

COMMITTEE OF THE WHOLE - DECEMBER 1, 2008

FRIULI COURT VEHICULAR CONTROL ISSUES

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes;
2. That Engineering Services staff proceed with the installation of the Pedestrian Warning signs on Friuli Court; and
3. That Engineering Services staff provide York Regional Police with the data from the radar speed study conducted on Friuli Court.

Economic Impact

The cost to install the Pedestrian Warning signs would be an initial impact on the 2009 Operating Budget. There are sufficient funds allocated in the Draft Budget for this work. The on-going costs to maintain the signs would be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will contact the residents with the direction from Council.

Purpose

To conduct the appropriate traffic studies to determine what measures can be taken to address infiltrating traffic accessing Steeles Avenue from the driveway accesses at Steeles Islington Centre, and to determine what measures can be taken to protect seniors from speeding traffic when they decide to cross Friuli Court.

Background - Analysis and Options

At it's meeting on September 8, 2008 Council directed:

- “1. A “No-Parking October 15 to April 15” zone be established along the south side of Friuli Court, from the west end of the middle driveway serving the business premises known as Frini Fine Italian Furniture, to the storm sewer grate located approximately 8 m to the west of the driveway; and
2. Appropriate staff conduct a traffic study to determine what measures can be taken to better protect seniors residing at the Friuli Centre or Villa Leonardo Gambin from speeding traffic when they choose to cross Friuli Court, including the issue of infiltrating traffic accessing Friuli Court via driveways connecting it to Steeles Avenue.”

Engineering Services staff issued a work order to have the “No Parking October 15 to April 15” prohibition signs installed on Friuli Court. As of November 3rd, 2008 the No Parking prohibition signs were installed at this location on Friuli Court.

Friuli Court is a feeder (cul-de-sac) roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. The existing speed limit on Friuli Court is a statutory 50 km/h. Refer to attachment No. 1 for the road network.

Staff conducted pedestrian observations on Friuli Court in the vicinity of Villa Leonardo Gambin and Friuli Terrace on October 23, 2008 between the peak morning, noon and afternoon times of 9:00 am – 10:00 am, 1:00 pm – 2:00 pm and 4:00 pm to 5:00 pm. The following is a summary of the pedestrian observations:

	Time Period	Student	Adult	Senior
AM	8:00 am - 9:00 am	0	2	5
NOON	1:00 pm - 2:00 pm	1	2	12
PM	4:00 pm - 5:00 pm	0	6	1

During the morning, noon and afternoon time periods, a total of 29 pedestrians were observed crossing the road. Staff note that there is an existing “Pedestrian Ahead” warning sign with a “Seniors” tab on the south side of Friuli Court just east of Islington Avenue.

Staff will arrange for the installation of another “Pedestrian Ahead” warning sign with a “Seniors” tab sign on the north side of Friuli Court near the cul-de-sac. The Ontario Traffic Manual specifies that pedestrian warning signs can be used in areas where motorists may not expect the presence of pedestrians. Friuli Court is predominantly a commercial area, and some motorists may not realize there are senior’s residences located on Friuli Court. The “Pedestrian Ahead” signs will caution drivers to be aware of the possibility of pedestrians crossing Friuli Court.

Staff conducted a radar speed study on Friuli Court on October 23, 2008 between the peak morning and afternoon times of 8:00 am to 9:00 am and 4:00 pm to 5:00 pm. On the day of the study, the weather was partly cloudy. The following is a summary of the speed data collected:

AM			
Direction	Average Speed	85th Percentile Speed	Highest Recorded Speed
Eastbound	37 km/h	46 km/h	58 km/h
Westbound	37 km/h	43 km/h	52 km/h
PM			
Direction	Average Speed	85th Percentile Speed	Highest Recorded Speed
Eastbound	38 km/h	46 km/h	52 km/h
Westbound	41 km/h	48 km/h	61 km/h

The collected average speeds on Friuli Court range from 37 km/h to 41 km/h and the recorded 85th percentile speeds (the speed at which 85% of vehicles are travelling at or below) range from 43 km/h to 48 km/h. The average speeds and 85th percentile speeds are below the statutory speed limit of 50 km/h which suggests an acceptable level of driver compliance. The highest recorded speeds of the 219 vehicles during the study periods ranged from 52 km/h to 61 km/h. Based on the highest recorded speeds, staff will contact York Regional Police with this information for their action as deemed necessary.

Staff conducted an infiltration study at the Steels Islington Centre on October 22, 2008 between the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The following is a summary of the infiltration study:

<u>Infiltration Pattern</u>	7:00 am to 9:00 am		4:00 pm to 6:00 pm	
	<u>Inbound Volume</u>	<u>(# of Vehicles)% of Entering Traffic</u>	<u>Inbound Volume</u>	<u>(# of Vehicles) % of Entering Traffic</u>
Islington Avenue @ Friuli (left turn) to driveway at Steeles	39	(0) 0%		
West driveway (right turn) to driveway at Steeles	24	(0) 0%		
Centre driveway (right turn) to driveway at Steeles	6	(0) 0%		
East driveway (right turn) to driveway at Steeles	2	(0) 0%		

	7:00 am to 9:00 am		4:00 pm to 6:00 pm	
Steeles driveway (right turn) into Parking lot, exit at Islington			176	(9) 5%
Steeles driveway to west Driveway at Friuli (left turn)			176	(0) 0%
Steeles driveway to centre driveway at Friuli (left turn)			176	(80) 45%
Steeles Driveway to east driveway at Friuli (left turn)			176	(11) 6%

Staff noted that only 9 vehicles were classified as 'infiltrating traffic' from the driveway at Steeles Avenue to Islington Avenue in the afternoon peak period. The remaining vehicles from the driveway at Steeles Avenue accessed other businesses and the senior's residences on Friuli Court. There is a raised centre median on Steeles Avenue on the east approach to Islington Avenue. The driveway entrance at Steeles Avenue operates as a right in / right out only. Therefore, as the study shows, there were no infiltrating movements during the AM peak period.

The implementation of turning prohibitions at any of the driveway accesses to Steeles Islington Centre or at the Steeles Avenue Driveway will have an impact on the customers that frequent the plaza as well as the employees that work there. Staff also note that there are speed bumps throughout the parking lot of Steeles Islington Centre to control vehicular speeds on site.

Relationship to Vaughan Vision 2020

This traffic study is consistent with Vaughan Vision 2008 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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that a "Pedestrian Ahead" warning sign with a "Seniors" tab be installed on the north side of Friuli Court near the cul-de-sac to further educate drivers of the possibility of pedestrians in the area. Engineering Services staff will contact York Regional Police to request enforcement of the 50 km/h speed limit on Friuli Court.

Attachments

1. Location Map

Report prepared by:

Louis Wickline, Traffic Analyst, Ext. 3131

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

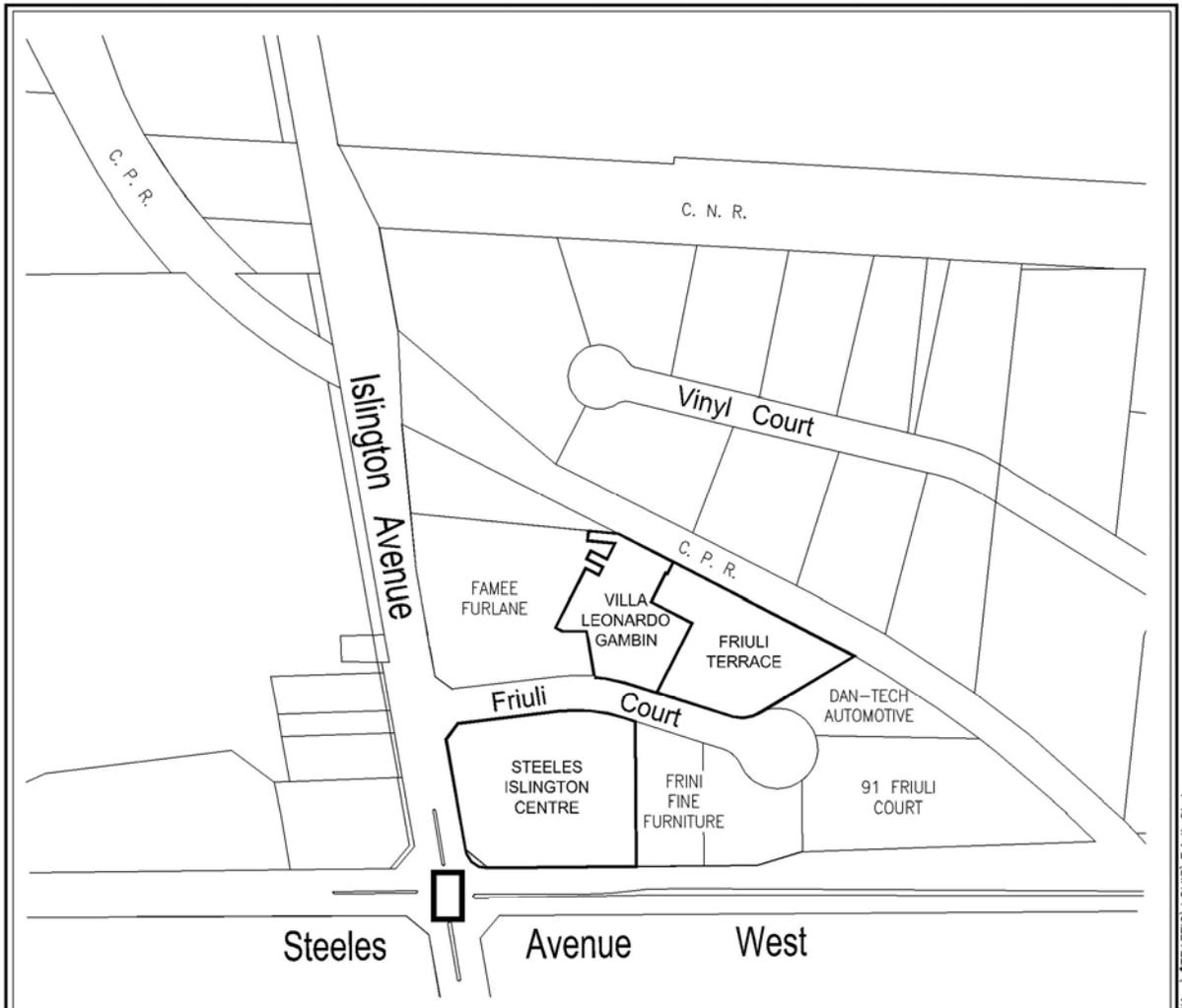
Respectfully submitted,

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

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

LW:mc

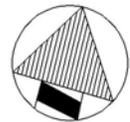
ATTACHMENT No. 1



VEHICULAR CONTROL ISSUES : FRIULI COURT

LEGEND

 EXISTING TRAFFIC SIGNALS



NOT TO SCALE