

Carlton Road and Village Parkway Traffic Calming Project

Tuesday September 15, 2009
Development Services Committee



Engineering Department

Background

- In 2006 Carlton Road and Village Parkway were among six streets identified for physical traffic calming measures due to lack of driver response to enhanced Police enforcement
- Public consultation including telephone surveys in 2007 confirmed sufficient support by residents for traffic calming to proceed on Carlton Road and Village Parkway
- Traffic Calming on the two roads was implemented in the summer of 2008 at a cost of \$274,814.00
- From its installation, residents have expressed concerns related to the traffic calming
- Concerns relate to:
 - Road aesthetics especially in the Heritage District
 - Resident and Cyclists safety
 - Traffic operation relating to the yellow and white pavement markings
 - Need for, and success of current traffic calming
- Council established a Working Group on September 9, 2008 to review the traffic calming measures on Carlton Road/ Village Parkway.

Working Group's Terms of Reference

- A *Working Group* was established to review the traffic calming measures that have been implemented on Carlton Road and Village Parkway in Unionville and specifically:
 - to review and understand the background information (Markham Safe Streets Strategy, Traffic Safety Committee, public consultation process) and decision process for why traffic calming measures were deemed necessary;
 - assess the effectiveness related to traffic speeds and corresponding resident safety;
 - review and address concerns related to traffic calming measures;
 - prepare options for a public information meeting
 - prepare recommendations to be submitted to Council related to the traffic calming measures on Carlton Road and Village Parkway.
 - The Working Group met six (6) times between October, 2008 and August, 2009

Traffic Calming Results

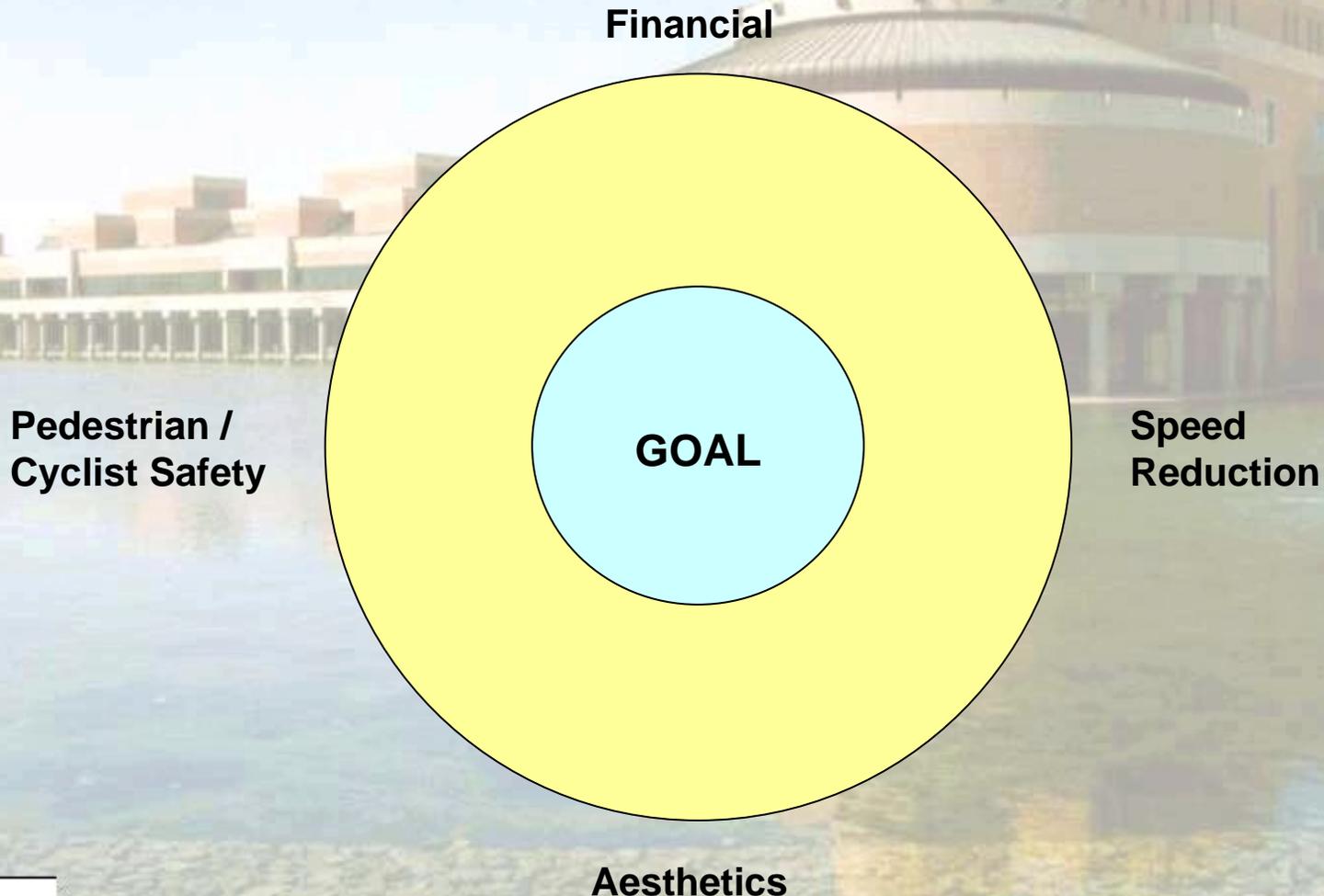
- Appendices provide detailed summary of speed and traffic calming results for both pre and post traffic calming.
- Carlton Road – the results are:
 - 5 locations on road monitored
 - measured against 85% tile which is the speed of which 85% of all traffic are travelling at or below
 - on average speeds have reduced by ± 5.5 km/hr
 - individual numbering status vary from 3 km/hr to 8 km/r
 - traffic volumes on road decreased from 6500 to 6150 vehicles/day
- Village Parkway – the results are:
 - 3 locations on road monitored
 - on average speeds have reduced by ± 5 km/hr
 - individual numbering status vary from 4 km/hr to 7 km/hr
 - traffic volumes on road have decreased from 4400 to 3870 vehicles/day

Principles For Design Modification of Traffic Calming

- To maintain a 5 to 8 km/h speed reduction on the streets
- Ensure safety of pedestrians and cyclists
- Ensure priority access for emergency services, transit and operation vehicles into the community – no vertical traffic calming measure permitted:
 - ❖ no speed bumps
 - ❖ no raised intersections
- Improve road aesthetic
- Maintain resident parking supply
- Obtain solution that will achieve public acceptance
- Obtain solution that is financially viable

A Balance of Principles

The Working Group has been trying to achieve a balance of the principles that will result in a product that is acceptable to the public.

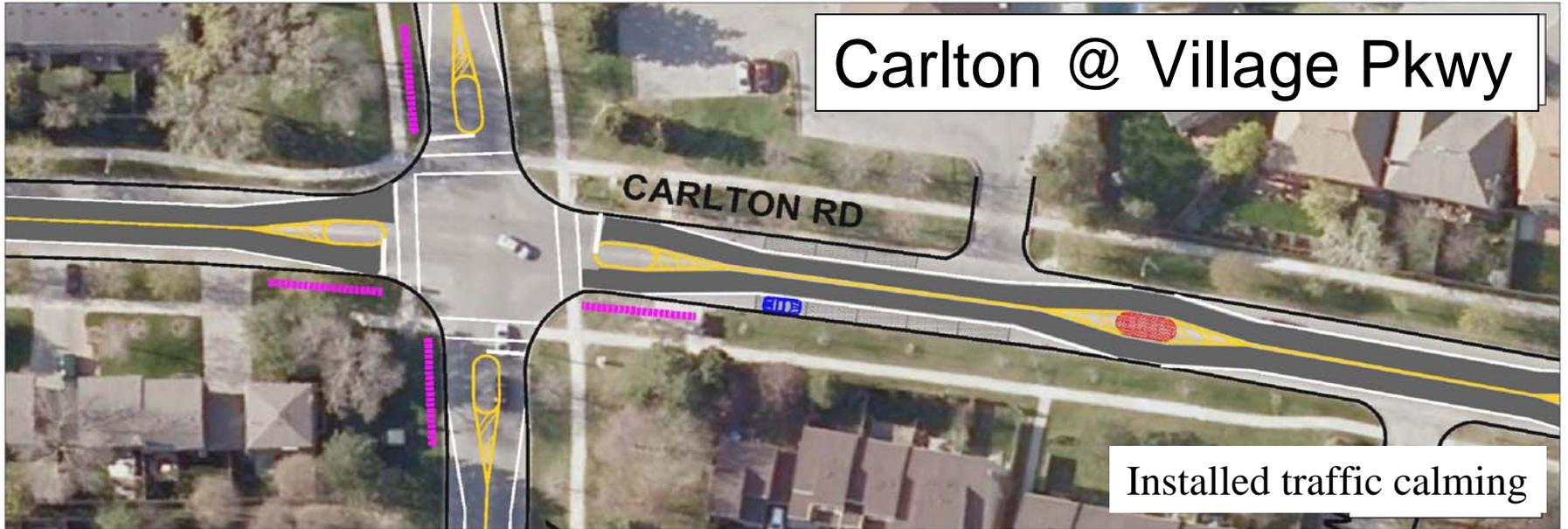


Working Group Recommendation – Phase 1

- Carlton Road/Main Street intersection relining and south side pedestrian crossing improvement
- Carlton Road/Village Parkway intersection relining
- All phase 1 works have been completed
- Total cost \$15,000.00

Phase 1 Modifications

Carlton @ Village Pkwy

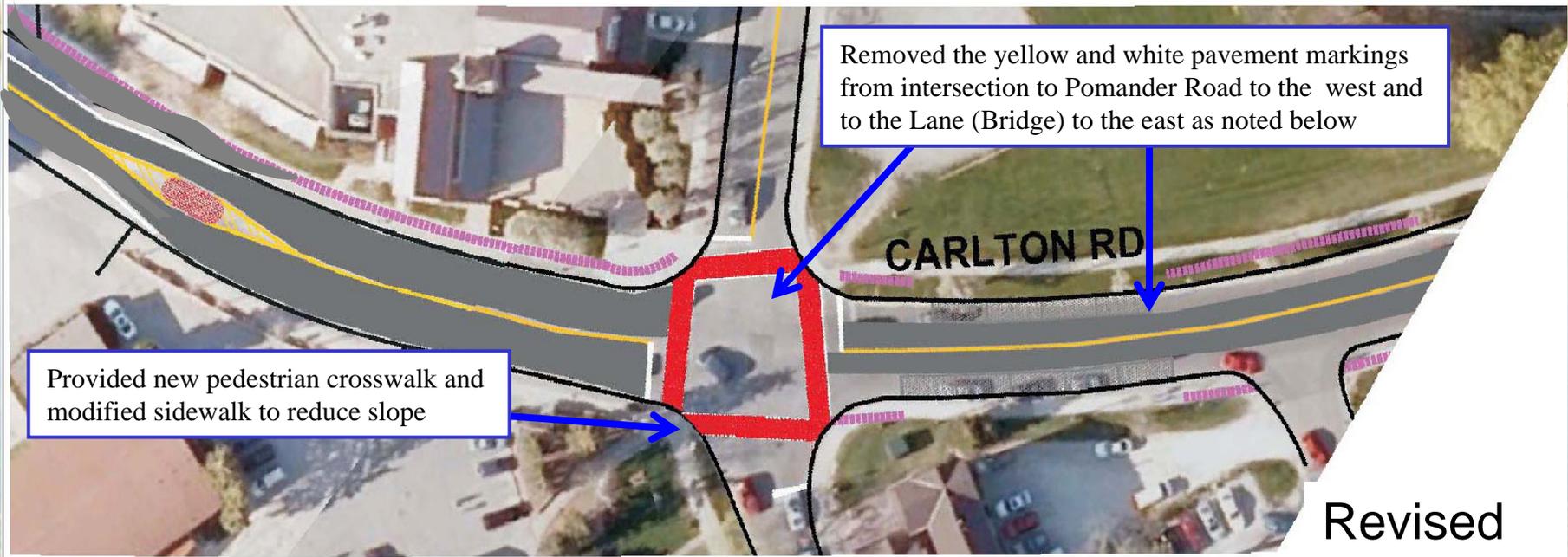
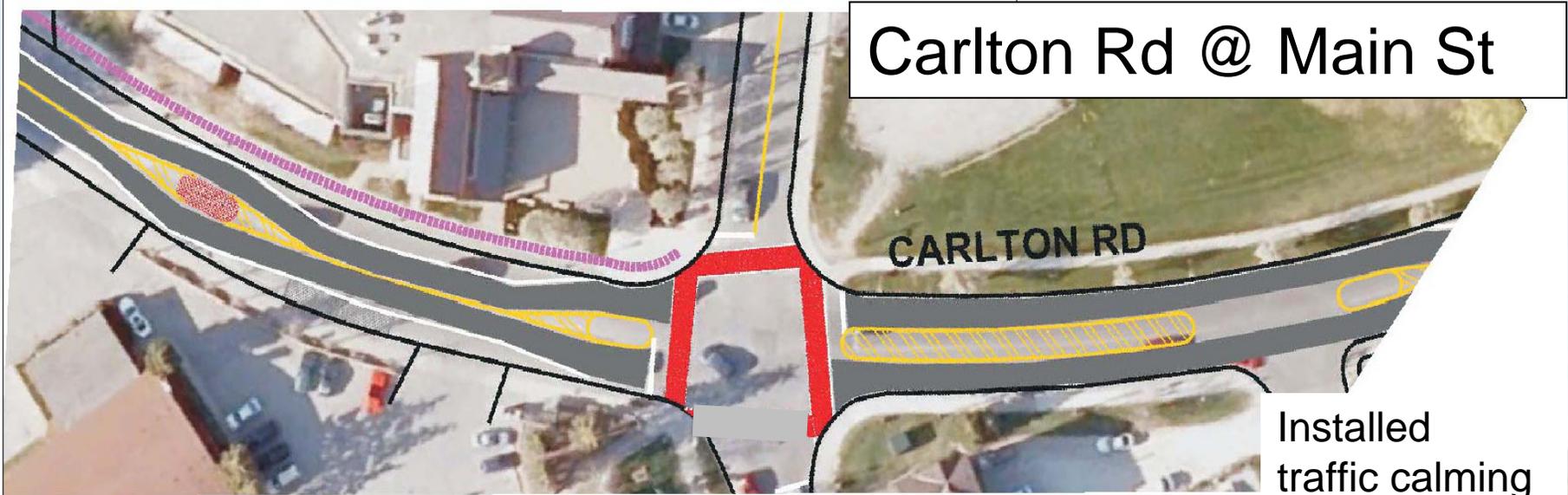


Removed the yellow pavement markings from all approaches



Phase 1 Modifications (CONT'D)

Carlton Rd @ Main St



Working Group Recommendations – Phase 2

- Carlton Road Curve – between McKay Crescent (east leg) and Pennock Crescent (east leg)
- Carlton Road - between Pomander Drive and Main Street
- McKay Crescent to Pennock Crescent - modification relate to improving safety on the curve to reduce vehicular accidents (refer to page 10) and installation of a stop sign at McKay Crescent (East)
- Pomander Drive to Main Street - removal of traffic calming measures and reinstate to original condition (refer to page 12)
- Estimated cost - \$32,000 to \$50,000
- Staff reports submitted to Markham Council on June 23, 2009 with recommended modifications (McKay Crescent to Pennock Crescent) and proposed stop sign
- Markham Council deferred these reports to September to allow the Ward Councillor the opportunity to hold a Public Information Meeting.
- If the stop sign is not approved, the Working Group recommends the interlocking in the centre median be enhanced (Option 2, page 11) at an additional \$18,000 - \$30,000
- The Working Group recommends that subject to public support tonight and Council approval, that staff tender and complete the Phase 2 works this Fall
- Staff will review all “No Parking” restrictions on Carlton Road & Village Parkway

Phase 2 Modifications (Option 1)



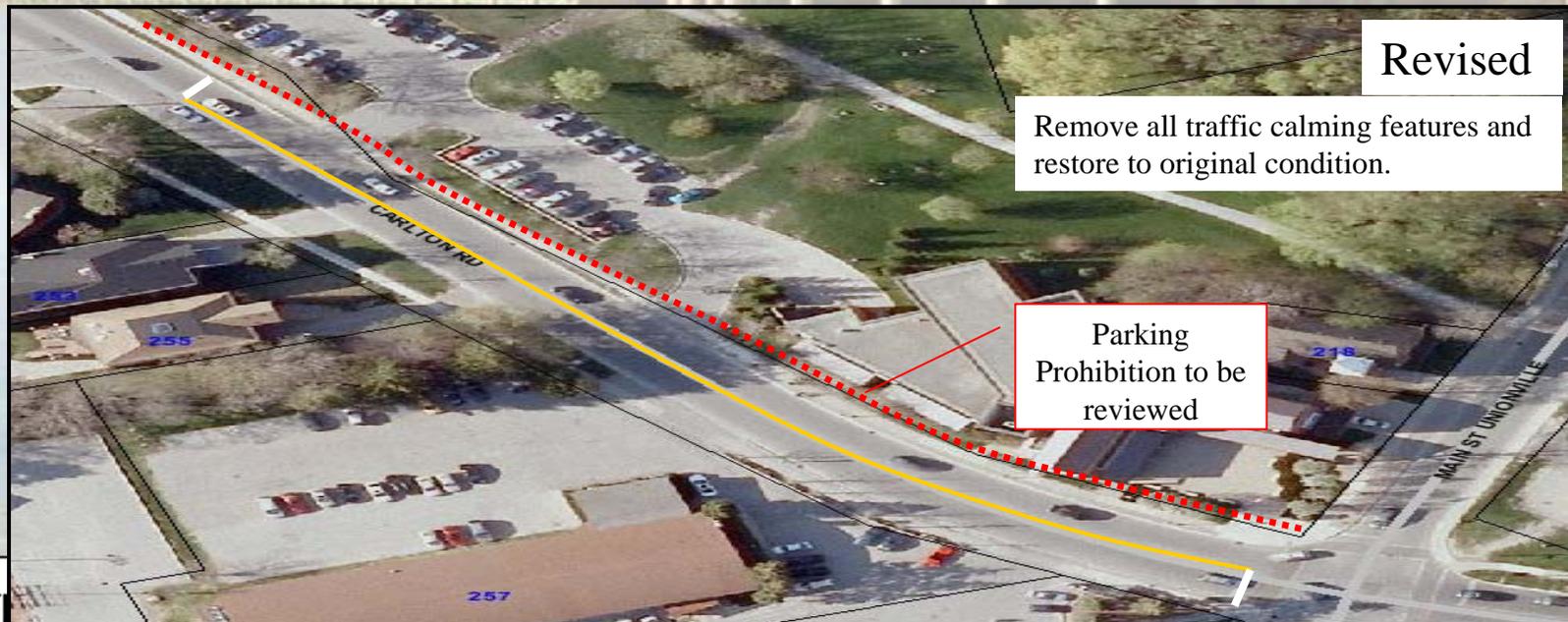
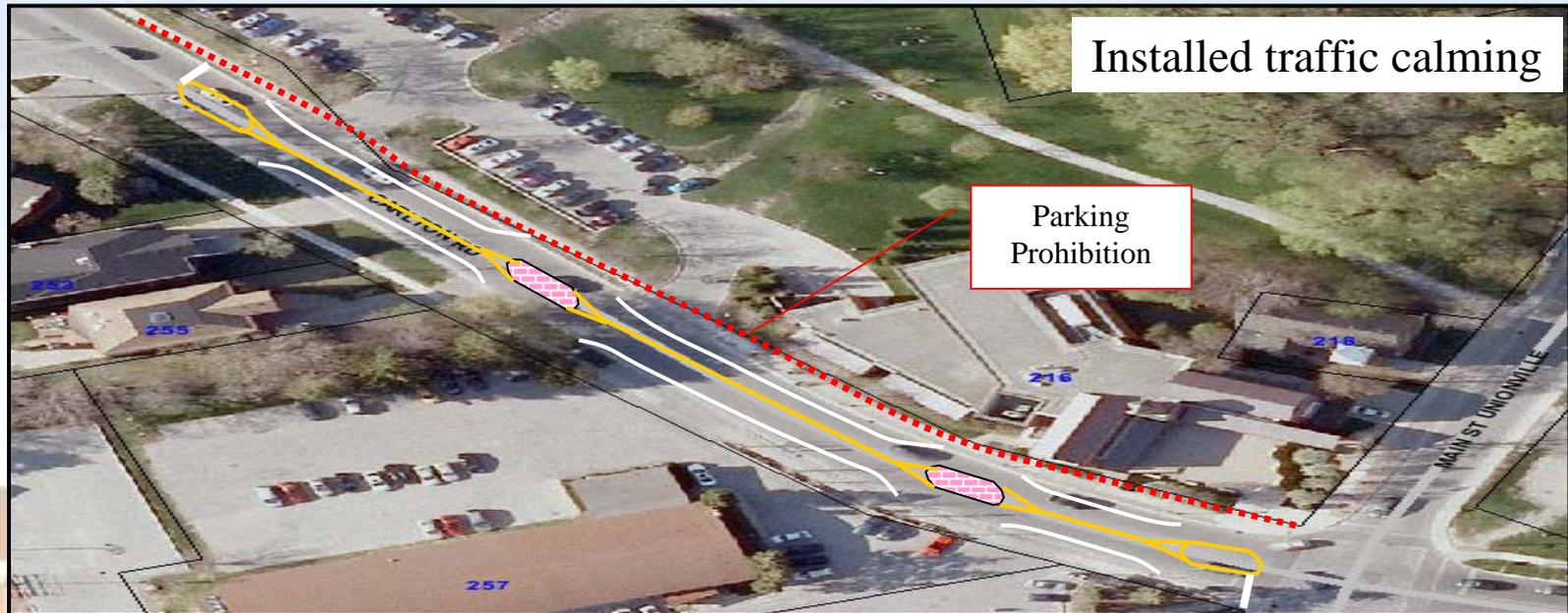
Proposed Carlton Curve Lane Marking Reconfiguration & McKay Three-Way Stop

Phase 2 Modifications (Option 2)

- Elongate the existing 2-metre roll-over interlocking centre median
- Provide a 1.0m white edge lane offset from the curb on both sides
- Provide dense, low hedging on the outside boulevard



