

**COMMITTEE OF THE WHOLE – JANUARY 21, 2008**

**FATHER ERMANNO CRESCENT TRAFFIC REVIEW**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

**Economic Impact**

None.

**Communications Plan**

The Engineering Services Staff will contact the residents with the information in the report on the options presented.

**Purpose**

To present additional information to the Committee of the Whole, as previously directed by Council to review the traffic activity on Father Ermanno Crescent.

**Background - Analysis and Options**

At it's meeting on September 10, 2007, Council directed:

- “1. The City of Vaughan receives the petition by residents of Father Ermanno requesting a traffic review;
2. The City of Vaughan Engineering Department to conduct a review of the traffic volume, speed and accident history and report to the earliest committee of the whole;
3. The report to the Committee of the Whole include assessment of the volume, speed, and accident history with options, recommendations and cost implications for the options.”

Father Ermanno Crescent is a local roadway with a 17.0 metre right-of-way and 8.5 metre pavement travel width. The street runs east-west from Fiori Drive to Fiori Drive as a crescent design. The existing speed limit on Father Ermanno Crescent is 50 km/h. Chancellor Square Plaza is located on the south/east corner of the south intersection of Fiori Drive and Father Ermanno Crescent. The area is shown on Attachment No.1.

Utilizing Automated Traffic Recording equipment (ATRs), staff conducted speed and volume studies on Father Ermanno Crescent (on the north and south straight sections of the roadway) from November 12, 2007 to November 16, 2007. The results have been summarized below.

**North Section**

Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Highest Speed	Daily Traffic
Eastbound	35 km/h	47 km/h	69 km/h	100
Westbound	33 km/h	44 km/h	64 km/h	110

## South Section

Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Highest Speed	Daily Traffic
Eastbound	35 km/h	48 km/h	72 km/h	137
Westbound	33 km/h	46 km/h	72 km/h	124

The recorded average speeds on Father Ermanno Crescent (North section) range between 33 km/h – 35 km/h. The recorded 85<sup>th</sup> percentile speed (the speed at which or below 85% of the motorists are travelling) ranges between 44 km/h – 47 km/h. The recorded average speed on Father Ermanno Crescent (South section) range between 35 km/h – 37 km/h. The recorded 85<sup>th</sup> percentile speed ranges between 46 km/h – 48 km/h.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are 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 10 km/h greater than the speed limit.

The existing speed limit is 50 km/h and Father Ermanno Crescent is not an emergency response route. However, the collected average speeds on both north and south sections do not exceed the existing speed limit by 10 km/h. The results of these studies indicate an acceptable level of motorist compliance to the existing limit. Based on the studies, staff does not recommend the installation of a speed humps on Father Ermanno Crescent. The daily traffic volume on the north and south sections of the roadway is very low. Father Ermanno Crescent accommodates residential traffic into this subdivision.

It was noted that several speeds were in excess of the 50 km/h speed limit specifically, during afternoon time from 12:00 pm – 1:00 pm and evening time from 5:00 pm – 9:00 pm. Staff will notify York Regional Police for their action.

There were no recorded vehicle collisions on Father Ermanno Crescent from June 2003 – June 2006.

Staff have investigated and determined that other possible traffic calming measures such as curb bumps-out, chicanes, and painted road narrowings can be installed on both the north and south legs of Father Ermanno Crescent. The cost to implement would be determined at a later date pending on the type and number of possible measures proposed.

Should Council consider alternative options such as bump-outs, chicanes or painted road narrowings, that the Neighbourhood Traffic Calming Policy and Procedure be followed.

A parking study was completed between the hours of 8:00 am – 9:00 am, 12:00 pm – 1:00 pm, and 4:00 pm – 5:00 pm on Tuesday, November 20, 2007. The parking patterns were typical of a residential street. Three vehicles were noted to have parked on-street during the three time periods, but no vehicles were parked to hinder sight visibility nor were any driveways blocked or double parking. Staff will forward the results of the study to our Enforcement Services Department to request increased enforcement of late evenings/weekends parking activity.

### **Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Based on the staff review, it is concluded that no further action is warranted based on the results of the traffic studies.

**Attachments**

1. Location Map

**Report prepared by:**

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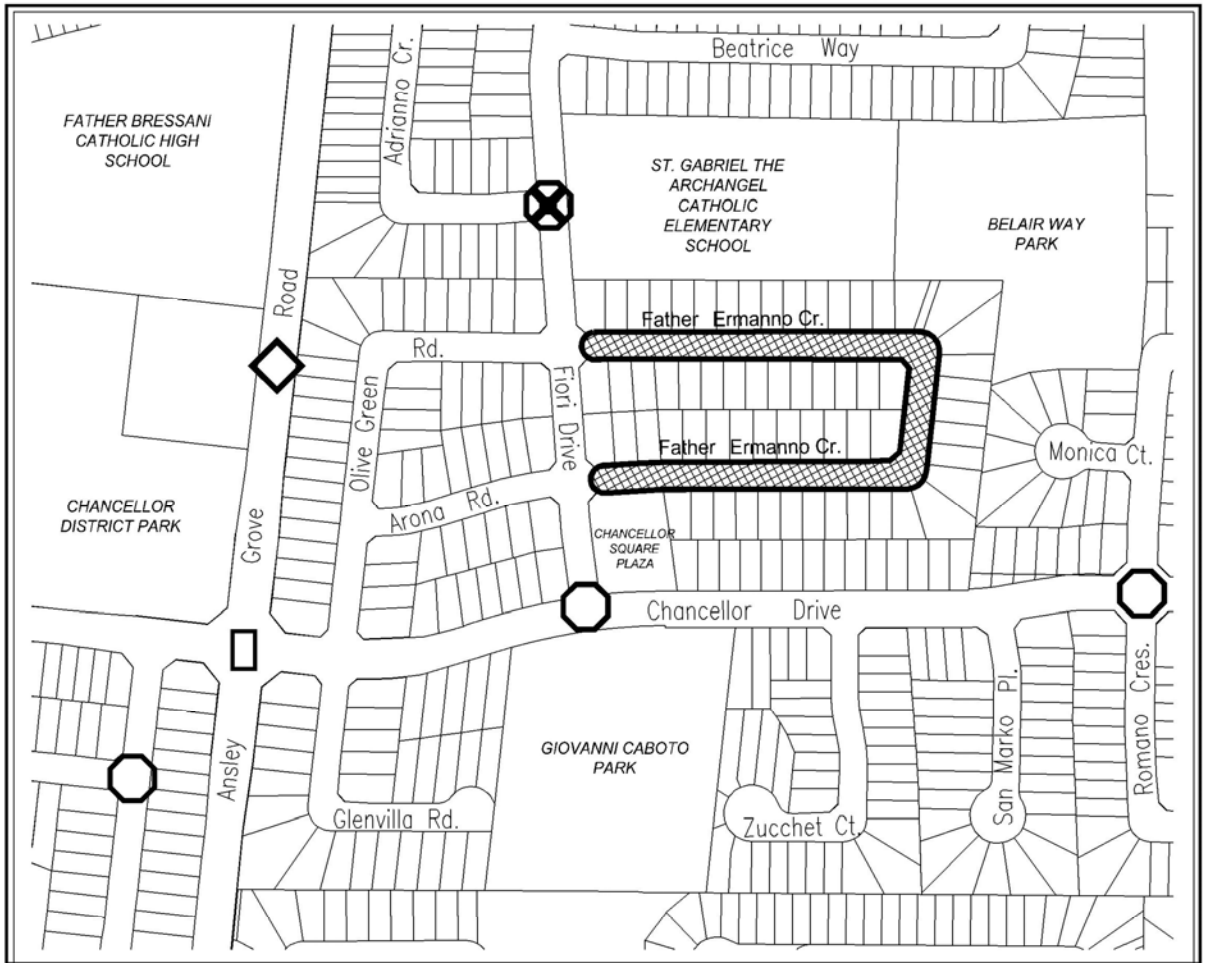
Respectfully submitted,

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

Mike Dokman, C.E.T.  
Supervisor, Traffic Engineering






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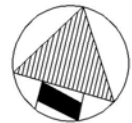
# ATTACHMENT No. 1



## FATHER ERMANNO CRESCENT TRAFFIC REVIEW

### LEGEND

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



NOT TO SCALE