

COMMITTEE OF THE WHOLE MARCH 26, 2007

TRAFFIC CALMING - CARL TENNEN STREET

Councillor Sandra Yeung Racco recommends:

1. That staff and the Local Councillor meet with the local community to discuss traffic calming for Carl Tennen Street;
2. That staff review the need for and feasibility of traffic calming measures for Carl Tennen Street; and
3. That staff report to a future Committee of the Whole meeting.

Economic Impact

N/A

Communications Plan

Staff would send out a notice to local residents informing them of the Community Meeting, as per Engineering policy and procedure.

Purpose

To alleviate speeding issues along Carl Tennen Street.

Background - Analysis and Options

My office has been in receipt of concerns from area residents regarding speeding issues along Carl Tennen Street. This street is a long, straight stretch of roadway with very little traffic calming. There currently exists one all-way stop control at the northern end of the roadway at the intersection of Brownridge Drive and Carl Tennen Street and a raised crosswalk at the southern end of the roadway in front of the park entrance.

Residents have requested the installation of an additional all-way stop control at Carl Tennen Street and Judith Avenue to add some additional traffic calming to the street. Traffic Engineering Staff conducted a study on November 21, 2006 and determined that although an all-way stop control is only warranted 66% per traffic volumes, there has been 1 accident in the previous 12 months that would have been susceptible to prevention by all all-way stop control.

It would be beneficial to have a Community Meeting in order to determine whether the majority of the residents are in favour of the installation of the all-way stop control, or any other additional traffic calming measures.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

None

Conclusion

It is recommended that a Community Meeting be held in order to address the ongoing concerns over speeding along Carl Tennen Street and to determine if the majority of the residents are in favour of additional traffic calming measures for the roadway.

Attachments

1. Email correspondence containing Traffic Study results for Carl Tennen Street

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

Respectfully submitted,

Sandra Yeung Racco
Councillor, Ward 4

Furfaro, Cindy

From: Furfaro, Cindy
Sent: Tuesday, March 13, 2007 2:34 PM
To: Furfaro, Cindy
Subject: FW: Carl Tennen

-----Original Message-----

From: Apostolopoulos, Tim
Sent: Monday, December 18, 2006 10:55 AM
To: Dokman, Mike
Subject: Re: Carl Tennen

Hi Mike,

Further to the email dated October 12, 2006 wherein a request was made to review Carl Tennen Street, Engineering staff has conducted a review and can offer the following information.

Carl Tennen Street is a two-lane, local roadway with a 20.0 metre right-of-way and an existing speed limit of 40 km/h. Judith Avenue is a two-lane, local roadway with a 20.0 metre right-of-way and an existing speed limit of 50 km/h.

All-Way Stop Control

Staff conducted a traffic study on Tuesday, November 21, 2006 to determine the feasibility of implementing an all-way stop control at the above mentioned intersection. Traffic volumes were collected during the peak time periods of 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 - Minimum Vehicular Volumes Warranted 66%
- Warrant 2 - Collision Hazard Warranted 25%
- Warrant 3 - Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied 100% or more. The recorded traffic volumes fulfill 66% of the warrant requirements. There has been one reported vehicle collision at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. Based on this review, staff does not recommend the installation of an all-way stop control for the intersection of Carl Tennen Street and Judith Avenue.

Speeds

Staff conducted a radar speed study on Carl Tennen Street south of Judith Avenue on November 21, 2006. The existing speed limit is 40 km/h. The results have been summarized below:

AM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
Northbound	46 km/h	53 km/h	70 vehicles
Southbound	46 km/h	54 km/h	47 vehicles

PM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
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Northbound	47 km/h	55 km/h	26 vehicles
Southbound	48 km/h	56 km/h	48 vehicles

The recorded average speeds on Carl Tennen Street range between 46 km/h and 48 km/h. The 85th percentile speed (the speed at which 85 percent of the vehicles are traveling at or below) range between 53 km/h and 56 km/h. In accordance with the Council approved Neighborhood 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 measured to be 10 km/h greater than the speed limit

Carl Tennen Street has not been identified as a primary response route by Fire & Rescue Services. The existing speed limit on Carl Tennen Street is 40 km/h. However, the recorded average speeds do not exceed the speed limit by 10 km/h. Radar studies conducted by the city throughout 2006 indicate the average speed on roadways within the Thornhill community with an existing speed limit of 40 km/h is 45 km/h and the average 85th percentile speed is 52 km/h. The recorded speeds on Carl Tennen Street are similar to the overall recorded averaged speeds within Thornhill and do not require any further action by Traffic staff.

Also, the speed humps utilized by the City of Vaughan are 7.0 metres in length. Therefore, a minimum distance of 7.0 metres is required on both sides of the roadway in order to install a speed hump. There are two locations on Carl Tennen Street where a speed hump could be installed, between # 32/36 and between # 41/45 Carl Tennen Street. However, there is an existing raised crosswalk located between # 24/28 Carl Tennen Street. Staff does not recommend constructing a speed hump in close proximity to the existing raised crosswalk as there would be no substantial effect on mitigating the overall speeds.

I trust this review to be satisfactory, please contact me if you require any additional information.

Thank you,

Tim Apostolopoulos, Dipl. T.
Traffic Analyst

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