

COMMITTEE OF THE WHOLE – APRIL 30, 2007

NIMBUS PLACE NEIGHBOURHOOD TRAFFIC COMMITTEE WESTON DOWNS PHASE 2 NEIGHBOURHOOD TRAFFIC COMMITTEE FOLLOW UP

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action is required for the Nimbus Place or the Weston Downs Phase 2 Neighbourhood Traffic Committees.

Economic Impact

Nil.

Communications Plan

There was community involvement during the initial stages of the Traffic Committee process. As part of the report, (“Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures”), Engineering Services staff sent out surveys to the Committee chairs and to the affected residents requesting feedback on the implemented traffic calming measures.

Purpose

To report on the feasibility of implementing additional traffic calming measures or traffic control devices within both the Nimbus Place and Weston Downs, Phase 2 Neighbourhood Traffic Committee areas.

Background - Analysis and Options

At their meeting of September 25, 2006 Council directed:

“That staff provide a report outlining options to address the concerns raised by Members of Council with respect to Nimbus Place and Weston Downs Phase 2.”

Both of the neighbourhood traffic committees followed the City’s Traffic Calming Committee Policy and Procedure. All the traffic calming measures for both committees were installed in the Fall 2005.

Nimbus Place Neighbourhood Traffic Committee (Refer to Attachment No. 1)

The Plan consisted of:

- Durable centerline markings and raised snowplowable markers on Longhouse Street at Embassy Drive and on Nimbus Place at Aberdeen Avenue.
- A speed hump between the properties of #103/#107 and #102/#106 Spring Town Road.
- A speed hump between the properties of #72/#78 and #77/#81 Nimbus Place

A speed hump was proposed on Longhouse Street between properties #97/#103 and #98/#102, however, the speed hump was deleted due to complaints of the residents at these addresses.

An all-way stop control was proposed at the intersection of Nimbus Place and Longhouse Street. This traffic control device was not approved as the traffic volumes are very low within the

subdivision. During the meetings between Engineering Services staff and the committee, other options were discussed but not pursued by the Committee. It is noted that the availability to physically place a speed hump on Spring Town Road, Nimbus Place and Longhouse Street is limited due to the spacing of the driveways (required 7.0 metres).

As part of the report, "Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures", the Committee Chair did send back feedback to the survey that the traffic conditions have not improved with the implementation of the traffic calming measures. However, subsequent studies did indicate that the average speed in the area was reduced from 47 km/h to 38 km/h and the maximum speed was reduced from 81 km/h to 49 km/h. Staff can conclude that the measures that were installed did have a positive impact in speed reduction near these areas.

Engineering Services staff have not received any complaints over the past two years regarding cut-through or speeding on these roadways.

Weston Downs Phase 2 Neighbourhood Traffic Committee (Refer to Attachment No. 2)

The Plan consisted of:

- A speed hump between properties #83/#87 Woolcott Road.
- A speed hump between properties #157/#163 Valeria Boulevard.
- A speed hump between properties #237/#243 Valeria Boulevard.
- A speed hump between properties #54/#60 Fifth Avenue.
- A speed hump in front of #222 Fifth Avenue.
- A speed hump between properties #131/#137 Greenpark Boulevard.
- A raised crosswalk on the west side of Greenpark Boulevard/Fifth Avenue.

An additional speed hump was approved near #101 Greenpark Boulevard. As part of the report, "Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures", the committee chair did not send back the survey that was sent requesting feedback on the existing traffic calming measures in their area. Staff completed before/after radar speed studies for this area and the study concluded that there was a reduction in the average speed from 46 km/h to 44 km/h. The maximum speed did increase from 67 km/h to 76 km/h and could be attributed to driver impatience after traveling over the speed hump to make up for lost time.

Engineering Services staff have not received any complaints over the past two years regarding the speeding on the roadways. Recently, a request was received to review the section of Valeria Boulevard from Greenpark Boulevard to Langstaff Road. This section was not reviewed in the initial study.

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.

Regional Implications

Nil.

Conclusion

Based on the above information, staff recommends that no further action is required for either the Nimbus Place or the Weston Downs Phase 2 Neighbourhood Traffic Committees.

Attachments

1. Nimbus Place – Traffic Calming Plan
2. Weston Downs Phase 2 – Traffic Calming Plan

Report prepared by:

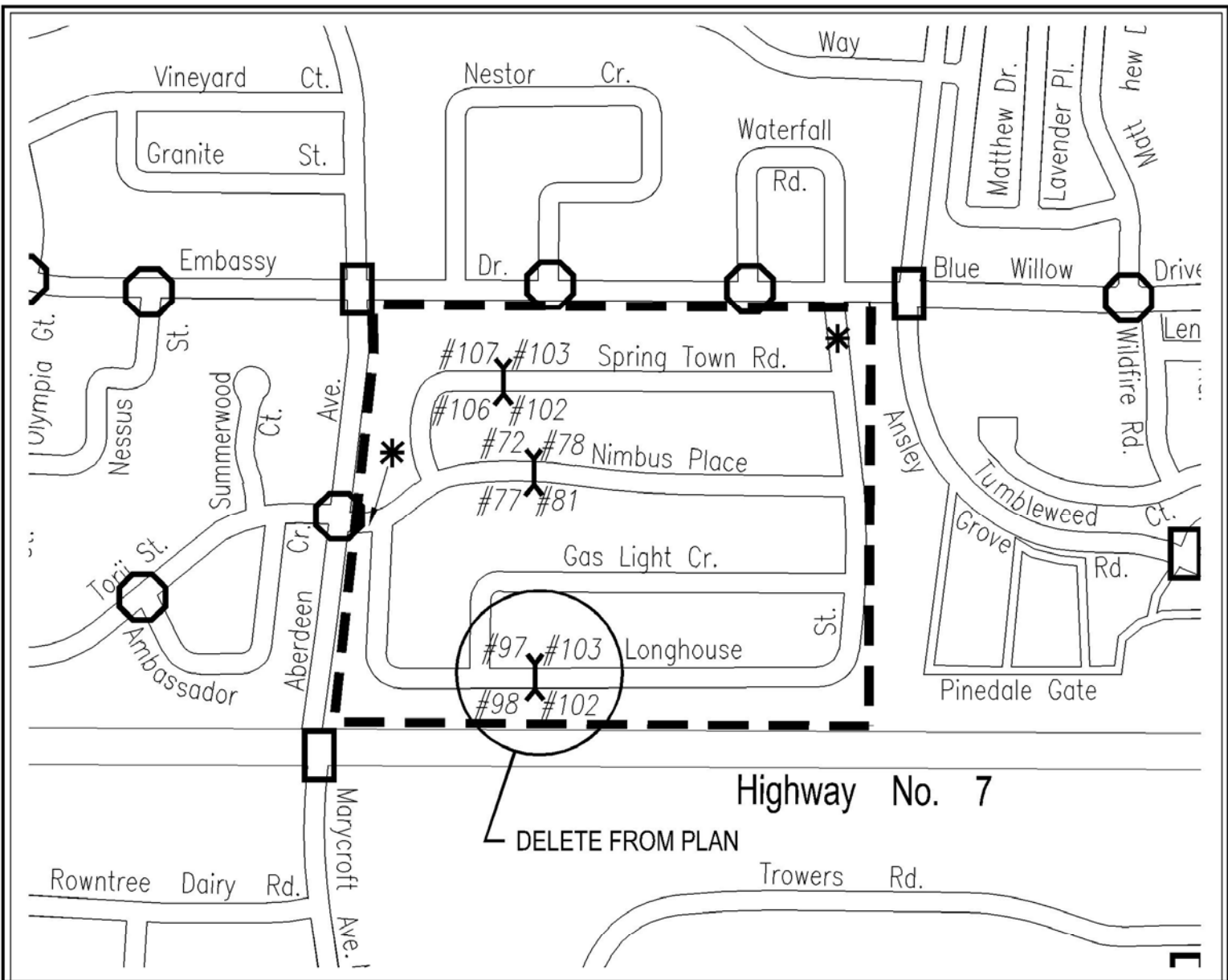
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

