

COMMITTEE OF THE WHOLE – JUNE 21, 2004

TRAFFIC CALMING MEASURE REQUEST GLENKINDIE AVENUE

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures on Glenkindie Avenue between Falkirk Crescent and Oban Avenue not be installed as set out in Council's Neighbourhood Traffic Committee Policy and Procedure; and
2. That the petition from the area residents be received.

Purpose

To report on the feasibility of installing traffic calming measures on Glenkindie Avenue between Falkirk Crescent and Oban Avenue.

Background – Analysis and Options

Engineering staff received a petition from the local residents of Glenkindie Avenue and the surrounding area requesting the installation of traffic calming measures (speed humps) on the subject street. The study area is shown in Attachment No. 1.

There is an existing speed hump on Glenkindie Avenue in front of Melville Park. This measure was implemented as part of the Maple Springs Phase I Neighbourhood Traffic Committee Plan and was installed in 2001.

The speed limit on Glenkindie Avenue is a statutory 50 km/h. Staff collected traffic volume and speed information on May 26, 2004 on the subject road section. The following table summarizes the results of this study.

Direction	24 hour traffic volume	Average Speed	85 th Percentile Speed
Northbound	106 vehicles	35 km/h	47 km/h
Southbound	106 vehicles	37 km/h	50 km/h

In order for traffic calming measures to be installed, certain criteria must be met in accordance with the City's Neighbourhood Traffic Committee Policies and Procedures. 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, and the average speed is measured to be 10 km/h greater than the speed limit.

The installation of medians, curb extensions or road narrowings shall be considered in existing areas only when the following two warrants are met: the speed limit is 50 km/h or less and the average speed on the street is measured to be 10 km/h greater than the speed limit.

Based on the above, the warrants for the installation of traffic calming measures on Glenkindie Avenue are not met. The average speed was not measured to be 10 km/h greater than the speed limit.

The 85th percentile speed measurement is the speed at which 85% of vehicles travel at or below and is used as a guideline to determine the appropriate speed limit. The above study results indicate that the 85th percentile speed is representative of the 50 km/h speed limit on Glenkindie

Avenue.

Should Council wish to install a speed hump on Glenkindie Avenue between Falkirk Crescent and Oban Avenue, the estimated cost of the works is approximately \$3,000 and may be funded from the 2004 Traffic Calming budget. (Project No.1204.0)

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 traffic calming measures for installation on the subject portion of Glenkindie 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, the Vaughan Weekly and Lo Specchio newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Glenkindie 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 ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

This request is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be installed on Glenkindie Avenue between Falkirk Crescent and Oban Avenue, as they do not meet the warrants adopted by Council.

Attachments

1. Location Map
2. Petition

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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ATTACHMENT No. 1

