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE