

COMMITTEE OF THE WHOLE - DECEMBER 11, 2006

**PLEASANT RIDGE AVENUE
TRAFFIC CALMING MEASURES**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Pleasant Ridge Avenue.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of installing traffic calming measures on Pleasant Ridge Avenue, in response to Council direction.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

- “1. That staff be directed to investigate the need for and feasibility of installing traffic calming measures along Pleasant Ridge Drive; and**
- 2. That staff report their findings to a future Committee of the Whole meeting in December 2006.”**

Pleasant Ridge Avenue is a feeder road with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing speed limit on Pleasant Ridge Avenue is a statutory 50 km/h.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Pleasant Ridge Avenue south of Autumn Hill Boulevard from Monday, November 6, 2006 to Friday, November 10, 2006. The collected speeds and volumes are summarized below:

DIRECTION	AVERAGE SPEED	85 th PERCENTILE SPEED	AVERAGE 24-HOUR VOLUME
Southbound	54 km/h	68 Km/h	964 vehicles
Northbound	53 km/h	64 Km/h	1111 vehicles

The average speeds on Pleasant Ridge Avenue south of Autumn Hill Boulevard were found to be 54 km/h southbound and 53 km/h northbound and are comparable to other similar thoroughfares in the City. The 85th Percentile Speed is the speed at which 85% of vehicles are driving or less, and is used to determine the average maximum speed that vehicles tend to travel. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Pleasant Ridge Avenue. The daily traffic on a feeder roadway should not exceed 8000 vehicles/day.

In accordance with Council's approved Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met:

- The street is not a primary emergency response route
- The speed limit is 50 km/h or less
- The average speed is measured to be 10 km/h greater than the speed limit

Pleasant Ridge Avenue is a primary emergency response route, and the average speed is not 10 km/h higher than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Pleasant Ridge Avenue is not met.

Fire and Rescue Services do not support the installation of speed humps due to the increase in delay to emergency response times and since they cause mechanical problems with their apparatus braking system.

Possible alternatives for this roadway would be the installation of chicanes, mountable centre medians, painted road narrowings, or a combination of these alternatives.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve a traffic calming measure for installation on Pleasant Ridge Avenue, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Pleasant Ridge Avenue should traffic calming measures be approved informing them of their installation.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council.

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be installed on Pleasant Ridge Avenue.

Attachments

1. Location Map

Report prepared by:

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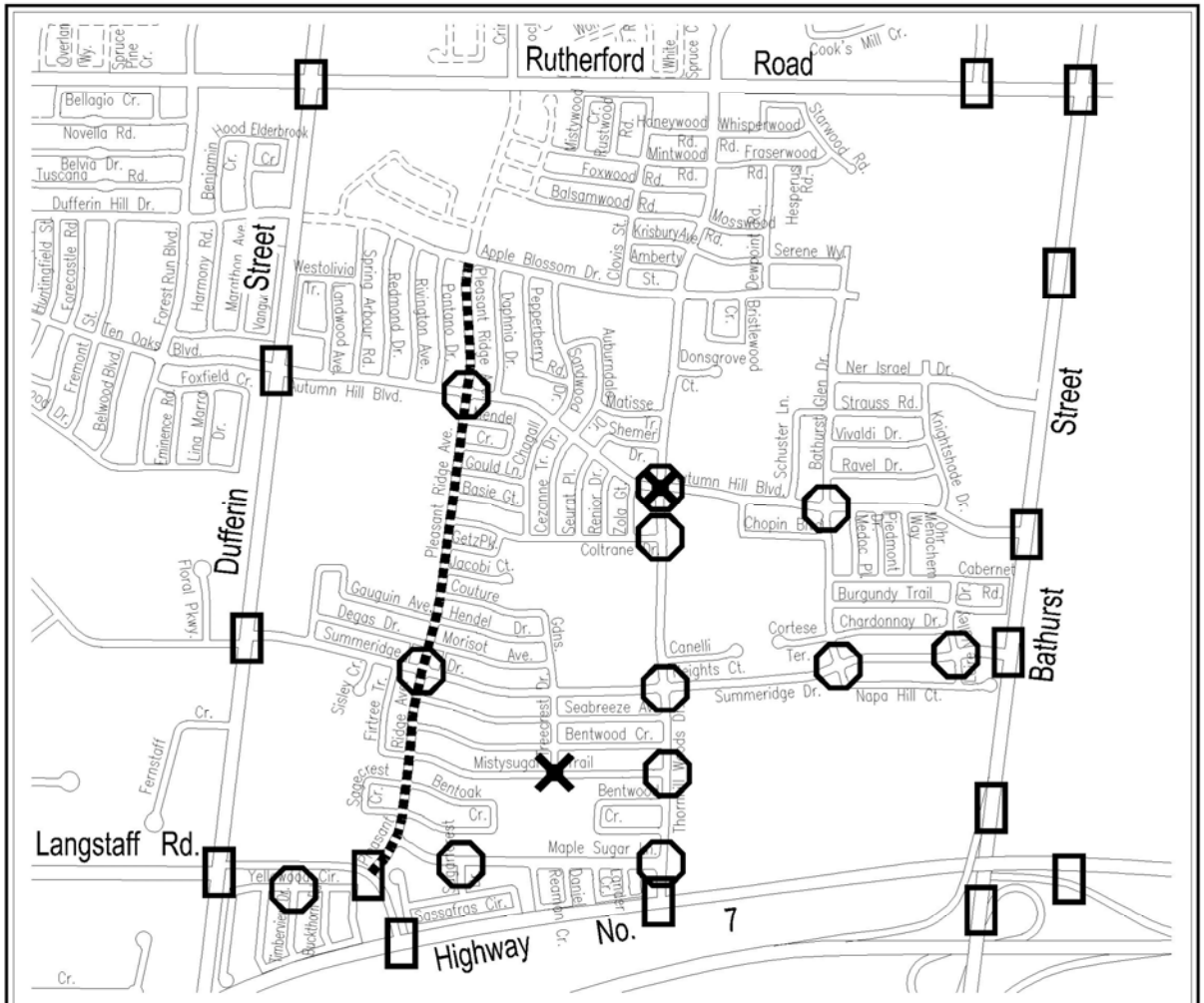
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services





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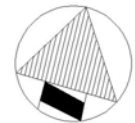
ATTACHMENT No. 1



PLEASANT RIDGE AVENUE TRAFFIC CALMING

LEGEND

-  ROADWAY UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE