

# 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

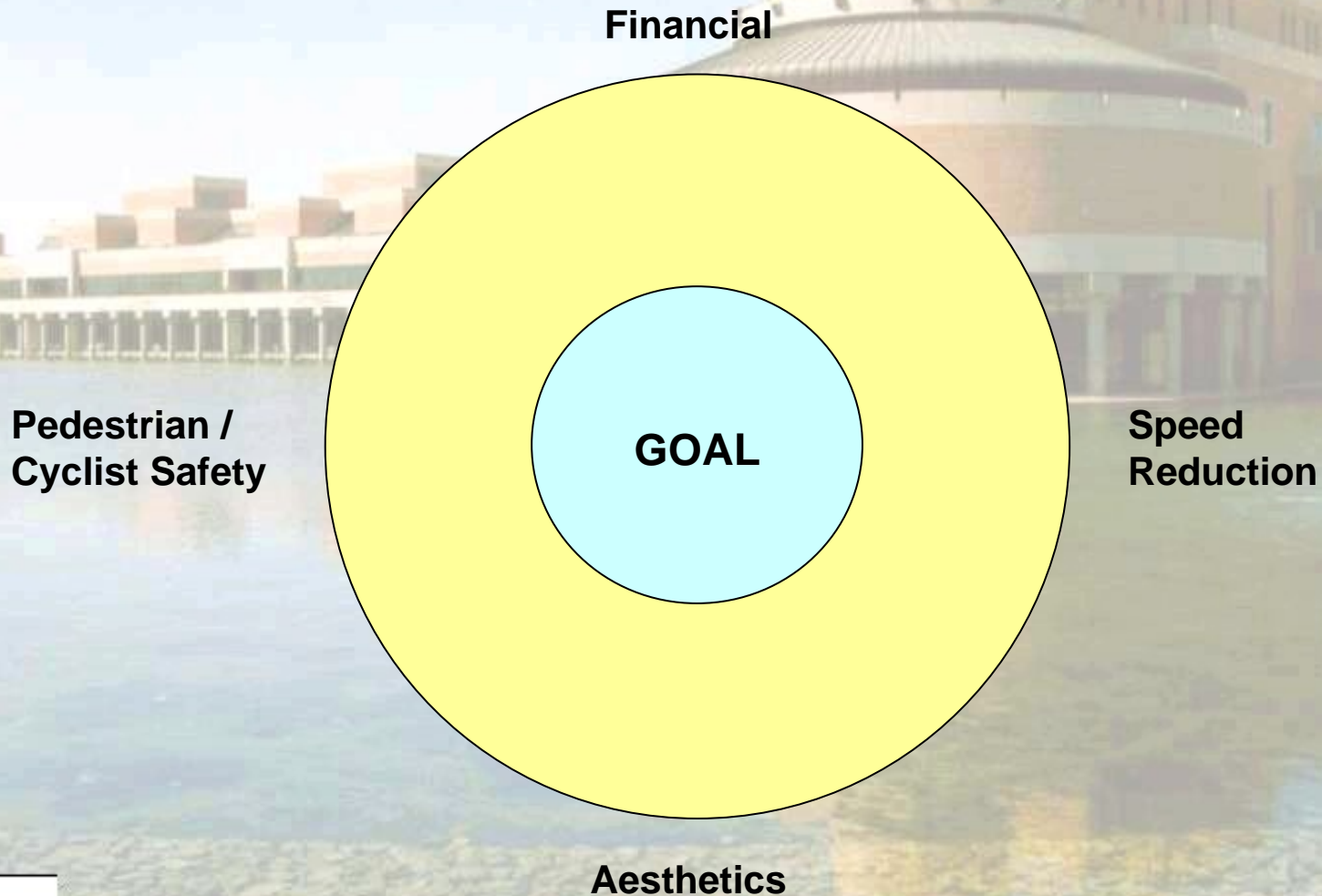
- Appendices provide detailed summary of speed and traffic calming results for both pre and post traffic calming.
- Carlton Road – the results are:
  - 5 locations on road monitored
  - measured against 85% tile which is the speed of which 85% of all traffic are travelling at or below
  - on average speeds have reduced by  $\pm 5.5$  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  $\pm 5$  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.



