

## **COMMITTEE OF THE WHOLE - JANUARY 21, 2002**

### **WESTON DOWNS NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN**

#### **Recommendation**

The Commissioner of Development Services and Public Works recommends:

1. That the portion of the Weston Downs Neighbourhood Traffic Management Plan discussed at the community meeting on November 29, 2001 as it pertains to Velmar Drive be approved and proceed to construction in the spring of 2002;
2. That the allway stop controls at the intersection of Velmar Drive and Blackburn Boulevard, and at the north and south intersections of Velmar Drive and Flushing Avenue be removed as per the original Traffic Management Plan; and
3. That staff be directed to finalize the Phase 2 Traffic Management Plan with the Weston Downs Neighbourhood Traffic Committee and present the plan at a community meeting in accordance with the City's Traffic Calming Policy before forwarding it to Council for approval.

#### **Purpose**

To report on the Velmar Drive portion of the Weston Downs Neighbourhood Traffic Management Plan following a community meeting with residents and City staff.

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

The Weston Downs Traffic Management Plan proposal was presented to Committee of the Whole at its meeting of July 4, 2000 by the Weston Downs Neighbourhood Traffic Committee in an attempt to address traffic volume and speed concerns on the major roadways in the community. Following the meeting refinements were made to the plan and Council agreed to implement the plan in two phases.

Phase 1 of the plan proposed traffic calming measures on Blackburn Boulevard, Santa Barbara Place and Velmar Drive. At its meeting of November 12, 2001 Council directed:

“That the Velmar Drive traffic calming measures be deferred from Phase 1 of the Weston Downs Traffic Calming Plan until after the Community Meeting scheduled for November 29, 2001 is held and that Phase 1 traffic calming measures for Blackburn Boulevard and Santa Barbara Place (7 speed humps) be installed immediately; and

That the whole Weston Downs Traffic Calming Plan, including Phase 1 and 2 and Velmar Drive, be addressed at the Community Meeting.”

The Weston Downs community is bounded by Weston Road to the east, Rutherford Road to the north and Langstaff Road to the south. Four speed humps on Blackburn Boulevard and three speed humps on Santa Barbara Place were installed in the fall of 2001.

#### **Original Traffic Management Plan**

The Traffic Management Plan as proposed prior to the November 29, 2001 community meeting is shown in Attachment No. 1. The Velmar Drive portion of plan included six speed humps and one

raised crosswalk. Staff conducted field reviews to determine feasible locations for the measures. Speed humps can be placed at the following locations:

- At the property line of #45/#51 Velmar Drive;
- At the property line of #150/#158 Velmar Drive;
- At the property line of #249/#255 Velmar Drive;
- Adjacent to Blue Coin Park (on Velmar Drive) and on the property line between #152 Santa Barbara Place/#1 Radley Street;
- At the property line of #440/#446 Velmar Drive; and
- At the property line between #553/#559 and #554/#548 Velmar Drive.

The raised crosswalk was proposed at the north side of the intersection of Velmar Drive and Village Green Drive/Orr Avenue. The plan also included the removal of three all-way stop controls and replacement with side street stop control at the following locations:

- Velmar Drive/Blackburn Boulevard;
- Velmar Drive/Flushing Avenue north intersection; and
- Velmar Drive/Flushing Avenue south intersection.

The Phase 2 portion of the plan included speed humps on Babak Boulevard, Valeria Boulevard, Greenpark Boulevard and Fifth Avenue.

#### Results of Community Meeting

On November 29, 2001 a community meeting was held to discuss the Weston Downs Traffic Management Plan. The following possible revisions to the Velmar Drive portion of the plan were discussed:

1. An additional speed hump near Velmar Downs Park. (To replace the raised crosswalk at Velmar/Village Green/Orr.)
2. An additional speed hump on Velmar Drive north of Flatbush Avenue (south intersection). (Not recommended by staff.)
3. Retention of the allway stop controls proposed for removal at the intersection of Velmar Drive and Blackburn Boulevard, and at the north and south intersections of Velmar Drive and Flushing Avenue. (Not recommended by staff.)

Below is a summary of the discussions relating to these possible revisions:

1. A petition was received at the meeting for an additional speed hump on Velmar Drive between Rutherford Road and Village Green Drive/Orr Avenue near Velmar Downs Park. Staff expressed a concern that this will result in three traffic calming measures (two speed humps and one raised crosswalk) north of Village Green Drive/Orr Avenue. It was agreed at the meeting to replace the raised crosswalk at the intersection with a speed hump north of the intersection, and relocate the proposed speed hump at #45/#51 Velmar Drive to achieve an appropriate spacing between the two humps. A subsequent vote showed that 75 residents were in favour of this proposal and 20 were not in favour.
2. Staff advised the residents at the meeting that it is not advisable to install an additional speed hump north of Flatbush Avenue because it would be on a curve and in close proximity to the proposed speed hump at #249/#255 Velmar Drive.
3. Staff advised the residents at the meeting of the issue of non-compliance with stop signs.

However, many motorists expressed that they wished to have the allway stop controls remain to discourage traffic infiltration. A subsequent vote showed that approximately 5 residents were in favour of removing the allway stop controls and some 50 were not in favour.

The Phase 2 portion of the plan was also discussed at the community meeting. Residents in attendance were given the opportunity to sign up as members of the Phase 2 Traffic Committee in order to finalize the plan for Babak Boulevard, Valeria Boulevard, Greenpark Boulevard and Fifth Avenue. It was agreed that Romeo Crescent, Cartwright Boulevard and Mellings Drive will be included in Phase 2 as well.

#### Recommended Traffic Management Plan

The Velmar Drive portion of the Traffic Management Plan modified as a result of the community meeting is shown in Attachment No. 2. The raised crosswalk that was originally proposed at Village Green Drive/Orr Avenue has been replaced with a speed hump north of the intersection as discussed at the community meeting. Staff will conduct field reviews to determine feasible locations for the two speed humps on Velmar Drive between Rutherford Road and Village Green Drive/Orr Avenue, and will mark their locations in the field and send notification to the adjacent residents. Staff do not recommend retention of the allway stop controls at the intersection of Velmar Drive and Blackburn Boulevard, and at the north and south intersections of Velmar Drive and Flushing Avenue. The allway stop controls should be removed as per the original Traffic Management Plan.

#### Construction

Contract T01-157 (Traffic Calming, Weston Downs, Phase I) was awarded by Council October 15, 2001. Construction proceeded in December 2001 to complete the Blackburn Boulevard and Santa Barbara Place portion of the Traffic Management Plan in accordance with Council's November 12, 2001 direction. Staff will direct the contractor to resume construction of the Velmar Drive portion of the Traffic Management Plan as soon as weather conditions permit in the spring of 2002.

#### Conclusion

In general, it is recommended that the portion of the Weston Downs Neighbourhood Traffic Management Plan as it pertains to Velmar Drive be approved as discussed at the community meeting of November 29, 2001 and proceed to construction in the spring of 2002.

#### Attachments

1. Original Traffic Management Plan
2. Recommended Traffic Management Plan

#### Report prepared by

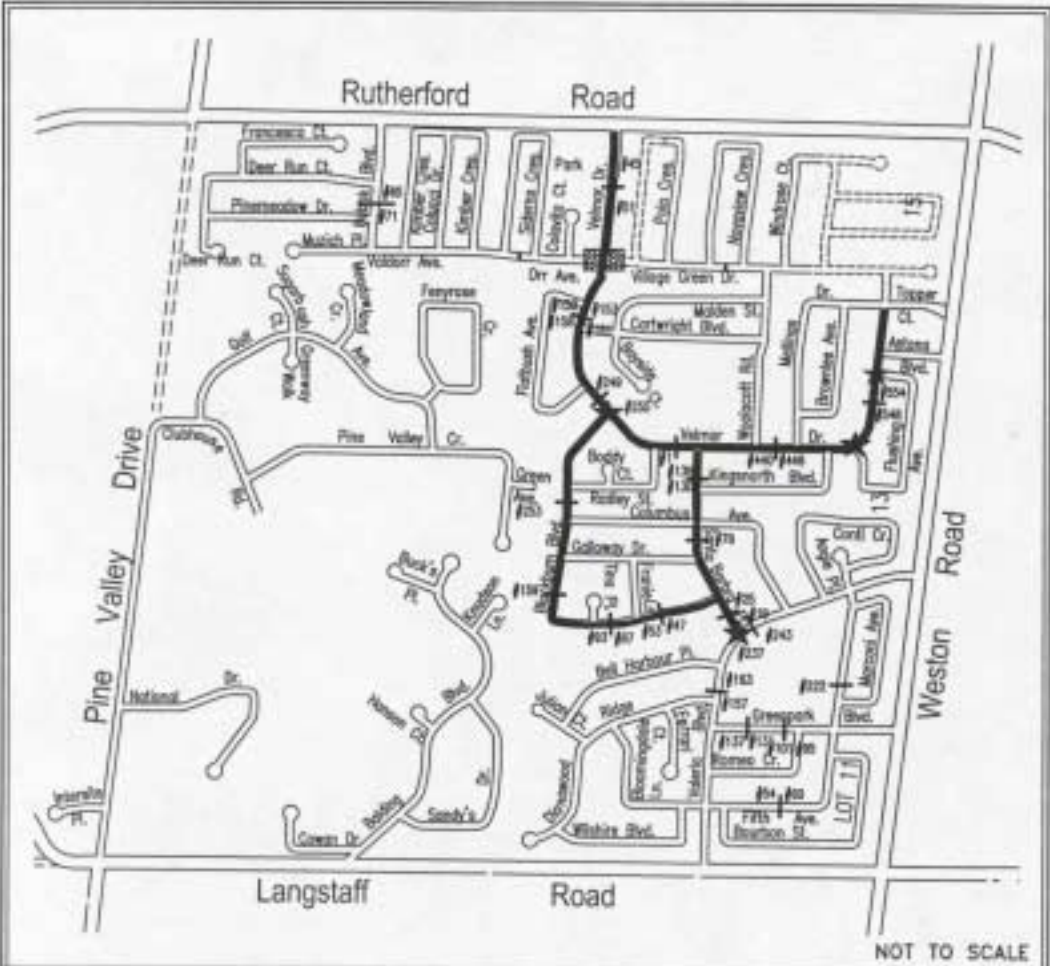
Mike Dokman, Senior Transportation Technologist, ext 8031  
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Respectfully submitted,

FRANK MIELE  
Commissioner of Development Services  
and Public Works

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

# ATTACHMENT No. 1



**WESTON DOWNS NEIGHBOURHOOD  
TRAFFIC MANAGEMENT PLAN**  
(AS PROPOSED BY TRAFFIC COMMITTEE PRIOR TO  
MEETING OF NOVEMBER 29, 2001)

**LEGEND**

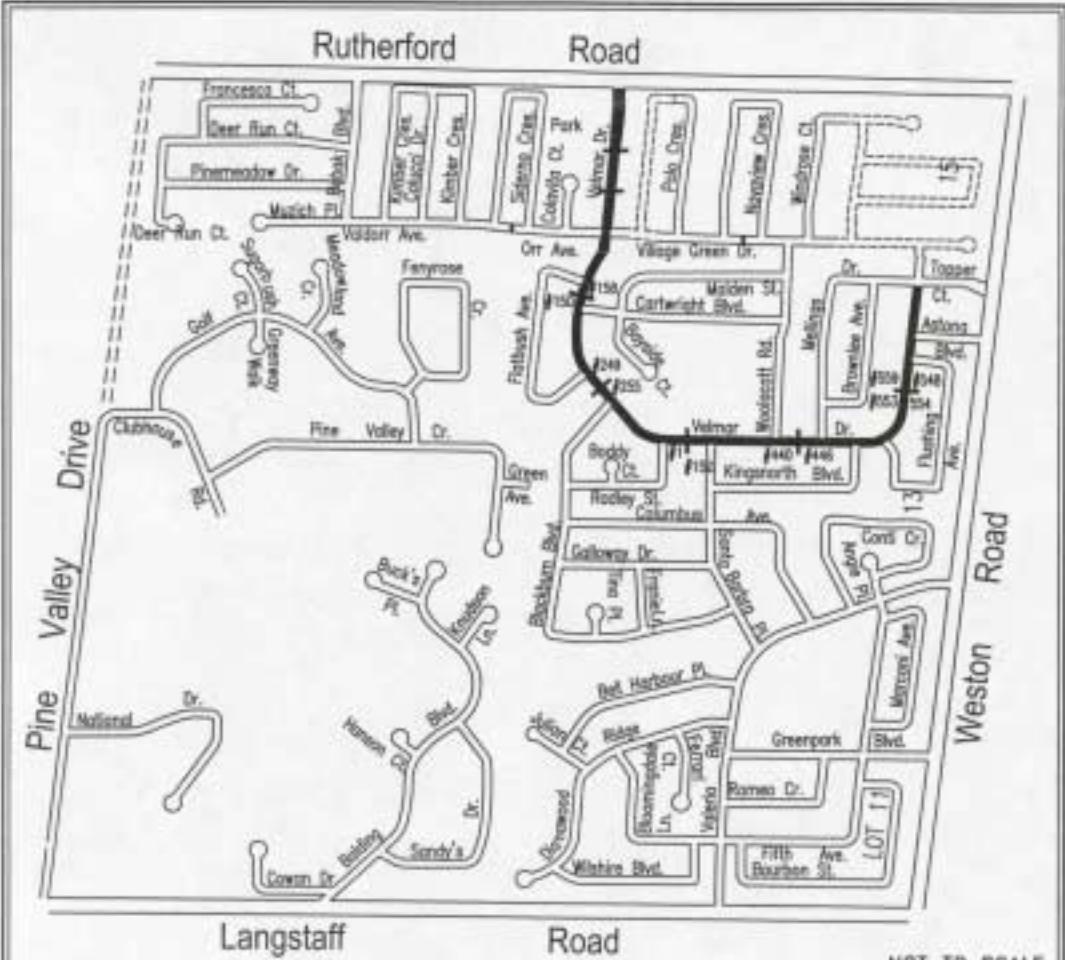
- DENOTES AREA FOR PHASE 1  
(Balance of plan is Phase 2)
- SPEED HUMP
- RAISED CROSSWALK
- ★ REMOVAL OF ALLWAY STOP CONTROL



CITY OF VAUGHAN - ENGINEERING DEPARTMENT

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ATTACHMENT No. 2



WESTON DOWNS NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN

(VELMAR DRIVE PORTION PROPOSED AS A RESULT OF MEETING OF NOVEMBER 29, 2001)

LEGEND

- DENOTES AREA FOR REMAINDER OF PHASE I
- - -** SPEED HUMP



CITY OF WILMINGTON - ENGINEERING DEPARTMENT

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