

COMMITTEE OF THE WHOLE – JANUARY 19, 2004

ROYAL PALM DRIVE TRAFFIC OPERATION - SECONDARY REVIEW

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming not be installed on Royal Palm Drive based on the findings of the secondary traffic study.

Purpose

To re-assess this matter regarding the traffic operations and the feasibility of installing speed humps at appropriate locations on Royal Palm Drive.

Background

At the Council meeting on September 22, 2003 staff were directed to re-assess the matter on the feasibility of implementing speed humps on Royal Palm Drive.

On December 9, 2003, staff conducted a license plate trace to determine if there is a cut-through problem on Royal Palm Drive to/from Crestwood Road/Payson Road and Hilda Avenue/Royal Palm Drive. The time periods studied were 7:30am to 9:00am and 4:30pm to 5:30pm. The results of the study are shown below.

- Travelling from Crestwood Road/Payson Road to Hilda Avenue/Royal Palm Drive during the morning and afternoon time periods there were three and one vehicle cut-through movements, respectively.
- Travelling from Hilda Avenue/Royal Palm Drive to Crestwood Road/Payson Road during the morning and afternoon time periods there were three and two vehicle cut-through movements, respectively.

The infiltration studies determined that there are minimal cut-through problems on Royal Palm Drive.

Staff conducted speed studies on December 10, 2003 on Royal Palm Drive during the morning and afternoon peak periods. The traffic data is summarized below.

Speed Studies

- Eastbound average speed was 44 km/h.
- Westbound average speed was 45 km/h.

As the average speed is measured to be less than 10 km/h above the speed limit on Royal Palm Drive, the warrant for a speed hump in accordance with the City's Neighbourhood Traffic Committee Policies and Procedures is not met. The existing speed limit on Royal Palm Drive is 50 km/h.

Nevertheless, should Council wish to install speed humps on Royal Palm Drive there are two viable locations between #49 and #51 Royal Palm Drive and between #140 and #142 Royal Palm Drive.

Environmental Assessment Act Requirements

As now required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on Royal Palm Drive, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in three local papers, the Vaughan Citizen, the Vaughan Weekly and Lo Specchio. Prior to construction, the City's normal practice is to mail letters to the residents of Royal Palm Drive should traffic calming measures be approved informing them of their installation

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on the secondary traffic study, it is recommended that traffic calming not be installed on Royal Palm Drive.

Attachments

1. Location Map

Report prepared by

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Respectfully submitted,

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Commissioner of Engineering and Public Works

Michael Won, P. Eng.
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ATTACHMENT No. 1

