

COMMITTEE OF THE WHOLE – NOVEMBER 5, 2007

SUMMERIDGE DRIVE NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Finance and Corporate Services recommends:

1. That the Summeridge Drive Neighbourhood Traffic Committee plan proposal be approved in principle with the exception of the vertical traffic calming measures;
2. That subject to approval of the 2008 Capital Budget, funds to implement the plan be drawn from the Traffic Calming account; and
3. That Staff and the Traffic Committee reconvene discussions and revisit the proposed vertical traffic calming measures given the received comments from Vaughan Fire Rescue Services and York Region Transit.

Economic Impact

The cost to install the traffic calming measures would be an initial impact to the 2008 Capital Budget. The cost to maintain the traffic calming measures would have an impact on future Operating Budgets.

Communications Plan

To this point, Traffic staff have sent out notices for the community meetings, and attended community meetings with the residents. Staff will follow with construction notices (Letter 'C') at time of construction. The Traffic Committee members are in agreement with this plan.

Purpose

To report on the Summeridge Drive Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on September 25, 2006, under Item 91, Report No. 43 Council directed:

- “1. That staff be directed to review the need for and feasibility of traffic calming measures for Summeridge Drive;**
- 2. That staff and the Local Councillor meet with the community to discuss a traffic calming plan and to form a traffic calming committee;”**

The Summeridge Drive traffic committee area is comprised of the entire length of Summeridge Drive from Dufferin Street to Bathurst Street. Summeridge Drive is a Feeder Roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h on Summeridge Drive. There are four existing all-way stop controlled intersections on Summeridge Drive. Refer to Attachment No. 1 for location and proposed traffic calming measures.

Public Participation

The initial public meeting of the Summeridge Drive Neighbourhood Traffic Committee was held on Wednesday, November 1, 2006 and attended by 12 residents. Engineering Services

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 Procedure.

A Traffic Committee was successfully formed at the conclusion of the meeting, and followed the Council approved Traffic Calming Policy and Procedure to develop a traffic calming plan. Staff subsequently met with Committee members on Thursday, November 16, 2006, to provide direction for Committee members in developing a traffic calming plan.

The final public meeting was held on Thursday, June 12, 2007 and attended by 20 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 17 residents were in favour of the plan.

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.

The residents in attendance were generally in favour of the proposals, with the exception of a proposed speed hump between #440 and #446, and a proposed speed hump between #246 and #250 (received via email from a resident the night of the final public meeting). A review of these two items is included later in the report.

Traffic Calming Plan - General

There are four existing all-way stop controls at the following intersections on Summeridge Drive between Dufferin Street and Bathurst Street:

- Summeridge Drive and Pleasant Ridge Avenue;
- Summeridge Drive and Thornhill Woods Drive;
- Summeridge Drive and Bathurst Glen Drive;
- Summeridge Drive and Loire Valley Avenue.

The existing posted speed limit is 40 km/h on Summeridge Drive.

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

- Summeridge Drive between properties #82 and #86;
- Summeridge Drive between properties #190 and #192;
- Summeridge Drive between properties #246 and #250;
- Summeridge Drive between properties #351 and #355;
- Summeridge Drive between properties #440 and #446; and
- Summeridge Drive between properties #550 and #556.

There are two raised crosswalks proposed on the plan and they can be placed at the following locations:

- Summeridge Drive at the east leg of Treecrest Drive/Couture Gardens; and
- Summeridge Drive at the east leg of Gauguin Avenue.

The six speed humps will be constructed completely of asphalt and the raised crosswalks will have a coloured impressed concrete top.

There are nine mountable raised medians proposed on the plan and they can be placed at the following locations:

- Summeridge Drive between properties #58 and #62;
- Summeridge Drive between properties #104 and #110;
- Summeridge Drive between properties #170 and #174;
- Summeridge Drive between properties #216 and #220;
- Summeridge Drive between properties #262 and #268;
- Summeridge Drive between properties #327 and #331;
- Summeridge Drive between properties #367 and #373;
- Summeridge Drive between properties #418 and #422; and
- Summeridge Drive between properties #480 and #486.

Speed Studies

Staff collected up-to-date speed and volume data at selected locations on Summeridge Drive. All studies were conducted on a 24-hour basis on September 18, 2007. The results of the studies are shown in the table below.

Location	Direction	24-hour volume	Average Speed
Summeridge Drive east of Bathurst Glen Drive	Eastbound	2741	51 km/h
	Westbound	2493	50 km/h
Summeridge Drive east of Thornhill Woods Drive	Eastbound	2772	50 km/h
	Westbound	2537	51 km/h
Summeridge Drive east of Treecrest Drive/Couture Gardens	Eastbound	1766	50 km/h
	Westbound	1607	50 km/h
Summeridge Drive east of Gauguin Avenue	Eastbound	1973	47 km/h
	Westbound	1932	50 km/h

The average recorded vehicle speeds range from 47 to 51 km/h, which is generally 10 km/h in excess of the posted speed limit. All recorded volumes are within capacities for feeder roadways (8,000 vehicles per day). Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Additional Requests

At the final public meeting, a request was received to remove/relocate the speed hump proposed between properties #440 and #446. An email request to remove/relocate the speed hump proposed between #246 and #250 was also received the day of the final public meeting. Staff investigated both streets and determined that the two proposed speed humps could not be installed at a nearby location, and was not to the Committee's satisfaction.

The Committee subsequently met with the property owners near the two proposed speed hump areas as follows:

- The residents at #246 and #250 verbally agreed to the Committee to have the proposed speed hump included in the plan as-is.
- Seven residents near the proposed speed hump at #440 and #446 signed a letter in support of the speed hump. Only the resident at #446 remains against the proposed speed hump location. (Refer to Attachment No. 2).

Traffic Calming Policy and Procedure

The new Council approved traffic calming policy and procedure as of June 25, 2007, recommends that the use of vertical traffic calming measures such as speed humps, raised crosswalks, etc. be discontinued. Summeridge Drive has an existing transit route between Bathurst Street and Thornhill Woods Drive and is identified as a primary emergency response

route throughout. Vaughan Fire and Rescue Services and York Region Transit do not support the installation of vertical traffic calming measures. Generally, vertical traffic calming measures cause damage to their vehicles and equipment, may delay response times for emergency vehicles and service schedule times for transit buses, cause injuries to emergency responders and possibly transit riders. Staff will reconvene with the Traffic Committee to discuss viable options at the locations where vertical measures were proposed.

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

Traffic staff received comments from York Region Transit in relation to this proposed work.

Conclusion

The Engineering Department recommends for approval the Summeridge Drive Neighbourhood Traffic Committee plan proposal. The estimated cost of \$80,000 includes taxes, and associated traffic signs and pavement markings.

Attachments

1. Location Map
2. Letter from area residents regarding speed hump proposal

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

Respectfully submitted,

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

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

MR:mc

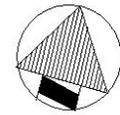
ATTACHMENT No. 1



SUMMERIDGE DRIVE PROPOSED TRAFFIC CALMING PLAN

LEGEND

-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  PROPOSED SPEED HUMP
-  PROPOSED RAISED CROSSWALK
-  PROPOSED MOUNTABLE CENTRE MEDIAN



NOT TO SCALE

ATTACHMENT NO. 2

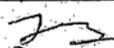
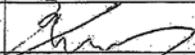
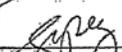
To: Mark Ranstoller, City of Vaughan Engineering Department

Cc: Sandra Yeung Racco, Local Councillor
Koji Myint, Chair of the Summeridge Drive Traffic Committee

Date: July 4, 2007

Re: Summeridge Drive Proposed Traffic Calming Plan

We, the undersigned, support the proposed traffic calming plan that was presented to the community at the public meeting held on June 12, 2007. In particular, we support and seek the inclusion of the speed hump proposed to be located at 440-446 Summeridge Drive.

Name	Address	Phone Number	Signature
EDDIE LOE	437 Summeridge Dr.	905-326-5185	
ROSS LEE	439 Summeridge Dr.	905-326-4302	
SEBASTIEN DHIPOULNE	440 Summeridge Dr.	905-326-8447	
HEE SOOK KONG	447 Summeridge Dr.	905-889-8835	
GLORIA BERKEZ	451 Summeridge Dr.	905-597-2514	
	452 Summeridge Dr.		
STEVEN TABAKOV	455 SUMMERIDGE DR.	905-597-3180	
ADAM MAIK	456 SUMMERIDGE DR.	416-618-1381	