

COMMITTEE OF THE WHOLE – OCTOBER 24, 2005

TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a painted road narrowing and common center left turn lane be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate;
2. That a raised center island be installed on the east approach of the Fieldstone Drive and Pottery Place/Windflower Gate intersection; and
3. That Engineering staff monitor the effectiveness of these measures for a one year period and report on the findings.

Economic Impact

There is sufficient funds in the 2005 Capital Budget to undertake these works. The initial cost to install the painted road narrowings is an impact to the 2005 Pavement Marking Budget of approximately \$2,500 and the center island an impact to the 2005 Traffic Calming Budget of approximately \$7,000. There would be future budget impacts for the re-tracing of the road markings and maintenance of the center island.

Purpose

To report on the outcome of the October 5, 2005 community meeting with the residents of Fieldstone Drive.

Background - Analysis and Options

At its meeting on June 20, 2005 Committee of the Whole, staff were directed to:

“schedule a community meeting to consult with the residents regarding the feasibility of undertaking road improvements along Fieldstone drive, and report be provided in September 2005.”

Fieldstone Drive is a two-lane feeder roadway with a right of way width of 23m with a statutory speed limit of 50 km/h. The raised intersection of Fieldstone Drive and Pottery Place/Windflower Gate is under all-way stop control. The intersection of Fieldstone Drive and Weston Road is controlled by traffic signals and is under the jurisdiction of the Region of York. A total of 14 residential homes front on to the north side of Fieldstone Drive between Weston Road and Pottery Place. The south side of the street is bounded by commercial-retail development. There are presently no parking prohibitions in this immediate area. The area is shown on Attachment No. 1.

The community meeting was held on Wednesday, October 5, 2005. There were five residents in attendance at the meeting along with the Ward Councillor, and Supervisor Traffic Engineering and the Director of Engineering Services. There were three options presented to the residents to assist them with access to their properties and to provide a safer living environment on their street.

The three options were:

- Option 1 – To construct a lay-by lane with a dividing mountable raised median along the north side of Fieldstone Drive. The construction of this option would result in the loss of boulevard, trees and sidewalk in front of the resident's homes. The

estimated cost for this work is \$140,000. This option was opposed to by the residents.

Option 2 - To construct painted road narrowing (edge line marking) along the north side of Fieldstone Drive from the Fire Hall driveway to Pottery Place, along with a painted common centre left-turn lane.

Option 3 - To construct a continuous eastbound travel lane from Windflower Gate to Weston Road, provide a painted common center left turn lane and painted road narrowing on the north side of Fieldstone Drive in front of the residential properties. The construction of this option would eliminate the south side sidewalk between Windflower Gate and Weston Road.

The residents also expressed a concern regarding the non-compliance of the westbound stop sign and that motorists tend to turn into the oncoming travel lane on Windflower Gate. Engineering staff suggested it is possible to construct a center island on the east approach of the Fieldstone Drive and Windflower Gate/Pottery Place intersection. The estimated cost for all of this work is \$200,000. The residents did agree in principle to this option.

Although the residents supported Option 3, an interim solution was suggested to go forward at this time with the pavement markings on Fieldstone Drive, a possible speed hump mid-block, the center island at the intersection of Fieldstone Drive and Windflower Gate/Pottery Place, and related signage. Also, it was agreed to monitor the effectiveness of these measures for a one-year period and provide a report on the findings of the traffic studies and the need for any future additional works.

Staff collected speed and volume data from Automatic Traffic Recorders over a 24-hour period. The recorders were installed on Fieldstone Drive east of Windflower Gate on Wednesday, May 11, 2005. The following table summarizes the results of this data.

<u>Location</u>	<u>Direction</u>	<u>24-hour volume</u>	<u>Average Speed</u>
East of Windflower Gate	Eastbound	5731	43 km/h
	Westbound	5450	42 km/h

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - 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. In addition, the Vaughan Fire and Rescue Service are strongly opposed to the installation of speed humps on Fieldstone Drive. Station 7-5 is located at #2 Fieldstone Drive and uses Fieldstone Drive for all emergency responses. In addition, Fieldstone Drive is the primary response route for the station fire apparatus to proceed to residences directly west of the fire station.

Based on the above warrant, the installation of a speed hump on Fieldstone Drive is not met.

Engineering staff will also arrange to have 50 km/hr speed limit signs installed on Fieldstone Drive to advise motorists of the speed limit on the roadway. In addition to the installation of the 50 km/hr speed signs, Engineering staff will place the Radar Speed Message Boards on Fieldstone Drive for a one-week period, timing to be determined, to increase motorist awareness.

