

COUNCIL – JUNE 28, 2004

FRANKLIN AVENUE / MARKWOOD LANE / CHARLES STREET / SPRING GATE BOULEVARD AND AREA NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Neighbourhood Traffic Committee plan proposal be approved with the exception of the proposed speed hump on Charles Street south of Heatherton Way between properties #203/#207;
2. That funds in the amount of \$12,000 for the implementation of the plan proposal be drawn from the 2004 Capital Budget (Project No. 1204.0); and
3. That direction be provided to staff on the formation of a Phase 2 traffic committee for this area.

Purpose

To report on the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

The Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Neighbourhood Traffic Committee area is bounded by Centre Street to the north, Yonge Street to the east, Clark Avenue to the south and Atkinson Avenue to the west. Refer to Attachment No. 1.

Although the chair of the committee has not previously presented the final plan to Committee of the Whole, staff are reporting on the plan now due to the upcoming summer hiatus.

Public Participation

The initial public meeting of the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Neighbourhood Traffic Committee was held on November 21, 2001. Engineering 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 June 1, 2004. The Traffic Committee, with the assistance of Engineering Staff, introduced the traffic calming proposals for the neighbourhood to the residents. There were 16 residents in attendance. In addition, 16 residents had submitted their comment on the final plan proposal through telephone contact or e-mail contact with Engineering Staff. A majority of the residents (69%) were in favour of the final plan, but some wanted amendments to the plan as outlined below. A review of these proposals is included later in the report.

At the meeting, the residents in attendance voted to form a Phase 2 Traffic Calming Committee to include the areas bounded by Atkinson Avenue to the east, Centre Street to the north, Clark Avenue to the south and Bathurst Street to the west. In addition to the above noted area it was decided to investigate traffic calming needs on Heatherton Way.

The original plan illustrated a speed hump on Spring Gate Boulevard between properties #499/#503. As the proposed speed hump is located on the west side of Atkinson Avenue it was decided to include this proposal in the Phase 2 of the traffic calming process.

Traffic Calming Plan - General

There are sixteen existing all-way stop controls at the following intersections within the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Neighbourhood Traffic Committee area:

- Centre Street and Markwood Lane/Erica Road;
- Centre Street and Brooke Street;
- Old Jane Street and Elizabeth Street;
- Thornridge Drive and Charles Street;
- Thornridge Drive and Clarkehaven Street;
- Thornridge Drive and Brooke Street;
- Arnold Avenue and Franklin Avenue;
- Arnold Avenue and Edward Street;
- Arnold Avenue and Charles Street;
- Arnold Avenue and Clarkehaven Street;
- Arnold Avenue and Brooke Street;
- Spring Gate Boulevard and Franklin Avenue/Franmore Circle;
- Spring Gate Boulevard and Heatherton Way;
- Spring Gate Boulevard and Charles Street;
- Spring Gate Boulevard and Clarkehaven Street/Glenmanor Way;
- Spring Gate Boulevard and Springfield Way.

The existing posted speed limit on Franklin Avenue, Markwood Lane, Charles Street, Thornridge Drive and Spring Gate Boulevard is 40 km/h. The remaining roadways within the area have a statutory 50 km/h speed limit.

There is an existing school crossing guard on the on the south side of the Spring Gate Boulevard/ Springfield Way intersection.

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

Speed humps can be placed at the following locations:

- Markwood Lane, between properties # 150 and # 156;
- Franklin Avenue, between properties #180 and #186;
- Franklin Avenue, between properties #279 and #280; and
- Charles Street, south of property #18.

Additional Requests

A request was made for a revision to the final plan at the June 1, 2004 meeting. The residents requested that an additional speed hump be placed on Charles Street south of Heatherton Way between properties #203/#207. Transportation Staff reviewed the request and note that the installation of a speed hump at this location is physically feasible. There are traffic signals located at the intersection of Clark Avenue and Charles Street.

The distance from end of the turning curb radius at Clark Avenue to the beginning of the turning curb radius at Heatherton Way is approximately 21.5 metres. There is approximately 8.4 metres in length between properties #203 and #207. Physically, it is possible to place a speed hump

here; however, Engineering Staff does not support the above noted proposal as the proposed speed hump would be too close to Clark Avenue.

As per the Canadian Guideline to Neighbourhood Traffic Calming, speed humps on collector streets should not be located within 30 metres of the closest perpendicular extension of an intersecting street.

Placing a speed hump at this location would not have an impact on motorist speeds on Charles Street as motorists need to slow down while approaching the intersection. Transportation Staff collected speed data on Charles Street in November 2002. The results of speed studies indicate that majority of motorists are travelling at an acceptable rate of speed. The average speed on Charles Street is 42 km/h in the northbound direction and 40 km/h in the southbound direction indicating a high level of compliance with the posted speed.

Also, a speed hump located close to an existing intersection may impact fire emergency vehicles turning from Clark Avenue onto Charles Street. There is a short distance for this vehicle to drive straight over the measure and would further reduce the typical response time.

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 traffic calming measures be approved by Council for installation on the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Traffic Committee, 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, City Page, and the Vaughan Weekly newspaper. Prior to construction, the City's normal practice is to mail letters to the affected residents should traffic calming measures be approved informing them of their installation.

Conclusion

The Engineering Department recommends for approval the Franklin Avenue / Markwood Lane / Charles Street / Spring Gate Boulevard and Area Traffic Committee plan proposal, with the exception of the proposed speed hump on Charles Street south of Heatherton Way between properties #203/#207. The estimated cost of \$12,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

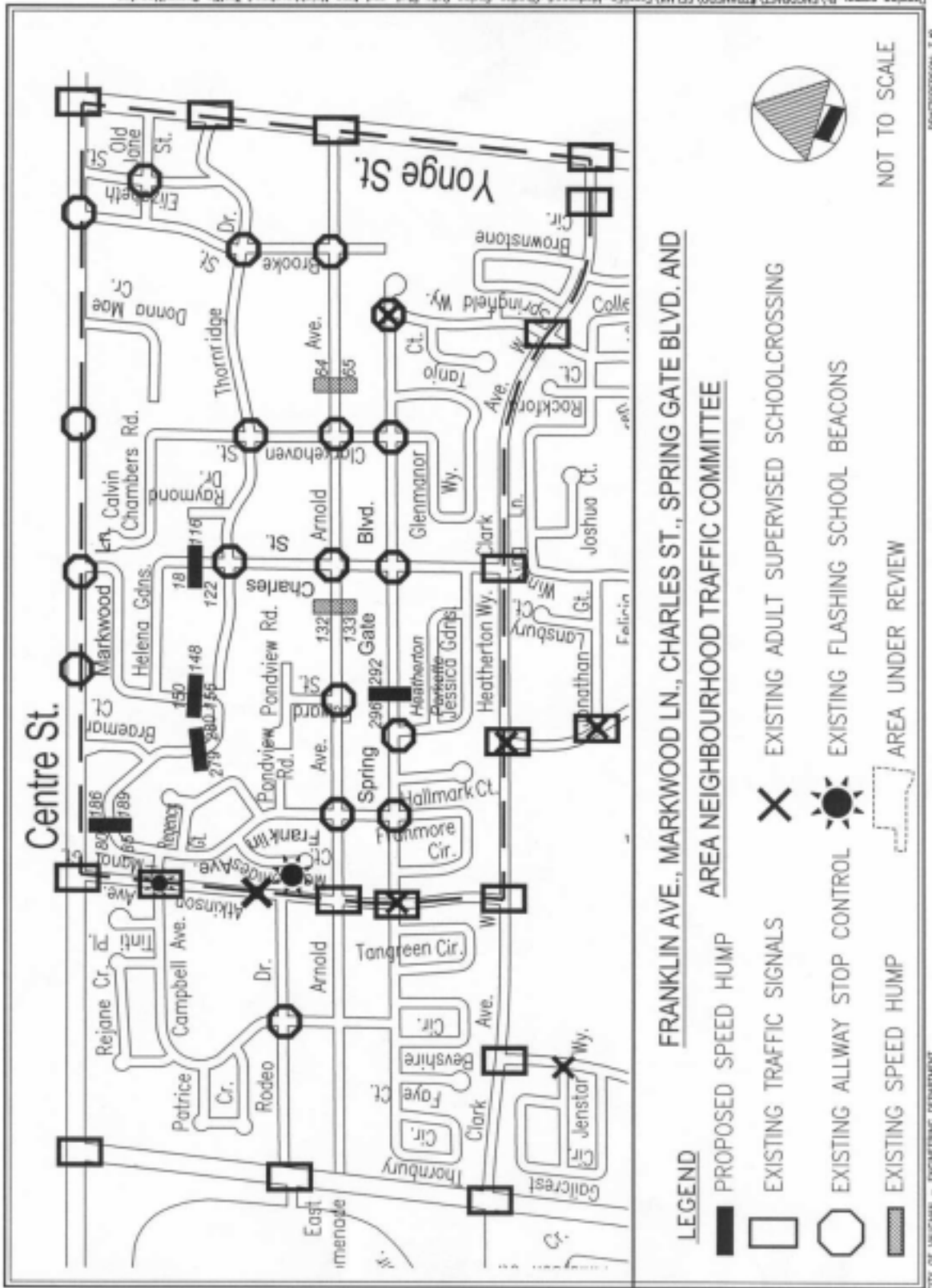
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Respectfully submitted,

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

Michael Won, P. Eng.
Director of Development/Transportation
Engineering

ATTACHMENT No. 1



Drawing name: P:\ENGR\MT\TRMSP0\SELM\Franklin-Markwood-Charles-Spring Gate Blvd. and Area Neighbourhood Traffic Committee.dwg