COMMITTEE OF THE WHOLE -SEPTEMBER 6, 2005

WESTON DOWNS TRAFFIC INFILTRATION-VILLAGE GREEN AND VELMAR DRIVE

Recommendation

Councillor Bernie Di Vona recommends:

1. That the City of Vaughan Engineering Department be requested to conduct a review of traffic control options such as stop signs, median or speed humps on Village Green in the vicinity of Velmar Drive.

2. That the report be brought back to a future Committee Of The Whole no later than October 31, 2005.

Economic Impact

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Purpose

That the City of Vaughan Engineering Department conduct a review of traffic control and provide the residents of Village Green and in the vicinity of Velmar Drive with their comprehensive study and statistics. Numerous residents have contacted my office expressing their concerns with the rate of speed being traveled in this residential area; they also expressed their anxiety and worry for the safety of their children and themselves. They are hoping that the traffic control study will offer them a traffic control measure to help address this serious matter and help reduce the amount of car accidents and hopefully address disobedient travellers.

Background - Analysis and Options

Residents of Village Green in 2004 submitted a petition for a specific review of Village Green. Recently, residents of Village Green at Velmar Drive have reviewed the May 9, 2005 Weston Downs Community Traffic Infiltration Study, and wish to reflect upon one finding.

The study concludes that during the peak hours, the single largest number of entering traffic is located at Weston/Astona, (i.e. 9% in the PM and 10% AM).

Residents have seen numerous vehicles approach the stop sign at Village Green and Velmar Drive and not stop or turn sharply into incoming vehicles.

Residents then have expressed that they immediately speed onto Village Green while travelling westerly during PM rush hours.

Recommendations include: an island or median at Village Green and Velmar Drive with road narrowing, raised intersection, or three way stop signs.

Other recommendations include a three way stop sign on Village Green west of Velmar Drive.

Relationship to Vaughan Vision 2007

3.3.1 Implement effective traffic calming measures.

Conclusion

Residents of Village Green hope that the necessary measures are taken so that the travelers in this vicinity start to pay more attention to the rate of speed they are traveling and obey the rate of speed designated for this area. The residents feel that it is time once again to conduct the traffic control study and would like the engineering staff and member of council to consider their recommendations so that their children and families remain safe and are able to enjoy their streets.

Attachments

Item 13, Report No. 29 –Committee of the Whole-Weston Downs Traffic Infiltration Study

Report prepared by:

Respectfully submitted,

Councillor Bernie Di Vona

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 9, 2005

Item 13, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 9, 2005, as follows:

By replacing Clause 3 of the Committee of the Whole recommendation with the following:

3) That a community meeting be held in consultation with the Ward 3 Sub-Committee, to provide a factual presentation on the results of the study to residents, prior to June 30, 2005.

13 **WESTON DOWNS COMMUNITY TRAFFIC INFILTRATION STUDY**

The Committee of the Whole recommends:

1) That Clauses 1 and 2 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 2, 2005, be approved;

2) That the proposed turning prohibitions along Velmar Drive and Valeria Boulevard not be implemented;

3) That a community meeting be held, in consultation with the local councillor, to provide a factual presentation of the results of the study to residents, prior to June 30, 2005; and

4) That the following deputations be received:

a) Mr. Nat Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6;
b) Dr. Michael Pizzuto, resident of Santa Barbara Place; and
c) Ms. Maria Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report on staff's findings regarding an assessment of traffic operations for the Weston Downs Community be received;

2. That no further traffic calming measures be installed for the Weston Downs Community upon completion of the Weston Downs Phase II works scheduled for Summer, 2005 construction; and

3. That Council's direction from the January 24, 2005 meeting, wherein the proposed turning prohibitions along Velmar Drive and Valeria Boulevard not be implemented, be so confirmed.

Economic Impact

Not Applicable.

Purpose

To report on the findings of the traffic infiltration and other traffic studies for the Weston Downs Community as per Council direction.

.../2

Background - Analysis and Options

At its meeting on January 24, 2005, under Item 18, Report No. 1 Council approved, amongst other related recommendations:

"That staff be directed to perform a traffic infiltration study within the entire Weston Downs Community and provide a report to the Committee of the Whole meeting of May 2, 2005."

Further, at the meeting of February 28, 2005, Item 7, Report No. 10, Council confirmed its earlier direction:

> **"That no further action be required until after a comprehensive traffic study has been conducted by Engineering staff and a report summarizing the findings be provided for Council consideration."**

There are pre-existing all-way stop controls and traffic calming measures located within the Weston Downs Community. Refer to Attachment No. 1 for the area neighbourhood.

Traffic Studies – Conducted subsequent to the construction of Rutherford Road

Staff collected speed and volume data on various roadways within the Subdivision from March 30, 2005 to April 6, 2005. The collected speed and volume data covered a 24-hour time period and is summarized below. Velmar Drive, Valeria Boulevard, Village Green Drive and Orr Avenue are designed as feeder roadways (23.0m right-of-way) typically accommodating volumes up to 8,000 vehicles per day.

Location	Day of Week (highest weekday volume)/Saturday	Direction	24 Hour Volume	Average Speed over Study
Velmar Dr – south of Topper Ct	Friday	Northbound Southbound Total	2118 1868 3986	43 km/h 43 km/h
Velmar Dr – south of Topper Ct	Saturday	Northbound Southbound Total	1801 1630 3431	
Velmar Dr – south of Cartwright Blvd	Friday	Northbound Southbound Total	1739 1553 3292	44 km/h 45 km/h
Velmar Dr – south of Cartwright Blvd	Saturday	Northbound Southbound Total	1378 1247 2625	
Valeria Blvd – south of Romeo Cres	Tuesday	Northbound Southbound Total	2692 2698 5390	49 km/h 50 km/h
Valeria Blvd – south of Romeo Cres	Saturday	Northbound Southbound Total	2173 2049 4222	

.../3

Location	Day of Week (highest weekday volume)/Saturday	Direction	24 Hour Volume	Average Speed over Study
Village Green Dr – west of Nova View Cres	Friday	Eastbound Westbound Total	1121 1303 2424	41 km/h 39 km/h
Village Green Dr – west of Nova View Cres	Saturday	Eastbound Westbound Total	953 1094 2047	
Orr Ave – west of Kimber Cres	Friday	Eastbound Westbound Total	759 775 1534	40 km/h 40 km/h
Orr Ave – west of Kimber Cres	Saturday	Eastbound Westbound Total	650 633 1283	

The existing speed limit on all the roadways in the above chart are posted at 40km/h. The collected vehicle speeds are similar to other feeder type roadways within the City.

Staff conducted radar speed studies on the following roadways. Valeria Boulevard is designed as a feeder roadway (23.0m right-of-way) and Santa Barbara Place is designed to a local roadway (20.0m right-of-way).

Location	Time of Day	Direction	Average Speed
Valeria Blvd – east of Columbus Ave	7:15am to 8:45am	Eastbound Westbound	44 km/h 45 km/h
	3:45pm to 4:45pm	Eastbound Westbound	46 km/h 49 km/h
Santa Barbara Pl – north of Columbus Ave	7:30am to 8:45am	Northbound Southbound	38 km/h 38 km/h
	3:00pm to 4:15pm	Northbound Southbound	40 km/h 38 km/h

The collected vehicle speeds are similar to other feeder and local type roadways within the City.

Staff conducted an infiltration study for the entire Weston Downs Community bounded by Rutherford Road, Weston Road and Langstaff Road during the AM and PM peak periods on April 5, 2005 in order to determine the amount of "cut through traffic". Six access locations were manually counted and observed. The following table summarizes the results of this investigation.

Infiltration Pattern	7:00-9:00 AM		4:00-6:00 PM	
	Inbound Volume	(# of Vehicles) % of Entering Traffic	Inbound Volume	(# of Vehicles) % of Entering Traffic
Rutherford/Babak (right turn) to Weston/Astona	56	(0) 0%		
Rutherford/Babak (right turn) to Weston/Valeria	56	(1) 2%		
Rutherford/Babak (right turn) to Langstaff/Valeria	56	(2) 4%		

.../4

Infiltration Pattern	7:00-9:00 AM		4:00-6:00 PM	
	Inbound Volume	(# of Vehicles) % of Entering Traffic	Inbound Volume	(# of Vehicles) % of Entering Traffic
Rutherford/Velmar (right turn) to Weston/Astona	176	(17) 10%		
Rutherford/Velmar (right turn) to Weston/Valeria	176	(2) 1%		
Rutherford/Velmar (right turn) to Weston/Greenpark	176	(2) 1%		
Rutherford/Velmar (through) to Weston/Valeria	77	(0) 0%		
Rutherford/Velmar (through) to Langstaff/Valeria	77	(4) 5%		
Weston/Astona (left turn) to Rutherford/Babak			550	(5) 1%
Weston/Astona (left turn) to Rutherford/Velmar			550	(50) 9%
Weston/Valeria (left turn) to Rutherford/Babak			247	(0) 0%
Weston/Valeria (left turn) to Rutherford/Velmar			247	(1) 1%
Weston/Greenpark (left turn) to Rutherford/Bakak			166	(0) 0%
Weston/Greenpark (left turn) to Rutherford/Velmar			166	(4) 2%
Langstaff/Valeria (right turn) to Rutherford/Babak			125	(0) 0%
Langstaff/Valeria (right turn) to Rutherford/Velmar			125	(2) 2%
Langstaff/Valeria (through) to Rutherford/Babak			137	(0) 0%
Langstaff/Valeria (through) to Rutherford/Velmar			137	(8) 6%

Clearly, it is shown through the traffic study that the level of traffic infiltration within the Weston Downs Community is minimal after the construction period on Rutherford Road.

Traffic Studies – Conducted during the construction of Rutherford Road

Staff previously collected speed and volume data on Velmar Drive and Village Green Drive during 2004, while Rutherford Road was under construction by the Region of York, that covered a 24-hour time period and are summarized below. Velmar Drive and Village Green Drive are designated as a feeder roadway (23.0m right-of-way).

Location	Date	Direction	Average Speed	24 Hour Volume
Velmar Dr - south of Flushing Ave	June 21 to June 23, 2004	Northbound Southbound Total	43 km/h 44 km/h	1197 1102 2299
Velmar Dr – south of Village Green Dr	November 29 to December 1, 2004	Northbound Southbound Total	N/A N/A	1988 1772 3760
Village Green Dr – west of Nova View Cres	November 29 to December 1, 2004	Eastbound Westbound Total	41 km/h 41km/h	1137 1363 2500

The existing speed on both roadways in the chart is posted at 40km/h. The collected vehicle speeds are similar to other feeder type roadways within the City.

Staff also conducted an infiltration study for Village Green Drive between Rutherford Road/Velmar Drive and Weston Road/Astona Boulevard intersections during the AM and PM peak periods on September 21, 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 7:00-9:00		PM Peak Period 3:30-6:00	
	Inbound Volume	(# of Vehicles) % of Entering Traffic	Inbound Volume	(# of Vehicles) % of Entering Traffic
Rutherford Road to Weston Road	375	(174) 46%		
Weston Road to Rutherford Road			741	(230) 31%

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%. Clearly, it is shown through the traffic study that traffic infiltration within the Weston Downs Community during Rutherford Road construction was substantial.

Summary Comparison of Studies

The following summarizes the studies before and after the re-construction of Rutherford Road:

- The collected traffic volumes are similar for Village Green Drive and Velmar Drive south of Village Green Drive - pre-construction 3760, after construction 3292, reduction in traffic 12%.
- The average speeds have remained consistent - pre-construction range from 41 km/h to 44 km/h, after construction range from 39 km/h to 50 km/h.
- The 'cut-through traffic' of the Weston Downs community is minimal - after construction the cut through movements range from 0% to 10% for all studied locations.
- The 'cut-through traffic' between Rutherford Road/Velmar Drive and Weston Road/Astona Boulevard has reduced from 46% in September 2004 to 10% in April 2005 during the morning period.

- The 'cut-through traffic' between Weston Road/Astona Boulevard to Rutherford Road/Velmar Drive has reduced from 31% in September 2004 to 9% in April 2005 during the afternoon period.
- The total eastbound right turn volume from Rutherford Road onto Velmar Drive has reduced from 375 in September 2004 to 176 in April 2005 (53% reduction) during the morning period.
- The total northbound left turn volume from Weston Road onto Astona Boulevard has reduced from 741 in September 2004 to 550 in April 2005 (26% reduction) during the afternoon period.
- The traffic volume is mostly generated by the residents from within the community.

It can be concluded that motorists would tend to travel through the Weston Downs Community during the construction of Rutherford Road at Weston Road. Since the construction has now been completed the amount of 'cut-through traffic' and the number of vehicles turning into the community has reduced significantly in both the morning and afternoon periods.

Additional traffic calming measures for Greenpark Blvd., Valeria Blvd., Fifth Ave. and Woolacott Road in the form of speed humps and a raised crosswalk will be constructed this Summer as part of completion of Weston Downs Phase II works.

We note that York Regional Police Services have been requested to provide frequent traffic surveillance within the Weston Downs Community, specifically with respect to stop sign compliance and speeding violations. Further, Region of York Transportation and Works staff has now completed their review of the northbound left-turn advance and has concluded that current signal timings for the PM peak hours are adequate.

Staff will continue to monitor traffic on a random basis in the Weston Downs Community.

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 to date regarding an assessment of the traffic operations for the Weston Downs Community staff have concluded that with the exception of those traffic calming works proposed for installation Summer, 2005 that no further action is required. Staff will however continue to monitor the area on a random basis.

Attachments

1. Location Map

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)