

COMMITTEE OF THE WHOLE – APRIL 8, 2002

WESTON DOWNS NORTH TRAFFIC MANAGEMENT PLAN

Recommendation

The Commissioner of Development Services and Public Works recommends:

1. That the Weston Downs North Traffic Management Plan be approved; and
2. That funds in the amount of \$120,000 as set aside by Council for the implementation of the proposed Weston Downs North plan be drawn from the 2001 Capital Budget to construct the traffic management works in 2002; and
3. That the City Clerk be directed to initiate the street renaming process to change that portion of “Valdorr Avenue” as shown on Attachment No. 2 to “Orr Avenue”.

Purpose

To report on the Weston Downs North Neighbourhood Traffic Management Plan.

Background - Analysis and Options

At its meeting of January 28, 2002, Council directed:

1. “That the barrier on Valdorr Avenue/Orr Avenue be removed and allway stop controls be immediately installed at the intersections of Babak Boulevard and Deer Run Court, Babak Boulevard and Valdorr Avenue, Valdorr Avenue and Colucci Drive, Village Green Drive and Polo Crescent (east leg), and Village Green Drive and Wollacott Road concurrent with removal of the barrier on Valdorr Avenue/Orr Avenue; and
2. That funds in the amount of \$120,000 be set aside in the existing approved Traffic Calming Budget for implementation of a traffic management plan on Babak Boulevard, Valdorr Avenue, Orr Avenue and Village Green Drive as early as possible in 2002.”

The barrier on Valdorr Avenue/Orr Avenue was removed and the five allway stop controls were installed using temporary signs on February 12, 2002. The temporary signs were replaced with permanent signs during the week of February 18, 2002. The hammerhead closure corresponding to the barrier on Valdorr Avenue/Orr Avenue has been eliminated. Staff will ensure that the boulevards, curbs and landscaping at this location, and at the hammerhead closure on Village Green Drive, will be reinstated to match the surrounding area.

Public Participation

The Weston Downs North Traffic Management Plan was developed through meetings held on January 24, 2002, and February 12, 2002, with a task force comprised of two residents from each of Village Green Drive, Orr Avenue/Valdorr Avenue, Novaview Crescent, Siderno Crescent and Babak Boulevard, two representatives of the Weston Downs Ratepayers Association, City staff and the Ward 3 Subcommittee.

A public meeting to present the proposed plan was held on March 6, 2002. Notices of the meeting were mailed to residents in Weston Downs north of, and including, Orr Avenue/Valdorr Avenue and Village Green Drive. Staff presented the proposed plan to the approximately 40 residents in attendance. Most voted in favour of an amended version of the plan having one additional speed hump on Orr Avenue/Valdorr Avenue.

Traffic Calming Plan - General

In addition to the five new allway stop controls, and the existing allway stop control at the intersection of Velmar Drive and Orr Avenue/Village Green Drive, the final version of the Weston Downs North Neighbourhood Traffic Management Plan consists of seven speed humps and two intersection treatments. Refer to Attachment No. 1. Staff undertook field reviews to determine exact locations for the traffic calming measures, and painted their outlines on the road.

Speed humps can be placed at the following locations:

- Babak Boulevard, on the property line between #15 and #23 Babak Boulevard
- Babak Boulevard, in front of #77 Babak Boulevard
- Valdorr Avenue, on the north side property line between Kimber Crescent (west leg) and Colucci Drive.
- Valdorr Avenue/Orr Avenue, on the north side property line between Kimber Crescent (east leg) and Siderno Crescent (west leg).
- Orr Avenue, on the north side property line between Siderno Crescent (east leg) and Colavita Court, adjacent to #43 Orr Avenue.
- Village Green Drive, between the two legs of Novaview Crescent (existing)
- Village Green Drive, on the property line on the west side of #176 Village Green Drive.

It should be noted that the speed hump on Village Green Drive between the two legs of Novaview Crescent has already been constructed by the developer of the subdivision.

Two curb extensions are proposed at the intersection of Babak Boulevard and Valdorr Avenue/Muzich Place. The curb extensions will extend from the east and west curbs of Babak Boulevard, and the north curb of Valdorr Avenue, to narrow the travelled portion of both roads from 11.5 metres to approximately 8 metres. The curb extensions are intended to slow motorists making turns at the intersection, and visually narrow the road pavement for motorists southbound on Babak Boulevard. No parking signs will be posted in the vicinity of the curb extensions.

Medians are proposed on all four approaches of the intersection of Velmar Drive and Orr Avenue/Village Green Drive. The medians will narrow the travelled portion of the road for all motorists approaching the intersection. Residents at the March 6, 2002, public meeting expressed the desire for landscaping within the medians. The Engineering Department will work with Urban Design staff to incorporate planter boxes in the medians. No parking signs will be posted in the vicinity of the medians.

The task force also requested the following traffic control measures:

- A barrier at the Rutherford Road/Babak Boulevard intersection to physically prevent motorists from travelling north-south through the intersection.
- An eastbound right turn prohibition at the Rutherford Road/Babak Boulevard intersection.

These requests will be forwarded by staff to the Region of York.

Other Weston Downs Traffic Calming Initiatives

The Weston Downs neighbourhood has several other traffic calming initiatives that have been implemented or are under development through the Weston Downs Phase 1 and Weston Downs Phase 2 Traffic Committees.

Three speed humps on Santa Barbara Place, and four speed humps on Blackburn Boulevard, have been constructed through the Weston Downs Phase 1 Traffic Committee. These measures were approved by Council at its meeting of November 12, 2001.

The remainder of the Phase 1 plan, as it pertains to Velmar Drive, was deferred by Council pending notification to residents of Velmar Drive advising them of the proposed traffic calming measures and asking them to submit responses by March 28, 2002. The responses will be the subject of a report to Committee of the Whole for its meeting of April 22, 2002. The Velmar Drive portion of Phase 1 consists of seven speed humps and three allway stop control removals. If subsequently approved by Council the plan would be implemented in 2002.

The first meeting of the Weston Downs Phase 2 Traffic Committee was held on March 20, 2002. This committee will be considering traffic calming measures on those streets in Weston Downs not considered in the Phase 1 or Weston Downs North Traffic Management Plans. It is expected that a plan proposal will be developed by this committee and presented to Committee of the Whole within the next year.

Street Name Change

At its meeting of July 10, 2000, Council enacted a by-law to change a portion of Orr Avenue to Valdorr Avenue. Since the barrier on Valdorr Avenue/Orr Avenue has been removed, and in the interests of emergency response, it is appropriate to designate this portion as Orr Avenue as it is now a continuous roadway.

Conclusion

Staff support and recommend for approval the Weston Downs North Traffic Management Plan. The estimated cost of the plan is \$120,000 including taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map
2. Street to be renamed

Report prepared by

Philip Weber, Transportation Engineer, ext 8264
Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

Respectfully submitted,

FRANK MIELE
Commissioner of Development Services
and Public Works

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

PW/mr

ATTACHMENT No. 2

