

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

41 TRAFFIC OPERATIONS REVIEW
MCNAUGHTON ROAD – FROM MAJOR MACKENZIE DRIVE TO ST. JOAN OF ARC AVENUE
WARD 1

Recommendation

1. That Council approve an increase to the speed limit on McNaughton Road, from Major Mackenzie Drive to St. Joan of Arc Avenue from 40 km/h to 50 km/h.

Not applicable.

There is no economic impact at this time.

Not Applicable.

The purpose of this report is to address Council's direction from its meeting held on September 17, 2013:

“That Engineering Services staff carry out a review of this section of road and provide a report to a future Committee of the Whole reviewing the speed limit between Major Mackenzie Drive and St. Joan of Arc Avenue.”

McNaughton Road is a two-lane minor arterial road between Major Mackenzie Drive west of Keele Street with a posted speed limit of 40 km/h

McNaughton Road is a two-lane minor arterial road between Major Mackenzie Drive and Keele Street with a 48.0 metre right-of way, and 7.0 metre pavement width (refer to Attachment No. 1). This wide right-of-way reflects the original plan to build McNaughton Road as a four-lane arterial by-pass for Maple. There are sidewalks along the north side of the roadway, and between St. Joan of Arc Avenue and approximately 150 metres east of St. Joan of Arc Avenue along the south side of the roadway. The current speed limit is 40 km/h and is posted.

McNaughton Road is identified as a primary emergency response route. There are no residential homes fronting onto McNaughton Road. There are four traffic signals along McNaughton Road at

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Keele Street, Cranston Park Avenue, St. Joan of Arc Avenue, and Major Mackenzie Drive. A pedestrian signal located approximately 100 metres east of St. Joan of Arc Avenue was installed in 2008 to assist pedestrians crossing between St. Joan of Arc Catholic High School, McNaughton Park, Maple Community District Park, Maple Community Centre, and Maple View Plaza.

McNaughton Road was established as a haulage route for the Keele Valley Landfill site

McNaughton Road was established as a haulage route to the Keele Valley Landfill site and as a by-pass of the Maple core for trucks destined for the industrial area on Keele Street. The use of McNaughton Road for truck traffic accessing the landfill site was incorporated in the Keele Valley Certificate of Approval, provided from the Ministry of the Environment (MOE)

The Keele Valley Landfill Site operated from November 28, 1983 to December 31, 2002. The Closure Plan for the Keele Valley Landfill Site was approved on December 20, 2006 by the MOE.

Posted speed limits on McNaughton Road have ranged from 70 km/h to 40 km/h; the existing 40 km/h zone was implemented in 1997

The speed limit on McNaughton Road prior to November 10, 1993 was 50 km/h from Keele Street to Shetland Avenue and 70 km/h from Shetland Avenue to Major Mackenzie Drive. The speed limit was reduced from 70 km/h to 50 km/h in July 1993 to coincide with the opening of St. Joan of Arc Catholic High School (refer to Attachment No. 3).

Council approved a further reduction of the maximum speed limit from 50 km/h to the existing 40 km/h following a deputation made before Council at its meeting held on August 25, 1997 (refer to Attachment No. 4).

Traffic activity has been monitored along McNaughton Road after the pedestrian signal was installed in 2008

In 2006, concerns were raised by the community regarding the safety of pedestrians crossing on McNaughton Road. Staff conducted a pedestrian study at the walkway to the Maple Community District Park. The study results indicated that there were 250 daily crossings at this location. A pedestrian signal was recommended to provide drivers with greater identification and warning of pedestrians crossing McNaughton Road. The pedestrian signal was installed in 2008.

Following the installation of the pedestrian signal, a number of studies have been undertaken to assess traffic operations along this section of McNaughton Road.

The following traffic studies were undertaken on McNaughton Road, between Keele Street and Major Mackenzie Drive:

- Automatic Traffic Recorders (ATRs) – to obtain traffic volume and vehicular speed data in 2009 and 2012, and
- Collision History Analysis – from 2008 to 2012*

*To date, this is the latest collision data available from York Regional Police.

A comprehensive review and analysis of all the available traffic data was undertaken. A detailed summary of the above mentioned traffic study data and the technical analysis can be found in Attachment No. 2. It was found that the 2012 average speeds on McNaughton Road decreased in comparison to the 2009 data. The 2012 average speeds were found to be above the posted limit (40 km/h), ranging from 42 – 55 km/h. It was determined that both the average and 85th percentile

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speeds (the speed at which 85% of drivers are driving at or less) were appropriate for a minor arterial roadway, and consistent with industry standards.

The traffic volumes recorded were also typical of minor arterial roads. Traffic volume decreased approximately 23% (or 1,200 vehicles/day) from 2009 to 2012. The total truck traffic volume, as a percentage of overall traffic volumes, also decreased during this time period.

There were twenty-two (22) reported collisions along McNaughton Road from 2008 to 2012, none of which were attributed to speeding.

As determined through the analysis of the previous traffic studies, McNaughton Road is performing within its design operational guidelines.

An increase of the speed limit from 40 km/h to 50 km/h on McNaughton Road will comply with design standards and provide greater consistency to drivers

According to the Geometric Design Guide for Canadian Roads, 1999, the minimum design speed of a minor arterial roadway and a collector roadway is 50 km/h. Increasing the speed limit to 50 km/h on McNaughton Road would be consistent with other high school locations in Vaughan and consistent with the speed limit on McNaughton Road East, a 4-lane major collector roadway east of Keele Street.

Staff recommend increasing the speed limit from 40 km/h to 50 km/h along McNaughton Road from Major Mackenzie Drive to St. Joan of Arc Avenue.

Maintaining the existing speed limit of 40 km/h on McNaughton Road, from Keele Street to St. Joan of Arc Avenue, will provide a safer environment for the surrounding land uses

Under Section 128 of the Highway Traffic Act, a municipality is permitted to designate a section of road, 150 metres of either side of the entrance and exit of a school as a school area. This area can then be posted as a 40 km/h zone. The entrance to St. Joan of Arc Avenue fronts St. Joan of Arc Drive and not McNaughton Road. As a result, the school area speed zone is not permitted on McNaughton Road. The Institute of Transportation Engineers (ITE) does not recommend using school area speed zones for secondary schools.

However, it is appropriate that the existing speed limit of 40 km/h on McNaughton Road from St. Joan of Arc Avenue to Keele Street remain. The surrounding land uses within this section of roadway include McNaughton Park, Maple Community District Park, Maple Community Centre, and Maple View Plaza. A reduced speed limit, 40 km/h, provides a safer environment for pedestrians and the surrounding land uses. Similar roads in Vaughan have reduced speed limits in recognition of these types of facilities.

Relationship to Vaughan Vision 2020/Strategic Plan

Not Applicable.

Regional Implications

Not Applicable.

Conclusion

Based on the results of the collected traffic data, road geometrics, and collision review, it is recommended that the speed limit to be increased from 40 km/h to 50 km/h on McNaughton Road between Major Mackenzie Drive and St. Joan of Arc Avenue.

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Attachments

1. Location Map
2. Technical Analysis Review
3. Extract from Council Meeting Minutes of July 5, 1993, Item 36, Report No. 11 of the Committee of the Whole.
4. Extract from Council Meeting Minutes of September 15, 1997 (Council, August 25, 1997, Staff Report No. 8)

Report prepared by:

Wai Lam Tang, P. Eng., Senior Traffic Technologist, ext. 8496

Vince Musacchio, P. Eng., Manager, Capital Planning and Infrastructure, ext. 8311

(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.)

COMMITTEE OF THE WHOLE – NOVEMBER 26, 2013

TRAFFIC OPERATIONS REVIEW

MCNAUGHTON ROAD – FROM MAJOR MACKENZIE DRIVE TO ST. JOAN OF ARC AVENUE WARD 1

Recommendations

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

1. That Council approve an increase to the speed limit on McNaughton Road, from Major Mackenzie Drive to St. Joan of Arc Avenue from 40 km/h to 50 km/h.

Contribution to Sustainability

Not applicable.

Economic Impact

There is no economic impact at this time.

Communications Plan

Not Applicable.

Purpose

The purpose of this report is to address Council's direction from its meeting held on September 17, 2013:

"That Engineering Services staff carry out a review of this section of road and provide a report to a future Committee of the Whole reviewing the speed limit between Major Mackenzie Drive and St. Joan of Arc Avenue."

Background

McNaughton Road is a two-lane minor arterial road between Major Mackenzie Drive west of Keele Street with a posted speed limit of 40 km/h

McNaughton Road is a two-lane minor arterial road between Major Mackenzie Drive and Keele Street with a 48.0 metre right-of way, and 7.0 metre pavement width (refer to Attachment No. 1). This wide right-of-way reflects the original plan to build McNaughton Road as a four-lane arterial by-pass for Maple. There are sidewalks along the north side of the roadway, and between St. Joan of Arc Avenue and approximately 150 metres east of St. Joan of Arc Avenue along the south side of the roadway. The current speed limit is 40 km/h and is posted.

McNaughton Road is identified as a primary emergency response route. There are no residential homes fronting onto McNaughton Road. There are four traffic signals along McNaughton Road at Keele Street, Cranston Park Avenue, St. Joan of Arc Avenue, and Major Mackenzie Drive. A pedestrian signal located approximately 100 metres east of St. Joan of Arc Avenue was installed in 2008 to assist pedestrians crossing between St. Joan of Arc Catholic High School, McNaughton Park, Maple Community District Park, Maple Community Centre, and Maple View Plaza.

McNaughton Road was established as a haulage route for the Keele Valley Landfill site

McNaughton Road was established as a haulage route to the Keele Valley Landfill site and as a by-pass of the Maple core for trucks destined for the industrial area on Keele Street. The use of McNaughton Road for truck traffic accessing the landfill site was incorporated in the Keele Valley Certificate of Approval, provided from the Ministry of the Environment (MOE)

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In 2006, concerns were raised by the community regarding the safety of pedestrians crossing on McNaughton Road. Staff conducted a pedestrian study at the walkway to the Maple Community District Park. The study results indicated that there were 250 daily crossings at this location. A pedestrian signal was recommended to provide drivers with greater identification and warning of pedestrians crossing McNaughton Road. The pedestrian signal was installed in 2008.

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- Collision History Analysis – from 2008 to 2012*

*To date, this is the latest collision data available from York Regional Police.

A comprehensive review and analysis of all the available traffic data was undertaken. A detailed summary of the above mentioned traffic study data and the technical analysis can be found in Attachment No. 2. It was found that the 2012 average speeds on McNaughton Road decreased in comparison to the 2009 data. The 2012 average speeds were found to be above the posted limit (40 km/h), ranging from 42 – 55 km/h. 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 minor arterial roadway, and consistent with industry standards.

The traffic volumes recorded were also typical of minor arterial roads. Traffic volume decreased approximately 23% (or 1,200 vehicles/day) from 2009 to 2012. The total truck traffic volume, as a percentage of overall traffic volumes, also decreased during this time period.

There were twenty-two (22) reported collisions along McNaughton Road from 2008 to 2012, none of which were attributed to speeding.

As determined through the analysis of the previous traffic studies, McNaughton Road is performing within its design operational guidelines.

An increase of the speed limit from 40 km/h to 50 km/h on McNaughton Road will comply with design standards and provide greater consistency to drivers

According to the Geometric Design Guide for Canadian Roads, 1999, the minimum design speed of a minor arterial roadway and a collector roadway is 50 km/h. Increasing the speed limit to 50 km/h on McNaughton Road would be consistent with other high school locations in Vaughan and consistent with the speed limit on McNaughton Road East, a 4-lane major collector roadway east of Keele Street.

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Relationship to Vaughan Vision 2020/Strategic Plan

Not Applicable.

Regional Implications

Not Applicable.

Conclusion

Based on the results of the collected traffic data, road geometrics, and collision review, it is recommended that the speed limit be increased from 40 km/h to 50 km/h on McNaughton Road between Major Mackenzie Drive and St. Joan of Arc Avenue.

Attachments

1. Location Map
2. Technical Analysis Review
3. Extract from Council Meeting Minutes of July 5, 1993, Item 36, Report No. 11 of the Committee of the Whole.
4. Extract from Council Meeting Minutes of September 15, 1997 (Council, August 25, 1997, Staff Report No. 8)

Report prepared by:

Wai Lam Tang, P. Eng., Senior Traffic Technologist, ext. 8496

Vince Musacchio, P. Eng., Manager, Capital Planning and Infrastructure, ext. 8311

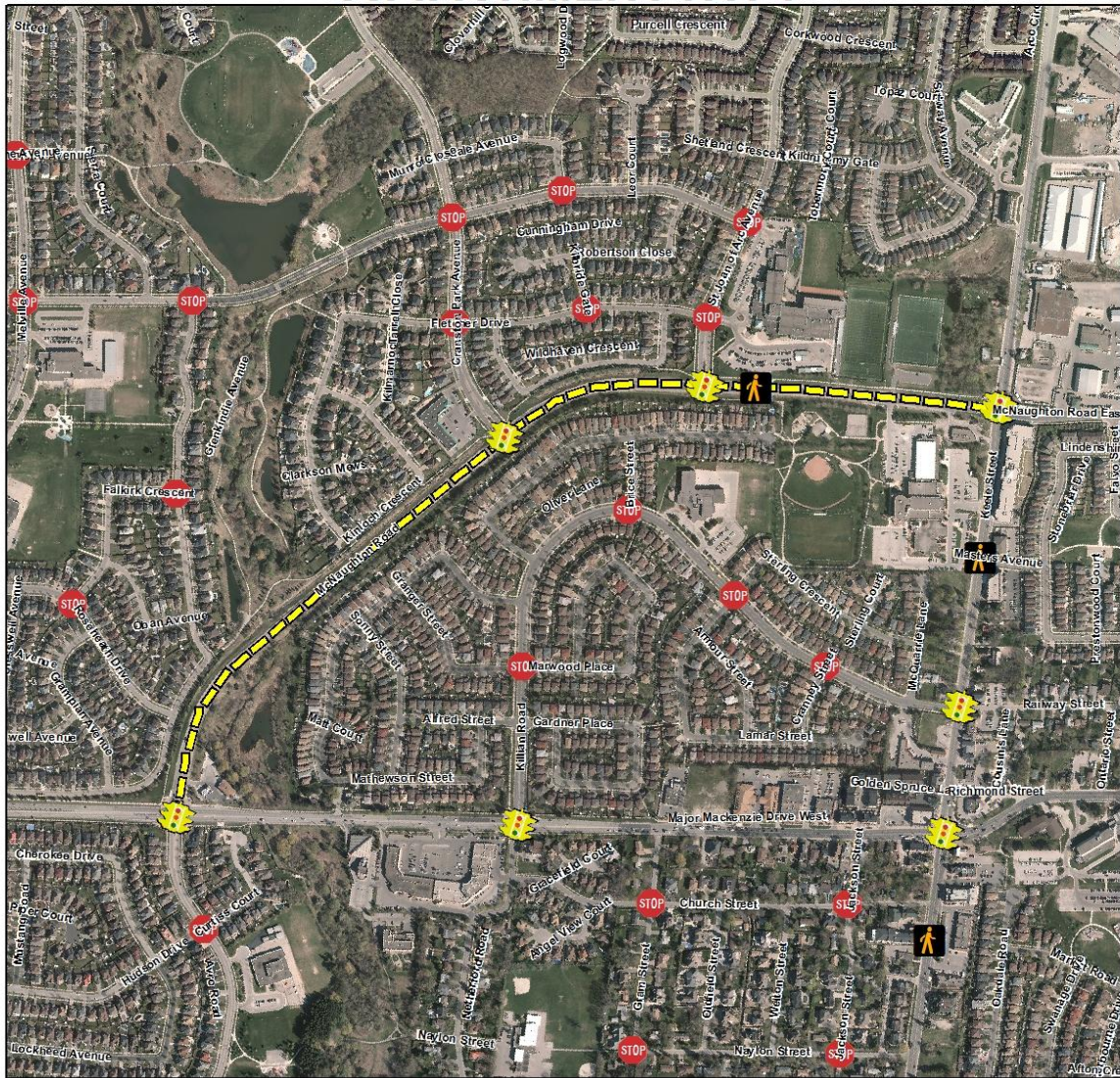
Respectfully submitted,

Paul Jankowski, P. Eng.
Commissioner of Engineering and Public Works

Jack Graziosi, P. Eng.
Director of Engineering Services

VM: mm

ATTACHMENT No. 1



LOCATION MAP

TRAFFIC OPERATIONS REVIEW

MCNAUGHTON ROAD - FROM MAJOR MACKENZIE DRIVE TO ST. JOAN OF ARC AVENUE

LEGEND

- ROADWAY UNDER REVIEW
- STOP EXISTING ALL-WAY STOP CONTROL
- P PEDESTRIAN SIGNAL/HALF SIGNAL

Note: Aerial Photography Taken in Spring, 2011

- T EXISTING TRAFFIC SIGNAL

NOT TO SCALE

ATTACHMENT NO. 2

TECHNICAL ANALYSIS AND REVIEW OF MCNAUGHTON ROAD – FROM MAJOR MACKENZIE DRIVE TO ST. JOAN OF ARC AVENUE

The following traffic studies were undertaken on McNaughton Road, between Keele Street and Major Mackenzie Drive:

- Automatic Traffic Recorders (ATRs) – to obtain traffic volume and vehicular speed data, and
- Collision History Analysis – from 2008 to 2012*

*To date, this is the latest collision data available from York Regional Police.

A detail summary of the above mentioned traffic study data is provided here:

Traffic Volumes

Utilizing Automatic Traffic Recorders (ATRs), staff conducted traffic volume and classification studies on McNaughton Road, west of Keele Street, in fall 2012. The data covered a 24-hour time period. This data was also compared to study results previously conducted in May 2009.

1. *McNaughton Road – Near Cranston Park Avenue, May 19-22, 2009, October 29 - November 2, 2012, and November 12-15, 2012*

Direction	Year	Total Vehicles (Avg/day)	Total number of Trucks (Avg/day)	Total Truck Percentage
Eastbound	May 2009	15,130 (5,150)	546 (182)	3.61%
	Oct 2012	15,286 (3,988)	207 (52)	1.35%
	Nov 2012	11,746 (3,942)	429 (143)	3.65%
Westbound	May 2009	15,314 (5,240)	651 (217)	4.25%
	Oct 2012	14,890 (3,899)	521 (130)	3.50%
	Nov 2012	11,941 (4,029)	378 (126)	3.17%

Traffic volume from 2009 to 2012 has decreased approximately 23% or 1,200 vehicles/day in the vicinity of Cranston Park Avenue. The eastbound truck traffic (1.35%) was low in October 2012 study. The eastbound truck percentage collected in November 2012 study is consistent with the 2009 study results. The westbound truck volume has significantly decreased from 2009 to 2012, approximately 40% or 90 trucks/day.

2. McNaughton Road – Near St. Joan of Arc Avenue, May 19-22, 2009, and October 29-November 2, 2012

Direction	Year	Total Vehicles (Avg/day)	Total number of Trucks (Avg/day)	Total Truck Percentage
Eastbound	May 2009	14,562 (4,923)	598 (199)	4.11%
	Oct 2012	16,906 (4,430)	325 (81)	1.92%
Westbound	May 2009	16,346 (4,903)	551 (184)	3.84%
	Oct 2012	17,040 (4,439)	564 (141)	3.31%

Traffic volume from 2009 to 2012 has decreased approximately 10% or 500 vehicles/day in the vicinity of St. Joan of Arc Avenue. The eastbound truck volume during the same period has significantly decreased, approximately 60% or 118 trucks/day.

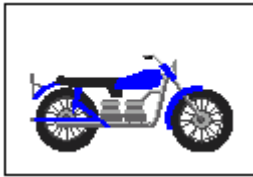
Vehicle Classification

The traffic counters classify a vehicle by axle and not by numbers as was done in the past. The classification of heavy trucks is indicated by 3 single axles to 6 axles or more. Please refer to the Federal Highway Administration (FHWA) Vehicle Classification Figures below for a graphical representation of the different vehicle classes.

Class	Vehicle Classes	Definitions
6	Three-Axle Single-Unit Trucks	<i>All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.</i>
7	Four or More Axle Single-Unit Trucks	<i>All trucks on a single frame with four or more axles.</i>
8	Four or Fewer Axle Single-Trailer Trucks	<i>All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.</i>
9	Five-Axle Single-Trailer Trucks	<i>All five-axles vehicles consisting of two units, one of which is a tractor or straight truck power unit</i>
10	Five or fewer Axle Multi-Trailer Trucks	<i>All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.</i>
11	Six or More Axle Single-Trailer Trucks	<i>All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.</i>
12	Six-Axle Multi-Trailer Trucks	<i>All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.</i>
13	Seven or More Axle Multi-Trailer Trucks	<i>All vehicles with seven or more axles consisting of three or more units, one of which is a straight truck power unit.</i>

Federal Highway Administration (FHWA) Vehicle Classification Figures

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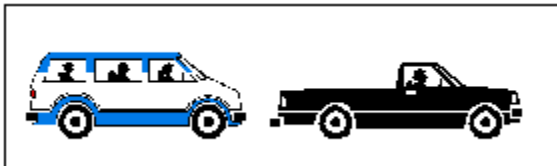
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Figure 1-14. FHWA Class 1 — Motorcycles



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Figure 1-15. FHWA Class 2 — Passenger Cars (With 1- or 2-Axle Trailers)



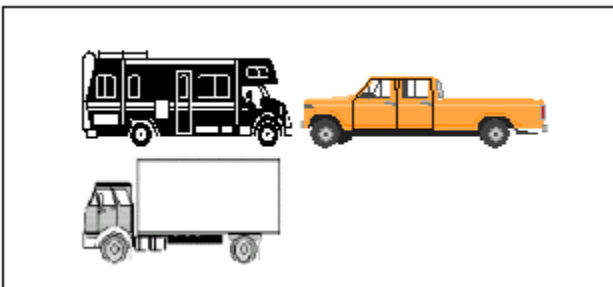
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Figure 1-16. FHWA Class 3 — 2 Axles, 4-Tire Single Units, Pickup or Van (With 1- or 2-Axle Trailers)



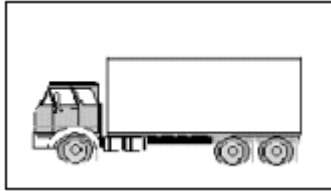
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Figure 1-17. FHWA Class 4 — Buses



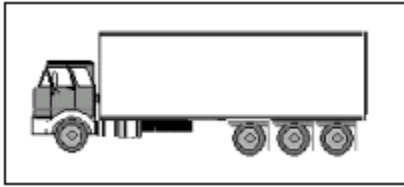
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Figure 1-18. Figure 1-18: FHWA Class 5 — 2D - 2 Axles, 6-Tire Single Units (Includes Handicapped-Equipped Bus and Mini School Bus)



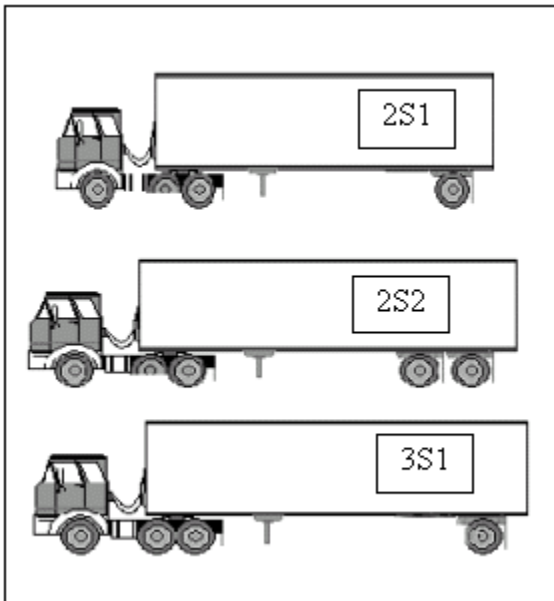
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Figure 1-19. FHWA Class 6 — 3 Axles, Single Unit



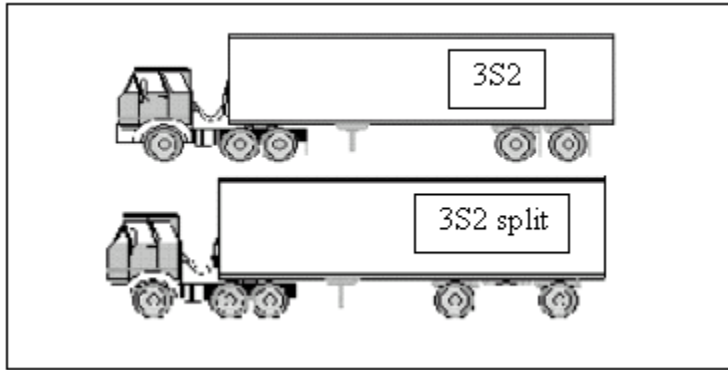
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Figure 1-20. FHWA Class 7 — 4 or More Axles, Single Unit



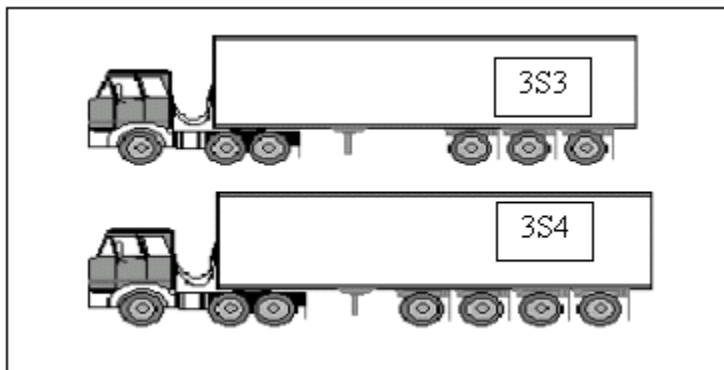
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Figure 1-21. FHWA Class 8 — 3 to 4 Axles, Single Trailer



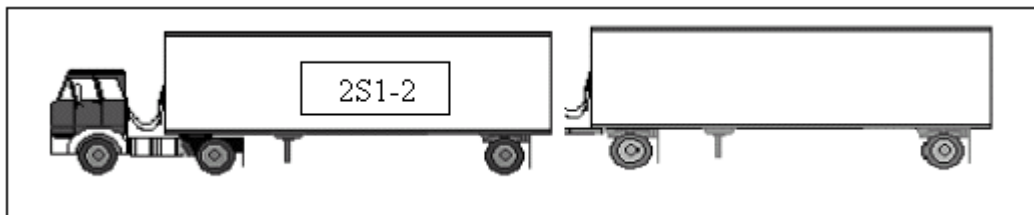
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Figure 1-22. FHWA Class 9 — 5 Axles, Single Trailer



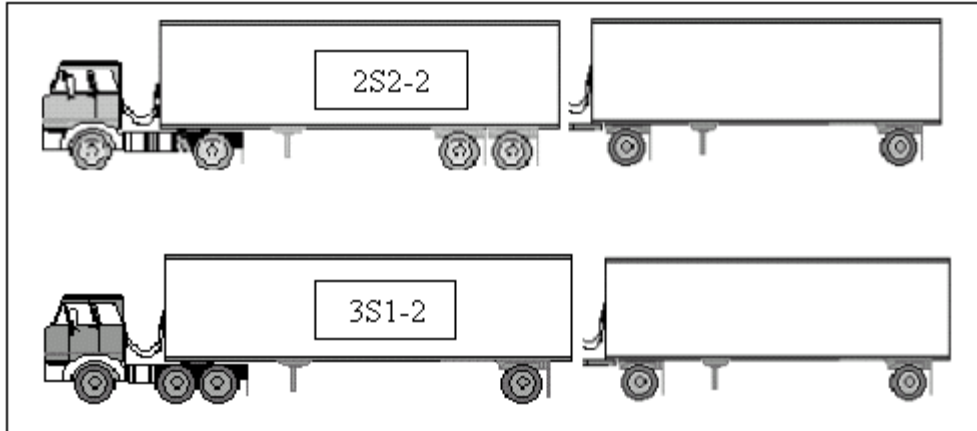
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Figure 1-23. FHWA Class 10 — 6 or More Axles, Single Trailer



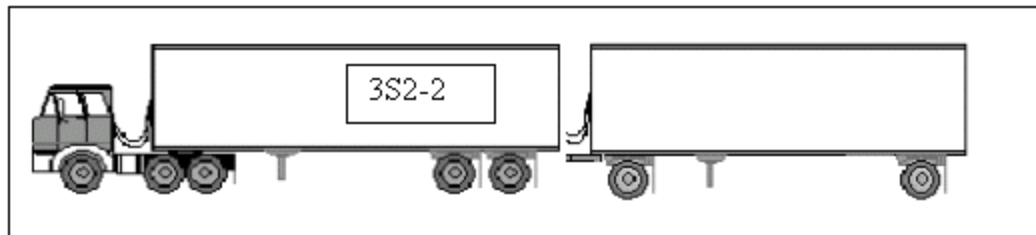
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Figure 1-24. FHWA Class 11 — 5 or Less Axles, Multi-Trailers



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Figure 1-25. FHWA Class 12 — 6 Axles, Multi-Trailers



Anchor: #i1061933

Figure 1-26. FHWA Class 13 — 7 or More Axles, Multi-Trailers

Vehicular Speeds

Utilizing Automatic Traffic Recorders (ATRs), staff collected the traffic volume and speed data over a 24-hour time period, listed below:

Location

McNaughton Road, east of Cranston Park Avenue

McNaughton Road, west of Cranston Park Avenue

McNaughton Road, east of St. Joan of Arc Avenue

Date

October 29 - November 2, 2012

November 12-15, 2012
May 19-22, 2009

October 29 - November 2, 2012
May 19-22, 2009

Location	Direction	Average Speed (km/h)		85 th Percentile Speed (km/h)		Average Daily Traffic # of Vehicles	
		2012	2009	2012	2009	2012	2009
East of Cranston Park Avenue	Eastbound	43	n/a	59	n/a	2991	n/a
	Westbound	46	n/a	62	n/a	3899	n/a
West of Cranston Park Avenue	Eastbound	55	61	70	71	3942	5150
	Westbound	55	53	70	62	4029	5250
East of St. Joan of Arc Avenue	Eastbound	42	52	60	62	4430	4930
	Westbound	48	54	68	64	4439	4910

McNaughton Road is a minor arterial roadway between Major Mackenzie Drive west of Keele Street, with a posted speed limit of 40 km/h. The posted speed limit was reduced from 50 km/h to 40 km/h in 1997 due to truck traffic associated with the Keele Valley Landfill site. The Keele Valley Landfill site was closed in 2002.

The 2012 average speeds on McNaughton Road decreased comparing to 2009 data. However, the average speeds were above the posted limit (40 km/h). This may be attributed to the rural nature of the road, as well as the limited number of intersecting roads and driveways. The City has sent correspondence regularly to York Regional Police for speed enforcement on McNaughton Road.

It should be noted that McNaughton Road would have been designed to 70 km/h.

Collision History

The history for the reported collisions was collected for McNaughton Road, west of Keele Street from 2008 to 2012. The number of collisions that occurred on McNaughton Road for the years 2008, 2009, 2010, 2011, and 2012 are 11, 3, 5, 1 and 2, respectively, for a total of 22 collisions. It comprises of six (6) rear end collisions, six (6) turning movement/ angle collisions, four (4) approaching collisions, two (2) sideswipe collisions, and four (4) single car collisions. Ten of the collisions were attributed to poor road and weather condition (lost control). Of the 22 reported collisions, it would appear that none of the collisions were attributed to vehicle speed.

McNaughton Road Collision History, 2008 to 2012

Location	Year	Description
1. North of Major Mackenzie Drive	2008	- lost control
2. @ Major Mackenzie Drive	2008	- rear end
3. @ Keele Street	2008	- turning movement
4. @ Major Mackenzie Drive	2008	- rear end
5. North of Major Mackenzie Drive	2008	- lost control
6. @ Cranston Park Avenue	2008	- approaching
7. @ Keele Street	2008	- turning movement
8. @ Major Mackenzie Drive	2008	- rear end
9. @ St. Joan of Arc Avenue	2008	- rear end
10. @ St. Joan of Arc Avenue	2008	- turning movement
11. @ Keele Street	2008	- lost control struck tree
12. @ Major Mackenzie Drive	2009	- sideswipe
13. @ Major Mackenzie Drive	2009	- lost control
14. @ Major Mackenzie Drive	2009	- lost control
15. @ St. Joan of Arc Avenue	2010	- sideswipe
16. @ Major Mackenzie Drive	2010	- lost control
17. @ Maple Community Centre Access	2010	- turning movement
18. @ Cranston Park Avenue	2010	- turning movement
19. @ St. Joan of Arc Avenue	2010	- rear end
20. @ Keele Street	2011	- rear end
21. @ Keele Street	2012	- turning movement
22. @ St. Joan of Arc Avenue	2012	- turning movement

ATTACHMENT NO. 3

CITY OF VAUGHAN

Item 36, Report No. 11 of the Committee of the Whole, which was adopted with amendments by the Council of the City of Vaughan on July 5, 1993.

36

ST. JOAN OF ARC CATHOLIC HIGH SCHOOL McNAUGHTON ROAD, MAPLE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Engineering:

Recommendation

1. That a by-law be enacted to reduce the speed limit on McNaughton Road from Keele Street to Shetland Avenue to 50 km/h.
2. That Staff monitor the pedestrian and vehicle traffic in the vicinity of St. Joan of Arc Catholic High School and recommend appropriate timing for installing the traffic signals at McNaughton Road and Shetland Avenue.
3. That the Separate School Board be requested to pay half the cost of installing the aforementioned traffic signals should the Board wish them to be installed prior to their installation being warranted.

Background

St. Joan of Arc Catholic High School is located on the north side of McNaughton Road, west of Keele Street. It is presently being constructed and is scheduled to open in September, 1993. The City has received a letter from the School Board expressing several concerns of the School Trustees, and requesting that the City consider the following:

- a) Introduce and approve a By-law to prohibit truck traffic on McNaughton Road; or
- b) Introduce and approve a By-law to restrict truck traffic on McNaughton Road between the hours of 7:30 a.m. to 9:30 a.m. and 2:30 p.m. to 4:30 p.m.; and
- c) Lower the speed limit on McNaughton Road to 40 km/h in the school zone;
- d) Approve the installation of traffic lights at the intersection of Shetland Avenue and McNaughton Road by September 1993;
- e) Assess the need for the provision of crossing guards;
- f) Build an overhead walkway over McNaughton to allow for safe pedestrian crossing in an appropriate location in the vicinity of the St. Joan of Arc Catholic High School;
- g) Study all factors to provide for the safe arrival of students and staff at St. Joan of Arc Catholic High School;

There is no sidewalk between Keele and Shetland at the present time. I believe, the Shurgain Farms Site Plan Agreement contains this connection. With Council agreement,

.... /2

the developer could be requested to build this sidewalk prior to September 1993.

The following staff comments refer to each of the requested items respectively.

- a) McNaughton Road between Major Mackenzie Drive and Keele Street was constructed to provide a direct route for truck traffic going to and from the Maple Keele Valley Landfill Site. It is therefore, considered to be impractical and not appropriate to prohibit truck traffic on this road.
- b) Restriction of truck traffic between 7:30 a.m. and 9:30 a.m. and between 2:30 p.m. and 4:30 p.m. is considered impractical since trucks normally use McNaughton Road during these time periods, and the alternative route would be through the downtown core of Maple.
- c) A reduction of the speed limit to 50 km/h in the vicinity of the school would be consistent with other school locations in Vaughan. It is therefore appropriate to reduce the speed limit on McNaughton Road between Keele Street and Shetland Avenue to 50 km/h.
- d) When the Shurgain Development is completed traffic signals will be warranted at the intersection of Shetland Avenue and McNaughton Roads. Since there are presently no development in the area traffic signal are not warranted at this time, and the City has not budgeted for the estimated \$50,000.00 cost. When the signals are warranted, the installation cost will be eligible for 50% M.T.O. subsidy. Should the Board wish the signals to be installed prior to the warrant being met it is recommended that they be requested to pay the equivalent lost subsidy.
- e) City of Vaughan's school crossing policy does not provide for crossing guards at any high school locations.
- f) An overhead walkway over McNaughton Road, in the vicinity of the school, is not considered necessary. In the ultimate development scenario traffic lights at Shetland Avenue and at Keele Street will provide controlled pedestrian crossing opportunity. The cost of an overhead walkway would be approximately \$150,000.00. This would provide a relatively narrow walkway with no enclosure from the elements.
- g) The normal road and sidewalk system should be adequate to provide for the safe arrival of both students and staff to the high school. It is not clear exactly what was intended by this request from the School Board and City staff are following up in this regard.
- h) SGF Development Limited (Shurgain) entered into a development agreement with the City of Vaughan to provide external services necessary for the school site this agreement requires the construction of a sidewalk on the north side of McNaughton Road across the school frontage and easterly to Keele Street. Staff will request the developer to construct the sidewalk prior to September 1993.

ATTACHMENT NO. 4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES SEPTEMBER 15, 1997

DEPUTATIONS

373. MCNAUGHTON ROAD HEAVY TRUCK TRAFFIC

(Council, August 25, 1997, Staff Report No. 8)

(By-law Number 256-97)

Ms. Suzie Soares, appeared before Council in connection with the above matter.

MOVED by Councillor Meffe
seconded by Councillor Green

THAT the deputation by Ms. Soares be received.

CARRIED

MOVED by Councillor Meffe
seconded by Regional Councillor Di Biase

1. THAT the maximum speed limit on McNaughton Road be reduced from 50km/hr to 40km/hr;
2. THAT police enforcement be requested of the York Regional Police on McNaughton Road;
3. THAT pre-budget approval be approved to install traffic lights as soon as possible at the intersection of Cranston Park Road and McNaughton Road;
4. THAT a four way stop sign be installed at Cranston Park Road and Fletcher Drive;
5. THAT By-law Number 256-97 be amended, to prohibit heavy vehicles on McNaughton Road according to operating hours of Keele Valley Landfill site;
6. THAT trucks be prohibited between 6 p.m. and 7 a.m. Monday to Friday and midnight to 7 a.m. and 12:30 p.m. to midnight on Saturday and not time on Sundays and holidays;
7. THAT staff review the conditions of McNaughton Road and undertake appropriate maintenance activity; and
8. THAT staff confirm the Keele Valley Landfill site hours and make necessary changes, if any, to the by-law.

AMENDMENT

MOVED by Regional Councillor Frustaglio
seconded by Councillor Racco

THAT Staff meet with Metro Works Staff to discuss an alternate road that may be used for access to the Keele Valley Landfill site.

Upon the question of the adoption of the foregoing amendment:

CARRIED

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES SEPTEMBER 15, 1997

MINUTE NO. 373 - PAGE 2

Upon the question of the main motion, as amended, being:

1. THAT the maximum speed limit on McNaughton Road be reduced from 50km/hr to 40km/hr;
2. THAT police enforcement be requested of the York Regional Police on McNaughton Road;
3. THAT pre-budget approval be approved to install traffic lights as soon as possible at the intersection of Cranston Park Road and McNaughton Road;
4. THAT a four way stop sign be installed at Cranston Park Road and Fletcher Drive;
5. THAT By-law Number 256-97 be amended, to prohibit heavy vehicles on McNaughton Road according to operating hours of Keele Valley Landfill site;
6. THAT trucks be prohibited between 6 p.m. and 7 a.m. Monday to Friday and midnight to 7 a.m. and 12:30 p.m. to midnight on Saturday and not time on Sundays and holidays;
7. THAT staff review the conditions of McNaughton Road and undertake appropriate maintenance activity; and
8. THAT staff confirm the Keele Valley Landfill site hours and make necessary changes, if any, to the by-law.
9. THAT Staff meet with Metro Works Staff to discuss an alternate road that may be used for access to the Keele Valley Landfill site.

CARRIED

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES AUGUST 25, 1997

STAFF REPORTS

348. MCNAUGHTON ROAD HEAVY TRUCK TRAFFIC
(Staff Report No. 8)

MOVED by Councillor Meffe
seconded by Councillor Green

THAT the recommendation contained in the following report of Councillor Meffe, dated August 25, 1997 BE APPROVED and amended by replacing the first paragraph to read as follows:

"WHEREAS McNaughton Road is completely surrounded by residential homes between Major MacKenzie and Keele Street; and".

Recommendation

WHEREAS McNaughton Road is completely surrounded by residential homes between McNaughton and Keele Street; and

WHEREAS McNaughton is being used more and more by larger vehicles to service heavy industrial areas; and

WHEREAS it has come to our attention that a cement/concrete company is allowing delivery of concrete raw material during late hours through the night; and

WHEREAS McNaughton Road is not a Regional or arterial road.

THEREFORE, BE IT RESOLVED that heavy truck traffic not be permitted on McNaughton Road between the hours of 8:00 p.m. and 6:00 a.m. on all days and not permitted at any time on Sundays; and

THAT the appropriate traffic signs be installed; and

THAT the sign directing traffic to Keele Street north along McNaughton Road be removed.