

COMMITTEE OF THE WHOLE – JUNE 16, 2008

SUMMERIDGE DRIVE NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN - REVISED

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Summeridge Drive Neighbourhood Traffic Committee plan proposal be approved in principle with the exception of the proposed choker measures and the traffic circle at Summeridge Drive and Treecrest Drive/Couture Drive;
2. That funds in the amount of \$146,400 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget; and
3. The two existing all-way stop controls at the intersection of Summeridge Drive and Bathurst Glen Drive/Napa Hill Court and at Summeridge Drive and Loire Valley Avenue be removed, upon completion of the mini roundabouts.

Economic Impact

The cost to install the traffic calming measures is estimated at \$146,400. Sufficient funds are available within the consolidated accounts for traffic calming measures. The cost to maintain the traffic calming measures would have an impact on future Engineering and Public Works Operating Budgets. The cost to maintain the planting material on the mini-roundabouts and curb bump-outs would have an impact on the Parks and Forestry Operations Department's Operating Budget for 2009 and future years.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

Communications Plan

Staff will advise the members of the Traffic Calming Committee of Council's direction. Staff will follow with construction notices (Letter 'C') at time of construction. The Traffic Committee members are in agreement with this plan. This plan has been circulated to Vaughan Fire and Rescue and to York Region Transit, and they have no objections to the traffic calming measures proposed in this report.

Purpose

To report on the Summeridge Drive Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on November 12, 2007, under Item 8, Report No. 50 Council directed:

- “1. That the Summeridge Drive Neighbourhood Traffic Committee Plan proposal be approved in principle with the exception of the vertical traffic calming measures;
2. That subject to approval of the 2008 Capital Budget, funds to implement the plan be drawn from the Traffic Calming account, and;

3. That Staff and the Traffic Committee reconvene discussions and revisit the proposed vertical traffic calming measures given the received comments from Vaughan Fire Rescue Services and York Region Transit.”

The Summeridge Drive traffic committee area is comprised of the entire length of Summeridge Drive from Dufferin Street to Bathurst Street. Summeridge Drive is a Feeder Roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h on Summeridge Drive. There are four existing all-way stop controlled intersections on Summeridge Drive.

There are several existing traffic calming measures already in place on Summeridge Drive:

- Textured crosswalks at the following intersections:
 - Summeridge Drive and Pleasant Ridge Avenue
 - Summeridge Drive and Treecrest Drive/Couture Gardens
 - Summeridge Drive and Thornhill Woods Drive
 - Summeridge Drive and Bathurst Glen Drive
 - Summeridge Drive and Loire Valley Avenue

In addition, the intersection of Summeridge Drive and Treecrest Drive/Couture Gardens is a raised intersection.

Public Participation

The initial public meeting of the Summeridge Drive Neighbourhood Traffic Committee was held on Wednesday, November 1, 2006 and attended by 12 residents. Engineering Services Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

A Traffic Committee was successfully formed at the conclusion of the meeting, and followed the Council approved Traffic Calming Policy and Procedure to develop a traffic calming plan. Staff subsequently met with Committee members on Thursday, November 16, 2006, to provide direction for Committee members in developing a traffic calming plan.

The first 'final' public meeting was held on Thursday, June 12, 2007 and attended by 20 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 17 residents were in favour of the plan.

At the November 12, 2007 Council meeting, the vertical traffic calming measures were not approved based on comments received from Vaughan Fire and Rescue Services and York Region Transit. Staff was requested to reconvene with the Committee to determine alternative measures.

The services of IBI Group were retained to determine a plan that would be effective given the vertical traffic calming measure restrictions. The Consultant, City staff and the Traffic Committee members met to discuss the revised plan. The Committee made some revisions to the plan suggested by IBI Group. The plan consisted of centre medians, mini roundabouts and chokers.

The second 'final' public meeting was held on Wednesday, May 21, 2008 and attended by 21 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the revised traffic calming proposals to the residents in attendance. Of those in attendance, 10 were in favour of the plan as-is and 8 were against. A second vote was taken with the choker measures removed. This second vote had 17 in favour and 1 against. Refer to Attachment No. 1 for the Plan presented to the community.

Traffic Calming Plan - General

There are four existing all-way stop controls at the following intersections on Summeridge Drive between Dufferin Street and Bathurst Street:

- Summeridge Drive and Pleasant Ridge Avenue;
- Summeridge Drive and Thornhill Woods Drive;
- Summeridge Drive and Bathurst Glen Drive;
- Summeridge Drive and Loire Valley Avenue.

Eleven raised centre medians are proposed on the plan at the following locations:

- Summeridge Drive between properties #58 and #62;
- Summeridge Drive between properties #104 and #110;
- Summeridge Drive between properties #170 and #174;
- Summeridge Drive between properties #216 and #220;
- Summeridge Drive between properties #262 and #268;
- Summeridge Drive between properties #327 and #331;
- Summeridge Drive between properties #367 and #373;
- Summeridge Drive between properties #418 and #422;
- Summeridge Drive between properties #480 and #486;
- Summeridge Drive between properties #556 and #560;
- Summeridge Drive between properties #600 and #604.

Raised centre medians are proposed at the following intersections at all four approaches:

- Summeridge Drive and Pleasant Ridge Avenue
- Summeridge Drive and Thornhill Woods Drive

Mini roundabouts are proposed at the following three intersections:

- Summeridge Drive and Treecrest Drive/Couture Gardens
- Summeridge Drive and Bathurst Glen Drive
- Summeridge Drive and Loire Valley Boulevard

The existing all-way stop controls at the Summeridge Drive intersections of Bathurst Glen Drive and Loire Valley Boulevard are required to be removed with the construction of the mini roundabouts. The stop signs will be replaced with 'Yield' signs.

There are Intersection curb bump outs proposed at the northwest, northeast, and southeast corners of Summeridge Drive and Gauvin Avenue.

Findings from Final Public Meeting

At the final public meeting, there were some concerns from residents regarding the choker measures. A vote was taken for the Plan as-is, and the result was 10 For and 8 Against. As the vote did not meet the two-thirds approval as specified in the Traffic Calming Policy and Procedure, a second vote was taken to revise the plan by removing the choker measures. This second vote resulted in 17 For and 1 Against. Refer to Attachment No. 2 for the Plan as supported by the community.

Fire & Rescue Services and York Region Transit Comments

Both Vaughan Fire and Rescue Services and York Region Transit have no objections to the horizontal traffic calming measures proposed in this plan.

Traffic Calming Funding Availability

Within the Committee of the Whole Agenda of June 16, 2008, four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	<u>184,200</u>
Total Estimated Cost	\$426,600

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.
- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

Regional Implications

Traffic staff previously received comments from York Region Transit in relation to this proposed work and there are no objections to the proposed measures.

Conclusion

The Engineering Department recommends approval of the Summeridge Drive Neighbourhood Traffic Committee plan proposal with the further exception of the traffic circle at Summeridge Drive and Treecrest Drive/Couture Gardens. The estimated cost of \$146,400 includes taxes, and associated traffic signs and pavement markings. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

Attachments

1. Location Map (plan presented at May 21, 2008 Public Meeting)
2. Location Map (recommended plan)

Report prepared by

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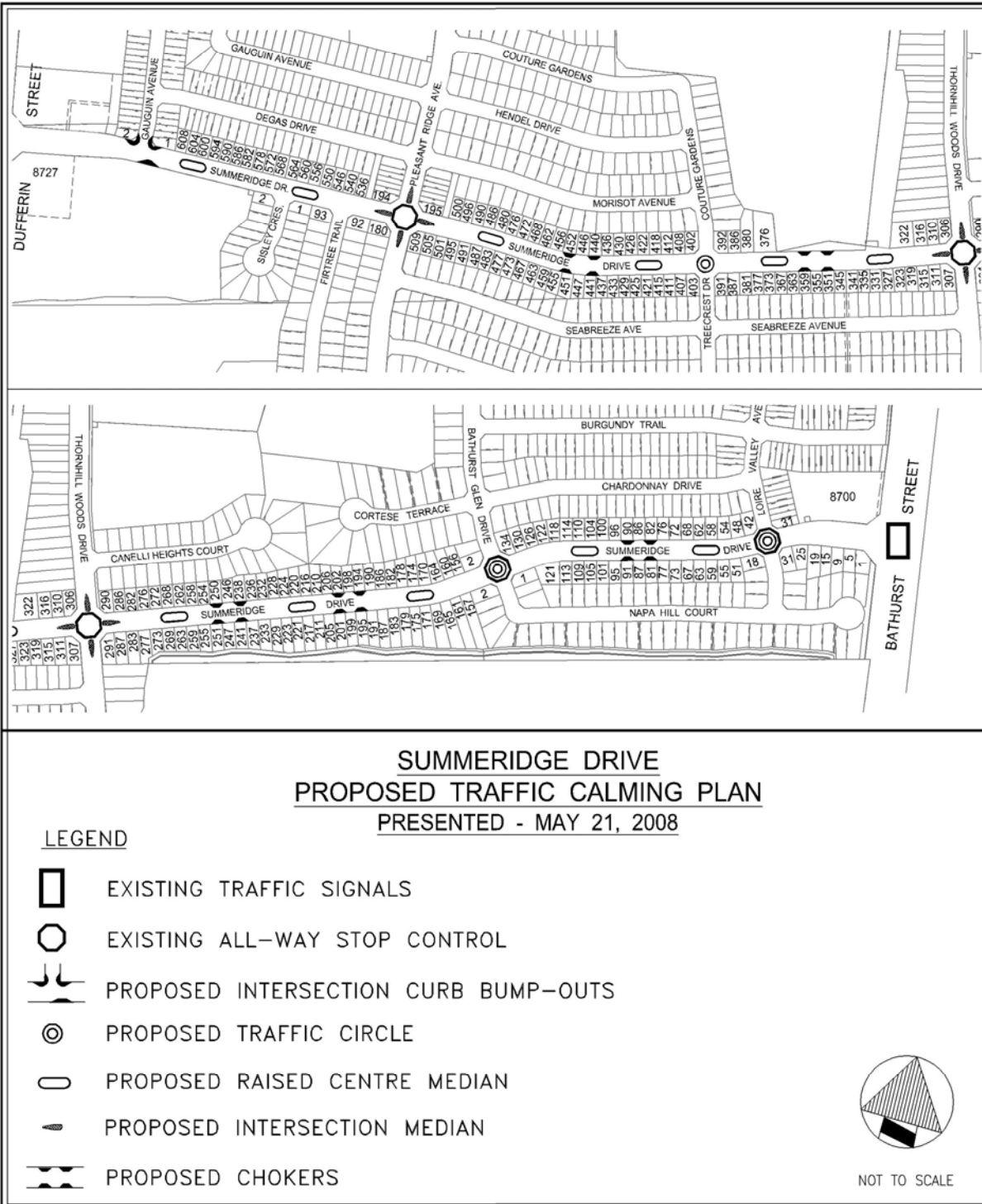
Respectfully submitted,

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

Debbie Korolnek, P. Eng.
Director of Engineering Services

MR:mc

ATTACHMENT No. 1



ATTACHMENT No. 2

