

COMMITTEE OF THE WHOLE - AUGUST 20, 2001

ARNOLD AVENUE NEIGHBOURHOOD TRAFFIC COMMITTEE

Recommendation

The Commissioner of Development Services & Public Works recommends:

That the Arnold Avenue Neighbourhood Traffic Committee Traffic Calming Plan be approved;

1. That funds in the amount of \$25,000 for the implementation of the proposed Arnold Avenue traffic calming plan be drawn from the 2001 Capital Budget (Project No.1203-2) and that the plan be implemented in two phases, with Phase I (estimated cost of \$12,000) constructed in 2001 and Phase II (estimated cost of \$13,000) constructed in 2002; and
2. That a by-law be enacted to prohibit southbound left turn movements at the intersection of Atkinson Avenue and Arnold Avenue during the time of 7:00 a.m. to 9:00 a.m.

Purpose

A traffic committee has been established on Arnold Avenue, in response to concerns expressed by the local residents. This report is submitted for Council direction to staff for the implementation of the proposed traffic calming measures.

Background - Analysis and Options

There is an existing allway stop control on Arnold Avenue at the following intersections.

- Franklin Avenue
- Edward Street
- Charles Street
- Clarkhaven Street
- Brooke Street

The existing speed limit on Arnold Avenue is 40 km/hr.

Public Participation

The initial public meeting for the Arnold Avenue Neighbourhood Traffic Committee was held on September 19, 2000. At that meeting, residents had an opportunity to express their concerns and form a traffic committee. Staff outlined what traffic calming is and the associated measures and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

A final public meeting was held on June 11, 2001, where staff and the traffic committee introduced the traffic calming proposals for Arnold Avenue to the residents in attendance. A 'Notice' of the meeting was hand delivered by the traffic committee. There were 13 residents in attendance.

At the final public meeting, a suggestion was raised by one of the residents that this plan be developed in two phases. The first phase would include the southbound left turn prohibition at the Atkinson Avenue and Arnold Avenue intersection, and the installation of two speed humps on Arnold Avenue and textured crosswalks at the Arnold Avenue and Brooke Street intersection. The second phase would include the installation of two traffic circles at the intersections of Arnold Avenue and Charles Street and Arnold Avenue and Clarkhaven Street. A vote was taken based on the two phases for the plan and all in attendance were in favour. The Phase 2 portion of this project will be implemented one year after the Phase 1 portion has been constructed.

Prior to the meeting engineering staff received signed letters by 24 residents for their approval of the entire plan. It should be noted that the residents that sent in the signed letters were not aware of the two phase development of the plan as suggested at the final meeting.

Traffic Calming Plan - General

Staff undertook field reviews to determine the actual location of the proposed speed humps and traffic circles (refer to Attachment No. 1).

Speed humps can be placed on Arnold Avenue at the following locations:

- In front of #64/#65
- In front of #132/#133

Traffic circles have been proposed at two intersections:

- Arnold Avenue and Charles Street
- Arnold Avenue and Clarkhaven Street

Note: The existing stop signs at the above intersections will be removed with the installation of traffic circles and replaced with Yield signs.

At the intersection of Arnold Avenue and Brooke Street, the committee expressed concerns relating to pedestrian activity in the area. The intersection is controlled by an allway stop. Thornhill Public School is located on the south side of Arnold Avenue west of Yonge Street. To further enhance pedestrian activity at the intersection, it is proposed that textured crosswalks be installed at the intersection on all approaches. The textured crosswalks will be flush to the pavement. This type of device will make aware to the motorist that this intersection accommodates a high level of school children traffic.

Other Measures

The committee expressed concerns relating to the cut-through traffic on Arnold Avenue from Atkinson Avenue to Yonge Street, especially during the morning peak period. Staff conducted traffic counts and have determined that cut-through traffic movements do occur during this time period. The committee has proposed a southbound left turn prohibition on Atkinson Avenue at Arnold Avenue during the time period of 7:00 am to 9:00 am. The prohibited left turn movements from this intersection can be accommodated via Centre Street or Clark Avenue.

It should be noted that motorists may use Spring Gate Boulevard to Charles Street or Springfield Way to access Clark Avenue as a by-pass route to Yonge Street. Motorists may also use Manor Gate to Franklin Avenue to access Arnold Avenue. It may be beneficial to implement southbound left turn prohibitions onto Spring Gate Boulevard or Manor Gate to avoid the cut-through concern, although staff do not consider either of these alternative routes to be as attractive to motorists because a portion of the travel will be on local streets. Prior to the implementation of such prohibitions, staff will monitor the left turn volumes and will notify the residents on Spring Gate Boulevard, Manor Gate and Franklin Avenue.

Council Approved Traffic Calming Projects

The Year 2001 Capital Budget has allocated \$1,600,000 for the implementation of traffic calming projects. To date, the following Traffic Management Plans that have been approved total \$91,000.

- Morning Star Drive/Mapes Avenue, estimated cost \$37,000;

- Kleinburg Area, estimated cost \$44,000; and
- Forest Drive/Bainbridge Avenue, estimated cost \$10,000.

Several other projects are under construction this year, with funds being drawn from the Year 2000 Capital Budget:

- Brownridge Drive Traffic Committee and Torii Street, tendered cost, \$146,655;
- Woodbridge Core Traffic Committee and Woodbridge Avenue Ratepayers Traffic Committee, tendered cost, \$94,182;
- Mullen Drive Traffic Committee, tendered cost, \$26,769;
- Yorkhill Blvd. Traffic Committee, tendered cost, \$58,984;
- Wilshire/Westmount Neighbourhood Traffic Committee, tendered cost, \$166,550;
- Crossroads Traffic Committee, tendered cost, \$18,800;
- Weston Downs Traffic Committee Phase I, estimated cost, \$100,000;
- Historic Maple Traffic Committee, estimated cost, \$84,000;
- Maple Springs Traffic Committee Phase I, estimated cost, \$160,000;
- Thomson Creek Blvd. Traffic Committee, estimated cost, \$12,100; and
- Kipling Pedestrian Signals, estimated cost, \$34,925.

Conclusion

The Engineering Department supports and recommends for approval the Arnold Avenue Traffic Calming Plan. The estimated cost of \$12,000 for Phase 1 and \$13,000 for Phase 2 for the project includes all taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

Mike Dokman, Senior Transportation Technologist, Transportation Section ext 8031
Philip Weber, Transportation Engineer, Transportation Section, ext 8264
Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

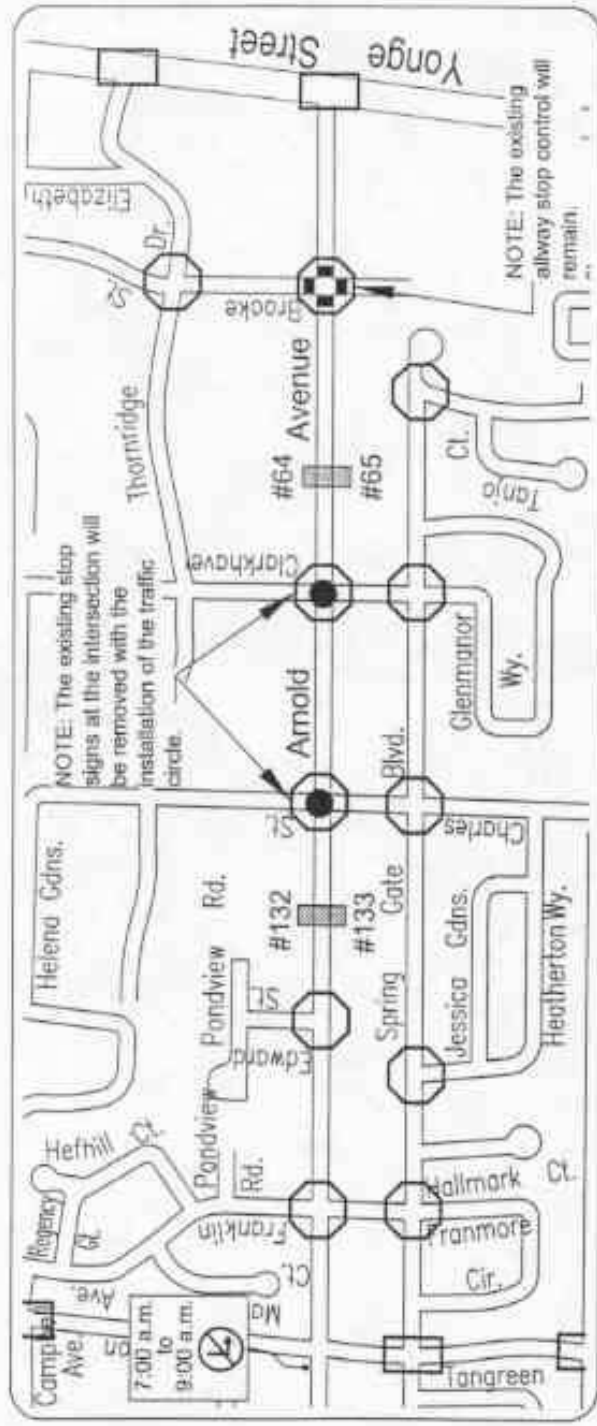
Respectfully submitted,

FRANK MIELE
Commissioner of Development Services
& Public Works

Bill Robinson, P. Eng.
Executive Director of City Engineering
& Public Works

MD/mr

ARNOLD AVENUE COMMITTEE'S PROPOSED PLAN



LEGEND

- EXISTING TRAFFIC SIGNALS
- EXISTING ALLWAY STOP CONTROL
- PROPOSED 'NO LEFT TURN' SIGN
- PROPOSED SPEED HUMP
- PROPOSED TRAFFIC CIRCLE
- PROPOSED TEXTURED CROSSWALKS