

**COMMITTEE OF THE WHOLE – JANUARY 17, 2005**

**WIGWOSS DRIVE AND MONSHEEN DRIVE  
TRAFFIC CALMING MEASURES**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That two speed humps not be installed on Wigwoss Drive between the residences of #201 and #257 Wigwoss Drive.
2. That speed humps not be installed at the intersection of Wigwoss Drive and Monsheen Drive.
3. That York Regional Police be requested to increase enforcement of the stop sign compliance at the existing all-way stop control at Wigwoss Drive and Monsheen Drive.
4. That York Regional Police be requested to enforce the school bus activity when picking up or dropping off school children within the subdivision.

**Purpose**

To investigate the feasibility of installing two speed humps on Wigwoss Drive, in response to a deputation and petition received from an area resident.

**Background - Analysis and Options**

At its meeting on September 13, 2004 Council directed:

**“The Committee of the Whole recommends that the deputation of Ms. Elena D’Alessio, 246 Wigwoss Drive, Vaughan, L4L 2R4, and written submissions dated August 30, 2004 and September 7, 2004, be received and referred to staff for a report addressing this request.”**

Wigwoss Drive and Monsheen Drive are both local residential roads. The posted speed limit on both streets is 40 km/h, and the intersection of Wigwoss Drive and Monsheen Drive is under all-way stop control. The area is shown on Attachment No. 1.

The deputation details a request for speed humps on Wigwoss Drive between the properties of #201 and #257 Wigwoss Drive (between Monsheen Drive and Arrowhead Drive). Speed humps are requested at the intersection of Wigwoss Drive and Monsheen Drive in order to force drivers to stop. Additionally, the deputation details traffic is infiltrating through the Seneca Heights subdivision to avoid Islington Avenue and Highway 7.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Wigwoss Drive east of Forest Circle Court from September 27, 2004 to September 29, 2004. The speed and volume data were collected over a 24-hour period as summarized below.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
September 27-29, 2004	24 hour data collection	East of Forest Circle Court	Eastbound	44	651
September 27-29, 2004	24 hour data collection	East of Forest Circle Court	Westbound	44	686

The average speeds were found to be 44 km/h in both directions. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Wigwoss Drive. The daily traffic on a local roadway should not exceed 1000 vehicles/day. A total of 5

vehicles were recorded as driving in the range of 73-80 km/h, which were the highest recorded vehicle speeds.

In accordance with Council's Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met: the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Wigwoss Drive is not met.

Speed humps cannot be installed at the intersection of Wigwoss Drive and Monsheen Drive in conjunction with existing stop controls at an intersection. Stop controls are for stopping vehicles while the intent of speed humps are to slow down vehicles.

On December 1, 2004, staff conducted a stop sign compliance study at the intersection of Wigwoss Drive and Monsheen Drive from 4:15pm to 5:15pm to determine the compliance level at the existing all-way stop control.

The stop sign compliance results are summarized in the following table.

December 1, 2004 Study - 4:15pm-5:15pm				
DIRECTION	TOTAL APPROACH VOLUME	DID NOT STOP (ENTERED AT 5 KM/H OR MORE)	PRACTICALLY STOPPED 0-5 KM/H	VOLUNTARY FULL STOP
Eastbound	50	4 (8%)	20 (40%)	26 (52%)
Westbound	55	7 (13%)	26 (47%)	22 (40%)
Southbound	5	0	2 (40%)	3 (60%)

As a result of this study, staff recommends sending correspondence to York Regional Police to request increased enforcement of the existing all-way stop control at Wigwoss Drive and Monsheen Drive as approximately 50% of the motorists are not complying to the stop signs.

In addition, staff conducted an infiltration study on October 20, 2004 during the time periods of 7:00am to 9:00am and 4:00pm to 6:00pm to determine the amount of 'cut-through traffic'.

The infiltration routes and results of the studies are summarized in the following table.

October 20, 2004 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	Islington Avenue and Monsheen Drive	Highway 7 and Wigwoss Drive	78	19 or 24.3%
4:00pm to 6:00pm	Highway 7 and Wigwoss Drive	Islington Avenue and Monsheen Drive	252	37 or 14.7%

The actual volumes of traffic infiltration during both study time periods are low. Due to the low number of vehicles recorded during these study periods, staff does not recommend any changes. Generally, the threshold value above which traffic is defined as infiltration is 30%. Turning prohibitions during specific time periods are not recommended since residents within this subdivision would be adversely affected.

Both intersections noted above are under the jurisdiction of the Region of York. Prior to the implementation of a prohibition, City Engineering staff in consultation with Region of York Transportation staff would have to notify the residents. A survey would be mailed to each home requesting a vote of the prohibition(s). If there were support of 66.6% of the respondents, then the Region of York would report to Regional Council recommending approval of the prohibition(s).

A review of the collision history for the intersection of Wigwoss Drive and Monsheen Drive, and on Wigwoss Drive between Monsheen Drive and Arrowhead Drive indicates 2 reported collisions from January 2002 to present. The first collision involved a vehicle backing out of a driveway and hitting a vehicle eastbound on Wigwoss Drive. The second collision involved a vehicle that failed to stop at the all-way stop control at Wigwoss Drive and Monsheen Drive, subsequently lost control, and ended up in the ditch on the south side of Wigwoss Drive.

### **Environmental Assessment Act Requirements**

As 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 Council approve traffic calming measures for installation on Wigwoss 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 editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Wigwoss 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 identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

### **Conclusion**

Based on staff's review, it is recommended:

1. That two speed humps not be installed on Wigwoss Drive between the residences of #201 and #257 Wigwoss Drive.
2. That speed humps not be installed at the intersection of Wigwoss Drive and Monsheen Drive.
3. That York Regional Police be requested to increase enforcement of the stop sign compliance at the existing all-way stop control at Wigwoss Drive and Monsheen Drive.
4. That York Regional Police be requested to enforce the school bus activity when picking up or dropping off school children within the subdivision.

### **Attachments**

1. Location Map
2. Deputation and Petition to September 7, 2004 Committee of the Whole Meeting, Elena D'Alessio, 248 Wigwoss Drive – Members of Council only

**Report prepared by**

Mark Ranstoller, Senior Transportation Technologist, ext. 8251  
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

Respectfully submitted,

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

Gary Carroll, P. Eng.  
Director of Engineering Services

MR

# ATTACHMENT No. 1

