

COMMITTEE OF THE WHOLE – JUNE 16, 2008

NAPA VALLEY AVENUE HORIZONTAL TRAFFIC CALMING MEASURES

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the horizontal traffic calming measures as described in Alternative 1 of this report for Napa Valley Avenue be approved; and
2. That funds in the amount of \$37,200 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget.

Economic Impact

The cost to install the traffic calming measures is estimated at \$37,200. Sufficient funds are available within the consolidated accounts for traffic calming. 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 chokers 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

If approved, Staff will advise the Sonoma Heights Phase 2 Committee of the approved measures. Construction notices (Letter 'C') would be delivered at time of construction. 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 possible alternatives for horizontal traffic calming measures for Napa Valley Avenue.

Background - Analysis and Options

At its meeting on October 22, 2007, Council considered the installation of traffic calming measures in the Napa Valley Avenue area. Originally, vertical traffic calming measures consisting of 4 speed humps and 2 crosswalks were proposed. However, comments were received from Vaughan Fire and Rescue services and York Region Transit outlining access concerns for emergency and transit vehicles. Council therefore directed Staff to consider horizontal traffic calming measures instead of the proposed vertical measures. Specifically, Council directed as follows:

“By approving that the following Traffic Calming Measures detailed in the memorandum from the Commissioner of Engineering and Public Works, dated October 17, 2007, be deferred pending staff's suggestions on replacing them with horizontal traffic calming measures:

No.	Traffic Calming Measures	Location
24	Asphalt Speed Hump	Between #368 and #372 Napa Valley Avenue
25	Asphalt Speed Hump	Between #540 and #544 Napa Valley Avenue
26	Asphalt Speed Hump	Between #604 and #608 Napa Valley Avenue
27	Asphalt Speed Hump	Near #646 Napa Valley Avenue
33	Raised Crosswalk	Between #512 and #516 Napa Valley Avenue
34	Raised Crosswalk	Napa Valley Avenue at the ‘Greenway’ Crossing”

Napa Valley Avenue is a feeder roadway with a pavement width that ranges between 9.0 metres and 11.5 metres. The section of Napa Valley Avenue between south of Fonteselva Avenue to Sonoma Heights Park falls within the Sonoma Heights Phase Two Traffic Committee area. Refer to Attachment No. 1 for location and proposed traffic calming measures of the original plan.

Existing Conditions

There are five existing all-way stop controls at the following intersections on Napa Valley Avenue in the study area.

- Napa Valley Avenue and Fonteselva Avenue;
- Napa Valley Avenue and Casa Vista Drive;
- Napa Valley Avenue and Sunset Ridge;
- Napa Valley Avenue and Monte Carlo Drive (N); and
- Napa Valley Avenue and Amarone Drive.

The existing posted speed limit is 40 km/h on Napa Valley Avenue.

There are two schools, St. Stephen School and Lorna Jackson Public School as well as two parks, Sunset Ridge Park and Sonoma Heights Park within the study area.

There is an existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School.

Horizontal Traffic Calming Measure Alternatives

The existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School presents some difficulty to recommend traffic calming measures as traffic can use the lay-by lane to slip around and avoid any traffic calming measures.

Two horizontal traffic calming measure alternatives intended to slow down traffic prior to entering the school and park areas where the existing parking lay-by lane have been developed by staff. The two alternatives are described below:

Alternative #1

Alternative #1 shows a combination of chokers and curb bumpouts installed at five locations on Napa Valley Avenue. Refer to Attachment No. 2 for location of the proposed horizontal traffic calming measures, listed as follows:

- Chokers at the 'Greenway' crossing, built with depressed curbs for pedestrian access.
- Chokers at #647-#649 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- A single bumpout on the north side of Napa Valley Avenue near #618.
- A single bumpout on the east side of Napa Valley Avenue between Fonteselva Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fonteselva Avenue and Julia Valentina Drive).

Alternative #2

Alternative #2 shows a combination of chokers, curb bump outs, centre median and painted lane narrowing installed at five locations on Napa Valley Avenue. Refer to Attachment No. 3 for location of the proposed horizontal traffic calming measures, listed as follows:

- Bump outs at the 'Greenway' crossing. Built with depressed curbs for pedestrian access.
- Centre Median from #647-#651 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- Painted lane narrowings on both sides of Napa Valley Avenue between Monte Carlo Avenue and the east access of Lorna Jackson Public School.
- Bump outs on the east and west sides of Napa Valley Avenue between Fonteselva Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fonteselva Avenue and Julia Valentina Drive).

The estimated cost for Alternative #1 is \$37,200. Staff recommends this alternative as the plan is simpler than Alternative #2 for drivers to recognize and provides definitive entry points for the two schools.

The estimated cost for Alternative #2 is \$40,800. Although effective for speed reduction, staff would recommend Alternative #1 over Alternative #2 as the bumpouts provide a better definition for the school zones over painted road narrowings.

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. York Region Transit has no objections to horizontal traffic calming measures.

Conclusion

The Engineering Services Department recommends approval of the Napa Valley Avenue Traffic Calming proposal at an estimated cost of \$37,200, including associated traffic signs, pavement markings and planting material. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

Attachments

1. Original Sonoma Heights Phase 2 Traffic Calming Plan
2. Horizontal Traffic Calming Measures – Alternative #1 (Recommended)
3. Horizontal Traffic Calming Measures – Alternative #2

Report prepared by

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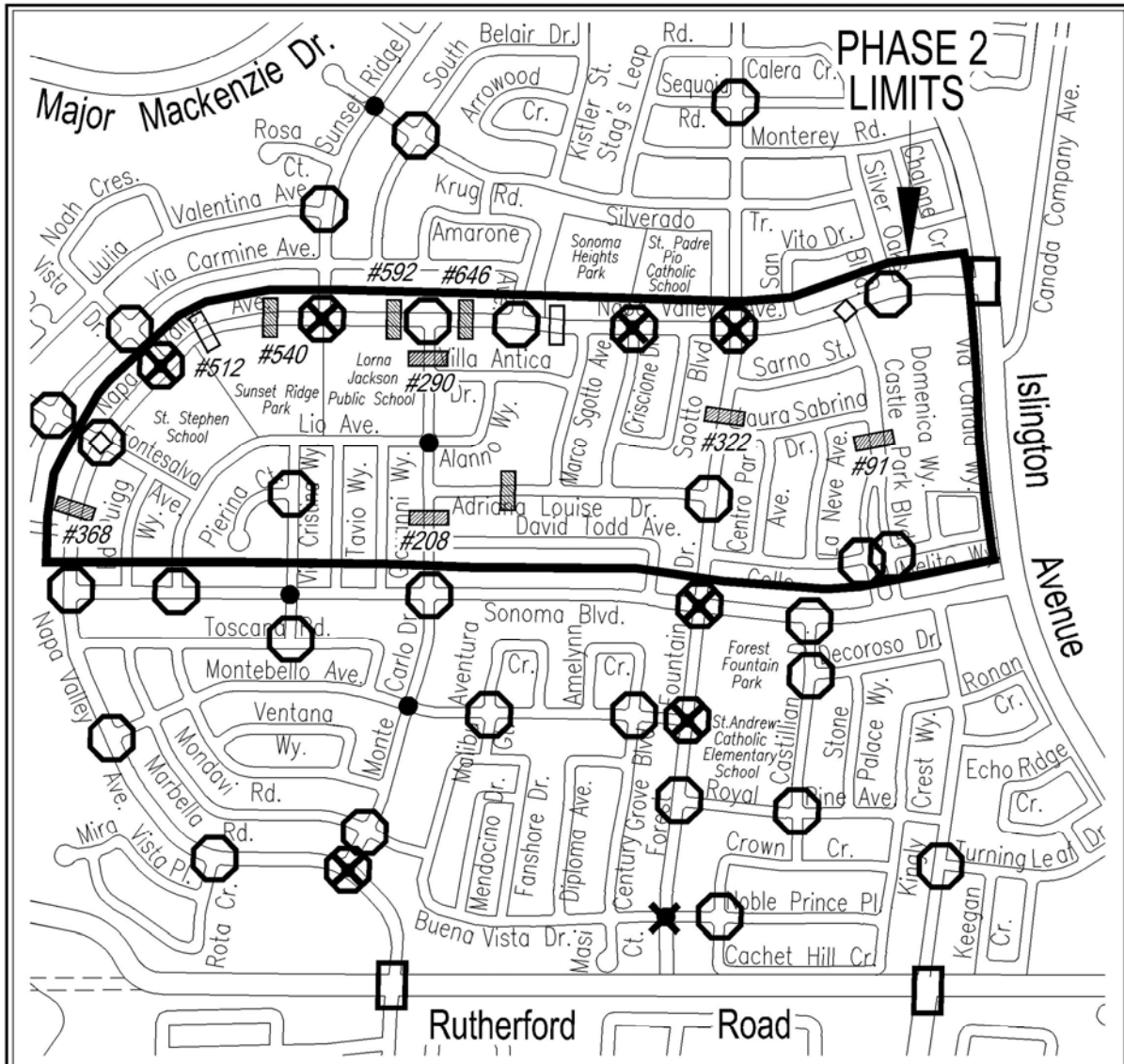
Respectfully submitted,

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









Debbie Korolnek, P. Eng.
Director of Engineering Services

MR:mc

ATTACHMENT No. 1

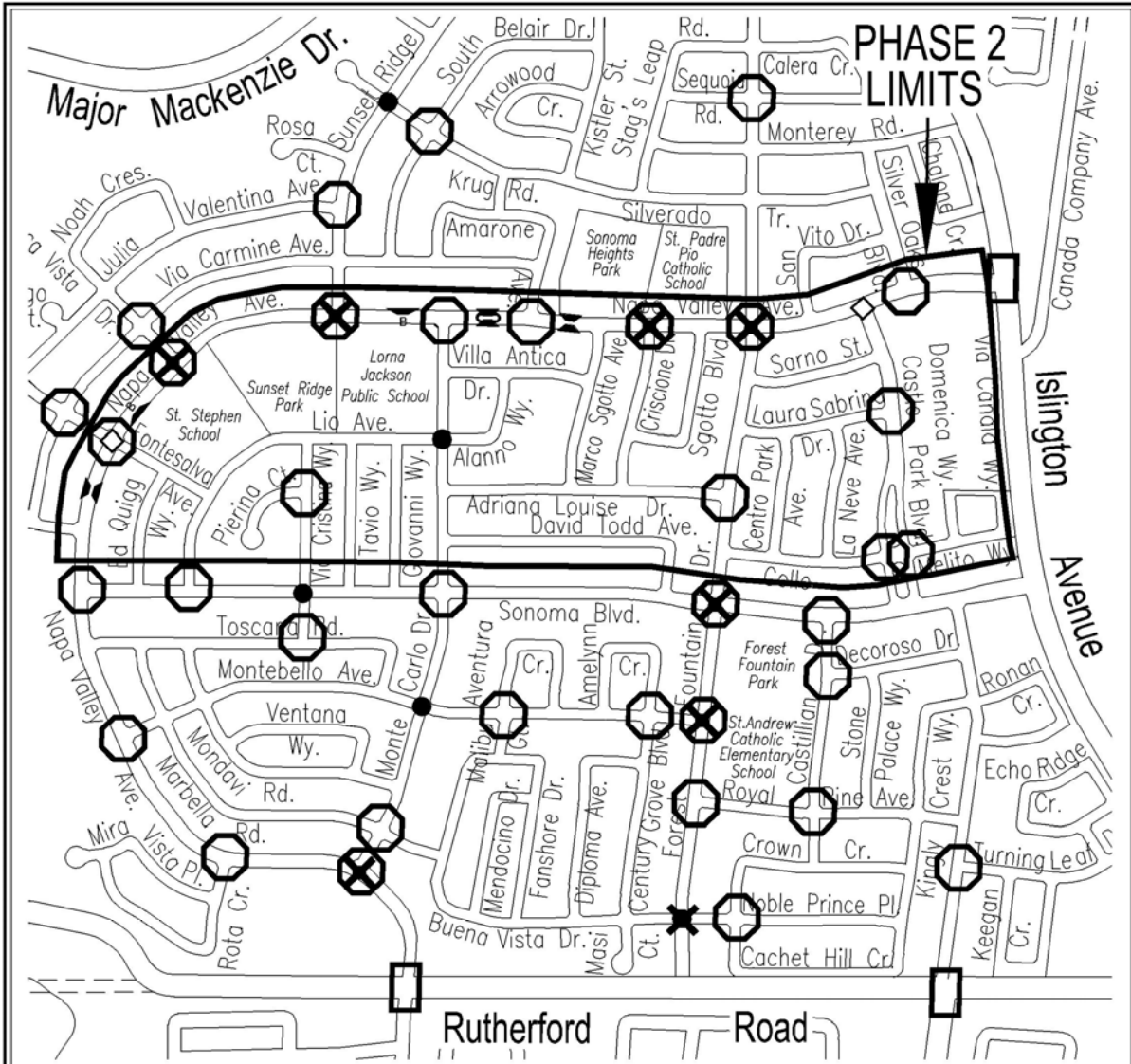


LEGEND

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|---|-------------------------------|---|-------------------------------------|---|
|  | EXISTING TRAFFIC SIGNALS |  | EXISTING SUPERVISED SCHOOL CROSSING |  |
|  | EXISTING ALLWAY STOP CONTROL |  | PROPOSED RAISED CROSSWALK | |
|  | EXISTING TRAFFIC CIRCLE |  | PROPOSED SPEED HUMPS | |
|  | EXISTING RAISED INTERSECTIONS | | | NOT TO SCALE |








ATTACHMENT No. 2

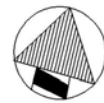
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NAPA VALLEY AVENUE - HORIZONTAL TRAFFIC CALMING MEASURES ALTERNATIVE # 1 (RECOMMENDED)

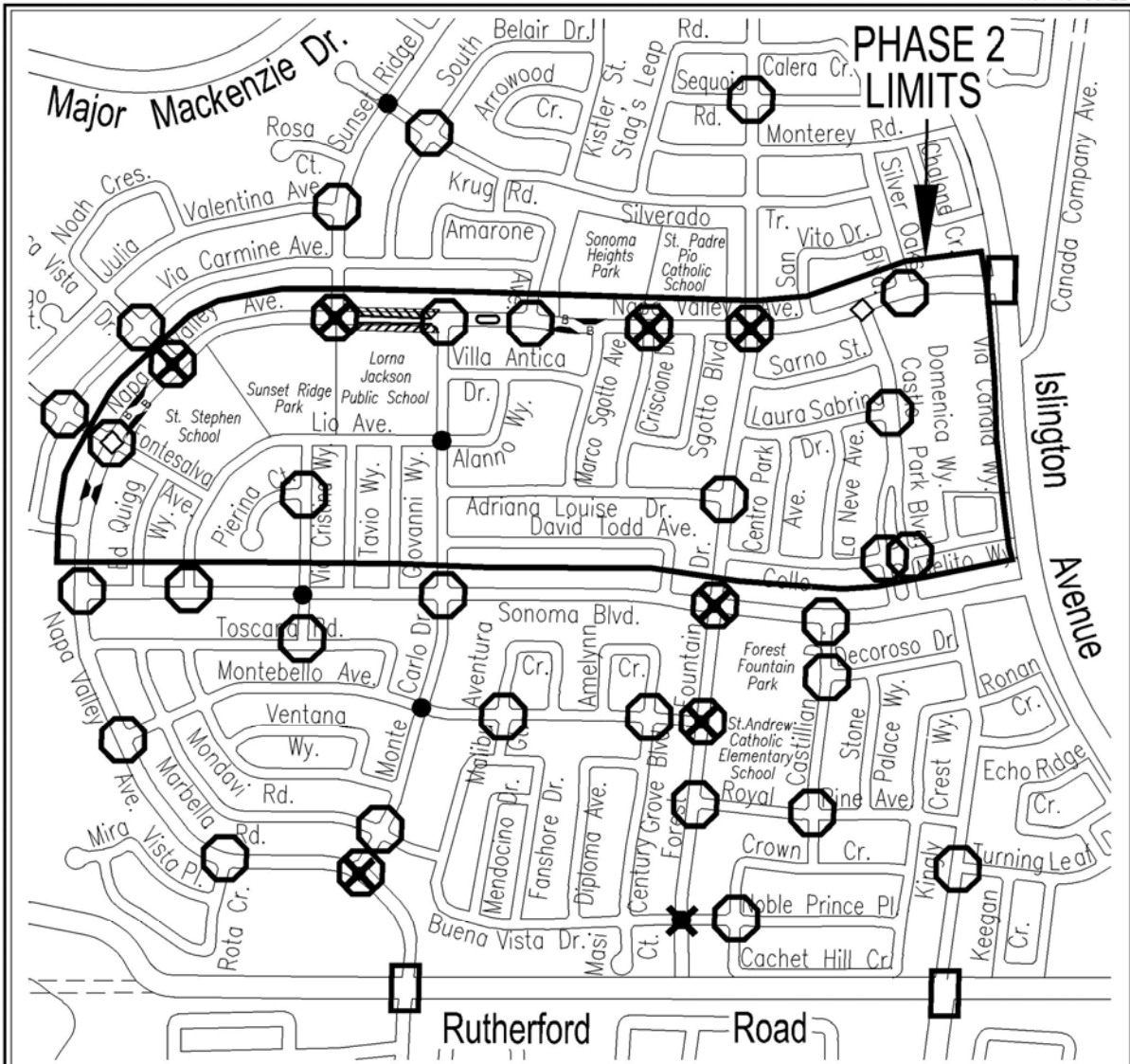
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|---|-------------------------------------|---|------------------------|
|  | EXISTING TRAFFIC SIGNALS |  | PROPOSED CURB BUMP-OUT |
|  | EXISTING ALLWAY STOP CONTROL |  | PROPOSED CHOKER |
|  | EXISTING TRAFFIC CIRCLE | | |
|  | EXISTING RAISED INTERSECTIONS | | |
|  | EXISTING SUPERVISED SCHOOL CROSSING | | |



ATTACHMENT No. 3

NOT TO SCALE



NAPA VALLEY AVENUE - HORIZONTAL TRAFFIC CALMING MEASURES ALTERNATIVE # 2

LEGEND

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|--|-------------------------------------|--|---------------------------------|
| | EXISTING TRAFFIC SIGNALS | | PROPOSED CURB BUMP-OUT |
| | EXISTING ALLWAY STOP CONTROL | | PROPOSED RAISED CENTRE MEDIAN |
| | EXISTING TRAFFIC CIRCLE | | PROPOSED CHOKER |
| | EXISTING RAISED INTERSECTIONS | | PROPOSED PAINTED LANE NARROWING |
| | EXISTING SUPERVISED SCHOOL CROSSING | | |