

**COMMITTEE OF THE WHOLE – FEBRUARY 19, 2007**

**JUDITH AVENUE  
FOLLOW UP REPORT – PROPOSED RAISED CROSSWALK**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That a raised crosswalk not be installed on Judith Avenue between Chelwood Drive and Bayhampton Crescent (south).

**Economic Impact**

Not Applicable.

**Purpose**

To present additional information to the Committee of the Whole, as stated in a previous report dated December 18, 2006, and to review the feasibility of installing a raised crosswalk on Judith Avenue between Chelwood Drive and Bayhampton Crescent (south).

**Background - Analysis and Options**

Judith Avenue is a two lane, residential roadway with a 20.0 metre right-of-way and an existing speed limit of 50 km/h. There is an existing speed hump located on Judith Avenue south of Briarcliff Court. There are existing painted road narrowings on the north/west sides of the Judith Avenue. Both the speed hump and the painted road narrowings were approved through the Brownridge Drive Area Traffic Committee. Refer to Attachment No. 1.

Staff conducted speed and volume studies on Judith Avenue from November 27, 2006, to December 1, 2006, approximately 100 metres north of Chelwood Drive. The results have been summarized below:

Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Average Daily Traffic
Northbound	37	46	590
Southbound	37	46	580

The recorded average speeds on Judith Avenue are 37 km/h in each direction. The recorded 85<sup>th</sup> percentile speeds on Judith Avenue are 46 km/h in each direction, respectively.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are 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.
- The average speed is 10 km/h greater than the speed limit.

Judith Avenue is not a primary response route. The existing speed limit is a statutory 50 km/h. The recorded average speeds of 37 km/h in both directions do not exceed the posted speed limit by 10 km/h and therefore do not warrant the installation of a raised crosswalk. A review of the collision history indicates there have been two reported collisions along Judith Avenue at the intersection of Judith Avenue and Bayhampton Crescent (south intersection) within the past three years.

Further to the initial public meeting held on Wednesday, November 15, 2006, a survey was issued to the eight homeowners of Judith Avenue between Chelwood Drive and Bayhampton Crescent (south intersection). Of the five returned surveys, one resident supported the proposed raised crosswalk and four were against it. The results of the survey indicate that the residents are not in support of a raised crosswalk on Judith Avenue between Chelwood Drive and Bayhampton Crescent (south intersection).

### **Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council.

### **Conclusion**

Based on staff's review and the lack of resident support, it is recommended that a raised crosswalk not be installed on Judith Avenue between Chelwood Drive and Bayhampton Crescent (south intersection).

### **Attachments**

1. Location Map

### **Report prepared by:**

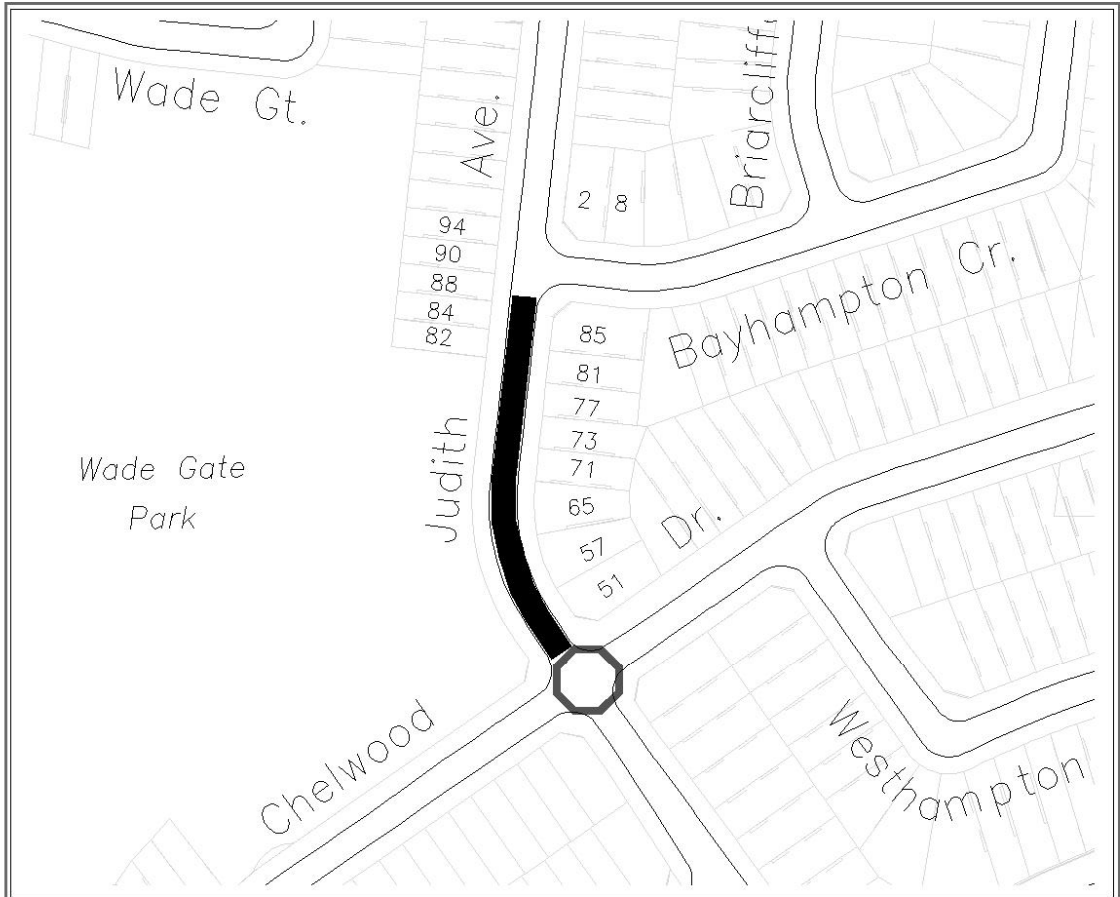
Tim Apostolopoulos, Traffic Analyst, Ext. 3120  
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Respectfully submitted,

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




Gary Carroll, P. Eng.  
Director of Engineering Services

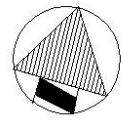
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**JUDITH AVENUE**

**LEGEND**

-  AREA UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE