

## **COMMITTEE OF THE WHOLE – APRIL 8, 2002**

### **MAPLE LANDINGS NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN**

#### **Recommendation**

The Commissioner of Development Services and Public Works recommends:

1. That the Maple Landings Neighbourhood Traffic Management Plan be approved, with the exception of the allway stop controls proposed at the intersections of Avro Road and Hawker Road, and Hawker Road and Seafield Road;
2. That funds in the amount of \$140,000 for the implementation of the proposed Maple Landings plan be drawn from the 2001 Capital Budget; and
3. The Year 2001 Capital Budget has \$1,700,000 remaining for the implementation of traffic calming projects. To date, the following Traffic Management Plans that will be funded from the \$1,700,000 have been approved and total \$170,000:
  - Vaughanwood South Neighbourhood, estimated cost of \$50,000; and
  - Weston Downs North estimated cost of \$120,000.

#### **Purpose**

To report on the Maple Landings Neighbourhood Traffic Management Plan.

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

The Maple Landings Neighbourhood Traffic Management Plan was presented to Committee of the Whole at its meeting of February 4, 2001 by the Maple Landings Traffic Committee in an attempt to address concerns with vehicle speeds, neighbourhood cut through traffic and stop sign compliance in the area. The traffic committee area is south of Major Mackenzie Drive, east of Jane Street, north of Rutherford Road and west of the Don River. Refer to Attachment No. 1.

#### **Public Participation**

The initial meeting for the Maple Landings Neighbourhood Traffic Committee was held on September 26, 2000. Engineering Department staff outlined the concept of traffic calming and the types of measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on December 6, 2001. The traffic committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the 19 residents in attendance. There were 11 votes received by telephone or e-mail. All the residents in attendance and by telephone or e-mail voted in favour of the plan.

#### **Traffic Calming Plan - General**

There are existing allway stop controls at the following intersections within the neighbourhood:

- Avro Road and Curtiss Court/Hudson Drive
- Avro Road and Caproni Drive (east intersection)
- Melville Avenue and Avro Road
- Melville Avenue and Springside Road
- Springside Road and Hawker Road
- Hawker Road and Villandry Crescent/Sylwood Crescent

- Hawker Road and Caproni Drive

The existing 40 km/hr speed limit zones are on Hawker Road and Avro Road. There is an existing raised intersection at the intersection of Hawker Road and Sylwood Crescent/Villandry Crescent that was constructed through the development of the subdivision. Le Petite Prince School is located on the east side of Avro Road south of Curtiss Court and Blessed Trinity Catholic School is located on the west side of Hawker Road south of Sylwood Crescent.

The proposed traffic management plan consists of four speed humps, two raised crosswalks, one flush to grade patterned crosswalk, three roadway centre medians, painted road narrowings and two proposed allway stop controls. Staff undertook field reviews to determine locations for the traffic calming measures that would be feasible.

The four speed humps can be placed at the following locations:

- on Hudson Drive, between #95 and #101 Hudson Drive,
- on Avro Road, between # 239 and # 243 Avro Road,
- on Parktree Drive, between #65 and #67 Parktree Drive, and
- on Springside Road, west of Broomlands Drive/Elena Crescent.

The two raised crosswalks can be placed at the following locations:

- on Avro Road, between #118 and #122 Avro Road, and
- on Hawker Road, on the south leg of the Hawker Road/Mountcharles Crescent (south) intersection.

The flush-to-grade patterned crosswalk is proposed on the east leg of the Springside Road/Parktree Drive intersection. This measure has been proposed to identify that there are students crossing at this location to attend the new high school.

There are three roadway centre medians proposed on Melville Ave that can be placed at the following locations:

- 100 metres south of the Melville Avenue/Avro Road intersection,
- 100 metres north of the Melville Avenue/Eddington Place intersection, and
- between Parktree Drive and Hawker Road.

The medians are proposed to control vehicle speeds on Melville Avenue and to not impact transit vehicle movement, emergency access or snow removal. The medians will also serve as refuges for pedestrians crossing Melville Avenue. Each median will be 30 metres long and 2.0 metres wide, leaving two 3.0 metre travel lanes in each direction. The typical travel lane width on collector roads such as Melville Avenue is 3.5 metres. No parking signs will be posted in the vicinity of the medians. There are no developments existing or proposed on either side of Melville Avenue that would have access driveways at the locations of the proposed medians.

Painted road narrowings are proposed on the south side of Springside Road from 50 metres west of Parktree Drive to 30 metres west of Melville Avenue.

The Plan includes allway stop controls to be installed at the following two intersections:

- Avro Road and Hawker Road; and
- Hawker Road and Seafield Road.

It should be recognized that the proposed allway stop controls will not meet the Provincial warrant due to low side street volumes. However, the committee members felt that the installation of stop controls would be an inexpensive way to break up several roadways in the neighbourhood. In

general the Engineering Department does not support the introduction of allway stop control for the purposes of slowing traffic, due to concerns with low compliance and conflicts with pedestrians. The Engineering Department cannot recommend the installation of unwarranted stop signs.

As its meeting of December 18, 2001, Council approved a moratorium on the implementation of traffic calming measures, with the exception of those in existing traffic committees. As the Maple Landings Traffic Committee was formed in 2000, it is exempt from the moratorium.

### **Conclusion**

With the exception of the two proposed allway stop controls, the Engineering Department supports and recommends for approval the Maple Landings Traffic Management Plan. The estimated cost of \$140,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

### **Attachments**

1. Location Map

### **Report prepared by**

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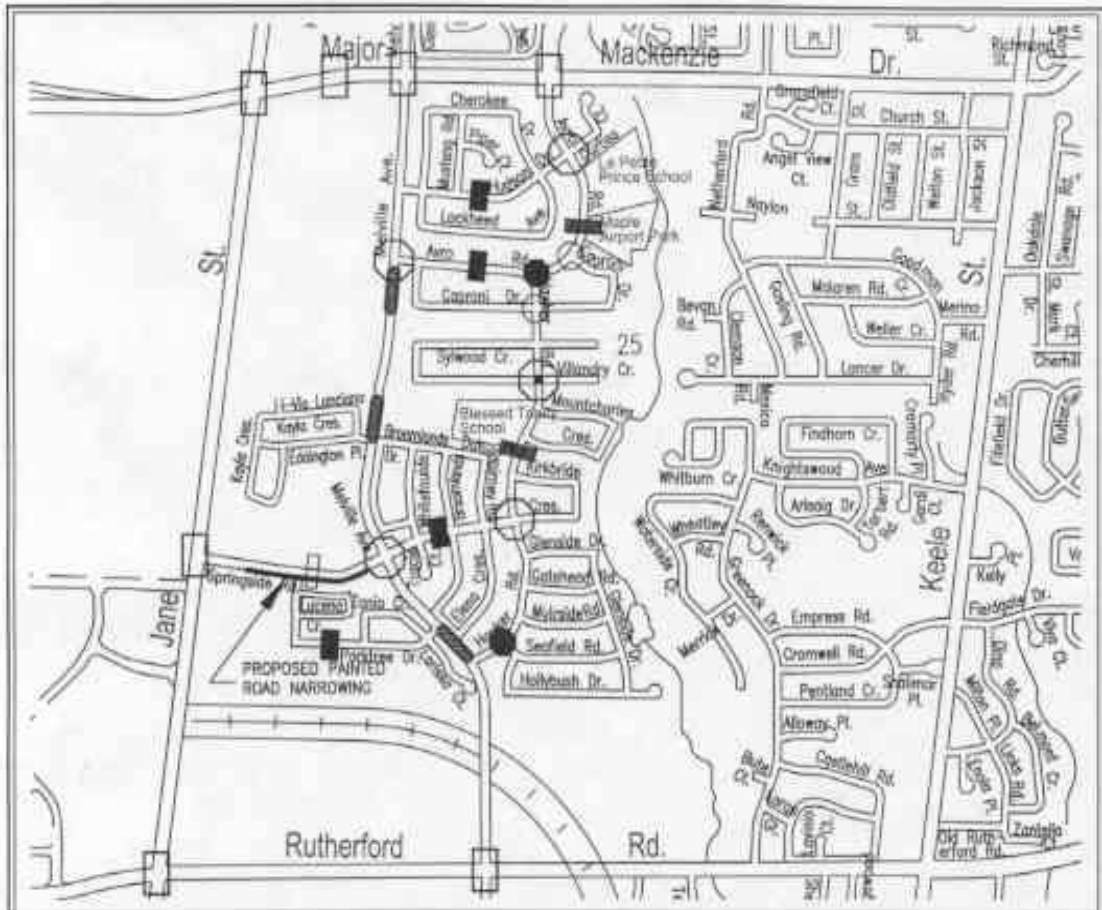
Respectfully submitted,

FRANK MIELE  
Commissioner of Development Services  
and Public Works

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









MD/mr

# ATTACHMENT No.1



## MAPLE LANDINGS NEIGHBOURHOOD TRAFFIC CALMING COMMITTEE

### LEGEND

- |   |  |   |                              |
|---|--|---|------------------------------|
|  | EXISTING ALLWAY STOP CONTROL                   |  | PROPOSED ALLWAY STOP CONTROL |
|  | EXISTING TRAFFIC SIGNALS                       |  | EXISTING RAISED INTERSECTION |
|  | PROPOSED SPEEDHUMP                             |   |                              |
|  | PROPOSED FLUSH TO GRADE<br>PATTERNED CROSSWALK |   |                              |
|  | PROPOSED CENTRE MEDIAN                         |   |                              |
|  | PROPOSED RAISED CROSSWALK                      |   |                              |

CITY OF VAUGHAN - ENGINEERING DEPARTMENT



NOT TO SCALE

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