

COMMITTEE OF THE WHOLE- JUNE 20, 2005

TRAFFIC CALMING – CARRYING PLACE RATEPAYERS ASSOCIATION

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Humber Forest Court and Tuscan Woods Trail;
2. That an all-way stop control not be installed at the intersection of Humber Forest Court and Water Garden Lane;
3. That speed humps not be installed on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and
4. That parking prohibition signs not be installed on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf.

Background - Analysis and Options

A petition was received from area residents requesting an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf. Refer to Attachment No. 2.

Humber Wood Forest Court, Tuscan Woods Trail, Water Garden Lane, and Golden Gate Circle, are local residential roadways with a 17.5 metre right-of-way and Spring Berry Gate is a major local road with a 20.0 metre right-of-way. The speed limit on these roadways is a statutory 50 km/h. The area is shown on Attachment No. 1.

Staff conducted a turning movement count at the intersections of Humber Forest Court at Water Garden Lane and Humber Forest Court at Tuscan Woods Trail on Tuesday, April 12, 2005 and Thursday, April 14, 2005, respectively. The traffic counts were conducted during the morning peak period 7:00 am to 9:00 am and afternoon peak period 3:00 pm to 6:00 pm. The collected traffic volumes compared to the Provincial Warrant for an All-Way Stop Control are as shown below:

Humber Forest Court and Water Garden Lane

- Warrant 1 – Minimum Vehicular Volumes Warranted 13%
- Warrant 2 – Accident Hazard Warranted 0%

- Warrant 3 – Sight Restriction Warranted 0%

Humber Forest Court and Tuscan Woods Trail

- Warrant 1 – Minimum Vehicular Volumes Warranted 12%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one or more of the three warrants is satisfied 100% or more. There are no recorded collisions at either intersection. Engineering staff cannot recommend an all-way stop control at this time at either intersection. Installing an all-way stop control at intersections that do not have high enough volumes and no collisions can have a detrimental effect on drivers either ignoring the stop sign, and/or speeding up once past the intersection. All-way stop controls are solely provided to facilitate right-of-way at high volume intersections and are not intended to regulate speeds in an area.

Staff collected 24-hour speed data using Automatic Traffic Recorders from May 16, 2005 to May 18, 2005. Table 1 is a summary of the results:

**Table 1 – Speed Data Collected for the Carrying Place
Ratepayers Association Area**

	LOCATION	DIRECTION	AVERAGE SPEED	VOLUMES
1	Water Garden Lane – 80 m west of Humber Forest Ct. (between #23/27)	Eastbound	31 km/h	144
		Westbound	27 km/h	187
2	Golden Gate Circle – 57m east of Water Garden Lane (between #22/26)	Eastbound	28 km/h	176
		Westbound	28 km/h	164
3	Golden Gate Circle – 51m west of Water Garden Lane (between #182/187)	Eastbound	26 km/h	148
		Westbound	27 km/h	135
4	Spring Berry Lane – 49 m west of Water Garden Lane	Eastbound	34 km/h	603
		Westbound	34 km/h	648
5	Golden Gate Circle – 5 m east of 119 (in front of park)	Eastbound	24 km/h	90
		Westbound	28 km/h	107

In accordance with the 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.

The collected speeds do not exceed the posted speed limit by 10 km/h. The vehicle speeds are well below the posted 50 km/h speed limit. Based on the above warrant, the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate is not recommended.

None of the three roadways are considered an emergency fire route. Spring Berry Gate is the only roadway into the subdivision. The volumes collected are low in which the internal roadways are accommodating local residential traffic only.

Staff conducted on-street parking observations on Thursday, May 5, 2005 from 7:15 am to 8:40 am and from 4:00 pm to 5:45 pm. There was only one vehicle parked on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf during the afternoon study period. Staff does not recommend the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf at this time.

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 alternatives, 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 Golden Gate Circle, Water Garden Lane and Spring Berry Gate, 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 Golden Gate Circle, Water Garden Lane and Spring Berry Gate 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.

Conclusion

Based on Staff's review, an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf are not recommended.

Attachments

1. Location Map
2. Petition

Report prepared by:

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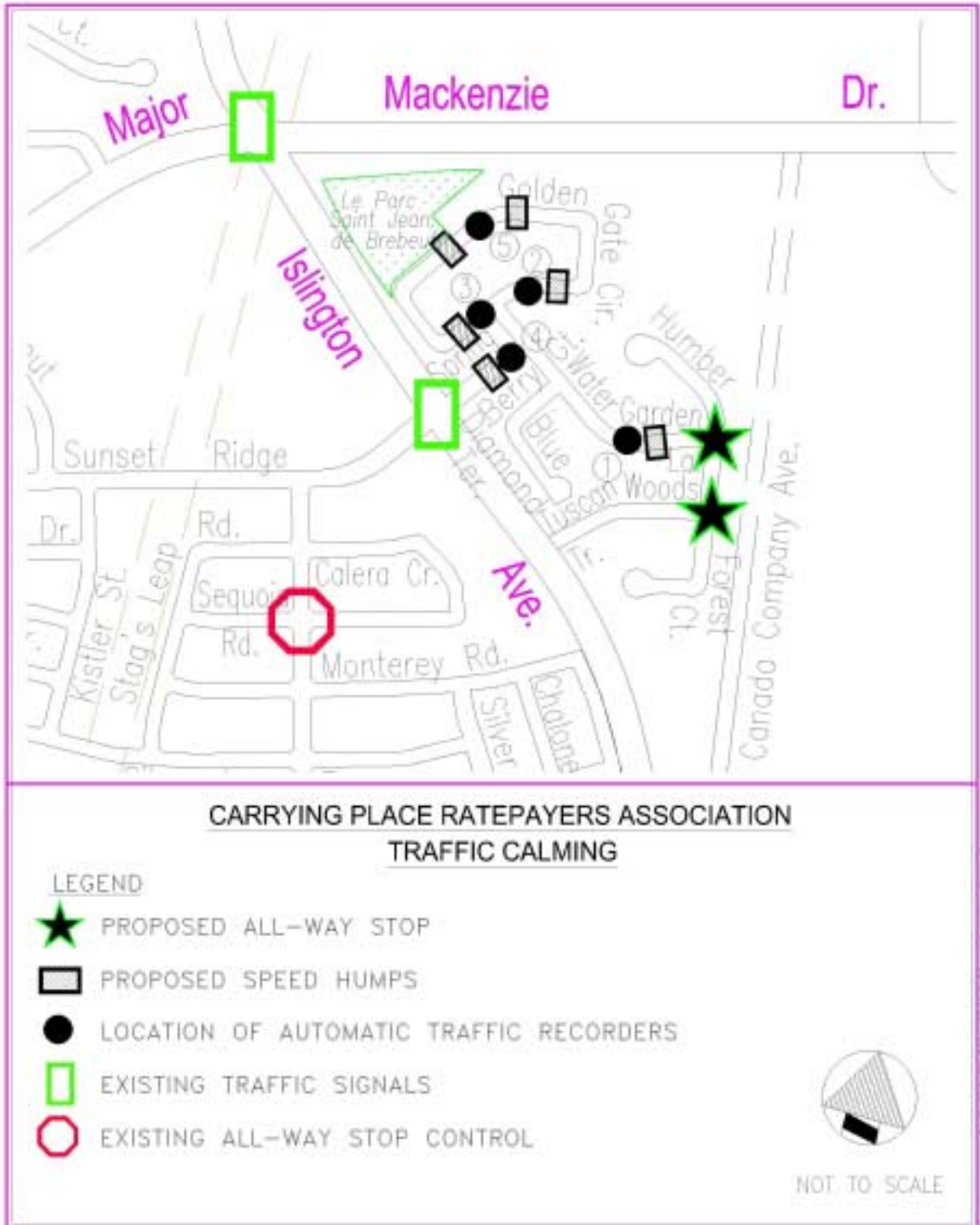
Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services

SN:MC

ATTACHMENT No. 1





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.: 22

Item Name: TRAFFIC CALMING – CARRYING PLACE RATEPAYERS ASSOCIATION

Particulars of the Petition:

Dated: --

No. of Signatures: 98

Submitted by: Residents within the Carrying Place Ratepayers Association Boundaries.

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**