

COMMITTEE OF THE WHOLE - JUNE 23, 2009

JULES AVENUE NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN WARD 2

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Jules Avenue Neighbourhood Traffic Committee plan proposal for curb bump-outs not be approved in accordance to the Neighbourhood Traffic Committee Policy and Procedure as the resident support of 66.6% was not met; and
2. That the application of a yellow centreline pavement marking on Jules Avenue from address #94 to #136 be approved.

Contribution to Sustainability

The implementation of a yellow centreline pavement marking will provide guidance to motorists travelling through this section of road and around the 90° angle bend.

Economic Impact

There will be no impact to the 2009 Capital Budget. There are sufficient funds to install the yellow centreline pavement marking in the Pavement Marking Operating Budget Account. The on-going cost to maintain the markings will be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will advise those residents in attendance at the community meeting of Council's final decision on this matter.

Purpose

To report on the Jules Avenue Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on October 15, 2007, Council directed:

“Councillor Carella recommends that appropriate staff conduct a traffic study along that portion of Jules Avenue which runs north of the intersection with Riverview Avenue to Jeanne Drive, to identify measures that may be taken to mitigate speeding, especially in the vicinity of the right angle turn in the direction of the roadway.”

Refer to Attachment No. 1 for the area road network and the proposed traffic calming measures.

Public Participation

The initial public meeting of the Jules Avenue Neighbourhood Traffic Committee was held on November 19, 2008. Engineering Services 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. There were 7 residents in attendance and 3 of those residents formed the traffic committee.

The final public meeting was held on May 28, 2009. Engineering Services staff introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The meeting was attended by 4 residents which were in favour of the yellow centreline, and were opposed to the curb bump-outs. According to the Council approved Neighbourhood Traffic Committee Policy and Procedures there must be resident support of at least 66.6% in order for the plan to proceed. The threshold support was achieved for a yellow centreline and not achieved for curb bump-outs at this meeting.

Prior to the meeting, residents were given the opportunity to voice their support for or against the plan if they could not attend. Engineering Services staff received one telephone reply and the resident was against the plan.

Traffic Calming Plan - General

Staff undertook field reviews to determine locations that would be feasible for a yellow centreline and curb bump-outs.

The yellow centreline is proposed at the following location:

- From the property of #94 Jules Avenue to the property of #136 Jules Avenue.

Curb Bump-outs can be placed at the following locations:

- In front of #94
- In front of #101
- Side yard of #119
- In front of #132

Speed Studies

Engineering Services staff collected speed and volume data on the subject street by the handheld radar gun on March 19, 2008. Data was collected during the AM/PM peak hours of 8:00-9:00am and 4:00-5:00pm. The results are shown in the table below.

Location	Direction	Average Speed	85 th Percentile Speed	Highest Speed
#150 Jules Ave	Eastbound	43 km/h	49 km/h	55 km/h
	Westbound	43 km/h	49 km/h	58 km/h

The average recorded vehicle speed was 43 km/h. The posted speed limit on the portion of the road is 40 km/h.

Speed and volume data was collected on the subject street by Automatic Traffic Recorders (ATR's) between March 17 and March 20, 2008. Data was collected on a 24-hour basis. The results are shown in the table below.

Location	Direction	Average Speed	85 th Percentile Speed	Highest 24 hour volume
#150 Jules Ave	Eastbound	39 km/h	48 km/h	457
	Westbound	40 km/h	48 km/h	456

The average recorded vehicle speeds range from 39 to 40 km/h. The average speeds are 3 km/h lower using the ATR's as the collection time period was longer, therefore, more vehicles were part of the analysis.

Comments Received at the Meeting

Staff received the following comment at the May 28 meeting.

- To place a stop sign control at the right angle curve.
 - A stop sign can not be placed on an angle bend as the travel movement is continuous around the curve. Engineering Services staff explained that a stop sign can only be placed where two separate roadways intersect.

Relationship to Vaughan Vision 2020/Strategic Plan

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

The Engineering Services Department recommends the Jules Avenue Neighbourhood Traffic Committee plan proposal not be approved for the curb bump-outs as the Neighbourhood Traffic Committee Policy & Procedure's requirement of 66.6% resident support was not met. Also, that a yellow centreline pavement marking be installed on Jules Avenue from #94 to #136.

Attachments

1. Location Map

Report prepared by:

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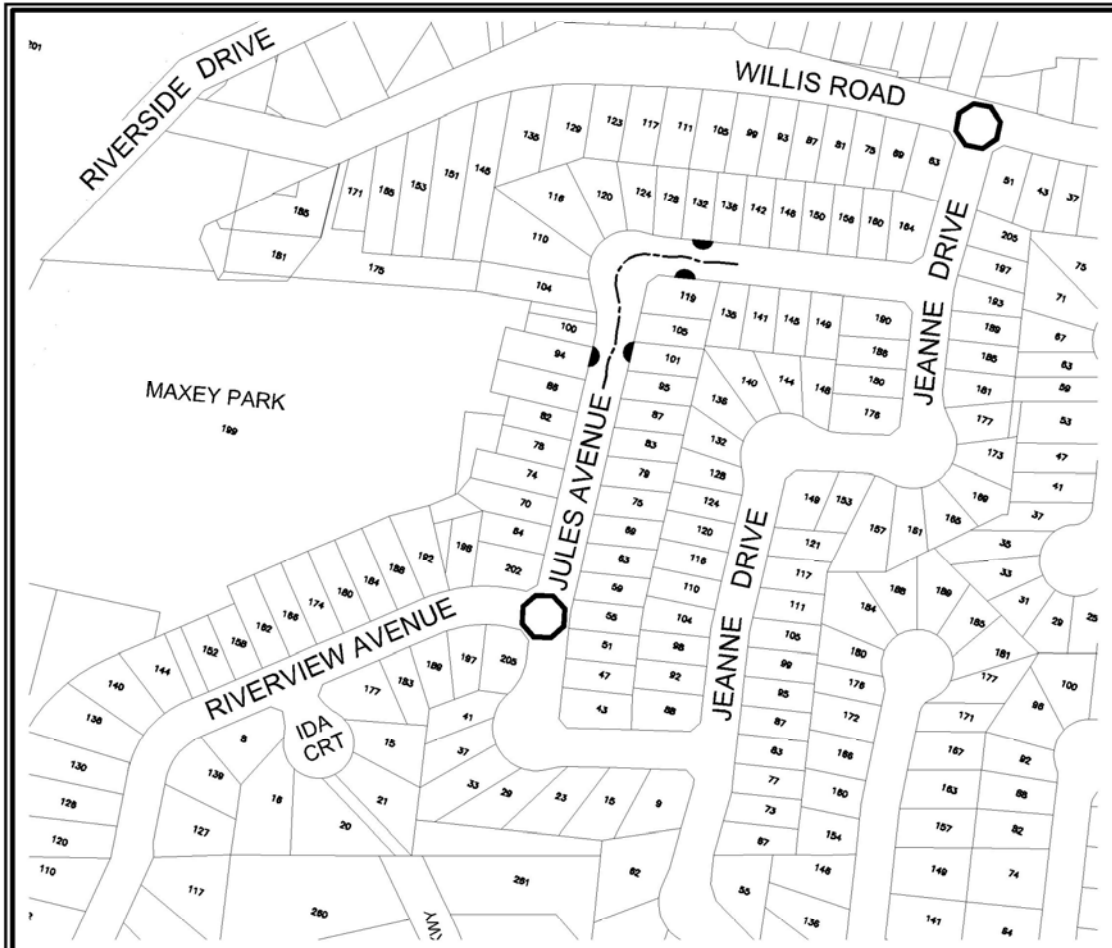
Respectfully submitted,

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

Jack Graziosi, P. Eng.
Director of Engineering Services


DF:mc


ATTACHMENT No. 1



JULES AVENUE TRAFFIC REVIEW

LEGEND

 EXISTING ALL-WAY STOP CONTROL

 PROPOSED CURB BUMP-OUTS

 PROPOSED YELLOW CENTRELINE



NOT TO SCALE