

## **COMMITTEE OF THE WHOLE – JUNE 17, 2002**

### **VELMAR DRIVE SPEED HUMP**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the speed hump originally proposed in front of #39/#45 Velmar Drive be constructed as part of the Weston Downs Phase 1B traffic calming plan; and
2. That the raised crosswalk proposed on the north approach of the intersection of Velmar Drive and Orr Avenue/Village Green Drive to help offset its elimination be removed from the plan.

#### **Purpose**

To report on the implications of installing the speed hump originally proposed as part of the Weston Downs Phase 1B traffic calming plan in response to a letter received from residents.

#### **Background - Analysis and Options**

At its meeting of May 13, 2002, Council approved a recommendation to implement the Weston Downs Phase 1B traffic calming plan, with the exception of the speed humps proposed at location #1 and location #7. Refer to Attachment No. 1. This recommendation was based on responses to the notifications of the proposed traffic calming measures received from residents of Velmar Drive.

Location #1 corresponds to #39/#45 Velmar Drive. Although the majority of the residents surveyed were in favour of this speed hump, it was removed from the plan because none of the abutting homeowners agreed with this location.

In a letter to the Engineering Department dated May 23, 2002, some residents on Velmar Drive suggested that the speed hump would be preferred at #27/#33 Velmar Drive; however, they also indicated that they would accept the speed hump at #39/#45 Velmar Drive should it be determined that it was the preferred location. The residents cited impacts to the number of on-street parking spaces as the reason for the suggested relocation.

Staff do not recommend that a speed hump be installed in front of #27/#33 Velmar Drive because a fire hydrant is on the opposite side of the street along the Velmar Downs Park frontage. Speed humps and raised crosswalks are not recommended in front of fire hydrants. The Fire Department, when responding to a fire emergency would typically set up a fire truck with outriggers on the road directly in front of a fire hydrant and the presence of a speed hump at that location could be problematic.

Parking is permitted on speed humps. Therefore, installation of a speed hump in front of #39/#45 would not reduce the number of on-street parking spaces on Velmar Drive.

At its meeting of May 13, 2002, Council also approved a recommendation to construct a raised crosswalk on the north approach of the intersection of Velmar Drive and Orr Avenue/Village Green Drive to help offset the elimination of the speed hump at #39/#45 Velmar Drive. It is recommended that should the speed hump at #39/#45 Velmar Drive be included in the plan, then this raised crosswalk be removed from the plan as it would no longer be necessary. There are, however, medians approved at the intersection as part of the Weston Downs North traffic calming plan.

## **Conclusion**

It is recommended that the speed hump originally proposed in front of #39/#45 Velmar Drive be constructed as part of the Weston Downs Phase 1B traffic calming plan, and that the raised crosswalk proposed at the intersection of Velmar Drive and Orr Avenue/Village Green Drive (north approach) be removed from the plan.

## **Attachments**

1. Location Map
2. Resident Letter (Mayor and Members of Council only)

## **Report prepared by**

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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