

COMMITTEE OF THE WHOLE - JUNE 18, 2007

VILLAGE GREEN DRIVE TRAFFIC CALMING MEASURES

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

None.

Communications Plan

Staff held a public meeting with the residents of Village Green Drive on February 22, 2007. The residents formed a Traffic Committee at the meeting. The residents will be advised of Council's decision in this matter by means of an e-mail to the Committee Chair.

Purpose

To investigate the speeds, volumes, and infiltration rates on Village Green Drive and Orr Avenue in response to Council direction.

Background - Analysis and Options

This report is meant to provide a status update of the traffic studies in progress on Village Green Avenue and Orr Avenue.

At its meeting on December 18, 2006 Council directed:

- “1. That Engineering staff be requested to conduct the necessary traffic studies on Village Green Avenue and Orr Avenue and report on those findings.**
- 2. That staff proceed to establish a traffic calming committee for Village Green and to proceed as per policy and procedure.”**

Village Green Drive and Orr Avenue are feeder roads with a 23 metre right-of-way with 11.5 metres of pavement travel width. The existing speed limit on Village Green Drive is posted at 40 km/h. The speed limit on Orr Avenue is a statutory 50 km/h. There are existing all-way stop controls on Village Green Avenue at Woolacott Road and Velmar Drive (east and west intersections). Refer to Attachment No. 1.

Staff placed Automatic Traffic Recorders on Village Green Drive and Orr Avenue from Monday, April 23, 2007 through to Friday, April 27, 2007. The collected speeds and volumes are summarized in the table below:

	Eastbound		Westbound	
Location	Average Speed	Average Daily Volume	Average Speed	Average Daily Volume
Village Green Avenue east of Lipa Drive	44 km/h	1657 veh/day	44 km/h	1835 veh/day
Orr Avenue west of Kimber Crescent, (east intersection)	38 km/h	843 veh/day	38 km/h	849 veh/day

According to the Transportation Association of Canada, a feeder road is designed to carry up to 8000 vehicles per day. The volumes on Village Green Drive and Orr Avenue are well below this 8000 vehicle threshold.

According to Council's approved traffic calming policy, speed humps are warranted when the collected speeds are 10 km/h above the speed limit. The collected speeds on Orr Avenue and on Village Green are less than 10 km/h above the posted speed limit. Village Green Drive and Orr Avenue are primary response routes.

Staff conducted an infiltration study in the morning on Tuesday, April 24, 2007, and in the evening on Thursday, April 26, 2007. The results of the infiltration study are summarized below:

<u>Infiltration Pattern</u>	7:00 – 9:00 AM		4:00-6:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic
Rutherford Road / Babak Boulevard to Astona Road	84	(6) 7%		
Rutherford Road / Velmar Drive to Astona Road	410	(80) 19 %		
Weston Road / Astona Boulevard to Babak Boulevard or Velmar Drive			388	(77) 19%

Infiltration is considered to be an issue when the infiltration rates exceed 30%. For all three locations, the infiltration is below the 30% threshold.

Existing Traffic calming measures and traffic control devices on Village Green Drive include an all way stop at Velmar Drive (east intersection), with a median planned on the south leg, a speed hump between Lipa Drive and Windrose Court, an all-way stop at Village Green Drive and Windrose Court, a speed hump between Novaview Crescent east and west intersections, and an all-way stop with medians at Village Green Drive and Velmar Drive (west intersection).

Existing traffic calming measures and traffic control devices on Orr Avenue include a speed hump between Siderno Crescent (east intersection) and Colavita Court, a speed hump between Siderno Crescent (west intersection) and Kimber Crescent (east intersection), an all-way stop at Orr Avenue and Colucci Drive, a speed hump between Colucci Drive and Kimber Crescent (west intersection), an all-way stop at Orr Avenue and Babak Boulevard, and curb bump-outs at Orr Avenue and Babak Boulevard.

A public meeting was held with the residents of Village Green Drive on Thursday, February 22, 2007. The residents formed a traffic calming committee. The committee has submitted their plan

to City staff, who are currently reviewing the Committee's requests. Staff will respond to the committee members by June 30, 2007.

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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that this report be received for information purposes.

Attachments

1. Location Map

Report prepared by:

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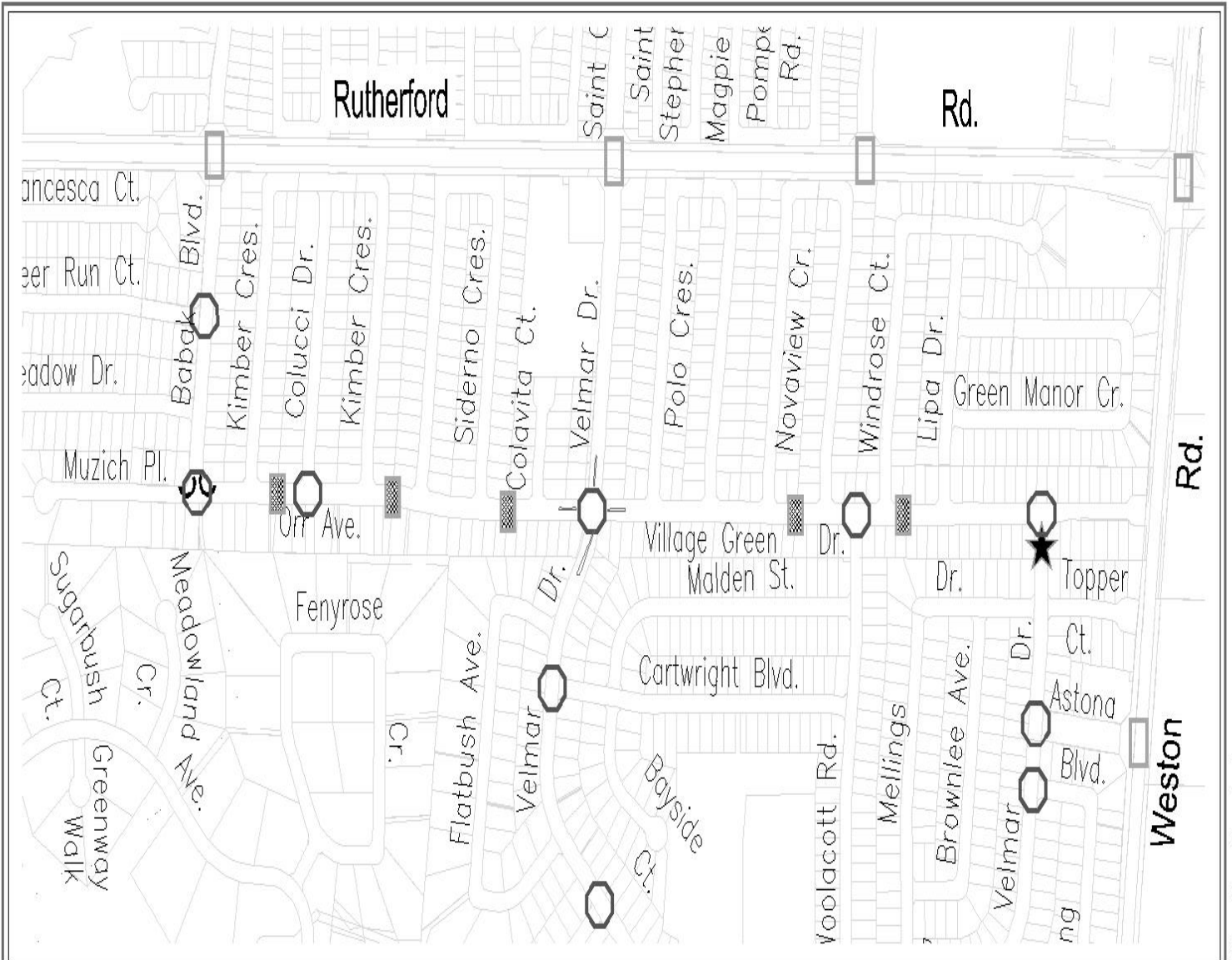
Respectfully submitted,

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

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

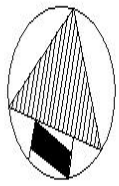
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ATTACHMENT No. 1



VILLAGE GREEN DRIVE SPEEDING

LEGEND

- ★ FUTURE MEDIAN
- ◻ EXISTING TRAFFIC SIGNALS
- ◯ EXISTING ALL-WAY STOP CONTROL
- ▨ EXISTING SPEED HUMPS
- EXISTING MEDIAN
- ⌋ EXISTING CURB BUMP-OUT
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NOT TO SCALE