

## COMMITTEE OF THE WHOLE - JUNE 2, 2009

### **WYCLIFFE NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN WARD 2**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the Wycliffe Neighbourhood Traffic Committee plan proposal not be approved in accordance to the Neighbourhood Traffic Committee Policy and Procedure as the resident support of 66.6% was not met.

#### **Economic Impact**

There will be no impact to the 2009 Capital Budget.

#### **Communications Plan**

Engineering Services staff will advise the Traffic Committee members of Council's decision on this matter.

#### **Purpose**

To report on the Wycliffe Neighbourhood Traffic Committee Plan proposal.

#### **Background - Analysis and Options**

At its meeting on September 26, 2005, Council directed:

**“Councillor Carella recommends the establishment of a traffic calming committee to review traffic conditions in the area bounded by Clarence Street on the west, Rutherford Road on the north, Islington Avenue on the east, and Kiloran Avenue/Wycliffe Avenue on the south; and to make recommendations for the calming of traffic within this area.”**

Refer to Attachment No. 1 for area map and proposed traffic calming measures.

#### **Public Participation**

The initial public meeting of the Wycliffe Neighbourhood Traffic Committee was held on December 6, 2005. Engineering Services 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. There were 55 residents in attendance and 14 of those residents formed the traffic committee.

The final public meeting was held on April 21, 2009. The Traffic Committee, with the assistance of Engineering Services staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The meeting was attended by 84 residents, of which 37 residents were in favour of the plan, and 47 residents were opposed. It should be noted that sign-in sheets were provided; however, only 68 signatures were collected. According to the Council approved Neighbourhood Traffic Committee Policy and Procedures, there must be resident support of at least 66.6% in order for the plan to proceed. The threshold support was not achieved at this meeting.

Prior to the meeting, residents were given the opportunity to voice their support for or against the plan if they could not attend. A summary of the telephone and e-mail replies showed nine residents were in support of the plan, while five residents were against the plan. If these responses are added to those taken at the final public meeting, the new total is 46 residents in favour of the plan, and 52 residents were opposed. The threshold support of 66.6% in support of the plan is still not achieved.

Subsequent to the meeting, staff received three additional phone calls from area residents inquiring to the results of the vote on the proposal. All three residents were not in favour of the proposed plan and were happy to learn that no traffic calming measures will be installed in their neighbourhood.

#### Traffic Calming Plan - General

The Traffic Committee proposed a combination of speed cushions, flush-to-grade concrete impressed crosswalks, mountable centre medians, and raised centre medians.

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

The measures were proposed at the following locations:

##### *Speed Cushions*

- Between #333 and #339 Crofters Road
- Between #266 and #272 Crofters Road
- Between #228 Crofters Road and Delia Place

##### *Flush-to-Grade Impressed Concrete Crosswalks*

- At Crofters Road and Woburn Road (south side)
- At Crofters Road and Wycliffe Avenue (east side)
- At Wycliffe Avenue and Kiloran Road (west side)
- At Kiloran Road and Torran Road (west side)
- At Wycliffe Avenue and Colton Drive (south side)
- At Wycliffe Avenue and Wycliffe Gate (east side)

##### *Mountable Centre Medians*

- Between #71 and #77 Wycliffe Avenue
- Between #222 and #228 Wycliffe Avenue
- Between #31 Kiloran Road and Woodgreen Road
- Between #552 and #560 Wycliffe Avenue

##### *Raised Centre Medians*

- At Wycliffe Avenue and Kiloran Road (south side)
- At Wycliffe Avenue and Kiloran Road (east side)
- Between #472 and #478 Wycliffe Avenue
- At Wycliffe Avenue and Trevi Gate
- Between #609 and #617 Wycliffe Avenue

## Speed Studies

Staff collected speed and volume data on the subject streets by Automatic Traffic Recorder in April 2008. Data was collected on a 24-hour basis. The results are shown in the table below.

Location	Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Highest 24 hour volume
Crofter's Road north of Appian Way	Southbound	41 km/h	48 km/h	873
	Northbound	41 km/h	48 km/h	1031
Kiloran Road east of Torran Road	Eastbound	36 km/h	42 km/h	1903
	Westbound	35 km/h	42 km/h	1884
Wycliffe Avenue west of Cairnburg (E)	Eastbound	48 km/h	55 km/h	1562
	Westbound	48 km/h	56 km/h	1549
Wycliffe Avenue north of Arnish Street	Northbound	44 km/h	54 km/h	538
	Southbound	45 km/h	55 km/h	648
Wycliffe Avenue north of Trevi Court	Northbound	44 km/h	53 km/h	523
	Southbound	46 km/h	54 km/h	588

The average recorded vehicle speeds range from 35 to 48 km/h. The speed limits on the subject roads are posted at 40 km/h.

Fire and Rescue Services were consulted on the proposed plan. All the subject streets are considered primary response routes and so, vertical traffic calming measures are not permitted. Fire and Rescue Services did support speed cushions however, the design must permit emergency vehicles to maintain their speeds during emergency responses.

## **Comments Received at the Meeting**

Staff received the following comments during the course of the April 21<sup>st</sup> meeting:

- Concern that the flush-to-grade crosswalks will not reduce speeding.
- Emphasis should be on more enforcement from York Regional Police rather than more traffic calming measures.
- The morning and afternoon school activity on Crofters Road by Our Lady of Fatima School is more effective at reducing speeding than traffic calming measures.
- The proposed speed cushions would not be as effective as speed humps.
- Traffic calming measures are not attractive and devalue the neighbourhood.
- A 'Kiss-and-Ride' program should be established at Our Lady of Fatima School.

## **Relationship to Vaughan Vision 2020/Strategic Plan**

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**

Based on staff's review, it is recommended that the Wycliffe Neighbourhood Traffic Committee plan proposal not be approved as the Neighbourhood Traffic Committee Policy & Procedure's requirement of 66.6% resident support was not met.

## **Attachments**

1. Location Map

## **Report prepared by:**

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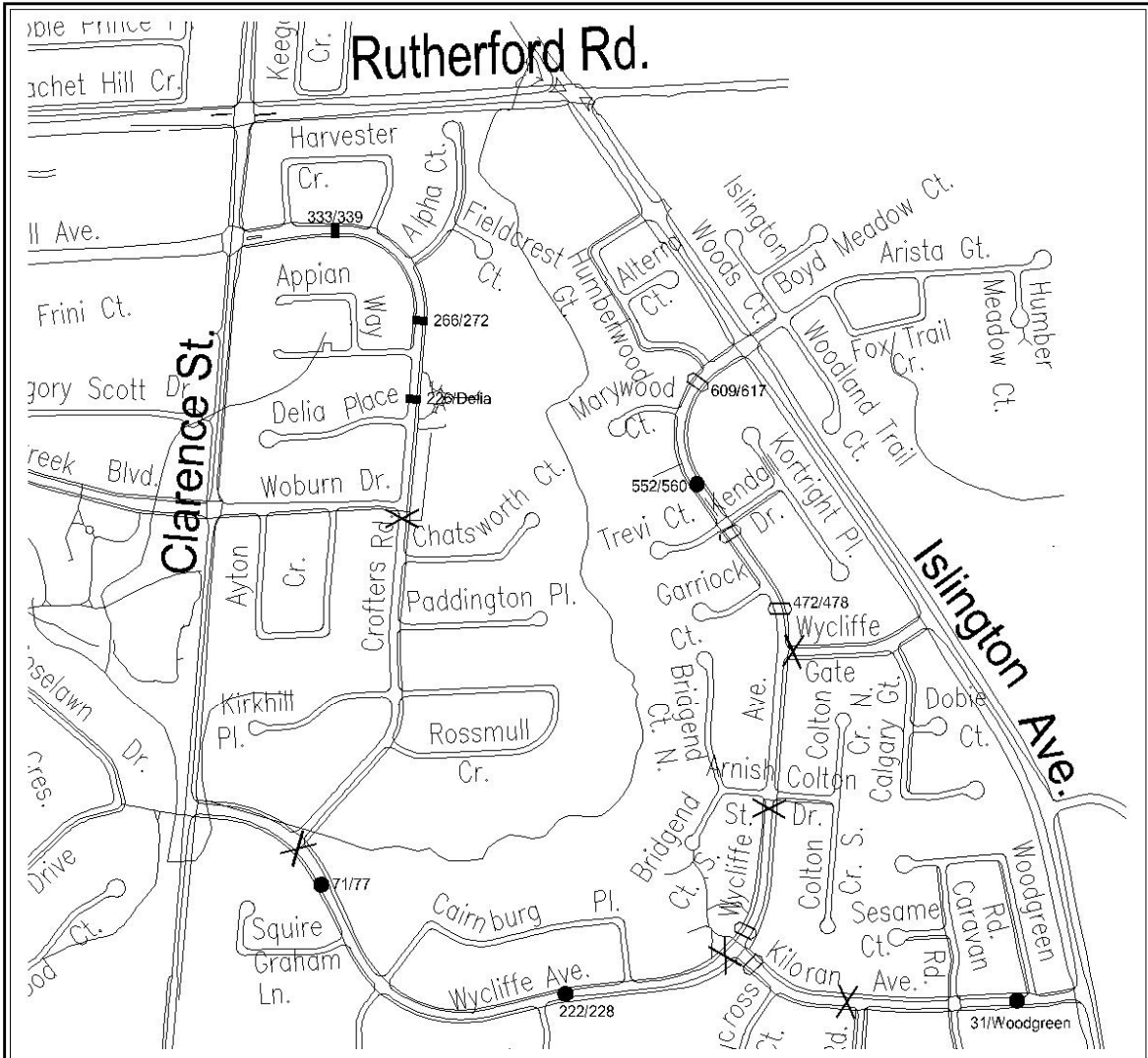
Respectfully submitted,

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

Jack Graziosi, P. Eng.  
Director of Engineering Services

MR:mc

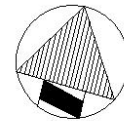
# ATTACHMENT No. 1



## WYCLIFFE TRAFFIC CALMING PLAN

### LEGEND

-  Proposed Speed Cushion
-  Proposed Flush-to-Grade Impressed Concrete Crosswalk
-  Proposed Mountable Centre Medians
-  Proposed 10.0m Long Raised Centre Medians



NOT TO SCALE