

COMMITTEE OF THE WHOLE – DECEMBER 11, 2006

**WADE GATE
REQUEST FOR SPEED HUMP**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a speed hump not be installed on Wade Gate.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing a speed hump on Wade Gate, as directed by Council.

Background - Analysis and Options

At its September 25, 2006 meeting the Committee of the Whole recommended:

- “1. That staff be directed to investigate the necessity and feasibility of installing speed humps along Wage Gate between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive; and**
- 2. That staff report their findings to a future Committee of the Whole meeting in December 2006.”**

Wade Gate is a two lane, local roadway with a 20.0 metre right-of-way and an existing posted speed limit of 40 km/h. Wade Gate Park is located on the south side of Wade Gate. The area is shown in Attachment No.1.

Staff conducted speed and volume studies on Wade Gate from Tuesday, November 14, 2006, to Friday, November 17, 2006. The results have been summarized below:

Wade Gate – Approximately 80 metres south of Brownridge Drive

Direction	Average Speed	85th Percentile Speed	Average Daily Traffic
Northbound	39 km/h	48 km/h	470 vehicles
Southbound	38 km/h	47 km/h	560 vehicles

The recorded average speeds on Wade Gate, south of Brownridge Drive, range between 38 km/h and 39 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 47 km/h to 48 km/h. The results of this study suggest an acceptable level of motorist compliance with the 40 km/h speed limit.

Wade Gate – Approximately 50 metres east of Keffer Court

Direction	Average Speed	85th Percentile Speed	Average Daily Traffic
Eastbound	35 km/h	46 km/h	390 vehicles
Westbound	38 km/h	47 km/h	490 vehicles

The recorded average speeds on Wade Gate, east of Keffer Court, range between 35 km/h and 38 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 46 km/h to 47 km/h. The results of this study suggest an acceptable level of motorist compliance with the 40 km/h speed 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 measured to be 10 km/h greater than the speed limit.

Wade Gate is not a primary emergency response route and the speed limit is 40 km/h. However the recorded average speeds do not exceed the speed limit by 10 km/h and therefore do not warrant the installation of speed humps. Based on this review, it is recommended that speed humps not be installed on Wade Gate.

Staff has determined that there are two locations on Wade Gate, between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive, where a speed hump could be accommodated should Council wish to proceed with their installation:

- The south approach to the intersection of Wade Gate and Checker Court.
(This will be designed as a raised crosswalk)
- Between # 152 Wade Gate and the horizontal curve on Wade Gate.

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 Council wish to approve the installation of traffic-calming measures for Wade Gate, 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 Wade Gate should speed humps be approved informing residents of the installation.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council.

Conclusion

Based on this review, installing a speed hump on Wade Gate is not recommended.

Attachments

1. Location Map

Report prepared by:

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Respectfully submitted,

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Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services




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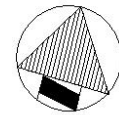
ATTACHMENT No. 1



WADE GATE AREA UNDER REVIEW

LEGEND

-  AREA UNDER REVIEW
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE