

SPECIAL COMMITTEE OF THE WHOLE – APRIL 7, 2003

VAUGHAN MILLS ROAD

EMERGENCY TRAFFIC CALMING MEASURES

(Referred from Council meeting of March 31, 2003)

Council, at its meeting of March 31, 2003, adopted the following:

- 1) THAT the following recommendation contained in the report of Councillor Jackson, dated March 31, 2003, be approved subject to replacing “\$130,000” with “\$30,000” where it appears in Clause 4;
- 2) THAT staff schedule a meeting between York Regional Police Districts 2 and 4 and Members of Council to discuss traffic concerns; and
- 3) THAT the matter be referred to a Special Committee of the Whole meeting on April 7, 2003 at 6:00 p.m.

Recommendation

Councillor Linda D. Jackson recommends:

- 1) THAT guidance to motorists be improved through upgraded signage (steep grade, hidden intersection, speed advisory) and relocation of deficient signs, and
- 2) THAT staff investigate the possibility of relocating the postal box away from the steep hill or completely off Vaughan Mills Road, and
- 3) THAT roadway centerline markings be placed in conjunction with pavement reflectors from Langstaff Road to Roselawn Drive, and
- 4) THAT funds in the amount of \$130,000 be allocated for emergency traffic calming measures along Vaughan Mills Road between Langstaff Road and Roselawn Drive, and
- 5) THAT this area be recognized by Council as being a High Priority for Emergency Traffic Calming measures, and
- 6) THAT staff be authorized to retain the services of Mark Lenters, P.Eng., SRM Associates to conduct a separate survey of the southern portion of Vaughan Mills Road from the Vaughan Mills Bridge to Langstaff Road.

Purpose

To ensure the safety of neighbourhood residents and decrease the number of accidents along Vaughan Mills Road between Roselawn Drive and Langstaff Road.

Background

There have been 23 single-vehicle motor accidents since November 2002 on Vaughan Mills Road between Langstaff Road and Humberview Drive.

As per the preliminary report prepared by Mark Lenters, P.Eng. with SRM Associates, the firm hired by the City to assess the traffic problems in the northern section of the Vaughan Mills Bridge:

WHEREAS the combination of excessive speed, a steep grade on the curved roadway and the increased spacing of stop controlled intersections near the Humber River are creating a traffic safety problem manifesting itself in single motor vehicle crashes and erratic maneuvers around vehicles slowing to turn into Humberview Drive, and

WHEREAS the guidance elements of the roadway (those elements that give competent motorists enough information to ensure enough information to ensure error free driving – road design, signage and pavement markings) the following deficiencies are exacerbating the grade and curve conditions:

- Visibility of the Humberview Drive intersection is not sufficient for motorists who are going south-west down the hill toward the bridge due to the curve at the top of the hill and the presence of parked cars on the hill just east of the intersection between the last driveway, #308 and Humberview Drive, and
- Poor visibility from Humberview Drive to the east when trying to exit Humberview Drive – a chevron sign and parked cars are contributing factors, and
- Absence of stop control spacing consistent with other intersection spacing elsewhere along Vaughan Mills Road, i.e. the subject roadway represents the first long stretch of uninterrupted roadway. If not for the steep grade and curve, the problem would not be of as much concern, and
- A steeper grade on Vaughan Mills Road and Humberview Drive than anywhere else in the subdivision, and
- The height of Chevron signs above the ground is in question. The chevrons do not extend well into the curve. One chevron located east of Humberview Drive is superfluous, and
- The width of pavement on Vaughan Mills Road contributes to excess speed, and
- Most accidents have been single vehicle run-off type crashes indicating driver error in perceiving safe speed to drive the curve and steep grade, and
- Locations of the curve warning sign for southbound traffic is too far down the hill to provide the necessary warning of the need to slow for the curve, and
- Absence of a steep grade sign and speed advisory consistent with the absence of banked roadway through the curve where average operating speed exceeds the curve design, and
- The roadway centerline marking could be more visible if placed in conjunction with pavement reflectors, and
- The postal box location forces pedestrians to cross Vaughan Mills Road and vehicles to stop on the steep grade creating erratic maneuvers for passing vehicles.

Attachments

1. Sign-in sheet from March 20, 2003 community meeting

Report prepared by:

Mirella Compagno, Council Administrative Assistant



NOTICE OF PETITION

A petition has been submitted with respect to the following matter and a copy is on file in the office of the City Clerk:

Agenda Item No.: 1

Item Name: VAUGHAN MILLS ROAD
EMERGENCY TRAFFIC CALMING MEASURES

Particulars of the Petition:

Dated: Sign in sheet from March 20, 2003
Community Meeting

No. of Signatures: 19

Submitted by: Sign in sheet from March 20, 2003
Community Meeting

For a copy of the petition contact:

**City of Vaughan, Clerk's Department, 2141 Major Mackenzie Drive, Vaughan, L6A 1T1
Tel: (905) 832-8504 Fax: (905) 832-8535**

