

## COMMITTEE OF THE WHOLE – JUNE 19, 2006

### **FREDRICK STREET NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the Fredrick Street Neighbourhood Traffic Committee plan proposal not be approved in accordance to the Neighbourhood Traffic Committee Policy and Procedure as the resident support of 66.6% was not achieved and also the warrant criteria is not met.

#### **Economic Impact**

Should Council approve the proposed plan, the cost to install the traffic calming measures would be an initial impact to the 2006 Traffic Calming Capital Budget (Account No. 1631-0-06) of approximately \$12,000, and the cost to maintain the traffic calming measures would be a future Operating Budget impact.

#### **Purpose**

To report on the Fredrick Street Neighbourhood Traffic Committee Plan proposal.

#### **Background - Analysis and Options**

At its meeting on November 28, 2005, Council directed:

**“That staff be directed, in coordination with the Local Ward Councillor’s office, to meet with the community to determine what traffic management measures might be considered for installation on Fredrick Street and to report to a future Committee of the Whole.”**

The Fredrick Street traffic committee area is bounded by Riverview Avenue to the north, and Wigwoss Drive to the south. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

#### **Public Participation**

The initial public meeting of the Fredrick Street Neighbourhood Traffic Committee was held on March 8, 2006. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City’s Neighbourhood Traffic Committee Policy and Procedures. There were 5 residents in attendance and 2 of those residents formed the traffic committee.

The final public meeting was held on May 23, 2006. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The meeting was attended by 11 residents, of which 6 residents were in favour of the plan, and 5 residents were opposed. According to the Council approved Neighbourhood Traffic Committee Policy and Procedure, there must be resident support of at least 66.6% in order for the plan to proceed. The threshold support was not achieved at this meeting..

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings was also mailed out to the residents in the defined area for this committee.

### Traffic Calming Plan - General

There are existing all-way stop controls at the intersections of Fredrick Street and Riverview Avenue and at Fredrick Street and Wigwoss Drive which bound the Fredrick Street Traffic Committee area to the north and south. The posted speed limit on Fredrick Street is 40 km/h.

Staff undertook field reviews to determine locations that would be feasible for the traffic calming measures proposed.

There are three speed humps proposed on the plan and they can be placed at the following locations:

- Fredrick Street between properties #89 and #95,
- Fredrick Street between properties #53 and #59, and
- Fredrick Street in front of property #29.

### Speed Studies

Staff conducted a radar speed study on Fredrick Street north of Sylvadene Parkway on Wednesday, December 7 and Thursday, December 8, 2005 during morning and afternoon peak time periods respectively. On both days the weather was clear and the roads were dry. The results are shown in the table below.

Location	Direction	Time Period	Average Speed
Fredrick Street north of Sylvadene Parkway.	Northbound	AM	40
	Southbound	PM	36
	Northbound	AM	44
	Southbound	PM	42

The average recorded vehicle speeds range from 36 to 44 km/h, which is generally in accordance with the existing speed limit. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Staff requested comments from Fire & Rescue Services and from Public Works on the plan proposal. Fire & Rescue Services state that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems. Fredrick Street is identified as a primary response route.

Should Council approve the proposed plan, the cost to install the traffic calming measures would be an initial impact to the 2006 Traffic Calming Capital Budget (Account No. 1631-0-06) of approximately \$12,000.

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 50km/h or less, and the average speed is measured to be 10km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10km/h and Fredrick Street is considered a primary response route.. Based on the above warrant, the warrant for the installation of speed humps on Fredrick Street is not met.

### Neighbourhood Traffic Committee Summary

The Year 2006 Capital Budget assigned \$309,000 for the implementation of traffic calming projects. To date, the following Traffic Management Plans and Projects that will be funded from the \$309,000 have been approved and they total approximately \$120,500:

- King High Drive Traffic Committee, estimated cost \$25,000;
- Townsgate Drive/Emerald Lane, estimated cost \$14,000;
- Fieldstone Drive, estimated cost \$9,500;
- Glen Shields Avenue / Quaker Ridge Road, estimated cost \$5,000;
- Sonoma Heights Phase 1 Traffic Committee, estimated cost \$51,000
- Islington Avenue near Capner Court, estimated cost \$16,000.

### **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 Fredrick Street, 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 Fredrick Street 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**

The Engineering Department recommends the Fredrick Street Neighbourhood Traffic Committee plan proposal not be approved, as the Neighbourhood Traffic Committee Policy & Procedure's requirement of 66.6% resident support was not met.

### **Attachments**

1. Location Map

### **Report prepared by**

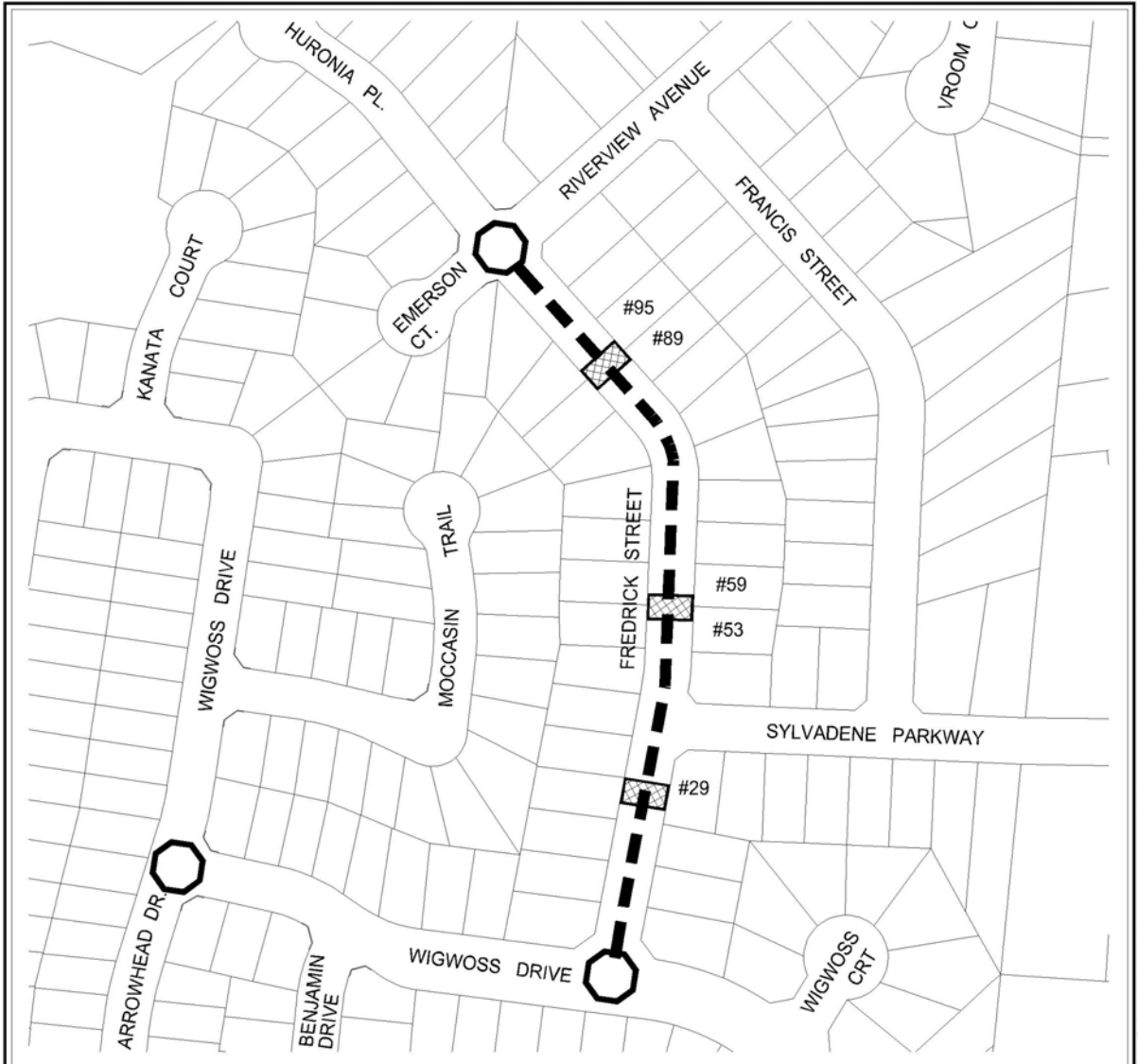
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Respectfully submitted,

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




Gary Carroll, P. Eng.  
Director of Engineering Services

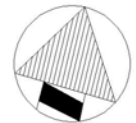
# ATTACHMENT No. 1



## FREDRICK STREET TRAFFIC CALMING PLAN

### LEGEND

-  AREA UNDER REVIEW
-  PROPOSED SPEED HUMPS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE