

INFORMATION SHEET

“STANDING UP FOR UNIONVILLE”

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TOPIC: Traffic Calming

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BACKGROUND:

Traffic Calming was implemented on Carlton Road, from Kennedy Road to Warden, and on Village Parkway, from 16th Avenue to Amberwood, in the summer of 2008 to address the high rate of speed on these roads. Based on measurements by the Town, Carlton Road was ranked #1 and Village Parkway #14 for excessive speeding in Markham.

The unique Traffic Calming Solution recommended by Town Staff and their Consultants was based on: Council's directive that no vertical traffic calming measures could be used, and, a survey where 75 residents out of a total 94 respondents indicated they wanted some form of Traffic Calming.

There was an immediate and very negative response from residents on the Traffic Calming solution implemented by the Town. Concerns raised by residents were strongly supported by: the URA (Unionville Ratepayers Association), UBIA (Unionville Business Improvement Association) and the UVA (Unionville Villagers Association).

The publics' reaction resulted in Mayor Frank Scarpetti forming a Traffic Calming Working Group. The Working Group met six times from October 2008 to August 2009 and in June 2009 proposed the following minor changes to Carlton Road:

- a. Remove all Traffic Calming from Pomander through Main Street to the bridge
- b. Replace all 4m medians with a standard 1.6m median from Pomander to Pennock
- c. Add a 'Stop Sign' and crosswalks to Toogood Pond Park on Carlton at McKay

In September 2009, at Council's request, a Public Meeting was held on the above changes. At that meeting a clear majority of the attendees supported the recommended changes. Council subsequently voted and approved the changes and requested a survey of all Ward 3 residents on what should be done in the remaining Traffic Calmed sections.

The approved changes were never implemented. In March 2010, the Ward 3 Survey was finally conducted. The Town received responses from 1,169 residents, a very high response rate with a clear result – after 2 years only 25% of residents support the Status Quo.

<u>Resident Location</u>	<u>Status Quo</u>	<u>Change 4m Islands</u>	<u>Remove Traffic Calming</u>
Carlton & Village Parkway	32.5 %	21.5 %	46.0 %
Affected Side Streets	24.3 %	12.9 %	62.8 %
Overall Results	25.7 %	13.3 %	61.0 %

CURRENT STATUS:

Even after setting up a Working Group, holding several public meetings and conducting a survey of all Ward 3 residents; the Mayor, Town Staff and Council still refuse to accept that they made a mistake and that any minor decrease in overall speeds that has been achieved is far outweighed by the concerns residents have with the current implementation:

1. *Dangerous for drivers, cyclists and residents fronting on these streets*
 - *Directs all traffic to the curbs on two major Bicycle Routes*
2. *Incomprehensible as to where one should 'legally' drive and park*
 - *White lines do not represent Parking Areas*
 - *'No Parking' signs, bus stops and driveways all in white line 'bays'*
 - *Cars can legally just drive through all white lines anyway*
3. *A major 'eyesore' with seven (7) different median treatments*
 - *An issue for any neighborhood concerned about housing values and image*
 - *A major issue in a tourist / heritage protected area like Unionville*

In August 2010 we agreed, in a signed letter with the Town, to a pilot to test whether the current Traffic Calming can actually be modified to address residents' concerns with both speeds and the above issues or whether it should be removed as residents had voted.

- 1) Test Configuration #1 – Main Street Unionville to Pennock Crescent (east leg)
 - a. Remove all calming, leaving a 1.6m centered median with Bike Lines
 - b. This is the Associations' preferred configuration for all areas
- 2) Test Configuration #2 – Pennock Crescent (east leg) to Fred Varley
 - a. Modify calming by keeping 1.6m offset medians with 'Parking Bays'
 - b. The Associations only support this configuration as a compromise between #1 above and the current Traffic Calming. It replaces all 4m wide 'chokepoints' and intersection treatments with a 1.6 offset median.

The above changes were implemented in October 2010.

CURRENT ISSUES:

The Town has agreed to conduct traffic calming measurements across the whole Traffic Calmed area in the spring of 2011 to provide a comparison of speeds in the two Pilot test configurations with those in the unchanged areas.

Based on these measurements we will be asking the Town to either; remove all Traffic Calming, or, use a combination of #1 and #2 above to modify the currently Traffic Calmed sections outside the Pilot area.

All three Associations' have a major concern that, regardless of the above measurements, the Town will continue to stall, as they have done for almost three years and continue to delay any changes in the areas outside the pilot.

URA OFFICIAL POSITION:

The UBIA, URA and UVA position, supported by a majority of Ward 3 residents, is that all Traffic Calming on Carlton Road and Village Parkway should be removed. Our support for the Pilot does not change our position that the current Traffic Calming implementation is:

- "Dangerous" for cyclists and residents
- "Incomprehensible" as to where to park and drive
- An "Eyesore" with several median sizes and treatments