

COMMITTEE OF THE WHOLE – NOVEMBER 15, 2004

JUDITH AVENUE TRAFFIC CALMING MEASURES

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a parking prohibition not be installed on the south/east side of Judith Avenue between Briarcliffe Crescent and Westcroft Avenue.
2. That a raised crosswalk not be installed on Judith Avenue in front of the entrance pathway to Wade Gate Park.

Purpose

To review the feasibility of implementing 'No Parking' signs on Judith Avenue on the south/east side between Briarcliffe Crescent and Westcroft Avenue, and to investigate the feasibility of installing a raised crosswalk in front of the entrance to Wade Gate Park, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 13, 2004 Council directed:

1. **“That staff be requested to investigate the need for and the feasibility of installing a No Parking restriction on the south side of Judith Avenue between Briarcliffe Crescent and Westcroft Avenue; and**
2. **That staff investigate the need for and the feasibility of installing a raised crosswalk on Judith Avenue in front of the entrance pathway to Wade Gate Park.”**

Judith Avenue is a local residential road with an 8.5 metre pavement width. The posted speed limit on Judith Avenue is 40 km/h. Wade Gate Park is located at the northwest corner of Judith Avenue and Chelwood Drive. The area is shown on Attachment No. 1.

Staff conducted parking observations on October 20th from 7:30-8:30am, and on October 21st from 12:30-1:30pm, and from 4:00-5:00pm to determine the extent of on-street parking on Judith Avenue. A total of one, zero, and one vehicles were recorded during the three observation periods, respectively. As a result of the observations, 'No Parking' signs on Judith Avenue are not recommended.

Staff also investigated the feasibility of a raised crosswalk in front of the entrance pathway to Wade Gate Park. A raised crosswalk in this location will not be possible as the location is in front of the driveway at #57 Judith Avenue. Additionally, as this section of Judith Avenue is curved, the installation of a raised crosswalk is not recommended, as vehicles should traverse the crosswalk on a straight section of roadway.

Should Council wish to consider an alternate location, the installation of a raised crosswalk would be possible further north at either of two locations on Judith Avenue - between properties #71 and #73 or between #77 and #81 Judith Avenue where the roadway is straight. Also, at both locations there are 7.0 metres of boulevard to accommodate a crosswalk. Prior to approval from Council, support in favour of the crosswalk from the affected residents at these properties would be required.

Should Council wish to install the proposed raised crosswalk, the cost would be approximately \$9,000. Funds for the implementation of the raised crosswalk can be set aside from the 2004 Capital Budget (Project No. 1204.0).

Radar speed studies were conducted on October 19, 2004 from 7:00am to 9:00am and from 4:00pm to 6:00pm on Judith Avenue south of Briarcliffe Crescent. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
October 19, 2004	7:00am – 9:00am	South of Briarcliffe Crescent	Northbound	30.1
	7:00am – 9:00am	South of Briarcliffe Crescent	Southbound	29.6
October 19, 2004	4:00pm – 6:00pm	South of Briarcliffe Crescent	Northbound	31.7
	4:00pm – 6:00pm	South of Briarcliffe Crescent	Southbound	29.6

The average speeds on Judith Avenue range from 29 to 32 km/h indicating a high level of compliance with the existing speed limit.

In accordance with Council's 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, and the average speed is measured to be 10 km/h greater than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Judith Avenue is not met.

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 Judith 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 Judith 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 and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that No Parking signs not be installed on Judith Avenue on the south/east side between Briarcliffe Crescent and Westcroft Avenue. It is also recommended that a raised crosswalk be not installed in front of the entrance to Wade Gate Park, due to an existing driveway on the other side of Judith Avenue, and curvature of the road.

Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Transportation Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services

:MR

ATTACHMENT No. 1



JUDITH AVENUE TRAFFIC CALMING MEASURES

LEGEND

- ■ ■ PROPOSED PARKING PROHIBITION
- ▨ PROPOSED RAISED CROSSWALK
- EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE