

COMMITTEE OF THE WHOLE NOVEMBER 4, 2002

YEAR 2002 TRAFFIC SIGNAL INSTALLATIONS

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic signals not be installed at the intersection of Melville Avenue and Cunningham Drive in 2002, and that staff monitor traffic activity at the intersection to determine when signals should be installed;
2. That the Melville Avenue/Cunningham Drive intersection be removed from Contract T02-083 for the supply and installation of traffic signals in 2002; and
3. That the Region of York be requested to install traffic signals at the intersection of Keele Street and Killian Road/Railway Street, and that the City of Vaughan commit to paying the front-end cost of the signals in the event they are not fully warranted, in accordance with Regional policy.

Purpose

To report on recommendations for the implementation of traffic signals in 2002.

Background – Analysis and Options

At its meeting of September 2, 2002, Council approved the award of Contract T02-083 for the supply and installation of traffic signals in 2002 at the following intersections:

- Woodbridge Avenue/Forest Drive;
- Clark Avenue/Dufferin-Clark Community Centre access;
- Creditstone Road/Langstaff Road;
- Atkinson Avenue/Arnold Avenue;
- Chrislea Road/Jevlan Drive;
- Melville Avenue/Cunningham Drive; and
- Applewood Crescent (north)/Millway Avenue.

The locations are shown on Attachment No. 1. A few years ago the intersections were added to the Capital Budget as candidates for future signalization because they either met signal warrants or were anticipated to meet warrants in the future, or in the case of Chrislea Road/Jevlan Drive, were justified for safety reasons.

In response to concerns expressed by area residents, staff recently reviewed the intersection of Melville Avenue and Cunningham Drive. Based on the results of a count conducted on October 3 and 4, 2002, signals are not warranted at the intersection in terms of traffic volumes. Traffic and pedestrian volumes are high during times of peak activity at Michael Cranny Elementary School and Divine Mercy Catholic School south of the intersection, but they are not high enough at other times of the day to warrant signals. There are school crossing guards on the south and east sides to safely assist school children crossing the intersection, so signals are not required to assist pedestrians.

Accordingly, staff recommend that traffic signals not be installed at the intersection of Melville Avenue and Cunningham Drive in 2002 as part of Contract T02-083, and that the intersection be monitored to determine if signals should be installed in the future.

Because Contract T02-083 has already been awarded, there will be some minor costs associated with removing the intersection from the contract. The contractor will have to be compensated for the work involved in pre-marking the road and delivering some material to the intersection.

Staff also recommend that the Region of York be requested to install traffic signals at the intersection of Keele Street and Killian Road/Railway Street, and that the City of Vaughan commit to paying the front-end cost of the signals in the event they are not fully warranted, in accordance with Regional policy. The Region of York recently adopted a policy with respect to the installation of traffic signals on regional roads. The policy provides that "Area municipalities be permitted to pay for the installation of unwarranted traffic signals subject to conditions outlined in this report. When the traffic signal becomes warranted, the Region will reimburse the local municipalities, as outlined in this report." The report went to Transportation and Works Committee on October 2, 2002. Accordingly, should Council adopt staff's recommendations, the funds included in the budget for the Melville/Cunningham intersection should be reserved for the Keele/Killian/Railway intersection should the City be requested to pay for the signals. It should be noted that the cost for the Keele Street signals may exceed the funds available from the deletion under Contract T02-083.

Conclusion

It is recommended that traffic signals not be installed at the intersection of Melville Avenue and Cunningham Drive as part of Contract T02-083, and that staff monitor traffic activity at the intersection to determine when signals should be installed. It is also recommended that the Region of York be requested to install signals at the intersection of Keele Street and Killian Road/Railway Street.

Attachments

1. Location Map

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Respectfully submitted,

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

ATTACHMENT No. 1