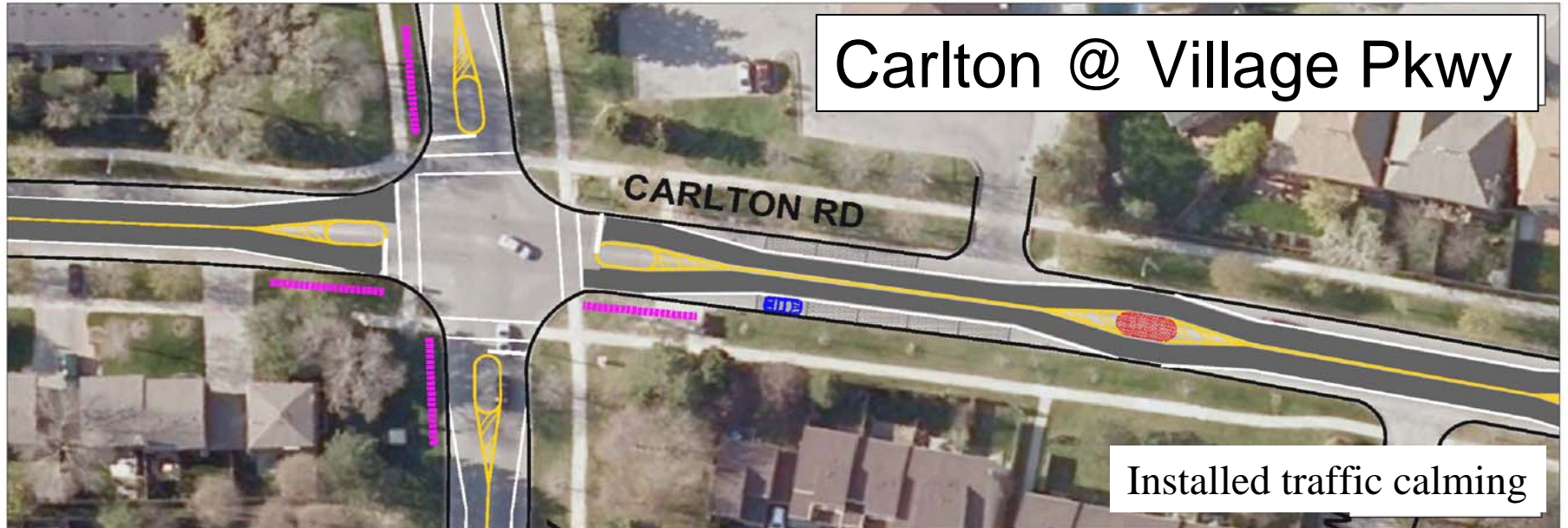


# Working Group Recommendation – Phase 1

- 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

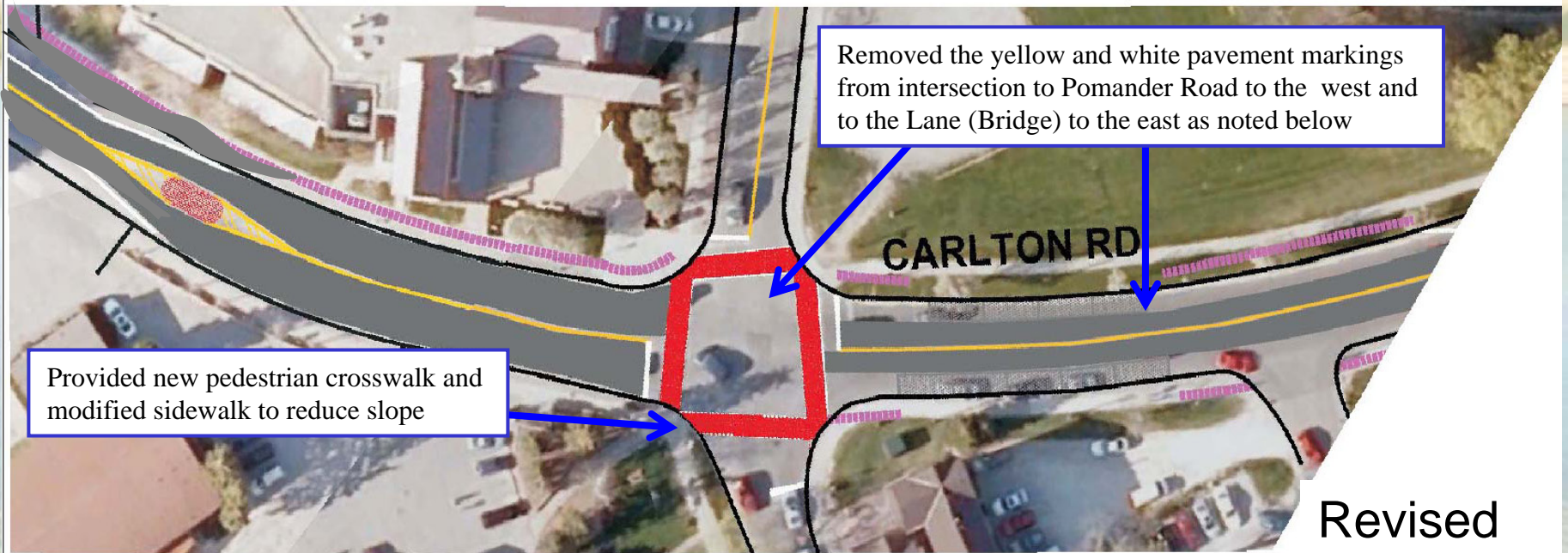
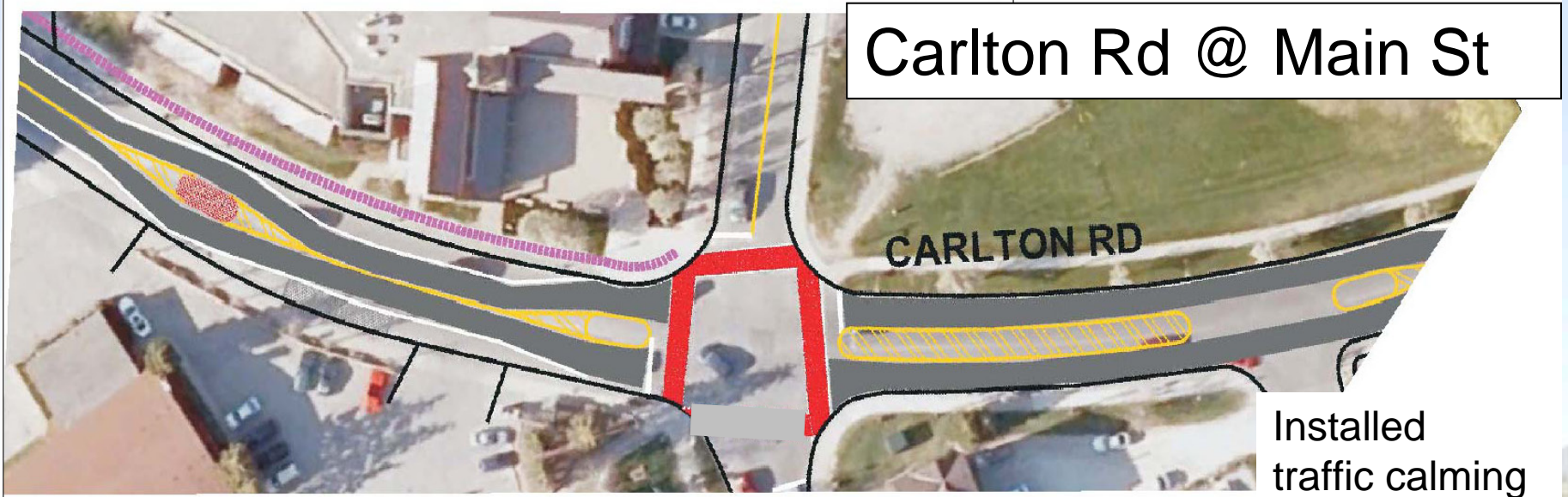
## Carlton @ Village Pkwy