Respectfully submitted,

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






Gary Carroll, P. Eng.
Director of Engineering Services

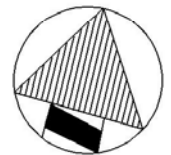
ATTACHMENT No. 1



NIMBUS PLACE & VICINITY NEIGHBOURHOOD TRAFFIC CALMING COMMITTEE

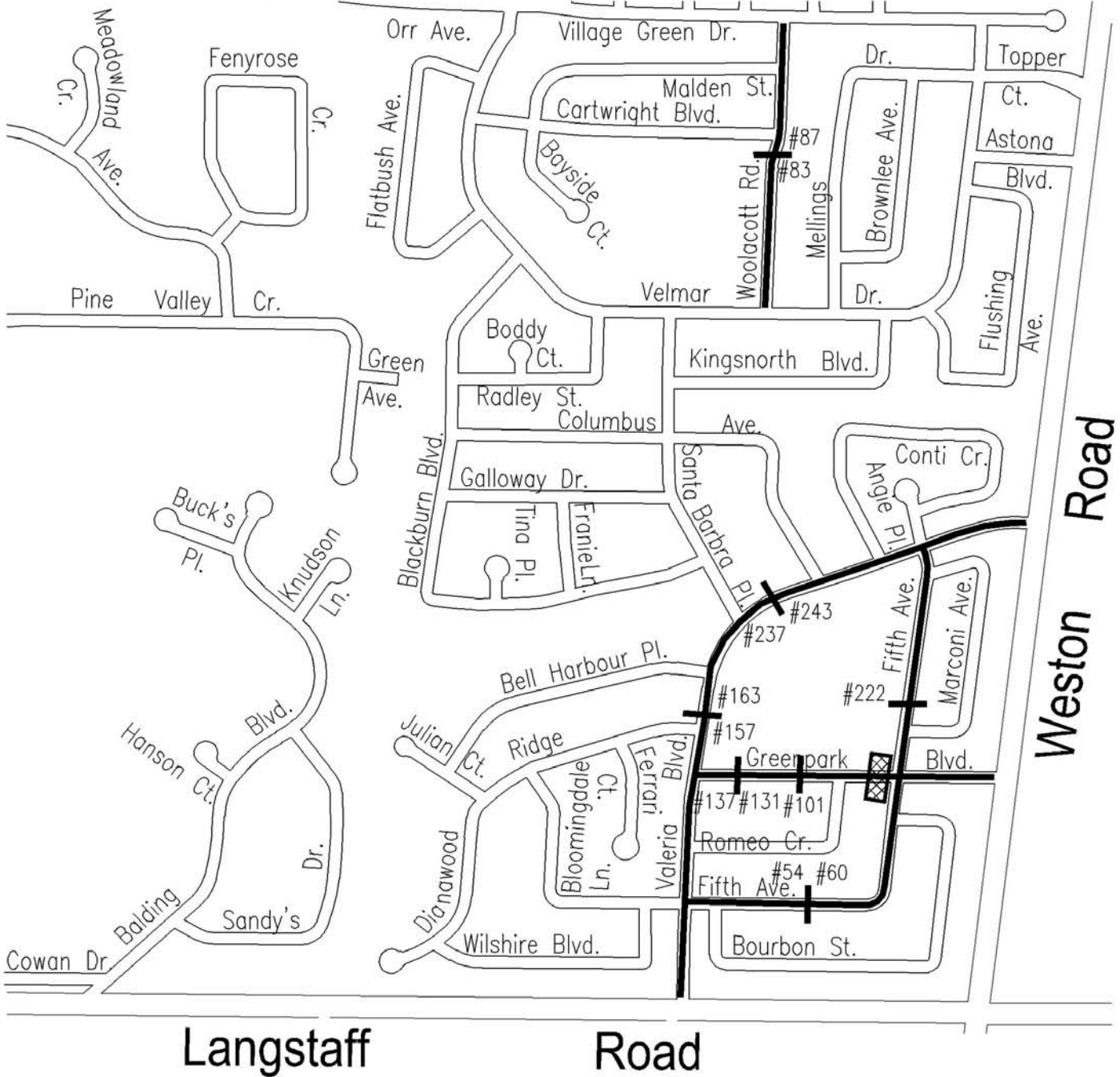
LEGEND

-  SUBJECT AREA
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  CONSTRUCTED SPEED HUMPS (BETWEEN ADDRESSES NOTED)
-  AMBER CENTRELINE (WITH SNOWPLOWABLE RAISED PAVEMENT MARKERS)






NOT TO SCALE

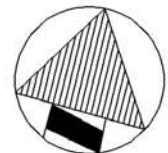
ATTACHMENT No. 2



WESTON NEIGHBOURHOOD PHASE 2

LEGEND

-  DENOTES AREA FOR PHASE 2
-  CONSTRUCTED SPEED HUMPS
-  CONSTRUCTED RAISED CROSSWALK



NOT TO SCALE