

COMMITTEE OF THE WHOLE – MARCH 7, 2005

ENSURING THE SAFETY OF SENIOR RESIDENTS OF FRIULI COURT

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Friuli Court.

Purpose

To review the feasibility of installing a raised crosswalk on Friuli Court, in response to direction from Council.

Background - Analysis and Options

At its meeting on November 8, 2004 Council directed:

“That staff be directed to investigate and report back at the earliest opportunity, the feasibility of installing a raised crosswalk on Friuli court, at mid-block, and the repair of potholes in the roadway.”

Friuli Court is designed as an industrial road with a 23.0 metre right-of-way width and two travel lanes. The existing speed limit on the street is a statutory 50 km/h. There is an existing sidewalk on south side of the street. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding the excessive vehicle speeds on the roadway.

Staff conducted radar speed studies on Friuli Court midway on the roadway. The following table summarizes the results of this data.

| DATE | TIME | DIRECTION | AVERAGE SPEED |
|-------------------|-----------------|-----------|---------------|
| November 29, 2004 | 7:00am – 9:00am | Eastbound | 43 km/h |
| | | Westbound | 40 km/h |
| November 30, 2004 | 3:00pm – 5:00pm | Eastbound | 39 km/h |
| | | Westbound | 42 km/h |

The average speeds on the roadway range from 40 to 43 km/h indicating a high level of compliance with the existing 50 km/h statutory speed limit.

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 Friuli Court is not met.

Vaughan Fire and Rescue Services has advised Engineering Staff that the roadway is not considered a primary emergency response route since it is a cul-de-sac. Since this street services the Friuli Terrace Seniors residence, there is a significant number of ambulance, fire and rescue and mobility bus calls to the area. Vaughan Fire and Rescue advised that they alone responded to the senior's residence 19 times in 2004. Speed humps have an impact on the operations of these services and with the high demand on Friuli court this impact is increased.

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 criteria, the warrant for the installation of medians, curb extensions or road narrowings on Friuli Court is not met.

Staff has arranged to install a 'Pedestrians Ahead' warning sign with a 'Seniors' tab sign on Friuli Court east of Islington Avenue.

Pothole Region

Public Works staff investigated the issue of pothole repair and determined that the damage was actually as a result of a service installation completed by the City's contractor. A service cut in the roadway had been made in conjunction with a new building in the area and the temporary surface placed by the contractor had broken up. Following direction from the City, the necessary permanent road surface repairs were completed by the contractor.

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 Friuli Court.

Attachments

1. Location Map

Report prepared by

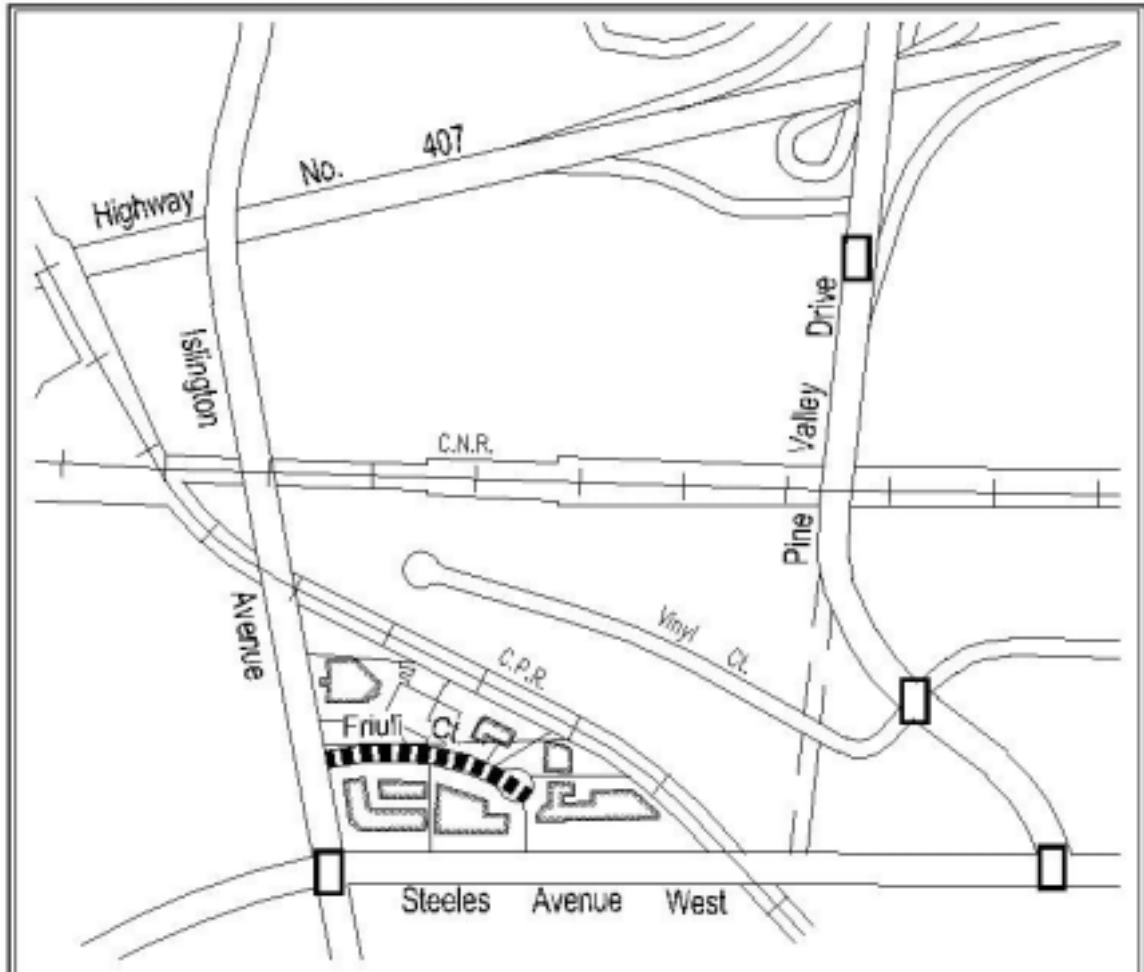
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Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services

ATTACHMENT No. 1



FRIULI COURT TRAFFIC CALMING MEASURES

LEGEND

- ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS



NOT TO SCALE