# 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

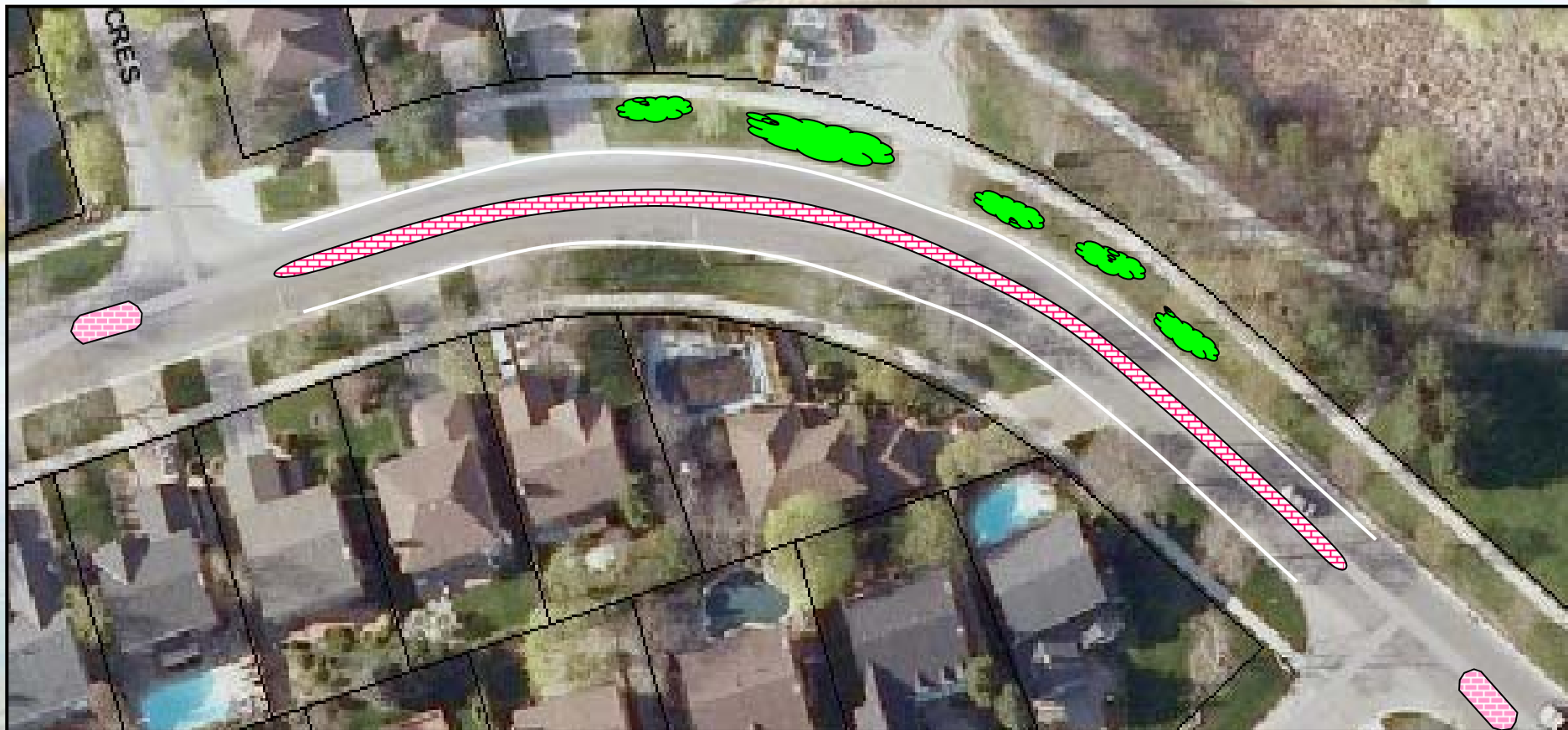


**Proposed Carlton Curve Lane Marking Reconfiguration & McKay Three-Way Stop**

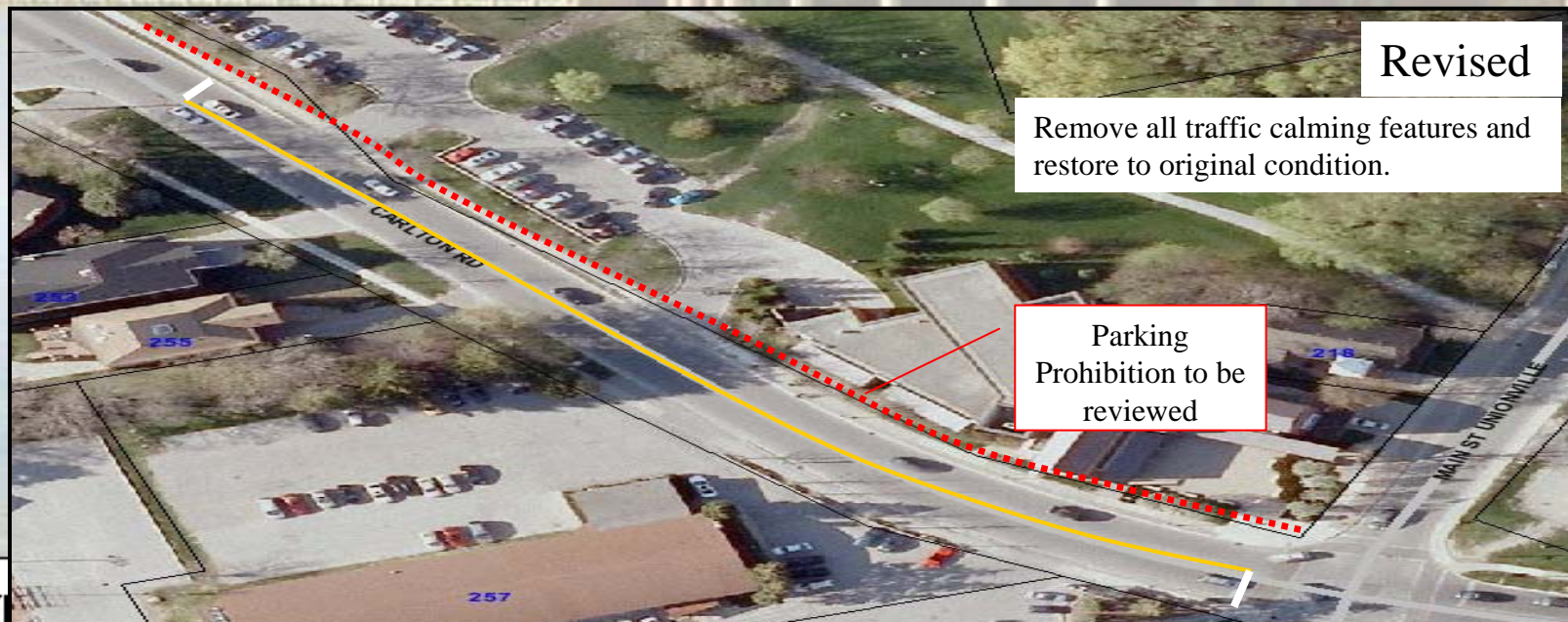
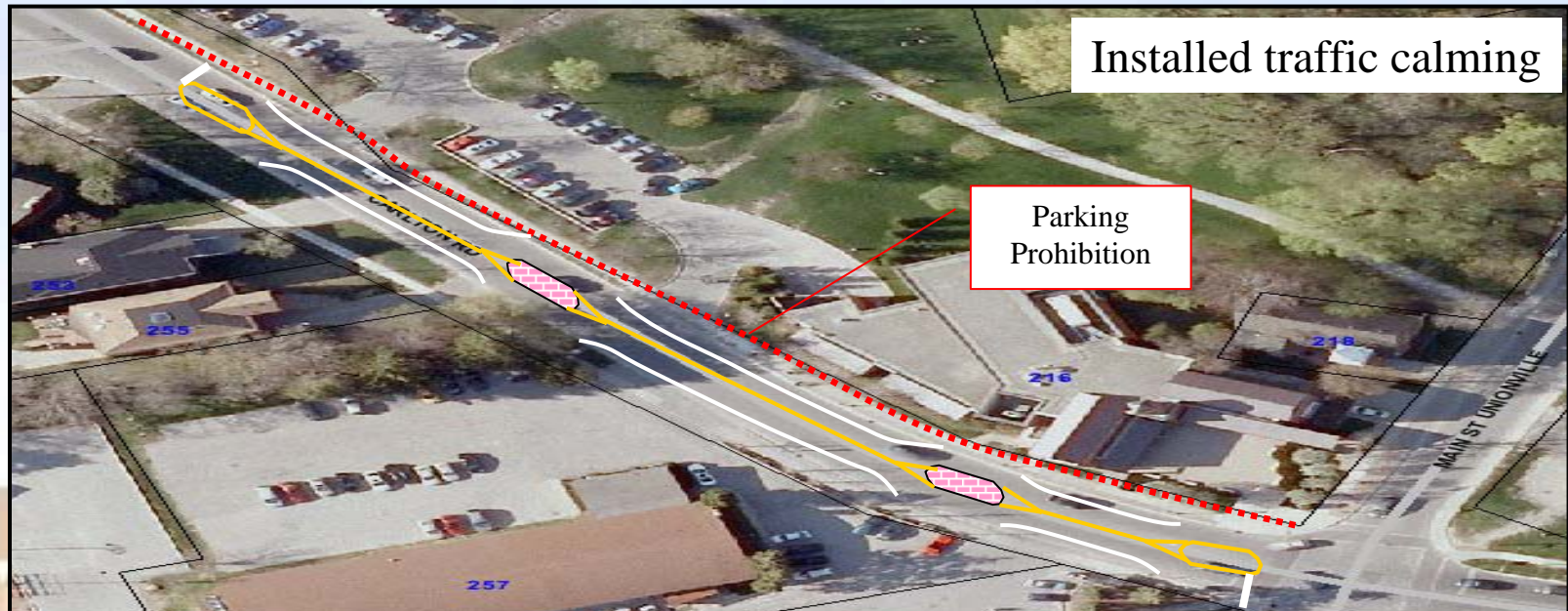


## Phase 2 Modifications (Option 2)

- 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



# 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 27<sup>th</sup> and September 3<sup>rd</sup>, 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

