

COMMITTEE OF THE WHOLE – SEPTEMBER 18, 2006

**SAINT FRANCIS AVENUE
TRAFFIC REVIEW**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures not be implemented on Saint Francis Avenue; and
2. That parking prohibitions not be implemented on Saint Francis Avenue.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing traffic calming on Saint Francis Avenue and to review the feasibility of implementing parking prohibitions, in response to direction from Council.

Background - Analysis and Options

At its meeting on June 26, 2006 Council directed:

- “1. **The City of Vaughan Engineering Department conduct a traffic review of Saint Francis Avenue with a view of reviewing rates of speed, accident history and parking issues.**
2. **That the City of Vaughan Engineering Department prepare a report to consider stop controls, traffic calming measures on Saint Francis Avenue and parking restrictions to address the deficiency of parking.**
3. **That the report be prepared for September 2006.”**

Saint Francis Avenue is a feeder roadway with a 20.0 metre right-of-way and a statutory 50 km/h speed limit. The street runs east-west from Fossil Hill Road to Via Campanile. The area is shown on Attachment No. 1.

Staff collected speed and volume data on Saint Francis Avenue at two locations; east of Cupola Crescent, and west of Pompeii Road in May 2006. The collected speed and volume data covered a 24-hour time period and is summarized below.

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed over Study</u>
Saint Francis Avenue east of Cupola Crescent	Eastbound	800	36 km/h
	Westbound	850	37 km/h
	Total	1650	
Saint Francis Avenue west of Pompeii Road	Eastbound	1300	45 km/h
	Westbound	1200	45 km/h
	Total	2500	

The average speeds on Saint Francis Avenue range from 36 km/h to 45 km/h, indicating a high level of compliance with the posted speed of 50 km/h. The collected vehicle speeds are

comparable to similar feeder type roadways. The collected volumes are also within feeder roadway capacities which should not exceed 8,000 vehicles daily.

In accordance with the Council's approved 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. Saint Francis Avenue is a primary response route within the subdivision. Based on the above warrant, the warrant for the installation of speed humps on Saint Francis Avenue is not met.

Possible alternative traffic calming measures for this roadway would be the installation of chicanes, painted road narrowings, or a combination of these two alternatives.

Staff conducted a review of on-street parking on Saint Francis Avenue on Tuesday, August 8, 2006 from 8:00-9:00am, 12:00-1:00pm, and from 4:00-5:00pm. The results are summarized below:

OBSERVATION TIME	ON-STREET SUMMARY OF VEHICLES NOTED PARKED ON SAINT FRANCIS AVENUE
8:00-9:00am	- max. of one vehicle parked on-street - minimal parking activity, no disruption to traffic flow
12:00-1:00pm	- max. of three vehicles parked on-street - minimal parking activity, no disruption to traffic flow
4:00-5:00pm	- max. of three vehicles parked on-street - minimal parking activity, no disruption to traffic flow

There were a minimal number of parked vehicles on Saint Francis Avenue during all observations. Two-way vehicular traffic was not impeded, and at no time were any driveway accesses blocked. Staff does not recommend any parking prohibitions beyond the Comprehensive Parking By-law be implemented on Saint Francis Avenue based on the results of observations.

The collision history on Saint Francis Avenue was also reviewed from 2003 to present. A single collision was reported in 2005, which involved a vehicle backing out of a residential driveway striking a westbound vehicle.

The review for all-way stop controls will be scheduled for Fall, 2006 as turning movement counts are not typically scheduled over the summer months. Staff will advise of the results when available.

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 Saint Francis 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 Saint Francis 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 traffic calming measures not be installed on Saint Francis Avenue. It is also recommended that parking prohibitions not be implemented on Saint Francis Avenue.

Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

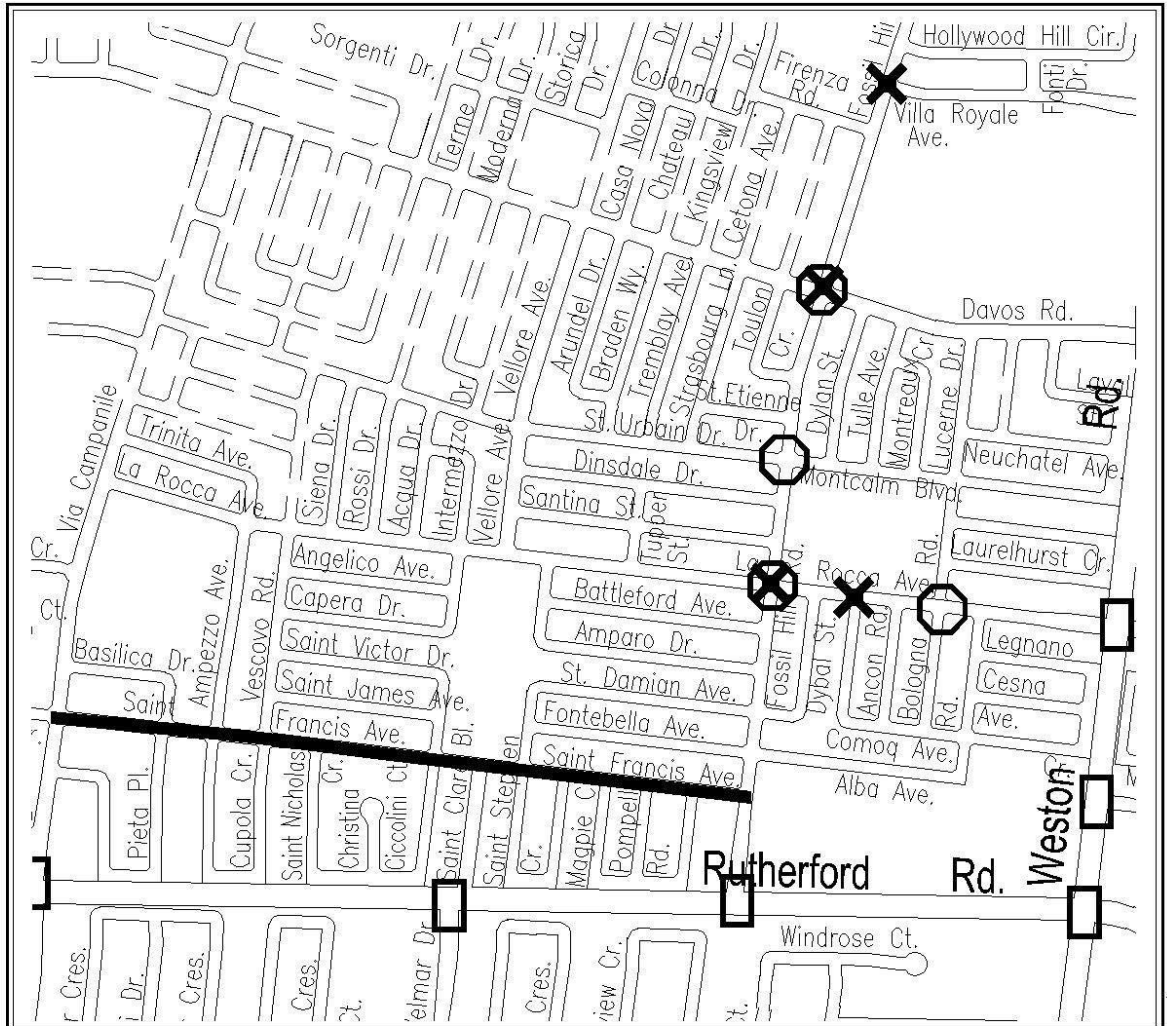
Respectfully submitted,

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

Gary Carroll, P. Eng.
Director of Engineering Services

:MR

ATTACHMENT No. 1



SAINT FRANCIS AVENUE TRAFFIC REVIEW

LEGEND



EXISTING TRAFFIC SIGNALS



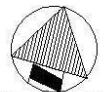
ROAD UNDER REVIEW



EXISTING ALLWAY STOP CONTROL



EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE