

## COMMITTEE OF THE WHOLE – MAY 17, 2004

### SANTA BARBARA PLACE REVIEW

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report on staff's findings regarding an assessment of traffic operations on Santa Barbara Place be received.
2. That turning prohibitions not be implemented.

#### Purpose

To report on the results of the traffic assessment undertaken on Santa Barbara Place.

#### Background

At it's meeting on March 29, 2004, Council directed:

- "1. That staff be directed to perform an infiltration study immediately and provide a report to a future meeting; and,**
- 2. That staff investigate the feasibility of installing turning prohibitions at Santa Barbara Place and Velmar Drive and Santa Barbara Place and Valeria Boulevard."**

Santa Barbara Place is a local residential street and the existing speed limit is posted at 40 km/h. Existing all-way stop controls are on Santa Barbara Place at the intersections of Velmar Place, Columbus Avenue, and Valeria Boulevard. There are three existing speed humps on Santa Barbara Place located between #19 and #25 Santa Barbara Place, at #79 Santa Barbara Place, and between #130 and #136 Santa Barbara Place. Refer to Attachment No. 1.

The collision history on Santa Barbara Place from 2001 to 2003 shows a total of three collisions. Two turning movement collisions occurred at the intersection of Santa Barbara Place and Galloway Drive. The third collision occurred at #1 Santa Barbara Place when a driver lost control of a vehicle and struck a parked car.

Staff collected speed and volume data on Santa Barbara Place south of Galloway Drive and south of Kingsnorth Boulevard from March 24, 2004 to March 26, 2004. The collected speed and volume data covered a 24-hour time period and is summarized below.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24 HOUR VOLUME
March 24-26, 2004	24 hour	South of Galloway Drive	Northbound	42	2163
March 24-26, 2004	24 hour	South of Galloway Drive	Southbound	44	2046
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Northbound	40	1944
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Southbound	38	1816

The average speeds on Santa Barbara Place range from 38 to 44 km/h indicating a high level of

compliance with the posted speed limit. With the existence of the three speed humps and an all-way stop control between Velmar Drive and Valeria Boulevard, speeding is virtually controlled along Santa Barbara Place.

However, as shown in the above table, the traffic volumes are above that of a typical local road level of 3000 vehicles per day. Staff reviewed the length of time that the vehicles needed to back out of the driveways during the peak AM travel period. It was noted that the vehicles could back out of the driveways in a relatively timely fashion, recognizing the traffic volumes along Santa Barbara Place.

Staff conducted an infiltration study on Santa Barbara Place between Velmar Drive and Valeria Boulevard during the AM and PM peak periods on March 31, 2004 in order to determine the amount of "cut through traffic". The following table summarizes the results of this investigation.

Infiltration Pattern	AM Peak Period 7:30-9:00		PM Peak Period 3:00-5:30	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Velmar Drive to Valeria Boulevard	212	62.2%	149	60.8%
Valeria Boulevard to Velmar Drive	56	41.5%	252	40.4%

Traffic infiltration is normally defined as vehicular traffic passing through an area when the vehicle operator does not have a destination in the area. Generally, the threshold value above which through traffic is defined as infiltration is 30%. From the table above, the cut through traffic exceeds the threshold. Traffic volumes are much higher during school start and dismissal times due to parent pick-up and drop-off activities at St. Clare Catholic School located on Velmar Drive opposite Santa Barbara Place. The side streets off Santa Barbara Place such as Blackburn Boulevard, Galloway Drive, Columbus Avenue and Kingsnorth Boulevard would account for some of the volume on Santa Barbara Place. These roadways have secondary access points onto other roads within the subdivision.

Turning prohibitions at Santa Barbara Place and Velmar Drive and Santa Barbara Place and Valeria Boulevard during specific time periods are not recommended since residents both on Santa Barbara and the connecting streets would be adversely affected. With turning prohibitions, traffic would likely divert to neighbouring streets such as Kingsnorth Boulevard, Blackburn Boulevard and Columbus Avenue. Prior to implementation of any turn restrictions at the intersections of Santa Barbara Place and Velmar Drive, and at Santa Barbara Place and Valeria Boulevard, a survey would need to be sent to all area residents requesting their support of the proposed restrictions. Support of 66.6% of the community should be achieved prior to implementing any prohibition. The two thirds support level is the threshold value used in assessing the viability of discretionary traffic regulation both in Vaughan and in other jurisdictions. The City of Vaughan Fire and Rescue Service Department has no objection to the turning restrictions provided that emergency vehicles are exempted.

There were previous discussions regarding the installation of centre islands at the intersection of Valeria Boulevard and Greenpark Boulevard. However, this form of traffic calming is not feasible as there are residential driveways that would be affected on the west side of Valeria Boulevard should the islands be installed.

The matter of implementing a road closure on Santa Barbara Place has been dealt with in the past and is not recommended based on an overall traffic flow analysis. A road closure would transfer traffic to the neighbouring local streets including Kingsnorth Boulevard, Blackburn Boulevard, Columbus Avenue and Galloway Drive. Residents of the Weston Downs community would require to travel further distances to and from their homes. Furthermore, school buses

would not have direct access to the schools and this would result in additional time for the buses to travel through the neighbourhood. Any type of road closure along Santa Barbara Place would increase the response times for the emergency services (fire, police, ambulance).

### **Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

### **Conclusion**

This report details staff's findings regarding an assessment of traffic operations on Santa Barbara Place. While traffic volumes on Santa Barbara place exceed that expected on a local road, traffic speeds are not excessive and access from driveways on the street was observed to occur with relative ease. Although Santa Barbara was originally designed as a local roadway, it is functioning as a feeder road and is a critical component of the road network in the Weston Downs community. Closure of the roadway and turning prohibitions should not be considered, as they would adversely affect the community, the residents of the connecting streets and on Santa Barbara itself. Santa Barbara Place is a critical component of the Weston Downs roadway network providing connectivity and continuity of access.

Accordingly, staff recommend that the report be received and that turning prohibitions not be implemented.

### **Attachments**

1. Location Map

### **Report prepared by**

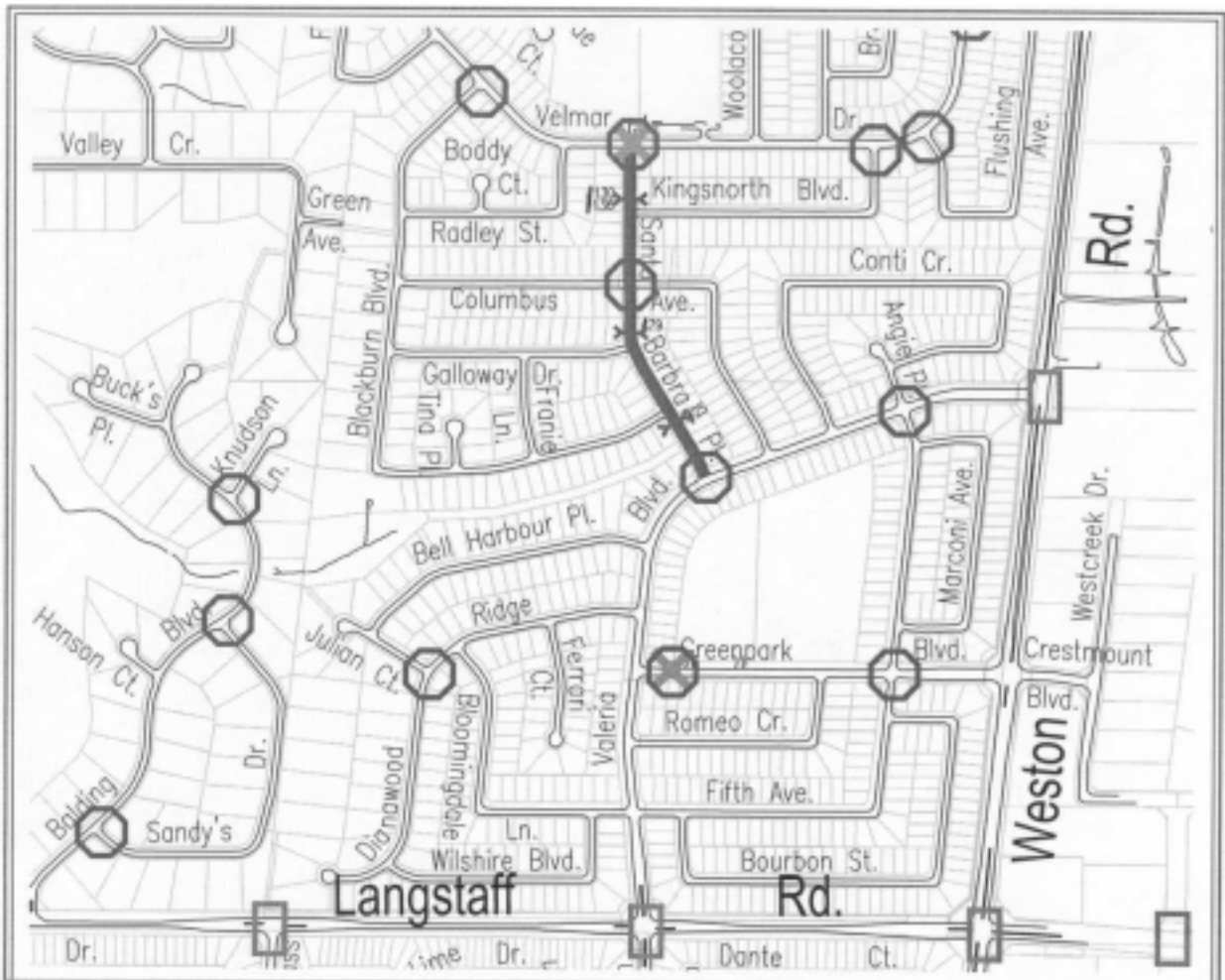
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Respectfully submitted,

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# ATTACHMENT No. 1



## SANTA BARBARA PLACE ROADWAY UNDER REVIEW

### LEGEND

-  ROADWAY UNDER REVIEW
-  EXISTING SPEED HUMPS
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOLCROSSING
-  EXISTING FLASHING SCHOOL BEACON



NOT TO SCALE

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