

COMMITTEE OF THE WHOLE - JANUARY 16, 2006

WOODBIDGE HIGHLANDS AND AREA TRAFFIC REVIEW

(Referred from the Council meeting of December 12, 2005)

Council, at its meeting of December 12, 2005, adopted the following:

THAT this matter be referred to the Committee of the Whole meeting of January 16, 2006 to provide an opportunity for public input.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing traffic calming measures are performing well within the Woodbridge Highlands area;
2. That no additional traffic calming measures are required for this traffic committee area.

Economic Impact

Not Applicable.

Purpose

To review the impact of the traffic calming measures installed in the Woodbridge Highlands area, in response to direction from City Council.

Background - Analysis and Options

At its meeting on November 1, 2004, Committee of the Whole recommends:

“That staff review the impact of the Woodbridge Highlands Traffic Calming measures 6 months after they have been in effect.”

Traffic calming measures were installed in the Woodbridge Highlands Area in 2004 following Council approval through the traffic calming committee procedure. Traffic calming measures installed included speed humps, raised crosswalks, raised centre medians, and painted road narrowings. Refer to Attachment No. 1 for traffic calming measure locations.

Staff collected speed and volume data in the Woodbridge Highlands Area with Automatic Traffic Recorders over a 24-hour time period on Vaughan Mills Road, Avdell Avenue, and Thomson Creek Boulevard. All three roadways are classified as feeder designs with a right-of-way of 23.0 metres. Radar speed data was collected on Shamrock Crescent and on Roselawn Drive. The two tables below summarize this data.

November 8-10, (Tuesday-Thursday) 2005 Data Summary

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court	Northbound	2079	47 km/h
	Southbound	2052	47 km/h
	Total	4131	
Avdell Avenue between Carstad	Eastbound	440	43 km/h

Crescent (W) and Carstad Crescent (E)	Westbound Total	567 1007	41 km/h
Avdell Avenue east of St. Michelle Place (E)	Eastbound Westbound Total	810 978 1788	43 km/h 43 km/h
Thomson Creek Boulevard east of Roselawn Drive	Eastbound Westbound	1365 1442	43 km/h 41 km/h
	Total	2807	

The speed limit on Vaughan Mills Road, Thomson Creek Boulevard, and Roselawn Drive are posted at a reduced 40 km/h limit, and the speed limit of Avdell Avenue is a statutory 50 km/h.

Radar Speed Data Summary – November 8, (Tuesday) 2005

<u>Location & Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Shamrock Crescent near Millrun Crescent (S)	7:30am-8:30am	Northbound Southbound	41 km/h 43 km/h
	4:15pm-5:30pm	Northbound Southbound	44 km/h 49 km/h
Roselawn Drive near Shamrock Crescent (N)	7:30am-8:30am	Northbound Southbound	44 km/h 42 km/h
	4:30pm-6:00pm	Northbound Southbound	37 km/h 44 km/h

The speed limit on Roselawn Drive is posted at a reduced 40 km/h, and the speed limit on Shamrock Crescent is a statutory 50 km/h.

In addition, staff conducted observations at the intersection of Thomson Creek Boulevard and Roselawn Drive on Wednesday, November 9, 2005 to determine the effectiveness of the new centre median islands installed on the east and west approaches to the intersection. Observations showed vehicles, including larger school buses, had no trouble negotiating the intersection, and completed their turns in a proper and safe manner.

Prior Traffic Studies Conducted

Staff collected speed and volume data in the Woodbridge Highlands Area in 2003 prior to the installation of the traffic calming measures. The collected volume data covered a 24-hour time period, and the speed data covered the indicated peak time periods and are summarized below.

April 28-30, 2003 Data Summary

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Vaughan Mills Road south of Dunforest Gate	Northbound	1460
	Southbound	1524
	Total	2984
Vaughan Mills Road south of Rutherford Road	Northbound	2130
	Southbound	2245
	Total	4375

Avdell Avenue west of St. Michelle Place	Eastbound	798
	Westbound	808
	Total	1606
Thomson Creek Boulevard west of Clarence Street	Eastbound	2298
	Westbound	2164
	Total	4462

Radar Speed Data Summary – November 7, (Thursday) and November 12, (Tuesday) 2002

<u>Location & Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court – November 7, 2002	8:00am-9:00am	Northbound	53 km/h
		Southbound	52 km/h
Avdell Avenue east of Carstad Crescent (West intersection) – November 7, 2002	4:00pm-5:00pm	Eastbound	51 km/h
		Westbound	51 km/h
Roselawn Drive south of Shamrock Crescent (North intersection) – November 12, 2002	8:00am-9:00am	Northbound	41 km/h
		Southbound	45 km/h

In comparing the speed and volume data from 'before' traffic calming measures were installed to 'after' installation, average speeds were found to be consistently lower in the 'after' installation traffic studies:

1. Vaughan Mills Road north of Cipriano Court – reduction in speed of 6 km/h.
2. Avdell Avenue east of Carstad Crescent – reduction in speed range of 8 to 10 km/h.
3. Roselawn Drive near Shamrock Crescent – speeds are relatively consistent.

