

COMMITTEE OF THE WHOLE SEPTEMBER 4, 2007

TRAFFIC CALMING – EXEMPTION TO MORATORIUM ON VERTICAL TRAFFIC CALMING MEASURES

Councillor Sandra Yeung Racco recommends:

1. That Traffic Calming Committee plans that were currently in progress and ready to move forward for Council approval prior to the moratorium being approved be exempt from the moratorium on vertical traffic calming measures;
2. That Traffic Engineering staff bring back to the September 10th Council which Traffic Calming Committee plans will be exempt from the moratorium on vertical traffic calming measures.

Economic Impact

N/A

Communications Plan

All traffic calming committees that are exempt from the moratorium on speed humps and raised crosswalks will be informed via a letter from Engineering staff.

Purpose

To allow existing Traffic Calming Committee plans to be exempt from the moratorium on speed humps.

Background - Analysis and Options

On June 25, 2007 Council approved to “a proposed moratorium on the installation of vertical traffic calming measures, such as speed humps/raised crosswalks, and the like, in the City of Vaughan.” During the discussion surrounding this recommendation, Council did discuss grandfathering existing Traffic Calming Committee plans so that they would be exempt from the moratorium. However, the recommendation was never officially amended to allow the grandfathering of existing plans, and as a result, ongoing Traffic Calming Committee plans, some of which were near completion at the time the moratorium were imposed, are now subject to the moratorium on vertical traffic calming measures.

Traffic Calming Committees have since brought forward concerns that their hard work and planning efforts to date have gone to waste due to the approved moratorium on speed humps and raised crosswalks. One such Traffic Calming Committee is the Summeridge Traffic Calming Committee, who at the time of the approved moratorium, had already presented their plan to the community, and were in their final phase of revisions in order to bring their plan forward for Council approval in the Fall. In grandfathering plans at this stage of progress, Council would be showing respect for the work that these Committees have completed to date and would prevent them from having to start their work again.

Relationship to Vaughan Vision 2007

A-1 Pursue Excellence in the Delivery of Core Services

A-2 Promote Community Safety, Health & Wellness

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

N/A

Conclusion

It is recommended that Traffic Calming Committee plans that are close to completion be grandfathered and be exempt from the approved moratorium on vertical traffic calming measures.

Attachments

1. Council Meeting Minutes from June 25, 2007

Report prepared by:

Julia Salerno, Assistant to Council Executive Assistant

Respectfully submitted,

Sandra Yeung Racco
Councillor, Ward 4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 1, Report No. 32, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

1 PRESENTATION ON THE IMPORTANCE OF MUNICIPAL CULTURAL DEVELOPMENT

The Committee of the Whole (Working Session) recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated June 12, 2007:

Recommendation

Councillor Sandra Yeung Racco, Chair of the Arts Advisory Committee recommends the following:

1. That the presentation from City of London, Councillor Gord Hume and City of Peterborough, Community Services Director Ken Doherty be received.
2. That staff initiate the Culture Plan study as approved in the 2007 Capital Budget.

Economic Impact

There is no economic impact associated with this item.

Communications Plan

Not applicable.

Purpose

The purpose of this presentation to Council is to highlight the economic and social importance of municipal cultural planning and development by showcasing best-practice examples from other municipalities. Councillor Gord Hume of the City of London and Ken Doherty, Director of Community Services, City of Peterborough and member of the Ontario Municipal Cultural Planning Partnership Steering Committee, have been invited to present examples from their own experiences and communities on the positive impact of cultural development and planning.

Background - Analysis and Options

The Vaughan Arts Advisory Committee recognize and support the need for the development of arts and culture programs, services and opportunities in Vaughan and as a result have invited two guest speakers to provide successful examples of the importance of arts and cultural development. Speakers will provide examples of the benefits of cultural development from their own community and their own experiences. The guest speakers include the following:

Ken Doherty is the Director of Community Services of the City of Peterborough and Past Chair of the Municipal Cultural Planning Partnership based out of the University of Waterloo.

Gord Hume, is a member of the Board of Control and is serving his tenth year as a member of London City Council. He is a broadcaster and founding Publisher of The Londoner which became the largest independent community newspaper in Canada. Mr. Hume is past Chair of the Creative Cities Task Force whose report received public acclaim and currently sits on a number of Boards, Task Forces and Commissions in his community.

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The arts, culture and heritage sector is increasingly becoming important to the economic and social development of communities. Culture in 2006 contributed 6.7 billion dollars to the Ontario economy. Additionally, the arts, culture and heritage sectors are key components in developing a vibrant, competitive and creative community.

Since 2005, the significance and benefits of municipal cultural development and planning have been highlighted through a number of forums and workshops presented across the Province by the Association of Municipalities of Ontario, in partnership with the Ministry of Culture, Community Cultural Impresarios and the Centre for Cultural Management at the University of Waterloo. In May 2007, a "made in York Region" workshop on municipal Cultural Planning and Mapping was presented by the York Region Human Services Planning Coalition, the Ministry of Culture, ArtsLink-York Region's Arts Council and Seneca College.

Relationship to Vaughan Vision 2007

The Vaughan Vision encourages the preservation and enhancement of the natural and built heritage environment and encourages the preservation of significant historical structures and communities.

A strategic priority outlined in the Vaughan Vision is to provide effective and efficient delivery of services

This report is consistent with the priorities previously set by Council and the necessary resources have been located.

Regional Implications

Not applicable.

Conclusion

The Vaughan Arts Advisory Committee recognizes and supports the need for arts and cultural development and planning in Vaughan and through this presentation hopes to highlight the benefits of arts and cultural development in our municipality

The benefits of municipal cultural development and planning have been highlighted through a number of forums and workshops presented across the Province by the Association of Municipalities of Ontario, in partnership with the Ministry of Culture, Community Cultural Impresarios and the Centre for Cultural Management at the University of Waterloo. These benefits will be highlighted by the scheduled speakers.

The arts, culture and heritage sectors are important to the economic and social growth of communities and significant to the development of a vibrant, competitive and creative City. Undertaking a cultural mapping exercise and the development of a Cultural Plan will be a first step in the growth of this sector and seeing a direct economic benefit to Vaughan as it relates to attracting consumer spending to our City.

Attachments

None.

Report prepared by:

Councillor Sandra Yeung Racco, Ward 4, ext. 8342

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 2, Report No. 32, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the memorandum from the Commissioner of Legal and Administrative Services and City Solicitor, dated June 15, 2007.

2

CROSSING GUARD PROGRAM

The Committee of the Whole (Working Session) recommends:

- 1) That the following compensation adjustments for Crossing Guards be approved:
 - i) Increase hourly rate to \$12.25/hr start rate and \$12.50/hr for returning guards;
 - ii) Provide mileage reimbursement: \$4.00/day for guards required to travel to a location of more than 5 kilometres from home;
 - iii) Pay for school P.A. Days (except for Spring Break and Christmas Break) for second year returning guards; and
 - iv) Provide a minimum of 3 hours pay per day;
- 2) That staff provide a report outlining the cost of the aforementioned compensation adjustment;
- 3) That correspondence be sent to the York Region Police Services Board on the feasibility of using Auxilliary Police Officers as crossing guards and that York Region municipalities be advised of this request; and
- 4) That the report of the Commissioner of Legal and Administrative Services and City Solicitor, dated June 12, 2007, be received.

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor recommends:

That Council provide direction with respect to the Crossing Guard program.

Economic Impact

The economic impact will be dependent upon the direction provided by Council.

Communications Plan

A communication plan specific to the direction provided by Council will be developed and communicated with the school boards, the Crossing Guards, and other affected individuals.

Purpose

To provide a report as directed by Council at its meeting of April 2, 2007 with regard to the replacement of Crossing Guards due to absences.

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Background - Analysis and Options

On June 28, 2004, through the budget process, Council approved the elimination of 27 Crossing Guards throughout the City of Vaughan and decreased the pay by \$0.75 per hour (Item 29, Report No. 55). In addition, in order to meet budgetary constraints, a decision was made by staff to eliminate payment for Professional Activity/Development days, as well as eliminate payment for the three hours minimum per day.

Crossing Guards were advised of the changes during the summer and as a result, approximately thirteen (13) Crossing Guards that had a good work record and had worked for the City of Vaughan for several years, resigned. Since the changes were implemented, some of the Crossing Guards that have continued to work for the City of Vaughan have indicated that they feel unappreciated.

These changes were highly publicized in local newspapers and news stations. Since then, the Crossing Guard Program has been under great scrutiny by parents and schools. Prior to the 2004 – 2005 school year, Public Works and Parks staff provided support and acted as replacements for absent School Crossing Guards. After the changes in 2004, these staff were no longer called upon as backup due to budgetary restrictions. Staff receive complaints whenever a crosswalk is left unattended due to illness or other absences. Comments we have received from the public indicate that public perception is that the City of Vaughan does not care about the most vulnerable members of its community, its children.

It has been increasingly difficult to attract standby Crossing Guards as we do not offer mileage reimbursement. From September 1993 to June 1996, School Crossing Guards who resided more than one kilometre from the school location at which they worked and who traveled by bus or by car, were paid \$2.50 per day as travel allowance. Many have indicated that they would travel to locations further from their home if they were compensated for mileage.

The School Crossing Guard per hour rate of pay has always been directed by Council. Over the years, the per hour rate of pay has changed on a number of occasions. The chart below summarizes the historical per hour pay rates:

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School Year	Per Hour Rate of Pay
1986/87	\$409.50 per month
1987/88	\$409.50 per month
1988/89	\$8.00 per hour
1989/90	\$12.00 per hour
1990/91	\$12.00 per hour
1991/92	\$12.00 per hour
1992/93	\$12.00 per hour
1993/94	\$10.00 per hour + \$2.50 per day travel allowance
1994/95	\$10.00 per hour + \$2.50 per day travel allowance
1995/96	\$10.00 per hour + \$2.50 per day travel allowance
1996/97	\$11.00 per hour
1997/98	\$11.00 per hour
1998/99	\$11.00 per hour
1999/2000	\$11.00 per hour
2000/01	\$11.00 per hour
2001/02	\$11.00 per hour
2002/03	\$11.00 per hour
2003/04	\$12.00 per hour
2004/05	\$11.00 per hour start rate, \$11.25 for returning guards P.A. Days no longer paid as per previous practice
2005/06	\$11.00 per hour start rate, \$11.25 for returning guards
2006/07	\$11.00 per hour start rate, \$11.25 for returning guards

Since September 2006, ongoing attempts have been made to attract individuals through advertising in the local newspaper, City of Vaughan website, job boards in the Human Resources Department, Community Centres and Vaughan Public Libraries, HRDC, COSTI Immigrant Services, flyers sent home with children with School Board approval, Senior's Fairs, and community boards. We have asked for the assistance of other Crossing Guards and City of Vaughan staff to refer anyone they feel may be interested in the position to contact us. In fact, Councillors have sent out information to constituents asking for interested persons to forward their resume to the Human Resources Department. When complaints are received by residents, they are asked if they are interested in working as a crossing guard or if they know of anyone that might be interested in this position. These efforts have not provided sufficient numbers of Crossing Guards. There are certain areas, Thornhill in particular, that remain difficult to attract permanent and/or standby Crossing Guards.

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This shortage of permanent guards is not exclusive to the City of Vaughan. City TV News reported "Crossing Guard Shortage Prompts Police Plea", Thursday, April 26, 2007 indicating seven locations that do not have a permanent crossing guard. Toronto Police runs the Crossing

Guard program and as such is able to utilize the services of police officers as standby Crossing Guards. Crossing Guards working for Toronto Police are paid \$10.36 per hour and receive a twelve percent traveling allowance which is equivalent to \$11.60/hour.

Attached is Appendix A, a Crossing Guard Municipal Comparison. Most other municipalities have the advantage of using staff in other departments (Public Works, Parks and Recreation, Operations) to ensure appropriate coverage. It is our understanding that the City of Vaughan has not used Public Works or Parks Department for two years because of work load, shift times, cost, etc.

Markham and Aurora use a staffing agency to run their Crossing Guard Program. We received a quote from the firm that runs the whole program for assistance in the recruitment of Crossing Guards. The quote is to provide the supply of Crossing Guards which includes the recruitment, training, supervision and payment by Staffing Services of the employee for various stations: \$21.75/hr which includes all mandatory government remittances.

Options and Implications:

1. Utilize Staffing Agency: The cost of outsourcing would be approximately \$1,498,140 cost/year, or double the current cost. The agency would be responsible for filling all spots, provide all training, supervision and payroll. However, citizens still see it as a City program and we would not be responsible for being the intermediary between parents/schools and the agency.
2. Review Compensation Package and adjust at least to what Crossing Guards had prior to the changes in 2004:

Options for adjustments include any or all of the following:

- i) Increase hourly rate to \$12/hr: \$615 per guard or \$51,660 annually for 84 guards
 - ii) Provide mileage reimbursement: \$4.00/day: \$820 per guard or \$69,000 annually
 - iii) Pay for P.A. Days at current rate of \$11.25: \$56.25 per guard or \$4,725 annually
 - iv) Provide a minimum of 3 hours pay per day: \$98.44 per day or ≈ \$17,227 annually
3. Utilize Parks and Public Works labourers for emergency standby coverage at an additional cost of approximately \$30,000, however, in order to ensure we had adequate staff in Public Works and Parks to complete their work, additional staff may have to be hired increasing the cost beyond the \$30,000. Each additional labourer has an additional cost of approximately \$50,000 annually.
 4. Continue the program as it exists today. There would be no increase in cost; however, we would continue at times to see unattended crosswalks when absences occur.

Relationship to Vaughan Vision 2007

The current Crossing Guard program impacts our ability to "improve community safety through design, prevention, enforcement, and education", improve staff morale or "attract, retain and promote effective staff".

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Regional Implications

None

Conclusion

Despite ongoing efforts at attracting and retaining Crossing Guards, at times we are left with unattended crosswalks. Citizens have told us how important it is to have Crossing Guards at all locations each and every day. Crossing Guards have told us that the hourly rate, the removal of pay for P.A. days and the lack of mileage reimbursement is impacting our ability to attract and retain Crossing Guards. Overall, our compensation package offers less than that of other municipalities. The lack of emergency backup coverage leaves us with crosswalks unattended. Lack of compensation such as mileage remuneration, pay for PA Days, hourly rate, and pay for a minimum number of hours makes it difficult to attract new employees.

Attachments

Crossing Guard Municipal Comparison

Report prepared by:

Janet Ashfield, Director of Human Resources

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 3, Report No. 32, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**SCHOOL CROSSING GUARD
ANNUAL LOCATION REVIEW**

The Committee of the Whole (Working Session) recommends:

- 1) That Clauses 1, 2, 3 and 5 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services, dated June 12, 2007, be approved; and
- 2) That the need for a crossing guard for St. Veronica Catholic Elementary School be reviewed in the Fall 2007, and a crossing guard be implemented in January 2008 should it meet the warranted criteria.

Recommendation

The Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services recommend:

1. That this report be received for information;
2. That the Proposed 'Procedures for NEW Schools – June 25, 2007' be approved;
3. That the REVISED 'City Guidelines/Criteria for Placement of a School Crossing Guard – June 25, 2007', be approved;
4. That the need for a crossing guard for St. Veronica Catholic Elementary School be reviewed in the Fall 2007;
5. That a Committee comprising appropriate staff from the City, the affected School Board, the School Principal, the Local Councillor and the School Trustee be established to review school crossing locations that from the annual staff review have low usage to consider the need for the crossing guard service.

Economic Impact

The school crossing guard at St. Veronica Elementary School will not have an impact to the 2007 Operating Budget. There will be an impact for each of the existing 82 crossing guards in the 2008 Operating Budget.

Communication Plan

Engineering Services staff met with the York Region District School Board in February 2007 to discuss various concerns regarding school crossing guards and to inform them of the planned 25 guard locations to be studied for this report. York Region Catholic School Board did not attend this meeting. Engineering Services staff will contact both school boards on Council direction of this report.

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Purpose

To provide an annual review of 25 school crossing guard locations to determine the appropriateness of the crossing location and that it maintains an appropriate level of service. Also, to provide a report to Council with regard to the replacement of crossing guards due to absences.

This report will also address:

- A proposed procedure for NEW Schools
- A revised criteria for placing school crossing guards
- A specific approach for those new schools opening in Fall, 2007
- A means of addressing a current deficiency at an existing school

Background - Analysis and Options

At its meeting on June 27, 2005 Council approved;

“That an annual program be established to conduct a review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.”

The current annualized cost of one crossing guard is \$9,420. There are presently 82 guards approved within budget complement for the School Crossing Guards Program in 2007.

Engineering staff have undertaken further reviews of school crossing guard locations that may potentially be relocated/eliminated and/or the opportunity to cross more than one leg of an intersection. Schools were surveyed during the morning and afternoon arrival/departure times. Where possible, crossing studies were undertaken during normal weather conditions (i.e., surveys were not undertaken during heavy rain and snowfall days). In addition, staff attempted to survey schools on Tuesdays, Wednesdays or Thursdays, and accounted for specific holidays.

During the investigations, staff observed and recorded the following details:

- Number of students using the crossing;
- Vehicular operations including parent drop off/pick-up activities;
- Crossing guard activities; and
- Type of traffic control, where applicable.

Of the 25 school crossing guard locations reviewed in the City of Vaughan, 5 are at signalized intersections, 14 are at intersections under an all-way stop control, 2 are at a pedestrian signal, 1 is at an intersection with a traffic circle and 3 are at an intersections with only the side street under stop control. Staff conducted a pedestrian study at each location and the results are indicated in the chart on Attachment No. 1. As part of the review, staff requested from the respective School Board, the number of registered children that may use that particular crossing location. This information is also provided in the chart.

Review of the 25 Pre-Selected Crossing Guard Locations

A brief summary is provided from the pedestrian studies:

1. Generally, there were no problems with the use of the guard and/or vehicle/pedestrian conflicts noted.
2. There were concerns noted regarding traffic congestion near the school and/or the guard location. Engineering staff will follow up with these in the Fall 2007.

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3. As shown in the accompanying chart (Attachment No. 1), the number of counted children compared to the registered number of children that may use a particular guard location is relatively low.

There are 3 locations that had a very low presence of children crossing activity:

- Clark Ave/York Hill Blvd (total children 4), Eltz Chaim Elementary School, existing traffic signal for assistance.
- Clarence St/Woburn Ave (total children 4), Our Lady of Fatima, existing all-way stop for assistance.
- Clark Ave/Hilda Ave (total children 6), York Hill Public School, existing traffic signal for assistance.

There are 16 other locations that do not fulfill the minimum number of 50 students crossing during the time periods as per the approved guidelines.

Proposed Procedure for New Schools

Over the years, Engineering Services staff would be advised when a new school would open either by the School Board or by means of their website or written notification from staff. Traffic Engineering would request from Board staff the catchment area of registered children, specifically broken down into quadrants. This 'theoretical' number, along with a site visit to the school area would determine the most appropriate location(s) for a crossing guard. A recommendation would be provided for Council approval and when approved, the required signs/markings and notification would be completed. Human Resources Department would secure a crossing guard and arrange for appropriate training and deployment. Staff would revisit the approved locations during the initial school year with a pedestrian study to determine the 'actual' number of children crossing and that the location(s) is still then most suitable. With this approach, double the time staff is required to be on site to confirm crossing location.

Engineering Services is proposing a new procedure for establishing a crossing guard at a NEW school as noted below:

Procedure for NEW Schools – June 25, 2007

1. The City of Vaughan's Engineering Services Department and Human Resources Department must be advised in writing of any new school by the appropriate School Board.
2. Once confirmation is received, Engineering Services staff will respond in writing on the timeline for the required studies.
3. Engineering Services staff will request from the particular School Board the catchment area of the registered children for the subject school.
4. After the completion of the traffic studies and comparison to the catchment area information, Engineering Services staff will prepare a report to Council on the implementation of a crossing guard, if it meets the Approved City Guidelines/Criteria for Placement of a School Crossing Guard. If the collected information does not meet the criteria, then the particular School Board will be advised in writing on the outcome of our findings.
5. On all correspondences, the Local Councillor and Human Resources Department will be copied on the outcome of the study findings.

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Revised City Criteria for Placement of a School Crossing Guard– June 25, 2007

A school crossing guard will be implemented when the following criteria are met:

1. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local roadway exceeds 1,000 vehicles, which there are 50 or more (unassisted) school children crossing during the peak school time periods.
2. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local feeder roadway exceeds 3,000 vehicles, which there are 50 or more (unassisted) school children crossing during the peak school time period.
3. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a collector roadway exceeds 8,000 vehicles, which there are 50 or more (unassisted) school children crossing during the peak school time periods.
4. At a side street only where the peak traffic volume rate exceeds 120 vehicles/hour.
5. At a location where the minimum sight distance is below 65 metres.
6. At an existing all-way stop controlled intersection where the total traffic volume exceeds 350 vehicles for local and feeder intersections.
7. At an existing all-way stop controlled intersection where the total traffic volume exceeds 500 vehicles for collector intersections.
8. At an existing traffic signalized intersection where the peak hour number of school children exceeds 50.
9. At a location where the operating speed for the street exceeds the existing speed limit by 10 km/h.

In addition, the following Guidelines shall be maintained in managing the School Crossing Guard Program:

10. That a school crossing guard be allowed to cross children on more than one leg of an intersection in an "L" type (adjacent) crossing configuration, only where required signage/pavement markings are in place.
11. That an annual review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.
12. That Engineering Services staff and Human Resources staff meet with the School Boards annually, in February of each year, to discuss school crossing guard matters.

New Schools Fall 2007

Teston Village Public School

The new Teston Village Public School is located on Murray Farm Lane and is scheduled to be opened for the 2007/2008 school year. Staff received the school's boundary map from the York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No.2).

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In accordance with the proposed 'Procedure for NEW Schools', the York Region District School Board will be informed to follow this procedure and Engineering Services staff will schedule a review in the Fall 2007, with a crossing guard recommendation report to follow.

Carrville Mills Public School

The new Carrville Mills Public School is located on Apple Blossom Drive between Pleasant Ridge Drive and Thornhill Woods Drive and is scheduled to be opened for the 2007/2008 school year. (The area is shown in Attachment No. 4). Staff received the school's boundary map from York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No. 3).

In accordance with the proposed 'Procedure for NEW Schools', the York Region District School Board will be informed to follow this procedure and Engineering Services staff will schedule a review in the Fall 2007, with a crossing guard recommendation report to follow.

St. Veronica Catholic Elementary School

St. Veronica Catholic Elementary School is located on the southwest corner of Maria Antonia Road and Fossil Hill Road. The crossing guard is proposed on the south side of the intersection of Fossil Hill Road and Maria Antonia Road. The area is shown in Attachment No. 4.

This matter was originally recommended for approval and subsequently referred to the Council/School Board Liaison Committee at the June 26, 2006 Council meeting. The intent was to transfer the existing guard from Melville Avenue and Cunningham Drive to this location for St. Veronica Catholic Elementary School. (Refer to Attachment No. 5). The guard at Melville Avenue and Cunningham Drive will now remain as per approval by Council approval at their meeting of May 7, 2007.

A field study was conducted in November, 2006 at the intersection of Fossil Hill Road and Maria Antonia Road to determine the number of children crossing. The results were as follows:

North Side	17 children
South Side	9 children
East Side	17 children
West Side	38 children

The above counts do not specifically meet the warrants, however, they do indicate the potential for a guard location to become warranted. It is recommended that a further study be conducted on this location and a further report be prepared in the Fall 2007 for consideration by Committee of the Whole.

School Crossing Guard Committee

In the past, City staff have submitted recommendations for the removal/relocation of school crossing guards where the warrants were not met. These recommendations have met significant resistance due to the emotional reaction of those affected by the proposed removal. In order to ensure that all aspects of any proposed revisions to school crossing guards are fully considered, it is recommended that when a field study shows low crossing guard usage, a Committee comprising staff from the City, the School Board the Local Councillor, the School Trustee and School Principal be convened to make observations and recommendations. In this way, if a guard is recommended for removal or relocation, the affected community will have been consulted and provided with opportunities for discussion and consideration of all concerns.

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Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

Regional Implications

Not Applicable.

Conclusion

This report is consistent with the priorities previously set by Council. Staff reviewed the City Guidelines/Criteria for Placement of a School Crossing Guard.

Attachments

1. 2007 Crossing Guard Review List
2. Teston Village School Boundary Map
3. Carrville Mills School Boundary Map
4. St. Veronica Catholic Elementary School Location Map
5. Council Extract, Item 26, Report No. 37, Committee of the Whole, June 26, 2006

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 8031

MD:mc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 4, Report No. 32, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated June 12, 2007;

By approving the following:

WHEREAS, the City of Vaughan has introduced Traffic Calming Measures as means to deter speeding on City streets, and

WHEREAS, Council has approved a 'Neighbourhood Traffic Calming Policy and Procedures' document, outlining the process to implement traffic calming, and

WHEREAS, vertical Traffic Calming Measures can cause damage to York Region Transit vehicles, Vaughan Fire & Rescue Services apparatus, etc. and may delay response times for EMS, Fire and Police Services, and

WHEREAS, City of Vaughan Fire & Rescue Services, York Region Transit and York Region Emergency Services do not support the installation of vertical Traffic Calming Measures, and

WHEREAS, the Region of York adopted a policy entitled "Traffic Calming on Public Transit Routes" prepared in consultation with local municipalities and emergency services agencies which outlines the Region's opposition to the installation of vertical traffic calming devices on designated transit routes, and

WHEREAS, York Region Transit has advised that installation of speed humps on public transit routes would be in contravention of the Traffic Calming on Public Transit Routes policy and would result in the removal of public transit services from affected roadways.

NOW BE IT HEREBY RESOLVED THAT:

"All vertical Traffic Calming Measures currently utilized in the City of Vaughan, such as speed humps, raised crosswalks and the like, be discontinued on feeder, collector and arterial roadways and further, their implementation be subject exclusively to the 'Warrants For the Use of Traffic Calming Measures' document."; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2007.

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REVIEW OF TRAFFIC CALMING INITIATIVES

The Committee of the Whole (Working Session) recommends that this matter be referred to staff for a report addressing comments from Members of Council and taking into consideration comments from emergency services.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Fire Chief recommends:

1. That the proposed updated 'Neighbourhood Traffic Committee Policy and Procedure', and the proposed NEW 'Traffic Calming Criteria', as attached, be approved;
2. That Council provide direction concerning a proposed moratorium on the installation of vertical traffic calming measures, such as speed humps/raised crosswalks, and the like, in the City of Vaughan;

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3. That prior to the approval of any Plan of Subdivision, the Traffic Management Plan should be presented to Council for approval of all the proposed traffic calming measures for the subject Block/Draft Plan;
4. That prior to Assumption, if the implemented traffic calming measures as approved at the Block Draft Plan stage are not reliable and/or are ineffective as solution(s) for resident safety, then any additional constructed traffic calming measure will be the responsibility of the Developer;
5. That speed humps not be installed on Clarence Street north of Mounsey Street near the Board of Trade Gold Course;
6. That a raised crosswalk not be installed on Vaughan Mills Road in front of Vaughan Mills Park;
7. That a speed hump not be installed on Vaughan Mills Road between Jolana Court/Dunforest Gate and Roselawn Drive;
8. That speed humps not be installed on Pleasant Ridge Avenue;
9. That the Sonoma Heights Phase 2 Neighbourhood Traffic Committee plan proposal not be approved and that Engineering Services staff reconvene with the Traffic Committee to discuss alternative options for the vertical traffic calming measures within this Plan;
10. That the Sonoma Heights Phase 3 Neighbourhood Traffic Committee plan proposal not be approved and that Engineering Services staff reconvene with the Traffic Committee to discuss alternative options for the vertical traffic calming measures with the Plan; and
11. That a speed hump not be installed on Martin Grove Road at the north end of the Humber River/Robinson Creek Bridge.

Economic Impact

None.

Communication Plan

Engineering Services staff have requested information from the Vaughan Fire and Rescue Services Department, York School Boards and York Region Transit with respect to traffic calming measures. Engineering Services staff will provide each agency of Council's decision. There was public consultation regarding Clarence Street, Woodbridge Highlands and Area Traffic Committee, Pleasant Ridge Avenue, Sonoma Heights Phase 2 and 3 Traffic Committee and Woodbridge Meadows Traffic Committee.

Purpose

To provide a report on the Traffic Calming Policy, to seek Council approval for the adoption of several revised traffic calming initiatives, to propose a moratorium on the installation of speed humps/raised crosswalks and the like on City roadways, and to report on deferred reports.

Background – Analysis and Options

There has been much discussion between Council and staff regarding the existing traffic calming process and traffic calming implementation in new developments. The last revision date of the Traffic Calming process, warrants and resident input was in January, 2003.

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Current Traffic Calming Practice

The process by which traffic calming is implemented in existing areas of the City of Vaughan is through the 'Neighbourhood Traffic Committee Policy and Procedure'. The current version of this document is dated January, 2003. Refer to Attachment No. 1.

Proposed New Neighbourhood Traffic Committee Policy and Procedure

An updated version is proposed that provides more detail, reflects the current Neighbourhood Traffic Committee process, and proposes further improvements to that process. The proposed update is included as Attachment No. 2.

Highlighted changes from the previous version include:

- The removal of the Class EA Process.
- The elimination of the 'Traffic Committee', to be replaced by the 'Plan' and that it will now be developed by Engineering Services Department Traffic Engineering staff.
- The requirement that the support of at least two-thirds of the public (by Petition) is needed before a review for traffic calming commences.
- No longer is it a requirement that Council be involved in the initial stages, i.e. traffic committee approved by Council.

Traffic Calming Procedures in Other Municipalities

A questionnaire was completed by TSH Engineers Architects Planners on behalf of the City of Brampton in which the City of Vaughan had participated. The summary results were provided on how other municipalities are dealing with traffic calming. Refer to Attachments No. 3 and 4.

A general summary of the questionnaire is noted below.

- 11 municipalities participated in the questionnaire.
- Community support: 5 municipalities require at least 60% in favour, 4 municipalities require 50% + 1 in favour, two municipalities did not indicate a threshold.
- Notifications: majority of municipalities send out to the affected study area.
- Methods of Notifications: varies between letters, newspaper ads and websites.
- Survey residents on the level of satisfaction on implemented measures: 8 municipalities do not survey residents, 3 municipalities do survey residents.

Vaughan does incorporate or go beyond expectations regarding the traffic calming process with resident notifications and resident feedback on the implemented measures.

Municipal Class Environmental Assessment

Traffic calming installations are now exempt from the Class Environmental Assessment Act as of February 22, 2007.

"Section 3.3 (1) A traffic calming measure is not an undertaking for the purposes of this Act and cannot be included in the definition of a class for the purposes of this Act. 2006, c. 11, Sched. B, s. 5."

This now means that the following is not required:

- Notice of Commencement of study
- Notice to be placed in the local papers

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- Mail out of Notices (not a full requirement by the Municipality)
- 30-day Comment period following Notice of Completion of study

However, to maintain proper communication with residents and outside agencies, it is recommended that Notices still be mailed out at the beginning and the end of the particular project.

Traffic Calming Warrant

It is proposed that in the future traffic calming measures to be considered for installation on City of Vaughan streets in accordance with warrants as noted below. These warrants should be maintained to simply dictate where certain traffic calming measures should not be considered.

For example, it is proposed that:

- Speed humps and raised crosswalks not be considered on streets that are primary emergency response routes. This would eliminate streets such as Martin Grove Road or Clark Avenue, and most primary roads similar to Fossil Hill Drive, from being candidates for speed humps and raised crosswalks.
- Traffic calming measures not be considered on streets where the speed limit is greater than 50 km/h.
- Traffic calming measures not be considered where speeds are not in excess of the existing speed limit by at least 10 km/h. This will ensure that traffic calming measures are used only on streets where a speeding problem has been established.

The proposed REVISED criteria are included as Attachment No. 5.

Speed Hump/Raised Crosswalk Design

Speed humps in the City of Vaughan are currently 7.0 metres long by 100 mm high and constructed entirely out of asphalt. Raised crosswalks are the same height and length and are constructed with a coloured impressed concrete on the top portion of the hump.

Future Traffic Calming in the City of Vaughan

The City of Vaughan has been a leading proponent of traffic calming in the Greater Toronto Area. Over the past several years over 210 speed humps and raised crosswalks, and a number of other measures, have been implemented through 40 separate Neighbourhood Traffic Committees. At least 12 other committees are in the process of developing traffic calming plans or waiting for their implementation. If a moratorium on the installation of speed humps/raised crosswalks is approved, the Committees or roadways in process should be exempt. The moratorium should start with the Council meeting date of approval. At the current rate traffic calming measures will soon be implemented in most existing residential areas of the City. To date the City has spent a total of over \$2.4 million on 40 individual traffic calming projects.

