

## COMMITTEE OF THE WHOLE – SEPTEMBER 7, 2004

### WOODBIDGE MEADOWS NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN - UPDATE

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

That the proposed speed hump at the north end of the Humber River/Robinson Creek Bridge not be installed on Martin Grove Road.

#### Purpose

To report on the feasibility of installing an additional speed hump on Martin Grove Road for the Woodbridge Meadows Neighbourhood Traffic Committee Plan.

#### Background - Analysis and Options

At its meeting of September 8, 2003 Council adopted the following:

**“That staff review the feasibility of installing a speed hump at the north end of the Humber River / Robinson Creek Bridge in one year”.**

The initial Woodbridge Meadows Neighbourhood Traffic Calming Plan proposed three speed humps on Martin Grove Road between Langstaff Road and Highway No. 27. The proposed speed humps were located at the north and south ends of the Humber River/Robinson Creek Bridge and in front of the St. Angela Merici School between properties #8890 and #8894 Martin Grove Road. Please refer to Attachment No. 1 for area street network.

Staff recommended not to install the three speed humps for the following reasons; Martin Grove Road is a major collector roadway and a primary emergency response route and speed humps are not intended to be installed on four-lane roadways. The average speed of traffic on this thoroughfare was not measured to be 10 km/h greater than the 50 km/h speed limit.

At the September 8, 2003 Council adopted that two of the speed humps be installed on Martin Grove Road, between properties #8890 and #8894 Martin Grove Road and at the south end of the Humber River/Robinson Creek Bridge. The subject two speed humps will be installed in the Fall of 2004.

#### Fire & Rescue Service Comments

The Vaughan Fire and Rescue Service are opposed to any additional speed humps on Martin Grove Road. The roadway is a primary emergency response route that provides timely emergency vehicle access to numerous homes in this neighbourhood area and surroundings.

#### York Region Transit Comments

Martin Grove Road is a public transit route. York Region Transit advised they can not continue to operate public transit on roads where speed humps exist or are to be installed. A number of their transit buses and all new buses are designed with low-floor entry, thereby reducing ground clearance. This vehicle design assists the elderly and handicapped users of public transit. The low-floor buses are experiencing damage on existing routes where speed humps have been installed.

## **Environmental Assessment Act Requirements**

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should the additional speed hump be approved by Council and installed on Martin Grove Road, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Martin Grove Road should traffic calming measures be approved informing them of their installation.

## **Conclusion**

Based on staff's further review, it is recommended that the additional speed hump on Martin Grove Road at the north end of the Humber River/Robinson Creek Bridge not be installed.

## **Attachments**

1. Location Map

## **Report prepared by**

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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# ATTACHMENT No. 1

