

COMMITTEE OF THE WHOLE – SEPTEMBER 2, 2003

WOODBIDGE MEADOWS NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN

(Referred from the Council meeting of August 25, 2003)

Council, at its meeting of August 25, 2003, adopted the following:

That this matter be referred to the Committee of the Whole meeting of September 2, 2003 to allow the Local Councillor an opportunity for further discussion with the community.

Report of the Commissioner of Engineering and Public Works dated August 18, 2003

Recommendation

The Commissioner of Engineering and Public Works recommends:

That speed humps on Martin Grove Road as proposed by the Woodbridge Meadows Neighbourhood Traffic Committee not be installed as set out in Council's Neighbourhood Traffic Committee Policy and Procedure.

Purpose

To report on the Woodbridge Meadows Neighbourhood Traffic Committee Plan.

Background - Analysis and Options

The Woodbridge Meadows Traffic Committee plan proposal was presented to the Committee of the Whole at its meeting of June 16, 2003 by the Chair of the Neighbourhood Committee. The plan is an attempt to address neighbourhood concerns with vehicle speeds and cut through traffic on Martin Grove Road. The subject traffic committee area is bounded by Highway 27 to the west, the CPR Tracks to the north and east with Langstaff Road as the south boundary. Refer to Attachment No. 1 for the actual committee area.

Public Participation

The initial public meeting of the Woodbridge Meadows Neighbourhood Traffic Calming Committee was held on February 12, 2003. Engineering Department staff outlined the concept of traffic calming, the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure. A subsequent meeting of the volunteer 'working committee' citizens was held with Engineering staff to develop a neighbourhood plan.

The final public meeting was held on Wednesday June 11, 2003. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. There were 32 residents in attendance and all were in favour of the neighbourhood plan.

Speed Humps

City staff informed the residents that the Vaughan Fire Department have expressed concerns regarding the response times that speed humps will have when installed.

The installation of speed humps on Martin Grove Road does not meet Council's approved traffic calming warrants as the road is classified as a primary emergency response route. Most of this section of Martin Grove Road is a four-lane collector roadway and typically speed humps are not recommended on this type of roadway. There are no similar four-lane roadways within the City that have speed humps.

However, if Council wishes to install speed humps they could be placed at the following locations:

- in front of # 8890/ #8894 Martin Grove Road by St. Angela Merici School;
- at the north end of the Humber River / Robinson Creek Bridge; and
- at the south end of the Humber River / Robinson Creek Bridge.

Speed humps would be constructed entirely out of asphalt as per the Traffic Calming Standard Drawings presented at the Committee of the Whole (Working Session) of January 14, 2003. The estimated cost is \$15,000 for three asphalt speed humps which includes taxes, contingency allowance, associated traffic signs and pavement markings.

Other Traffic Control Measures

Residents attending the June 11, 2003 public meeting introduced additional traffic operational concerns for the committee area. As a result of those discussions, it was considered supplemental traffic control devices could be installed separate from the traffic calming plan. These supplemental devices were approved by Council on June 23, 2003.

The approved traffic control devices are:

- An all-way stop at the intersection of Martin Grove Road and Milano Avenue;
- An all-way stop at the intersection of Dolores Crescent and Gaetano Court;
- A speed limit reduction on Dolores Crescent from 50 km/h to 40 km/h; and
- A prohibition of heavy trucks on Martin Grove Road between Highway 27 and Langstaff Road.

Neighbourhood Traffic Committee Summary

The Year 2001 Capital Budget has \$1,700,000 remaining for the implementation of traffic calming projects. To date, the following Traffic Management Plans and projects that will be funded from the \$1,700,000 have been approved and total approximately \$1,125,000:

- Vaughan Mills Road South, estimated cost of \$150,000;
- Maple Sherwood Ratepayers Traffic Committee, estimated cost of \$105,000;
- Flamingo Road Traffic Committee, estimated cost of \$54,000;
- Airdrie Drive Traffic Committee, estimated cost of \$46,000;
- Chancellor Community Centre speed humps, estimated cost of \$30,000;
- Hilda/Pinewood intersection modifications, estimated cost of \$85,000;
- Vaughanwood South Neighbourhood, estimated cost of \$50,000;
- Weston Downs North, estimated cost of \$120,000;
- Belview Avenue speed hump, estimated cost of \$12,000;
- Maple Landings Neighbourhood, estimated cost of \$140,000;
- Rosedale Heights, estimated cost of \$42,000;
- Alberta Drive speed hump, estimated cost of \$10,000;
- Weston Downs Phase 1B (Velmar Drive), estimated cost of \$70,000;
- Arnold Avenue, actual cost of \$46,000;
- Glen Shields Avenue, estimated cost of \$6,000;
- Pinewood Drive/Crestwood Road, estimated cost of \$68,000;
- Morning Star Drive/Mapes Avenue, estimated cost of \$37,000;
- Kleinburg Area, estimated cost of \$44,000; and
- Forest Drive/Bainbridge Avenue, estimated cost of \$10,000.

Environmental Assessment Act Requirements

As now required under the Environmental Assessment Act, a Notice of Completion will be filed with the Ontario Ministry of the Environment and published on the City Page in two separate editions of the Vaughan Citizen. The Notice is the means by which individuals or agencies are informed they have 30 days to request a Part II Order in objection to the project.

Conclusion

Traffic control measures (all way stop control, 40 km/hr speed limit) have been implemented in this area. The heavy truck prohibition approved by Council is in the process of being implemented. Council's approved Neighbourhood Traffic Calming Policy and Procedure provides that "Speed humps and raised crosswalks not be considered on streets that are primary emergency response routes." Accordingly, staff are not recommending the implementation of the speed humps proposed by the Woodbridge Meadows Neighbourhood Traffic Calming Committee.

Attachments

1. Location Map

Report prepared by

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Respectfully submitted,

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

ATTACHMENT No. 1

