

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 21, Report No. 32, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2013.

21 **TRAFFIC OPERATIONS REVIEW**
MELVILLE AVENUE FROM RUTHERFORD ROAD TO MAJOR MACKENZIE DRIVE
WARD 1

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Director of Engineering Services, dated June 18, 2013, be approved; and
- 2) That the following be approved:
 1. That staff implement their pilot project for installation of solar powered Radar Message Boards along Melville Avenue for a period of 12 months (excluding winter months) and measure the effectiveness on driver behaviour from the data collected;
 2. That an all-way stop be installed at the intersection of Parktree Drive and Springside Road which is located directly in front of Maple High School;
 3. That based on consultation that took place on September 5, 2012 with York Regional Police, that the existing Community Safety Zone be extended from Springside Road (existing limit) southerly to Hawker Road;
 4. That since speed reduction is common in all Community Safety Zones, that the limit within the Melville Community Safety Zone be reduced from 50 km/hour to 40 km/hour in order to improve safety for children accessing the two parks and school within the zone; and
 5. That as per the staff report, that a 2014 capital budget be submitted to identify potential strategies to lower current operating speeds along the entire length of Melville Avenue from Rutherford Road to Major Mackenzie Drive.

Recommendation

The Commissioner of Engineering and Public Works and the Director of Engineering Services recommend:

1. That Council receive this report for information.

Contribution to Sustainability

Not Applicable.

Economic Impact

There is no economic impact at this time.

Communications Plan

Not Applicable.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 21, CW Report No. 32 – Page 2

Purpose

The purpose of this report is to address Council's direction from its meeting held on May 21, 2013 (refer to Attachment No. 1):

“That staff bring forward a report reviewing traffic operations on Melville Avenue, from Rutherford Road to Major Mackenzie Drive, for June 18th meeting of the Committee of the Whole.”

Background

Melville Avenue is a 4-lane collector roadway between Rutherford Road and Mackenzie Drive with a 26.0 metre right-of-way, a 13.5 metre pavement width, and sidewalks along both sides of the roadway. It is one of the primary north-south roads within this part of the City.

Melville Avenue is identified as a primary emergency response route, and has existing traffic calming measures consisting of three medians located south of Avro Road, south of Norwood Avenue (at the pedestrian signal), and north of Hawker Road. A Community Safety Zone was established in 2011, from the north limit of West Maple Creek Park to Springside Drive, as a means to increase driver awareness of community activity within the designated area. Refer to Attachment No. 2.

Concerns were raised by area residents in 2010 about vehicular speeds and heavy truck traffic along Melville Avenue

On May 11, 2010, deputation was made by Mr. Eddy Aceti with respect to traffic activity on Melville Avenue. Refer to Attachment No. 3.

Following Mr. Aceti's deputation, staff initiated a number of studies to assess traffic operations along this section of Melville Avenue. Following a comprehensive review and analysis of all the available traffic data, it was determined that both the average and 85th percentile speeds (the speed at which 85% of drivers are driving at or less) were appropriate for a four-lane collector roadway, and consistent with industry standards. The traffic volumes recorded at that time were also typical of collector roads. As a result, staff concluded that Melville Avenue is performing within its design operational guidelines. Refer to Attachment No. 4.

Traffic activity along Melville Avenue continued to be monitored in 2012

As a result of continued concerns raised by the community in 2012, staff continued to monitor traffic activity on Melville Avenue. Studies undertaken included quantifying heavy truck traffic, as well as its direction of origin, a collision history analysis, and additional speed and volume data collection. An all-way stop study was carried out at the intersection of Springside Road and Parktree Drive; the Provincial All-Way Stop warrant was not met at that time.

The follow-up studies indicate that traffic volumes along Melville Avenue remain relatively consistent with previous study results. When compared to other four-lane collector roads within the City, the data was similar.

Furthermore, total truck traffic volume remains very low, at less than 1 percent, which is well below industry guidelines. As a result, a heavy truck prohibition is not necessary, nor is it practical to implement. The details of the traffic studies and the technical analysis can be found in Attachment No. 5.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 21, CW Report No. 32 – Page 3

Radar Message Boards will be installed for an extended period on Melville Avenue within the existing Community Safety Zone to increase driver awareness

The geometric characteristics of the roadway on Melville Avenue create challenges for effective speed enforcement carried out by York Regional Police. However, Radar Message Boards (RMBs) have been used as a tool to raise awareness of motorist travel speed. Empirical data from the transportation industry demonstrates that RMBs are effective while displayed, whereas the residual effect, once the signs are removed, is negligible (source: T. Mazzella and D. Godfrey, "Building and Testing a Customer Responsive Neighborhood Traffic Control Program," in 1995 Compendium of Technical Papers, Institute of Transportation Engineers, Washington, DC, 1995, pp. 75–79). As part of the 2012 Speed Compliance Program, RMBs were deployed for a period of 8 weeks on Melville Avenue.

With an emphasis on driver education, and in an effort to change driver behaviour, staff will pilot the installation of solar powered RMBs, within the existing Community Safety Zone on Melville Avenue, for an extended duration in 2013. Data will be collected to measure the effectiveness of the RMBs when deployed for long duration. The RMBs will be removed during the winter months as functionality of the equipment is not optimal during cold weather conditions.

A capital budget project will be submitted to identify potential strategies to lower the current operating speeds along Melville Avenue

As determined through the analysis of the previous traffic studies, speeds on Melville Avenue are within design operating guidelines. However, the average speed of traffic is not in keeping with the desired operating speeds of the community. Given the limitations for effective enforcement efforts by York Regional Police (based on the geometric characteristics of Melville Avenue), staff will submit a capital budget project request, for consideration as part of the 2014 Budget Deliberations. The purpose of this project is to retain a consultant to identify potential strategies to lower the current operating speeds along Melville Avenue between Rutherford Road and Major Mackenzie Drive.

Relationship to Vaughan Vision 2020/Strategic Plan

Not Applicable.

Regional Implications

Not Applicable.

Conclusion

Staff will continue to raise awareness of motorist travel speed along Melville Avenue between Rutherford Road and Major Mackenzie Drive through the installation of solar powered Radar Message Boards for an extended duration. In addition, staff will submit a 2014 capital budget project request to determine strategies to lower the current operating speeds along this section of Melville Avenue.

Attachments

1. Extract from Council Meeting Minutes of June 4, 2013, Item 24, Report No. 23 of the Committee of the Whole.
2. Location Map
3. Extract from Council Meeting Minutes of May 18, 2010, Item 42, Report No. 21 of the Committee of the Whole.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 21, CW Report No. 32 – Page 4

4. Extract from Council Meeting Minutes of June 28, 2011, Item 11, Report No. 32 of the Committee of the Whole.
5. Technical Analysis Review

Report prepared by:

Wai Lam Tang, P.Eng., Senior Traffic Technologist, ext. 8496
Lisa Lavery, P.Eng. Manager, Traffic Engineering, ext. 8143

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)