

COMMITTEE OF THE WHOLE – APRIL 30, 2007

MELVILLE AVENUE AND CUNNINGHAM DRIVE FOLLOW UP – COMMUNITY MEETING

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. The existing school crossing guards at the intersections of Melville Avenue and Cunningham Drive (south side), Melville Avenue and Carron Avenue (south side) and at Melville Avenue and Roseheath Drive (east side) remain as is;
2. That the crossing guard that has been approved through the Operating Budget on the west side of Melville Avenue and Cunningham Drive remain;
3. That a crossing guard not be implemented on the south side of Melville Avenue and Roseheath Drive intersection;
4. That the constructed Pedestrian Signal located on Melville Avenue in front of Melville Park be removed;
5. That the removal of the Pedestrian Signal be deferred until such time as the above ground equipment can be relocated to a 2007 installation site by the Signal Contractor; and
6. That the By-Law Enforcement Services Department continue to vigorously monitor enforcement of the existing parking by-law on Melville Avenue between Cunningham Drive and Roseheath Drive.

Economic Impact

The cost impact for the removal of the constructed pedestrian signal will be borne in the 2007 contract for this year's proposed signal installations.

Communications Plan

There was a community meeting to discuss issues regarding the crossing guards and the pedestrian signals with the residents in the area along with the Local Councillor, Engineering Services staff and the Principal of Devine Mercy Catholic School. The Principal's office will be directly advised of Council's decision in this matter.

Purpose

To report on the outcome of the community meeting between the Local Councillor, Engineering Services Department staff, the Principal of Divine Mercy Catholic School and residents.

Background - Analysis and Options

At their meeting of January 29, 2007 Council directed:

“That this matter be deferred pending a meeting with local residents and area schools to review the issues identified and that staff report back to a future Committee of the Whole meeting.”

Staff received completed surveys from the Principal of Divine Mercy Catholic School to maintain the existing school crossing guard at the intersection of Melville Avenue and Cunningham Drive (south side). A total of 272 signatures were collected on separate survey pages and returned to Divine Mercy Catholic School.

Divine Mercy Catholic Elementary School is located on the south-east corner of Melville Avenue and Cunningham Drive, and Michael Cranny Public Elementary School is located on the north-east corner of Melville Avenue and Roseheath Drive. The existing crossing guard locations are shown on the attachment for each of the three intersections of Melville Avenue. The constructed pedestrian signal is located at the existing raised crosswalk on Melville Avenue in front of Melville Park. (See Attachment No. 1 for the area network).

Community Meeting

The meeting was held on March 7, 2007 at the Divine Mercy Catholic School. Present at the meeting was the Local Councillor, Engineering Services Department staff, the Principal of Divine Mercy Catholic School and 17 residents. The following four matters were approved by all 17 residents:

1. Leave all the existing crossing guards at the three intersections on Melville Avenue at Cunningham Drive, Carron Avenue and Roseheath Drive as is.
2. One additional crossing guard be added on the south side of Melville Avenue and Roseheath Drive.
3. Remove the constructed pedestrian signal on Melville Avenue in front of Melville Park.
4. Request more enforcement of the parking by-laws on Melville Avenue near the schools.

The cost to remove the constructed pedestrian signal is estimated at \$16,000. The above ground equipment such as the signal poles, mast arms, traffic/pedestrian signal heads and the signal controller/cabinet can be salvaged and used for a 2007 installation. It would be most cost effective to have the 2007 Signal Contractor remove the pedestrian signal equipment on Melville Avenue at the time of installation of the 2007 projects.

School Crossing Guard Review

Staff conducted pedestrian studies at the intersections of Melville Avenue and Cunningham Drive and at Melville Avenue and Roseheath Drive. The studies were completed on Tuesday, April 3, 2007 at the Melville Avenue and Cunningham Drive intersection and on Wednesday, April 4, 2007 (afternoon) and Tuesday, April 10, 2007 (morning). The weather on April 3 was clear and on both April 4 and April 10 the weather was overcast. The unassisted children crossing at the intersections are summarized below:

Melville/Cunningham	North Side	South Side	East Side	West Side
7:30 a.m. – 9:00 a.m.	0 (0)	61 (37)	7 (3)	19 (27)
2:30 p.m. – 4:00 p.m.	0 (2)	59 (32)	28 (17)	23 (19)
Melville/Roseheath	North Side	South Side	East Side	West Side
7:30 a.m. – 9:00 a.m.	0 (0)	6 (2)	9 (4)	2 (1)
2:30 p.m. – 4:00 p.m.	6 (0)	20 (3)	40 (9)	7 (0)

Note: () indicates children crossing with an adult.

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour. Based on the

traffic study and warrant, staff does not recommend that a new school crossing guard be implemented on the south side of the Melville Avenue and Roseheath Drive intersection.

A crossing guard has recently been approved within the 2007 Operating Budget on the west side of Melville Avenue and Cunningham Drive. The number of children crossing the south side of Melville Avenue and Roseheath Drive does meet the Council approved warrant. There will be a total of four crossing guards to assist children to/from both Divine Mercy Catholic School and Michael Cranny Public School.

Staff collected the 24 hour vehicle volume on Melville Avenue between the two schools on Wednesday, April 4, 2007. The total number of vehicles in a 24 hour time period is 9,453. The highest recorded volumes did occur during the morning and afternoon peak time periods. Melville Avenue is a collector road that can accommodate volumes not exceeding 12,000 vehicles

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

Not applicable.

Conclusion

Based on a review, staff recommends that the existing crossing guards remain as is at the Melville Avenue intersections of Cunningham Drive, Carron Avenue and Roseheath Drive. That an additional crossing guard not be implemented on the south side of Melville Avenue and Roseheath Drive. Also, that the constructed pedestrian signal on Melville Avenue in front of Melville Park be removed and that the above ground equipment be salvaged and used for a 2007 signal installation. And further, that the By-Law Enforcement Services Department continue to vigorously monitor enforcement of the existing parking by-law on Melville Avenue in front of the schools.

Attachments

1. Location Map

Report prepared by:

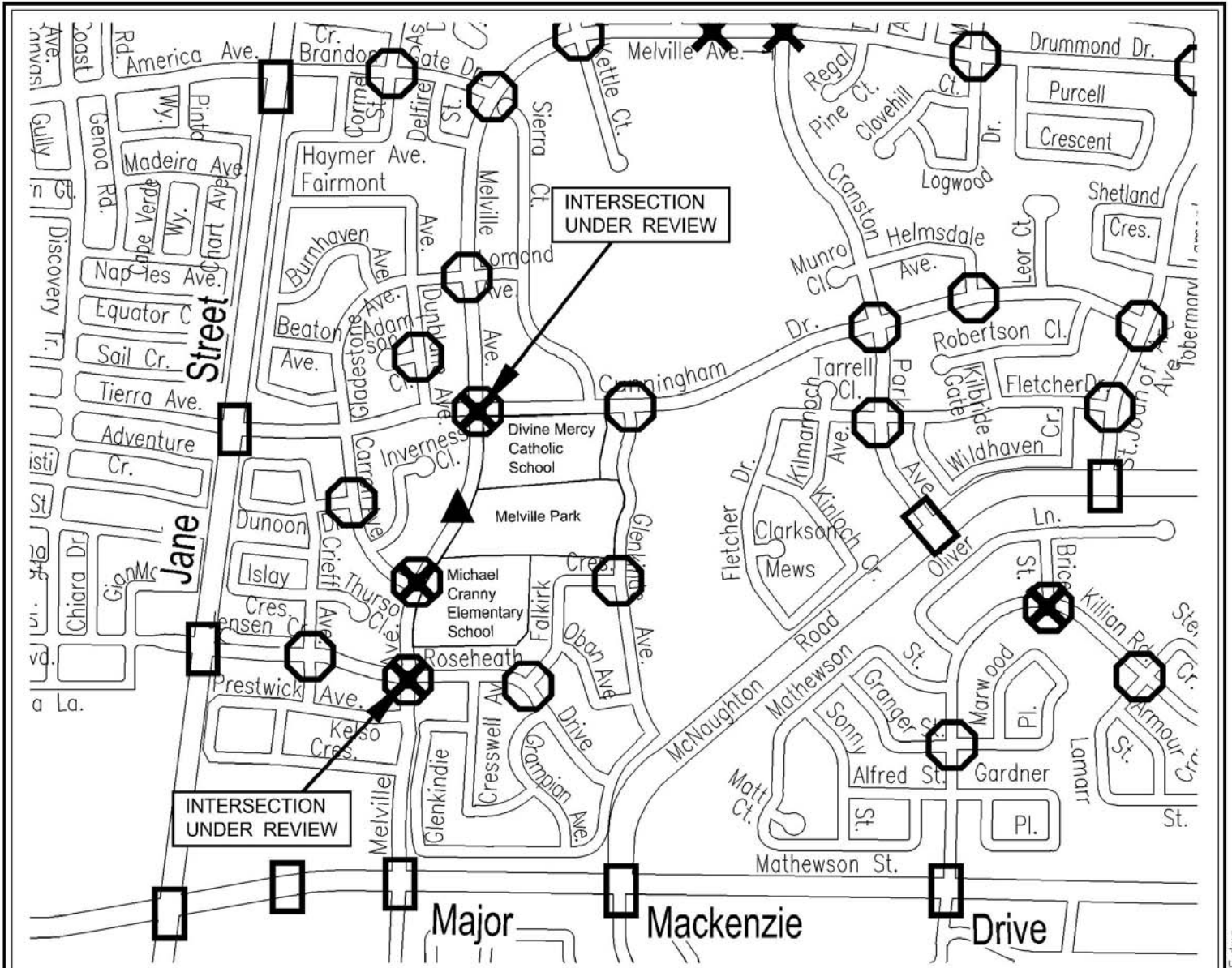
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

Respectfully submitted,

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






Gary Carroll, P. Eng.
Director of Engineering Services

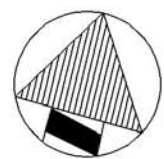
ATTACHMENT No. 1



MELVILLE AVENUE & CUNNINGHAM DRIVE CROSSING GUARD / PEDESTRIAN SIGNAL UPDATE

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD
-  CONSTRUCTED PEDESTRIAN SIGNAL



NOT TO SCALE