

COMMITTEE OF THE WHOLE – JUNE 16, 2008

AUTUMN HILL BOULEVARD NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Autumn Hill Boulevard Neighbourhood Traffic Committee plan proposal be approved in principle with the exception of the removal of a mountable centre median and relocation of a painted lane narrowing;
2. That funds in the amount of \$182,400 for the implementation of the plan proposal be considered in the 2009 Capital Budget deliberations.

Economic Impact

The cost to install the traffic calming measures is estimated at \$182,400. There are not sufficient funds available within the consolidated accounts for traffic calming in the Capital Budget. Therefore, consideration should be given to funding this project in the 2009 Capital Budget.

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 decision. 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 Regional Transit, and they have no objections to the traffic calming measures proposed in this report.

Purpose

To report on the Autumn Hill Boulevard Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on June 25, 2007, under Item 82, Report No. 34 Council directed:

- “1. That staff be directed to review the need for and feasibility of traffic calming measures for Autumn Hill Boulevard;
2. That staff and the Local Councillor meet with the community in September 2007 to discuss a traffic calming plan and to form a traffic calming committee; and
3. That staff report to a future Committee of the Whole following the community meeting.”

The Autumn Hill Boulevard traffic committee area is comprised of the entire length of Autumn Hill Boulevard from Dufferin Street to Bathurst Street. Autumn Hill Boulevard 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 Autumn Hill Boulevard. There are three existing all-way stop controlled

intersections on Autumn Hill Boulevard. Refer to Attachment No. 1 for location and proposed traffic calming measures.

Several existing traffic calming measures are already in place on Autumn Hill Boulevard:

- Textured crosswalks at the following intersections:
 - Autumn Hill Boulevard and Pleasant Ridge Avenue
 - Autumn Hill Boulevard and Sandwood Drive/Chagall Drive
 - Autumn Hill Boulevard and Thornhill Woods Drive
 - Autumn Hill Boulevard and Bathurst Glen Drive
 - Autumn Hill Boulevard and Knightshade Drive (east side only)

There are three existing all-way stop controls at the following intersections on Autumn Hill Boulevard between Dufferin Street and Bathurst Street:

- Autumn Hill Boulevard and Pleasant Ridge Avenue;
- Autumn Hill Boulevard and Thornhill Woods Drive;
- Autumn Hill Boulevard and Bathurst Glen Drive.

The existing posted speed limit is 40 km/h on Autumn Hill Boulevard.

In addition, the intersection of Autumn Hill Boulevard and Sandwood Drive/Chagall Drive is a raised intersection.

Public Participation

The initial public meeting of the Autumn Hill Boulevard Neighbourhood Traffic Committee was held on Thursday, November 22, 2007 and attended by 8 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.

The 'final' public meeting was held on Wednesday, May 21, 2008 and attended by 22 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, 13 residents were in favour of the plan, and 0 residents were against the plan.

Traffic Calming Plan - General

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

- Autumn Hill Boulevard between Landwood Avenue and Spring Arbour Road;
- Autumn Hill Boulevard between Spring Arbour Road and Redmond Drive;
- Autumn Hill Boulevard between Redmond Drive and Rivington Avenue;
- Autumn Hill Boulevard between Rivington Avenue and Patano Drive;
- Autumn Hill Boulevard between properties #276 and #290;
- Autumn Hill Boulevard between properties #216 and #228; and
- Autumn Hill Boulevard between properties #132 and #142.

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

- Autumn Hill Boulevard and Pleasant Ridge Avenue;
- Autumn Hill Boulevard and Thornhill Woods Drive; and
- Autumn Hill Boulevard and Bathurst Glen Drive.

Mini roundabouts are proposed at the following five intersections:

- Autumn Hill Boulevard and Seurat Place/Shemer Drive;

- Autumn Hill Boulevard and Chopin Boulevard;
- Autumn Hill Boulevard and Schuster Lane;
- Autumn Hill Boulevard and Piedmont Drive; and
- Autumn Hill Boulevard and Knightshade Drive.

Painted lane narrowings are proposed at the following locations:

- At the northeast corner of Autumn Hill Boulevard and Daphnia Drive;
- At the southwest and southeast corners of Autumn Hill Boulevard and Zola Gate; and
- On the north and south sides of Autumn Hill Boulevard from Knightsbridge Drive to approximately the east limits of the park.

Findings from Final Public Meeting

Two minor revisions were made to the plan during the meeting. First, the proposed mountable centre median near addresses #84 and #86 Autumn Hill Boulevard was removed, and second, the proposed lane narrowing at Renoir Drive was relocated to Zola Gate.

A vote was taken for the revised Plan, and the result was 13 For and 0 Against. The results of the vote met the requirements of the Traffic Calming Policy and Procedure.

Should Council approve the plan, staff recommends that additional studies be conducted in one year's time after installation to determine if additional traffic calming measures are necessary.

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.

Conclusion

The Engineering Department recommends approval of the Autumn Hill Boulevard Neighbourhood Traffic Committee plan proposal. The estimated cost of \$182,400 includes taxes, and associated traffic signs, pavement markings and planting material. As there are insufficient funds available in the consolidated accounts for traffic calming in the Capital Budget, therefore, this project should be considered in the 2009 Capital Budget deliberations.

Attachments

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

Report prepared by

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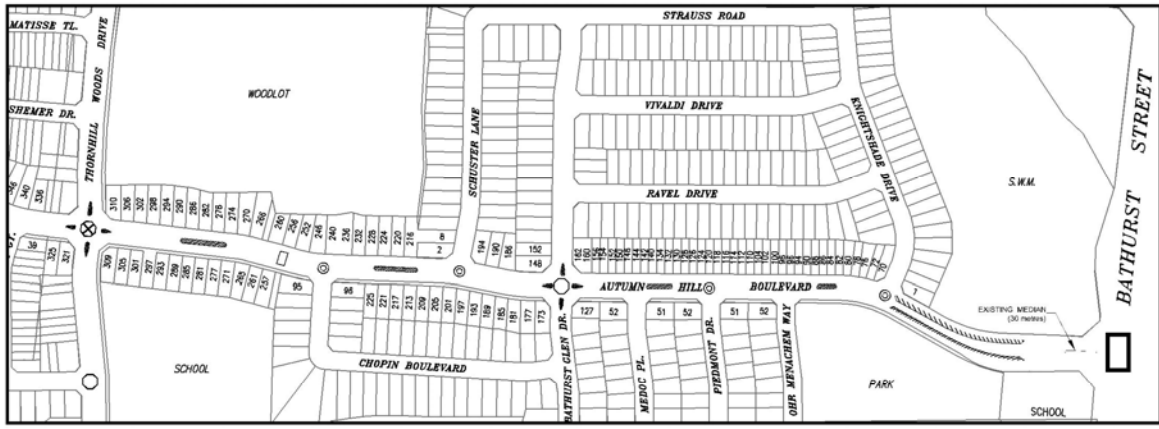
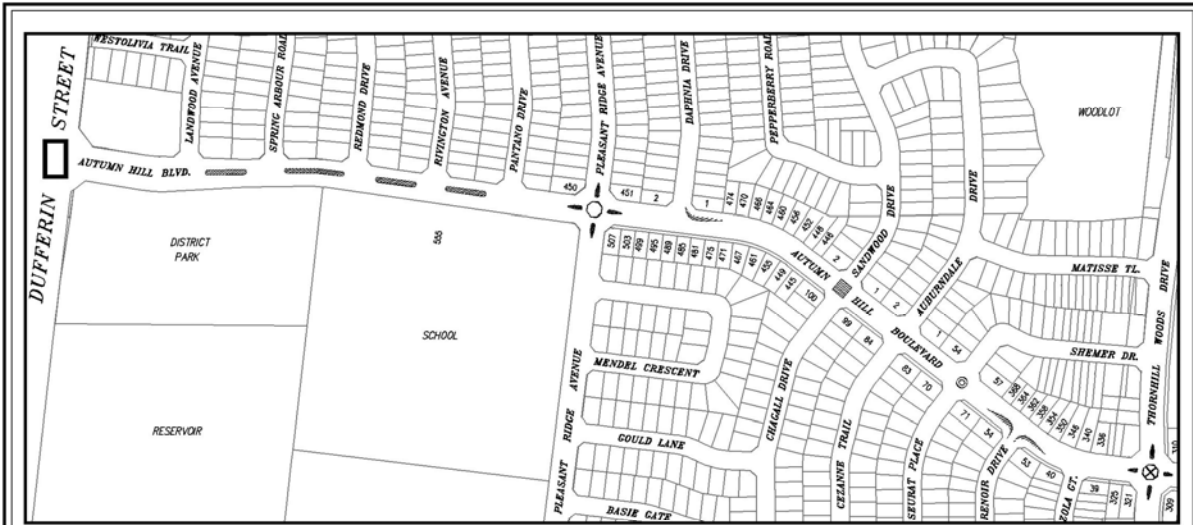
Respectfully submitted,

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

Debbie Korolnek, P. Eng.
Director of Engineering Services

MR:mc

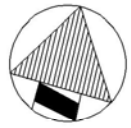
ATTACHMENT No. 1



AUTUMN HILL BOULEVARD TRAFFIC CALMING PLAN

LEGEND

- | | | | |
|--|------------------------------|--|-------------------------------------|
| | PROPOSED INTERSECTION MEDIAN | | EXISTING TRAFFIC SIGNALS |
| | PROPOSED MOUNTABLE MEDIAN | | EXISTING ALLWAY STOP |
| | PROPOSED TRAFFIC CIRCLE | | EXISTING SUPERVISED SCHOOL CROSSING |
| | PROPOSED LANE NARROWING | | EXISTING RAISED INTERSECTION |
| | PROPOSED PEDESTRIAN SIGNAL | | |



NOT TO SCALE