

COMMITTEE OF THE WHOLE – APRIL 4, 2005

GLEN SHIELDS AVENUE TRAFFIC CALMING PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

- 1) That the Glen Shields Avenue Traffic Calming Plan proposal for curb bump-outs, and painted line narrowings be approved;
- 2) That funds in the amount of \$26,000 for the implementation of the traffic calming plan be drawn from the Traffic Calming Account #1203.2.01; and that the works be completed as part of the 2005 Capital Program.
- 3) That the Region of York be requested to schedule the widening of Dufferin Street from Steeles Avenue to Centre Street as soon as possible in their 10 Year Roads Construction Program.

Purpose

To report on the Glen Shields Avenue Traffic Calming Plan proposal.

Background – Analysis and Options

At its meeting on December 6, 2004, Council directed:

“In response to requests from local residents, Councillor Sandra Yeung Racco recommends:

- 1. That staff be directed, in coordination with the Local Ward Councillor’s office, to meet with the community to determine the traffic calming measures to be installed on Glen Shields Avenue and report to a future Committee of the Whole; and**
- 2. That staff meet with the Local Ward Councillor’s office prior to the community meeting to develop a feasible traffic calming plan for Glen Shields Avenue.”**

The plan addresses concerns regarding neighbourhood cut-through traffic and vehicle speed issues. This traffic study area includes the entire length of Glen Shields Avenue from Dufferin Street (north) to Dufferin Street (south). Refer to Attachment No. 1.

Public Participation

A public meeting was held on February 16, 2005 at Our Lady of Rosary Separate School. There were 91 residents in attendance. Engineering staff introduced the traffic calming proposal for the neighbourhood to the residents in attendance. An optional plan was also introduced at the meeting showing a modified speed hump placement. Details on the overall plan of the traffic calming proposal is included further in this report.

Votes were taken at the end of the meeting for the three elements of the traffic calming plan; speed humps, curb bump-outs, and painted line narrowings. The results of each vote are as follows:

Speed humps

Yes – 20 No – 55

Curb Bump-outs

Speed humps will not be considered as part of the plan.
Yes – 33 No – 30
Curb Bump-outs will remain as part of the plan.

Painted Line Narrowings

Yes – 58 No – 0
Painted line narrowings will remain as part of the plan.

As a result of the vote, the optional plan showing a modified speed hump placement was not considered further.

Traffic Calming Plan – General

Engineering staff, in consultation with the Local Ward Councillor's office, developed a traffic calming plan for Glen Shields Avenue composed of three separate traffic calming measure alternatives. These alternatives included speed humps, curb bump-outs, and painted line narrowings.

Staff undertook field reviews to determine appropriate locations that would be feasible for speed humps. Speed humps could be placed at the following locations:

- Glen Shields Avenue between properties # 178 / # 180 and properties # 238 / # 240.

Staff also undertook field reviews to determine appropriate locations that would be feasible for curb bump-outs. Curb bump-outs can be placed at the following locations:

- Northwest and southwest corner of Glen Shields Avenue and Oakmount Crescent (west intersection);
- Northwest and southwest corner of Glen Shields Avenue and Quaker Ridge Road;
- Northeast and southeast corner of Glen Shields Avenue and Bob O' Link Avenue; and
- Northeast and southeast corner of Glen Shields Avenue and Riviera Drive.

Painted line narrowings were included in the plan and proposed for both sides of Glen Shields Avenue for the entire length of the street from Dufferin Street (north) to Dufferin Street (south).

Turning prohibitions were considered during the peak periods at both intersections of Glen Shields Avenue at Dufferin Street to prevent the neighbourhood traffic infiltration pattern. A morning peak period southbound right turn prohibition at the north intersection and an afternoon peak period northbound left turn prohibition at the south intersection were considered. However, these restrictions would apply as well to the local residents in the neighbourhood and to parents dropping off their children to either of the two elementary schools on Glen Shields Avenue. The use of the restriction was also included in the plan.

The Vaughan Fire and Rescue Service was requested for comment on the proposed traffic calming measures for this neighbourhood. The Fire and Rescue Services is opposed to speed humps because they reduce emergency response times and potentially impact/damage their vehicles. In addition, Glen Shields Avenue is classified as a primary response route.

Additionally, York Region Transit was requested for comment on the proposed traffic calming plan. York Region Transit is opposed to speed humps on designated transit routes as per the Region's "Traffic Calming on Public Transit Routes" policy, adopted by Regional Council on June 24, 2004. Glen Shields Avenue is an existing transit route.

Finally, some residents were concerned that cut through traffic was using Glen Shields Avenue bypass busy Dufferin Street. Reasons cited included lack of sufficient travel lanes (capacity) on Dufferin Street. Staff confirmed that in the Region's 10 year Road Reconstruction program this section of Dufferin Street, from Steels Avenue to Centre Street is scheduled for widening in 2006.

The total estimated cost of implementing these traffic calming measures is approximately \$26,000.

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 traffic calming measures be approved by Council for installation on Glen Shields Avenue, then the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of Environment and published in editions of the Vaughan Citizen, Lo Specchio and the Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Glen Shields Avenue 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 results of the Public Meeting, the Engineering Department recommends for approval of the Glen Shields Avenue Traffic Calming Plan proposal, with the exception of the proposed speed humps between properties #178/#180, and between #238/#240. The estimated cost to provide the four sets of curb bump-outs and the continuous painted line narrowings is \$26,000. The estimated cost includes taxes, contingency allowance and associated traffic signs and pavement markings.

The Engineering Department also recommends the Region of York be requested to widen Dufferin Street from Steeles Avenue to Centre Street as soon as possible.

Attachments

1. Location Map

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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:MR

ATTACHMENT No. 1