Traffic volumes in the 'after' studies are consistent or lower than the corresponding 'before' studies, and are well within the capacities of their respective roadway classifications. Thomson Creek Boulevard shows the highest reduction in traffic volumes of 1,655 vehicles.

Staff conclude that the traffic calming measures installed in the Woodbridge Heights area are successfully working to consistently lower speeds in comparison to speed data collected prior to installation of traffic calming measures. Traffic volumes are either consistent or lower than prior to traffic calming installation, and are well within their respective roadway capacity.

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

Staff concludes that traffic calming measures installed in the Woodbridge Heights area are working to lower speeds, and maintain or reduce traffic volumes.

Attachments

1. Location Map

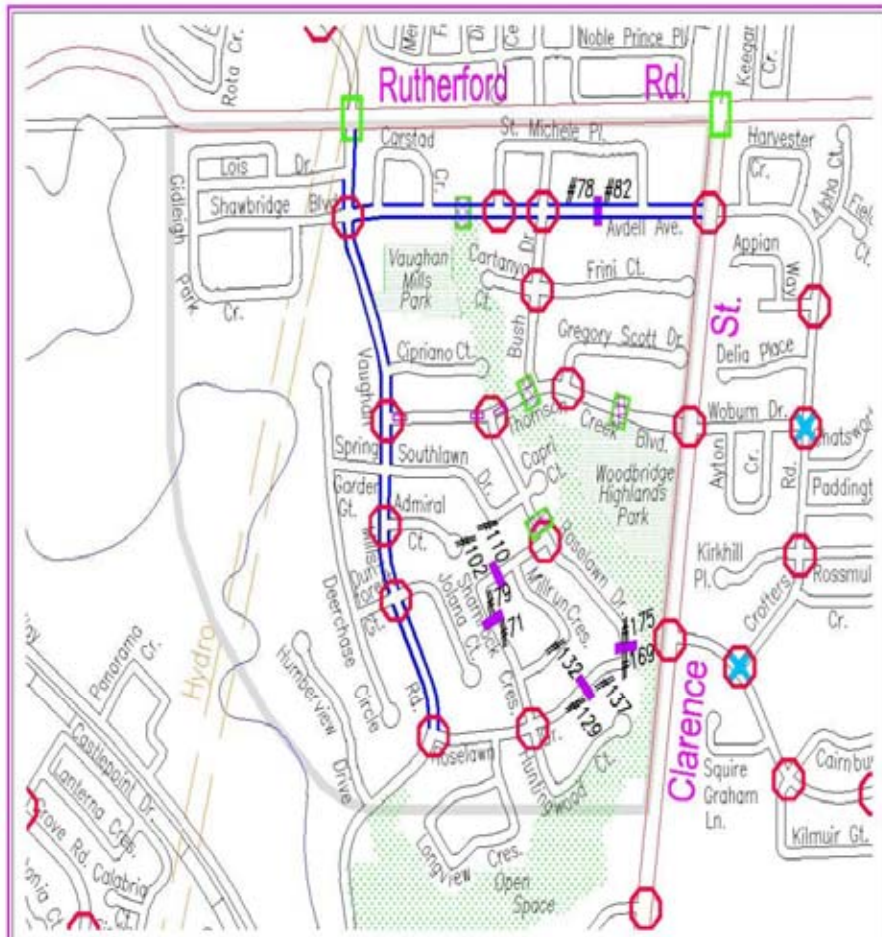
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Respectfully submitted,

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Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.,
Director of Engineering Services



WOODBRIDGE HIGHLANDS AND AREA TRAFFIC REVIEW

LEGEND

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|  EXISTING SPEED HUMPS |  EXISTING ALLWAY STOP CONTROL |
|  EXISTING RAISED CROSSWALKS |  EXISTING TRAFFIC SIGNALS |
|  EXISTING RAISED CENTRE MEDIANS |  AREA UNDER REVIEW |
|  EXISTING PAVEMENT MARKINGS | |



NOT TO SCALE