Phase 2 Modifications – Pomander to Main St



Phase 3 - Balance of Carlton Road and Village Parkway

- Working Group **could not reach consensus** on the balance of the traffic calming
- Options considered included;
 - maintaining traffic calming as installed
 - removing all of the traffic calming subject to dedicated police enforcement
 - modifications to the existing traffic calming
- The following 'Compromise Pilot Project' option was approved by a subset of the Working Group for Public consideration:
 - Converting the “choke points” section to the 1.6m standard centre median with enhanced interlocking at intersections and hatched median painting (see pages 14, 15 & 16)
- A pilot project is proposed (25%) at a cost of \$35,000.00 for McKay Crescent (east leg) to Pomander Drive
- The purpose of the pilot project is to review the effectiveness of Phases 1, 2 and 3 (pilot) then finalize which option should be pursued for the balance of Carlton Road and Village Parkway.
- The estimated cost to extend Phase 3 modifications based on the pilot project concept is \$200,000 to \$250,00.00
- The Working Group has requested that the Phase 3 pilot projects works be done this Fall along with Phase 2 works

Phase 3 Pilot Project – McKay Crescent to Pomander Road

Installed traffic calming
(4.0m medians)



Revised (1.6m centre median,
2.4m designated parking bay)



Typical “choke” point with 4.0 metre raised median



Typical 1.6 metre raised median



September 10 Public Information Meeting

- As requested by Council on June 23, 2009, a public information meeting was held on September 10, 2009 to seek resolution to the traffic calming issues on Carlton and Village Parkway.
- Invitation mailed to \pm 4,000 households/businesses in Unionville
- Notices were placed in Markham Economist and Sun on August 27th and September 3rd, 2009
- 89 households represented at the meeting (2% attendance)
- 64 surveys were received
- Additional 36 written comments received related to overall traffic calming (mainly against)

Traffic Calming Modification Survey Results

	OPTIONS	SUPPORT			DO NOT SUPPORT			No response	Did not support either option
		Carlton /VP residents	Other Streets	ALL	Carlton /VP residents	Other Streets	ALL		
PHASE 2	OPTION 1	6	19	<u>25 (38%)</u> out of 64 survey	8	6	14 (22%)	14 (22%)	11 (18%)
	OPTION 2	8	12	20 (31%) out of 64 survey	3	16	19 (29%)	14 (22%)	11 (18%)
	POMANDER - MAIN	10	38	<u>48 (75%)</u>	8	6	14 (22%)	2 (3%)	
PHASE 3	PILOT PROJECT	9	22	<u>31 (47%)</u>	8	11	19 (30%)	15 (23%)	

NOTE - Several respondents who participated in the survey did not necessarily vote on all options

Phase 3 Modifications

- Staff survey to be sent to approximately $\pm 3,000$ residents and businesses who live and/or travel on Carlton Road and Village Parkway asking for their preference for the following traffic calming options;
 - Option 1- Maintain traffic calming as constructed
 - Option 2- On the basis of obtaining Police enforcement, remove traffic calming and reuse brick pavers. (\$220,000 to \$250,000)
 - Option 3- Proceed with recommended modifications (\$200,000 to \$250,000) after analysis of Phase 2 and 3 pilot projects
- Survey to be sent out to residents by October 9, to be returned by October 21.
- Staff will report back to Committee in late November/December 2009 with survey results and recommendations

Resolution

That the presentation entitled “Carlton Road and Village Parkway Traffic Calming Project”, be received;

And that for Phase 2 improvements for Carlton Road from Pennock Crescent ((East) to McKay Crescent (East)) - Option 2 and the removal of traffic calming from Pomander Road to Main Street be approved;

And that the cost of such work \$50,000 to \$80,000 be funded from Engineering Department and capital account #083-5350-7660-005;

And that the Phase 3 pilot project (McKay Crescent (East leg) to Pomander Road) be approved at a cost of \$35,000 to be funded from the Engineering Department Capital Account #083-5350-7660-005;

And that staff be authorized to survey the ±3,000 residents and businesses who live and/or travel on Carlton Road and Village Parkway as to their preference for the 3 options for Phase 3;

And that staff report back as to the results of the survey and recommendations related to Phase 3.

Carlton Rd & Village Parkway Area Map