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 (eg. the speed hump) for installation on Fieldstone 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 Fieldstone Drive should traffic calming measures (speed hump) 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, it is recommended that painted road narrowings and common center left turn lane be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate; that a raised center island be installed on the east approach of the Fieldstone Drive and Pottery Place/Windflower Gate intersection and related signage; and that Engineering staff monitor the effectiveness of these measures for a one year period and report back on the findings

Attachments

1. Location Map

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

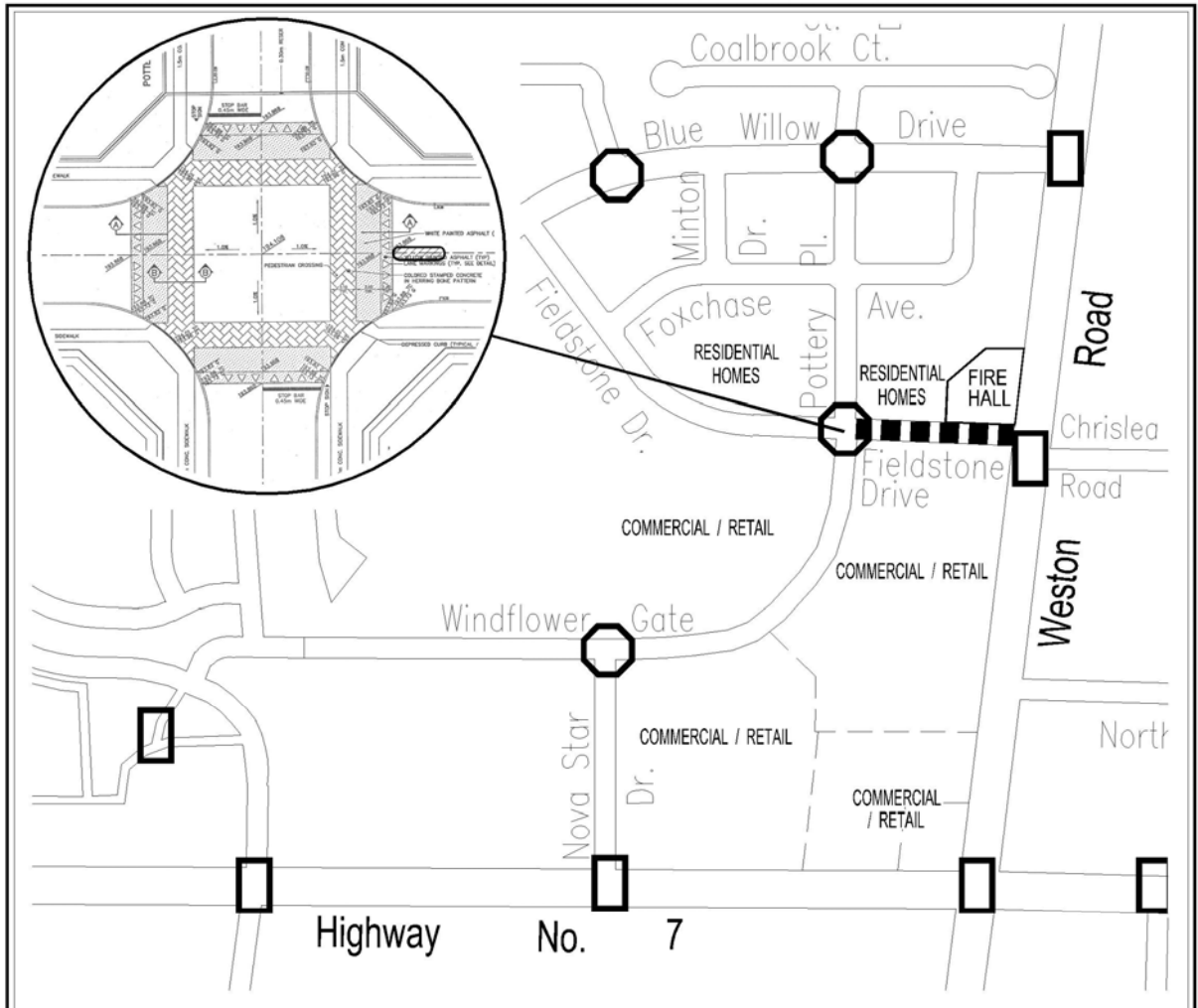
Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services





MD:mc

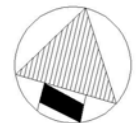
ATTACHMENT No. 1



TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

LEGEND

-  ROADWAY SECTION UNDER REVIEW
-  PROPOSED TRAFFIC ISLAND
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE