

COMMITTEE OF THE WHOLE – JULY 6, 2010

SPEED CUSHION ON PARKFIELD COURT – WARD 2

(Referred Item)

Council, at its meeting of June 29, 2010, adopted the following (Item 31, Report No. 17):

That this matter be referred to the July 6, 2010 Committee of the Whole Meeting.

Report of Councillor Carella, dated June 15, 2010.

Recommendation

Councillor Tony Carella recommends that the one speed cushion previously recommended by the local traffic calming committee for placement along Parkfield Court be approved as “grandfathered” and constructed at the earliest opportunity, between house #16 and #20 of Parkfield Court and along the west side of #2 Creekwood Court.

Contribution to Sustainability

The long-term sustainability of our local streets depends on their being used for the purposes for which they were designed, rather than as drop-off sites, kiss-and-rides, speed-tracks, or short-term parking lots.

Economic Impact

To be determined.

Communication Plan

The ward councillor will inform the residents of Parkfield and Creekwood Courts once this recommendation is approved by Council

Purpose

To complete a project that was undertaken some time ago, but was delayed while an alternative (speed cushion) was pilot tested in a neighbouring municipality.

Background - Analysis and Options

Parkfield Court is a short street, running north from Highway (Regional Road) 7 opposite the eastern end of Woodstream Boulevard, ending in a cul-de-sac and, immediately beyond it, a pedestrian walkway onto the grounds of St. Peter’s Catholic School. Another cul-de-sac, Creekwood Court, runs east off of Parkfield, ending at an overlook into Rainbow Creek Park.

Because of the pedestrian access to St. Peter’s School, Parkfield Court attracts increased traffic every weekday morning during the school year, as parents use the end of the court as a drop off site for their children, rather than driving further west along Highway 7, north along Martin Grove Road, and east along Andrew Park, to the vehicular entranceway onto the grounds of St. Peter’s School. Similarly, in the afternoon, the Parkfield cul-de-sac is filled with parents’ parked in their vehicles and waiting the end of the school day.

As their use of Parkfield as a drop-off/pick-up site would seem to indicate, these parents are looking to save time, which may account for the speed with which they exit the street, attempting

to “beat the light” at Highway 7 and Woodstream Boulevard. The result is a situation that is clearly dangerous to the children who live along both Parkfield and Creekwood Courts.

To address this issue, a speed hump was proposed some time ago by the local traffic calming committee. But in an effort to explore a traffic calming device that might be more suitable for this and other locations across the City, action was deferred pending a pilot test in the Town of Aurora of “speed cushions”---essentially, a speed hump with gaps to accommodate the wider wheel-base of fire and emergency vehicles, but too wide to permit a simple drive-through by the average automobile.

It is appropriate to revert to the original recommendation, and install a single speed cushion along Parkfield Court. In light of changes recently made to the City’s traffic calming policy, this installation would be considered as “grandfathered”. One additional consideration should be noted: given the narrow width of Parkfield Court, curb bump-outs, chicanes, etc. are not otherwise recommended. Finally, it is important to note that Parkfield is not identified as an emergency response route.

Regional Implications

None

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is appropriate that Council approve a single speed cushion on Parkfield Court, on a grandfathered basis.

Attachments

None

Report prepared by:

Councillor Tony Carella, FRSA