

## COMMITTEE OF THE WHOLE – FEBRUARY 7, 2005

### THORNHILL WOODS DRIVE AND SUMMERIDGE DRIVE TRAFFIC CALMING MEASURES

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures not be installed on Thornhill Woods Drive; and
2. That traffic calming measures not be installed on Summeridge Drive.

#### Purpose

To review the feasibility of installing traffic calming measures on Thornhill Woods Drive and Summeridge Drive, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on October 25, 2004 Council directed:

**“In response to requests from local residents, Councillor Sandra Yeung Racco recommends:**

- 1. That staff be requested to investigate the need for and the feasibility of installing traffic calming measures along Thornhill Woods Drive; and**
- 2. That staff investigate the need for and the feasibility of installing traffic calming measures along Summeridge Drive; and**
- 3. That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.”**

Thornhill Woods Drive and Summeridge Drive are both primary feeder roads with a 23.0 metre right-of-way width and two travel lanes each. The existing speed limit on both streets is a statutory 50 km/h. Summeridge Drive will eventually extend from Dufferin Street to Bathurst Street, but presently Summeridge Drive is open from Bathurst Street to just west of Thornhill Woods Drive. The area is shown on Attachment No. 1.

Staff collected speed and volume data from Automatic Traffic Recorders over a 24-hour period. The recorders were installed at two locations on Summeridge Drive from October 25, 2004 to October 27, 2004. The recorders were also installed at two locations on Thornhill Woods Drive from November 17, 2004 to November 19, 2004. Both streets are designed to accommodate traffic volumes not exceeding 8,000 vehicles daily. The following table summarizes the results of this data.

| Location   | Direction  | 24-hour volume | Average Speed |
|--|------------|----------------|---------------|
| Summeridge Drive west of Bathurst Glen Drive         | Eastbound  | 2294           | 53 km/h       |
|  | Westbound  | 2138           | 53 km/h       |
| Summeridge Drive east of Loire Valley Drive          | Eastbound  | 3142           | 41 km/h       |
|  | Westbound  | 3016           | 43 km/h       |
| Thornhill Woods Drive north of Canelli Heights Court | Northbound | 2445           | 51 km/h       |
|  | Southbound | 2576           | 52 km/h       |
| Thornhill Woods Drive south of Seabreeze Avenue      | Northbound | 2572           | 43 km/h       |
|  | Southbound | 2534           | 45 km/h       |

The average speeds on both streets range from 41 to 53 km/h on Summeridge Drive, and from 43 km/h to 52 km/h on Thornhill Woods Drive indicating a high level of compliance with the existing speed limit. As the speed limit is a statutory 50 km/h, no changes to the speed limit are recommended. The total volumes collected over a 24-hour period are well within the capacity designed for both Thornhill Woods Drive and Summeridge Drive.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - 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 collected speeds do not exceed the posted speed limit by 10 km/h. Based on the above warrant, the warrant for the installation of speed humps on either Summeridge Drive or Thornhill Woods Drive is not met. These roads would both be considered primary emergency response routes to the surrounding residential homes in the area.

Warrant 2 – the installation of medians, curb extensions or road narrowings shall be considered in existing areas only where 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 warrant, the warrant for the installation of medians, curb extensions or road narrowings on either Summeridge Drive or Thornhill Woods Drive 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 Thornhill Woods Drive and/or Summeridge Drive, 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 Thornhill Woods Drive and/or Summeridge Drive 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 traffic calming measures not be installed on either Thornhill Woods Drive or Summeridge Drive.

**Attachments**

1. Location Map

**Report prepared by**

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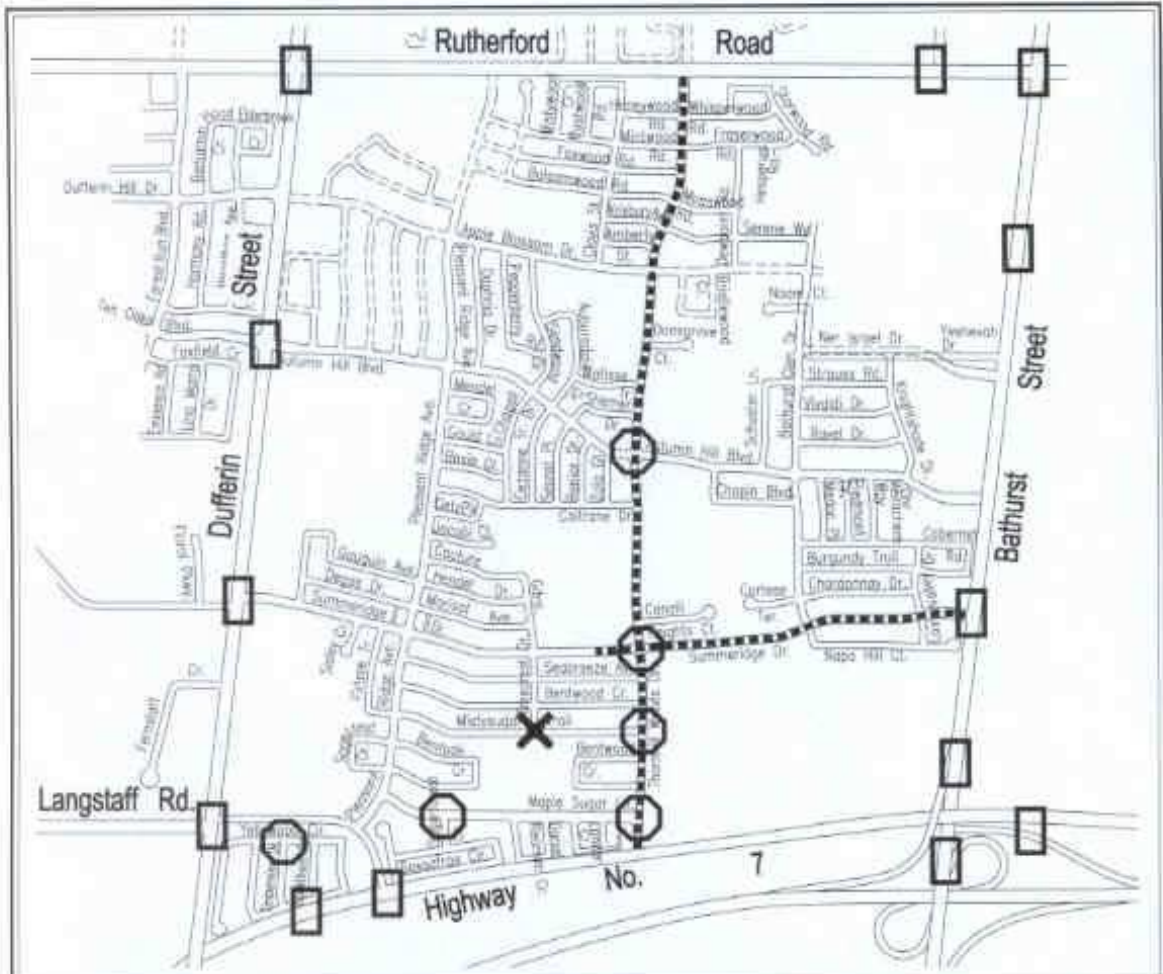
Respectfully submitted,

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

Gary Carroll, P. Eng.  
Director of Engineering Services

:MR

# ATTACHMENT No. 1



## THORNHILL WOODS & SUMMERIDGE DRIVE TRAFFIC CALMING MEASURES

### LEGEND

- ..... ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL
- ✕ EXISTING SUPERVISED SCHOOLCROSSING



NOT TO SCALE