Each Traffic Committee involves a considerable amount of staff time: preparation and attendance at a minimum of two community meetings; working meetings with the Traffic Committee members; distribution of meeting notices; preparation of advertisements in the local papers; field work including speed studies, traffic counts and sometimes infiltration studies; a report to Committee of the Whole; traffic calming design; tender preparation and contract administration of the construction of traffic calming measures. The work is done with limited staff resources to the detriment of fundamental traffic engineering functions such as pedestrian studies, signal timing review, daily vehicle counts, volume/speed studies on our road network, etc.

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Staff continue to receive requests for speed humps and raised crosswalks in both newly assumed and unassumed areas such as in Block 10, 17, 32 West, 33 and 39. This is in addition to the raised intersections, roundabouts and curb extensions or road narrowings that were approved and constructed in these areas through the Block/Draft plan processes.

While studies have proven that speed humps and raised crosswalks are effective measures for marginally reducing traffic speeds, and surveys have established they are generally popular with many residents, they have undesirable impacts on heavy vehicles and emergency response times. Unless public expectations begin to change regarding the role of primary roads, residents will continue to demand that additional traffic calming measures, primarily speed humps and raised crosswalks, be implemented on these streets. It is proposed through the Traffic Calming Warrants that most primary roads in these new blocks not be candidates for speed humps and raised crosswalks because of their higher volumes and role in providing a route for transit and emergency response, and that other measures be considered should the moratorium on traffic calming be lifted. These may include raised intersections, roundabouts, medians, curb extensions or road narrowings, contrasting materials, pavement markings and warning signage, to name some of the other more popular traffic elements available.

Stakeholder and Agency Feedback and Comments

1. Vaughan Fire & Rescue Services (VFRS)

Staff requested comments from Vaughan Fire and Rescue Service on the implementation of traffic calming. VFRS states that traffic calming measures delay response times, cause injuries to emergency responders and have on occasion resulted in significant enough damage to an emergency response vehicle that it could not complete the emergency assignment. VFRS are opposed to speed humps and/or speed cushions.

Since 2004, there have been four serious lost time injuries to VFRS firefighters riding apparatus that have encountered speed humps travelling to emergencies. One of the injuries (compression type neck trauma) resulted in the firefighter being disabled for regular duty for approximately 8 months from severe contact with the interior cab roof. Additionally, in the same time period VFRS has incurred expenditures of approximately \$14000.00 to repair apparatus damage caused by speed humps (broken springs, axle damage, drive line damage). Attachment # 21 graphically illustrates damage caused by an encounter with a speed hump where the emergency response unit was rendered inoperable to complete the alarm assignment. The following additional information (reported by other fire and emergency services) further demonstrate the concern of VFRS regarding speed humps:

- Delayed response time by traffic calming devices makes the community at far greater risk than from vehicles.
- Fire engines with flattened springs or body weld breaking.
- A front axle sheered off during a response after traversing a speed hump
- Several compartment doors abruptly came open on both sides; equipment strewn upon the street.
- Booster/water tank cracked due to humps.
- Booster/water tank broken while going over a hump.
- Approximately 8 and 10 seconds delay per hump for fire trucks.
- Documented injuries of firefighters who have hit the roofs of their cabs when encountering speed humps unexpectedly. Some injuries have placed firefighters on temporary or permanent disability.
- Canada Safety Council reported how traffic calming devices compromised safety in two 1999 incidents in the Ottawa area:

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"A fire fighter struck his head on the roof of the cab as his truck crosses a speed bump while racing to an emergency and was off for three weeks."

"Traffic calming barricades impeded access to a burning building, forcing fire fighters to ram their truck through iron posts to fight the blaze. The fire destroyed the building, leaving 12 people homeless."

- A quotation dated April 5, 2007 "...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area."
- International Association of Firefighters Canadian Journal, Volume 4, Issue #1, 2000 "Traffic Calming Devices - Why fire fighters have given them a rough ride..." **"Speed bumps are a workplace hazard for fire fighters."** - City Councillor, Peterborough, Ontario
 - "...speed bumps 'have significantly reduced the response times of all emergency vehicles responding to 911 calls, jeopardizing the lives of the citizens within our communities.' "
 - "...speed bumps are a no-win situation for fire trucks. If taken at any speed, they can result in fire fighter injury - even seat-belted fire fighters can strike their heads on the roof of the cab, and there are cases of vertebral compression leading to permanent disability. On the other hand, slowing a truck for speed bumps or navigating other traffic calming devices adds to response time, crucial seconds at a time when every second counts."
- Damage to a fire vehicle is illustrated on Attachment No. 21.

In the interests of public safety (response time) and the Health & Safety of our firefighters as well as the operational readiness of emergency response equipment, VFRS remains opposed to any further installations of speed humps/speed cushions.

This information is provided at community meetings and placed in Engineering Services reports. Refer to Attachments No. 6, 7, 8 and 9.

2. York Region Transit (YRT)

In 2004, York Region Transit prepared a Policy report on the impacts that occur with the installation of traffic calming measures on their transit vehicles. Refer to Attachment No. 10.

York Region Transit has not been collecting data on bus damages and additional service delays as there are only a few speed humps on routes that their buses travel which were 'grandfathered' prior to the adoption of the Policy.

3. York Region School Boards

The York Region District School Board indicated to staff that although not ideal, school buses because of the heavier duty suspension are not as adversely affected by speed humps. They also went on to say that speed humps do slow down their vehicles which would negatively affect arrival times at schools if the entire neighbourhood was outfitted with such vertical traffic calming devices as speed humps.

The York Catholic District School Board also indicated that their school buses are able to travel over a speed hump without major issue, but that schedules delays were problematic.

Neither school board advised of any known injuries that have occurred.

4. Land Development Stage Process

As part of the development review at the Block Plan stage, a Traffic Management Plan is to be submitted for review that outlines traffic calming measures and locations with justification by way

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of a traffic impact study. The Traffic Management Plan is a condition of approval prior to the subdivision agreement being registered. Traffic calming measures that are typically proposed at this stage include raised intersections, roundabouts, chicanes, curb bump-outs, intersection narrowing, pavement texturing, raised/mountable medians and painted road narrowings. Speed humps and raised crosswalks are excluded from this plan.

Over the years, City staff have received complaints from residents that there is excessive speeding, too much traffic on their roadway or traffic is 'cutting through' their neighbourhood. This results in forming a traffic calming committee, specifically for the installation of speed humps. The work completed for these committees is extensive for Engineering Services staff. To assist in these types of requests a Traffic Calming warrant was developed and approved by Council in January 2003.

Prior to the plan of subdivision being approved, the Traffic Management Plan should be presented to Council for approval of all the proposed traffic calming measures for that Block Plan.

Development Engineering staff will proceed to follow up on the effectiveness of the implemented traffic calming measures and report back between one and two years after implementation. Prior to assumption of the subdivision, if the implemented measures are not working then any additional constructed measures are to be the responsibility of the developer. This process will follow through the Policy & Procedure on the development of a Plan.

5. Clarence Street

Staff received a request by the Board of Trade Golf Course to review the feasibility of installing two speed humps on Clarence Street at their 'Golf Crossings'. In the request, the superintendent stated the following:

- Excessive vehicle speeds on Clarence Street.
- There have been many close calls between pedestrians and vehicle traffic over the past years.
- Golfers and staff (approximately 300 to 400 per day) must cross the street at least twice daily. 50% walking, 50% utilizing motorized golf cart maintenance equipment.

Clarence Street is a two-lane, arterial roadway with a paved driving surface of 7.0 metres and a 27.0 metre right-of-way. There are three existing speed humps and one raised crosswalk on Clarence Street between Mounsey Street and Woodbridge Avenue, which were installed in the Summer of 2001 as part of the Woodbridge Core Traffic Calming Committee.

There are two pedestrian crossings on Clarence Street north of Mounsey Street to accommodate golfers and Facility workers. The two existing pedestrian crossings in the vicinity of the golf course are located as follows: (Refer to Attachment No. 11).

- Approximately 110 metres north of Mounsey Street.
- Approximately 200 metres north of Mounsey Street.

The locations of the proposed speed humps in this area have changed from the earlier locations identified in Report No. 63, Item 17, Clarence Street Between Meeting House Road and Rutherford Road Traffic Safety Review, September 27, 2004 Council. (Refer to Attachment No. 12).

Each pedestrian crossing is defined by transverse pavement markings. The proposed two speed humps would be installed approximately ten metres in advance of each pedestrian crossing to reduce vehicle speeds immediately upstream of each 'Golf Crossing area'. There are also eight warning signs on Clarence Street informing traffic to the potential crossing of pedestrians near the golf course; seven "Watch For Golfers" warning signs and one "Pedestrians Ahead" warning sign.

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Staff conducted speed and volume studies on Clarence Street, north of Mounsey Street, from November 27 – December 1, 2006. The results have been summarized below:

Direction	Average Speed	85th Percentile Speed	Highest Recorded Weekday Traffic
Northbound	52 km/h	60 km/h	2321 vehicles
Southbound	52 km/h	60 km/h	2311 vehicles

The existing posted speed limit on Clarence Avenue is 40 km/h. The recorded average speeds on Clarence Street are 52 km/h in both directions. The 85th percentile speed (the speed at which 85 percent of the vehicles are traveling at or below) is 60 km/h in both directions. The average daily traffic throughout this week is approximately 4,450 vehicles.

There are several speed humps in place on Clarence Street south of Mounsey. Additional speed humps should not be constructed at this time. It may be appropriate to consider removal of some speed humps to be replaced with speed humps at the golf course crossing locations.

6. Woodbridge Highlands and Area Traffic Committee

At its meeting on December 15, 2003 Council directed:

“That the recommendation contained in the following report of the Commissioner of the Engineering and Public Works, dated December 8, 2003, be approved subject to deferring clause 1. i) until such time as the construction of the proposed fire station”

1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 8, 2003, be approved subject to amending clause 1. i) by approving the proposed raised crosswalk on Vaughan Mills Road in front of Vaughan Mills Park”

Vaughan Mills Road is a feeder roadway with a pavement width of 11.5 metres. The existing speed limit on Vaughan Mills Road is posted at 40 km/h. The area is shown on Attachment No. 13.

The Woodbridge Highlands and Area Traffic Committee proposed a raised crosswalk on Vaughan Mills Road in front of Vaughan Mills Park, and a speed hump on Vaughan Mills Road between Jolana Court/Dunforest Gate and Roselawn Drive. Both measures were deferred until the opening of the fire station. A copy of the December 15, 2003 Council extract is shown on Attachment No. 14.

Staff collected radar speed data on Vaughan Mills Road in the area of the two proposed measures. Both studies were conducted at peak traffic periods from 8:00am to 9:00am and from 4:00pm to 5:00pm. The result of the studies are shown in the table below.

Location/Date	Direction	Average Speed	
		8:00am to 9:00am	4:00pm to 5:00pm
Vaughan Mills Road at Vaughan Mills Park April 19, 2007	Northbound	50 km/h	49 km/h
	Southbound	47 km/h	55 km/h
Vaughan Mills Road south of Jolana Court/Dunforest Gate AM April 19, 2007, PM April 26, 2007	Northbound	48 km/h	50 km/h
	Southbound	46 km/h	47 km/h

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The average recorded vehicle speeds on Vaughan Mills Road range from 47 to 55 km/h in front of Vaughan Mills Park and from 46 to 50 km/h south of Jolana Gate, which ranges from 6 km/h to 15 km/h over the posted speed limit. The overall average roadway speeds are very close to meeting the 10 km/h over the existing speed limit criteria.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps/raised crosswalks are considered only when the following three warrants are met:

- The street is not a primary emergency response route.
- The speed limit is 50 km/h or less.
- The average speed is 10 km/h greater than the speed limit.

Vaughan Mills Road is a primary emergency response route and speed humps or raised crosswalks are not supported by Fire and Rescue Services. The posted speed limit is 40 km/h, however overall average speed of the roadway are close to the posted speed limit. Therefore, staff does not recommend the installation of speed humps and/or raised crosswalks on Vaughan Mills Road on the basis of the Traffic Calming Warrant has not been met. As the recorded speeds are ranging upwards, staff will request York Regional Police to confirm the existing 40 km/h speed limit.

As part of the Traffic Committee Plan, painted road narrowings were installed on both sides of Vaughan Mills Road.

7. Pleasant Ridge Avenue

At its meeting on December 18, 2006 Council directed:

“ That staff conduct a further traffic study in the early spring 2007 and provide a report on the feasibility of installing traffic calming measures on Pleasant Ridge Avenue.”

Pleasant Ridge Avenue is a feeder road with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing speed limit on Pleasant Ridge Avenue is a statutory 50 km/h. Refer to Attachment No. 15.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Pleasant Ridge Avenue from Monday, November 6, 2006 to Friday, November 10, 2006. The collected speeds and volumes are summarized below:

Location	Southbound		Northbound	
	Average Speed	Average Daily Volume	Average Speed	Average Daily Volume
Pleasant Ridge Avenue south of Autumn Hill Boulevard	54 km/h	964 veh/day	53 km/h	1111 veh/day

Staff collected further speed data on Pleasant Ridge Avenue from Monday, April 16, 2007 to Thursday, April 19, 2007. The collected speeds and volumes are summarized below:

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Location	Southbound		Northbound	
	Average Speed	Average Daily Volume	Average Speed	Average Daily Volume
Pleasant Ridge Avenue south of Apple Blossom Boulevard	45 km/h	581 veh/day	46 km/h	679 veh/day
Pleasant Ridge North of Misty Sugar Trail	45 km/h	1301 veh/day	45 km/h	1482 veh/day

According to the Transportation Association of Canada, a feeder road is designed to carry up to 8000 vehicles per day. The volumes on Pleasant Ridge Drive are well below this 8000 vehicle threshold. In both studies, collected speeds are within those volumes typically experienced on such thoroughfares.

In accordance with Council's approved Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met:

- The street is not a primary emergency response route
- The speed limit is 50 km/h or less
- The average speed is measured to be 10 km/h greater than the speed limit

Pleasant Ridge Avenue is a primary emergency response route, and the average speed is not 10 km/h higher than the speed limit. Vaughan Fire and Rescue Services and York Region Transit have indicated that speed humps hinder response times and cause mechanical damage to equipment. Based on the above criteria, the warrant for the installation of speed humps on Pleasant Ridge Avenue is not met.

Possible alternatives for this roadway would be the installation of chicanes, mountable centre medians, painted road narrowings, or a combination of these three alternatives.

8. Sonoma Heights Phase 2

At its meeting on February 14, 2005, under Item 42, Report No. 7 Council adopted the following recommendation:

"The Committee of the Whole recommends that staff be directed to attend the Sonoma Heights Neighbourhood Traffic Committee Meeting."

The Sonoma Heights subdivision was divided into 3 phases for traffic calming committees. The Phase 2 traffic committee area is bounded by Islington Avenue to the east, Sonoma Boulevard to the south, Sonoma Heights street network to the west and Napa Valley Avenue to the north. (Refer to Attachment No. 16 for area map and proposed traffic calming measures).

Public Participation

The initial public meeting of the Sonoma Heights Phase 2 Neighbourhood Traffic Committee was held on Thursday, May 26, 2005. Engineering 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 Tuesday, October 3, 2006. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 15 residents were in favour of the plan and 0 residents were against the plan.

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The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings were also mailed out to the residents in the defined area for this committee.

The residents were all in favour of the proposals, but some wanted amendments to the plan as outlined below. A review of these additional proposals is included later in the report.

- Additional speed hump for Monte Carlo Drive.
- Additional speed hump for Castle Park Boulevard.

Traffic Calming Plan - General

There are nine existing all-way stop controls at the following intersections within the Sonoma Heights Phase 2 Neighbourhood Traffic Committee area:

- Napa Valley Avenue and Silver Oaks Boulevard;
- Napa Valley Avenue and Forest Fountain Drive;
- Napa Valley Avenue and Criscione Drive;
- Napa Valley Avenue and Amarone Drive;
- Napa Valley Avenue and Sunset Ridge;
- Napa Valley Avenue and Casa Vista Drive;
- Napa Valley Avenue and Fonteselve Avenue;
- Forest Fountain Drive and Adrianna Louise Drive
- Castle Park Boulevard and Colle Molito Way; and
- Via Christina Way and Pierina Court.

The existing posted speed limits are 50 km/h on all the roadways within the Sonoma Heights Phase 2 Neighbourhood except Napa Valley Avenue, and Forest Fountain Drive, which are posted at a reduced 40 km/h limit. There are 3 existing elementary schools in this area – St. Padre Pio Catholic School, Lorna Jackson Public School, and St. Stephen Catholic School.

There are existing traffic calming measures, constructed at the time the area was built at the following locations within the Sonoma Heights Phase 2 Neighbourhood Traffic Committee area:

- Existing roundabout: Monte Carlo Drive and Lio Avenue; and
- Existing raised intersections: Napa Valley Avenue and Fonteselve Avenue, and Napa Valley Avenue and Castle Park Boulevard.

Staff undertook field reviews to determine locations that would be feasible for the additional traffic calming measures proposed.

There are six speed humps proposed on the plan and they can be placed at the following locations:

- Napa Valley Avenue between properties #368 and #372;
- Napa Valley Avenue between properties #540 and #544;
- Napa Valley Avenue between properties #604 and #608;
- Napa Valley Avenue near property #646;
- Forest Fountain Drive between properties #326 and #330; and
- Adrianna Louise Drive east of the 'Greenway' crossing.

There are two raised crosswalks proposed on the plan and they can be placed at the following locations:

- Napa Valley Avenue between properties #512 and #516; and
- Napa Valley Avenue at the 'Greenway' Crossing.

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The six speed humps will be constructed completely of asphalt and the raised crosswalks will have a coloured impressed concrete top.

The initial plan proposed by the Committee also had a speed hump proposed on Napa Valley Avenue between the east and west driveways of St. Padre Pio School. However, the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio School west access has recently been approved with a new all-way stop control. Therefore, staff recommends this proposed speed hump be removed from the plan given the nearby proximity of all-way stop controls at Napa Valley Avenue and Criscione Drive, Napa Valley Avenue and Forest Fountain Drive, and the proposed raised crosswalk on Napa Valley Avenue at the 'Greenway' Crossing west of St. Padre Pio School.

The proposed speed hump at #540 Napa Valley Avenue and the proposed raised crosswalk at #512 Napa Valley Avenue are proposed at the ends of existing lay-by lane areas on the south side of Napa Valley Avenue. Some modification will be required to extend the existing curb area so the proposed traffic calming measures do not interfere with the lay-by lanes.

Speed Studies

Staff collected speed and volume data near the proposed traffic calming locations. All studies were conducted on a 24-hour basis. The results of the studies are shown in the table below.

Location	Direction	24-hour volume	Average Speed
Napa Valley Avenue west of Sgotto Boulevard August 11, 2005	Eastbound	2087	46 km/h
	Westbound	1980	45 km/h
Napa Valley Avenue west of Marco Sgotto Avenue August 11, 2005	Eastbound	1829	43 km/h
	Westbound	1693	42 km/h
Napa Valley Avenue west of Sunset Ridge August 15, 2005	Eastbound	725	45 km/h
	Westbound	1050	46 km/h
Adrianna/Louise Drive west of Marco Sgotto Avenue August 16, 2005	Eastbound	165	32 km/h
	Westbound	186	33 km/h
Napa Valley Avenue west of Monte Carlo Drive August 13, 2005	Eastbound	1075	43 km/h
	Westbound	1070	45 km/h
Forest Fountain Drive north of Laura Sabrina Drive August 13, 2005	Northbound	1230	44 km/h
	Southbound	1141	43 km/h

The average recorded vehicle speeds range from 32 to 46 km/h, which is generally in accordance with existing speed limits. All recorded volumes are well within capacities for feeder and local roadways. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Additional Requests

At the final public meeting, requests were received to add an additional speed hump on Monte Carlo Drive, and on Castle Park Boulevard. Staff investigated both streets and determined that a speed hump could be installed at the following locations:

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- Castle Park Boulevard between properties #91 and #95;
- Monte Carlo Drive between properties #208 and #214; and
- Monte Carlo Drive between properties #290 and #292.

Staff hand delivered a survey to directly affected residents of Castle Park Boulevard and Monte Carlo Drive (a total of 11 surveys, four for Castle Park Boulevard, and seven for Monte Carlo Drive) to request their support on the proposed speed hump locations, as they are additional to the submitted plan.

A total of six survey responses were received (two for Castle Park, and four for Monte Carlo Drive). All six survey responses indicated support for the additional proposed speed hump locations. Therefore, staff recommend the three proposed speed hump locations be added to the traffic calming plan.

Staff collected speed and volume data near the proposed traffic calming locations. All studies were conducted on a 24-hour basis. The results of the studies are shown in the table below.

Location	Direction	24-hour volume	Average Speed
Castle Park Boulevard south of Laura Sabrina Drive November 8, 2006	Northbound	759	43 km/h
	Southbound	425	40 km/h
Monte Carlo Drive south of Adrianna Louise Boulevard November 9, 2006	Northbound	795	40 km/h
	Southbound	801	39 km/h
Monte Carlo Drive north of Sonoma Boulevard November 9, 2006	Northbound	728	39 km/h
	Southbound	631	37 km/h

The average recorded vehicle speeds range from 37 to 40 km/h, which is in accordance with the existing 50 km/h statutory speed limit. Should the additional requests be approved by Council, staff will add these three speed humps to the traffic calming plan, and collect additional speed data 12 months after installation.

Fire & Rescue Services and York Region Transit Comments

Staff requested comments from Fire & Rescue Services on the plan proposal. Fire & Rescue Services stated that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems and that they are generally opposed to speed humps.

Comments were also requested from York Region Transit (YRT) on the plan proposal. York Region Transit has provided comments and a copy of their 'Traffic Calming on Public Transit Routes' policy. York Region Transit are opposed to speed humps on roads designated for transit due to service delays and damages to buses. York Region Transit has two existing routes on Napa Valley Avenue – Route 85 (Rutherford – 16th Avenue Service) and Route 13 (Islington Avenue). (Refer to Attachment No. 17 for YRT's response and copy of their policy).

9. Sonoma Heights Phase 3

At its meeting on February 14, 2005, under Item 42, Report No. 7 Council adopted the following recommendation:

"The Committee of the Whole recommends that staff be directed to attend the Sonoma Heights Neighbourhood Traffic Committee Meeting."

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The Sonoma Heights subdivision was divided into 3 phases for traffic calming committees. The Phase 3 traffic committee area is bounded by Islington Avenue to the east, Sonoma Heights street network to the west and Napa Valley Avenue to the south (not including Napa Valley Avenue which is part of the Phase 2 committee). (Refer to Attachment No. 18 for area map and proposed traffic calming measures).

Public Participation

The initial public meeting of the Sonoma Heights Phase 3 Neighbourhood Traffic Committee was held on Tuesday, September 27, 2005. Engineering 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 Tuesday, January 23, 2007. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 17 residents were in favour of the plan and 0 residents were against the plan. The vote included the review of curb bump-outs on Silverado Trail, Sunset Ridge and Via Carmine and present the findings in the final report to Council.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings were also mailed out to the residents in the defined area for this committee.

Traffic Calming Plan - General

There are five existing all-way stop controls at the following intersections within the Sonoma Heights Phase 3 Neighbourhood Traffic Committee area:

- Forest Fountain Drive and Sequoia Road/Calera Crescent;
- Sunset Ridge and Kistler Street;
- Sunset Ridge and Julia Valentina Avenue;
- South Belair Avenue and Silverado Trail; and
- Via Carmine Avenue and Casa Vista Drive.

An all-way stop control is being recommended at the intersection of Forest Fountain Drive and Sunset Ridge and is going to the May 28, 2007 Committee of the Whole meeting.

There is only 1 existing elementary school in this area – St. Padre Pio Catholic School and two elementary schools near this area - Lorna Jackson Public School, and St. Stephen Catholic School.

There are existing traffic calming measures, constructed at the time the area was built at the following locations within the Sonoma Heights Phase 3 Neighbourhood Traffic Committee area:

- Existing traffic circle: Forest Fountain Drive and Silverado Trail; and
- Existing traffic circle: Sunset Ridge and Silverado Trail.

Staff undertook field reviews to determine locations that would be feasible for the additional traffic calming measures proposed.

There are eleven speed humps proposed on the plan and they can be placed at the following locations:

- Julia Valentina Avenue west of #147;
- Julia Valentina Avenue between properties #265 and #277;

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- Sunset Ridge between properties #254 and #255;
- Sunset Ridge between properties #169 and #173;
- Sunset Ridge between properties #79 and #83;
- Via Carmine Avenue between properties #290 and #292;
- Silverado Trail opposite properties #201 and #202;
- Kistler Street between properties #60 and #64;
- Stag's Leap Road between properties #84 and #85;
- Forest Fountain Drive between properties #412 and #416; and
- Silver Oaks Boulevard between properties #47 and #51.

The eleven speed humps will be constructed completely of asphalt.

Speed and Volume Studies

Staff collected radar speed data near the proposed traffic calming locations. The speed limit on Sunset Ridge and Forest Fountain Drive is posted at 40 km/h. All other streets are a statutory 50 km/h. All studies were conducted during peak traffic hours. The results of the studies are shown in the table below.

Location	Direction	Average Speed (AM Peak)	Average Speed (PM peak)
Sunset Ridge west of Lookout Point August 16, 2006	Eastbound	48 km/h	48 km/h
	Westbound	46 km/h	48 km/h
Sunset Ridge west of Diletta Court August 17, 2006	Eastbound	47 km/h	49 km/h
	Westbound	48 km/h	44 km/h
Silver Oaks Boulevard south of Silverado Trail May 2, 2006	Northbound	42 km/h	42 km/h
	Southbound	38 km/h	38 km/h
Forest Fountain Drive north of Napa Valley Avenue May 4, 2006	Northbound	42 km/h	42 km/h
	Southbound	40 km/h	43 km/h
Stag's Leap Road south of Sequoia Road August 17, 2006	Northbound	46 km/h	---
	Southbound	46 km/h	---
South Belair Drive north of Silverado Trail May 23, 2006	Northbound	36 km/h	36 km/h
	Southbound	36 km/h	36 km/h
Kistler Street south of South Belair Drive August 24, 2006	Northbound	40 km/h	39 km/h
	Southbound	43 km/h	36 km/h
Via Carmine Avenue east of South Belair Drive May 16, 2006	Eastbound	38 km/h	37 km/h
	Westbound	33 km/h	43 km/h

The average recorded vehicle speeds range from 33 to 49 km/h, which is generally in accordance with existing speed limits.

Staff also collected speed and volume data near some of the proposed traffic calming locations. All studies were conducted on a 24 hour basis. The results of the studies are shown in the table below.

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Location	Direction	24 hour Volume	Average Speed
Sunset Ridge west of Forest Fountain Drive May 5, 2006	Eastbound Westbound	1236 1320	51 km/h 49 km/h
Silverado Trail west of Kistler Street May 4, 2006	Eastbound Westbound	232 233	38 km/h 37 km/h
Silverado Trail west of Forest Fountain Drive May 4, 2006	Eastbound Westbound	518 471	40 km/h 38 km/h
Julia Valentina Avenue east of Fonteselva Avenue May 10, 2006	Eastbound Westbound	276 268	30 km/h 32 km/h

The average recorded vehicle speeds range from 30 km/h to 40 km/h, with the exception of Sunset Ridge west of Forest Fountain which recorded vehicle speeds ranging from 49 km/h to 51 km/h. The speeds are generally in accordance with the speed limit except for Sunset Ridge where the posted speed limit is 40 km/h. All recorded volumes are well within capacities for feeder and local roadways. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Additional Requests

At the final public meeting, a request was received to review the feasibility of installing curb bump-outs on South Belair Drive, Silverado Trail and Via Carmine Avenue. Staff investigated these streets for suitability of the curb bump-outs and determined that the following locations can accommodate a curb bump-out:

- Silverado Trail between properties #35/#37 and #38/#42;
- Silverado Trail between properties #105/#107 and #106/#108;
- South Belair Drive between properties #155/#159 and #146/#150; and
- Via Carmine Avenue between properties #195/#199 and #192/#196.

Staff hand delivered a survey to directly affected residents of Silverado Trail, South Belair Drive and Via Carmine Avenue on March 8, 2007 (a total of 16 surveys) to request their support on the proposed curb bump-outs, as they are additional to the submitted plan.

A summary of each location is noted below:

Silverado Trail - #35, #37 and #42 not in support, no response from #38. Staff will not recommend the installation of the curb bump-outs at this location.

Silverado Trail - #106 does support, no response from #107, #108 and #105. Staff will recommend the installation of the curb bump-outs at this location.

South Belair Drive – All four households were not in support of the curb bump-outs. Staff will not recommend the installation of the curb bump-outs at this location.

Via Carmine Avenue – There were no responses received from the four households. Staff will recommend the installation of the curb bump-outs at this location.

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Fire & Rescue Services and York Region Transit Comments

Staff requested comments from Fire & Rescue Services on the plan proposal. Fire & Rescue Services stated that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems and that they are generally opposed to speed humps in any location.

Comments were also requested from York Region Transit (YRT) on the plan proposal. York Region Transit has provided comments on the roadways with the proposed speed humps. York Region Transit has stated that it is unlikely transit services would operate on the streets proposed for traffic calming measures in this report.

10. Woodbridge Meadows Neighbourhood

At its meeting on September 13, 2004 Council directed:

“By approving that the feasibility of the proposed speed hump at the north end of the Humber River/Robinson Creek Bridge be deferred until the new fire hall has been constructed in West Vaughan”

Martin Grove Road is a major collector roadway with a four-lane pavement width. The existing speed limit on Martin Grove Road is a statutory 50 km/h. The area is shown on Attachment No. 19.

The Woodbridge Meadows Traffic Committee proposed a speed hump on Martin Grove Road at the northern end of the Humber River/Robinson Creek Bridge. The speed hump was deferred until the opening of the fire station. A copy of the September 13, 2003 extract is shown on Attachment No. 20.

Staff collected radar speed data on Martin Grove Road in the area of the proposed measure. The study was conducted at peak traffic periods from 8:00am to 9:00am and from 4:00pm to 5:00pm. The result of the study is shown in the table below.

Location/Date	Direction	Average Speed	
		8:00am to 9:00am	4:00pm to 5:00pm
Martin Grove Road at the north end of Humber River/Robinson Creek Bridge May 9, 2007	Northbound	49 km/h	51 km/h
	Southbound	48 km/h	48 km/h

The average recorded vehicle speeds on Martin Grove Road range from 48 to 51 km/h, which is in compliance with the statutory 50 km/h limit.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are considered only when the following three warrants are met:

- The street is not a primary emergency response route.
- The speed limit is 50 km/h or less.
- The average speed is 10 km/h greater than the speed limit.

Martin Grove Road is a primary emergency response route and speed humps are not supported by Fire and Rescue Services. The collected average speeds do not exceed the posted speed limit by 10 km/h. In addition, Martin Grove Road is used as a transit route, and York Region Transit would also be opposed to the proposed speed hump.

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Therefore, staff does not recommend the installation of speed humps and/or raised crosswalks on Martin Grove Road on the basis of the Traffic Calming Warrant has not been met.

Regional Implications

York Region Transit has provided their policy on the use of Traffic Calming on Transit Routes and its impact on damages and injuries.

Much discussion has occurred between City and Regional Regional Transportation and Works staff on the use and effectiveness of traffic calming. Regional Roads do not contain such measures due to the nature and operating characteristics of these thoroughfares.

Conclusion

It is recommended that the proposed updated Neighbourhood Traffic Committee Policy and Procedure and the proposed NEW Traffic Calming Criteria, be approved, and that Council provide direction on the current moratorium on the installation of speed humps/raised crosswalks in the City of Vaughan.

Attachments

1. Neighbourhood Traffic Committee Policy and Procedure – Current
2. Neighbourhood Traffic Committee Policy and Procedure - Revised
3. Questionnaire Chart – Traffic Calming Summary
4. Questionnaire Chart – Traffic Calming Summary
5. Traffic Calming Warrant – June 2007
6. Emergency Response Route Map
7. Emergency Response Route Map
8. Emergency Response Route Map
9. Emergency Response Route Map
10. York Region Transit – Policy Report 2004
11. Clarence Street – Location Map
12. Council Extract, Item 17, Report No. 63, Committee of the Whole September 27, 2004
13. Woodbridge Highlands and Area Traffic Committee – Location Map
14. Council Extract, Item 8, Report No. 72, Committee of the Whole December 15, 2003
15. Pleasant Ridge Avenue – Location Map
16. Sonoma Heights Phase 2 – Location Map
17. York Region Transit Comments
18. Sonoma Heights Phase 3 – Location Map
19. Woodbridge Meadows Neighbourhood – Location Map
20. Council Extract, Item 18, Report No. 59, Committee of the Whole September 13, 2005
21. Damage to Fire Vehicle

Report prepared by:

Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

MD:mc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)