

COMMITTEE OF THE WHOLE – MARCH 24, 2003

CHANCELLOR DRIVE PROPOSED SPEED HUMP

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Purpose

To report on the feasibility of installing a speed hump on Chancellor Drive.

Background - Analysis and Options

At its meeting of October 15, 2002, Council directed that residents be notified of the possibility of the installation of one speed hump on Chancellor Drive.

Staff reviewed the roadway and it is physically possible to install a speed hump at the following locations between Pine Valley Drive and Aberdeen Avenue:

- Option 1, between #609/#610 and #613/#616 Chancellor Drive; or
- Option 2, between #672/#678 and #675 Chancellor Drive.

Refer to Attachment No. 1.

A survey was mailed to residents of Chancellor Drive between Pine Valley Drive and Aberdeen Avenue on January 27, 2003. The residents were asked to choose between Option 1, Option 2, or no speed hump. There were 31 surveys sent out and 26 responses received. The results indicate that 54 percent (14 out of the 26 received responses) are in favour of Option 2 as outlined above.

It is noted that Council recently adopted warrants for the use of traffic calming measures. The use of speed humps is considered warranted only where the following three warrants are met:

1. The street is not a primary emergency response route. The determination of whether a street is a primary emergency response route shall be made in consultation with the Engineering and Fire Departments.
2. The speed limit is 50 km/h or less.
3. The average speed on the street is measured to be 10 km/h greater than the speed limit.

As well speed humps would not be incorporated in new developments through the block plan process. Chancellor Drive is a York Region Transit route, and is considered by the Fire Department to be a primary emergency response route. Prior studies have indicated that the vehicle speeds are not excessive, and are consistent with other similar type roadways.

Accordingly, two of the three warrants for speed humps are not met and the installation of a speed hump on Chancellor Drive is not recommended.

Attachments

1. Location Map

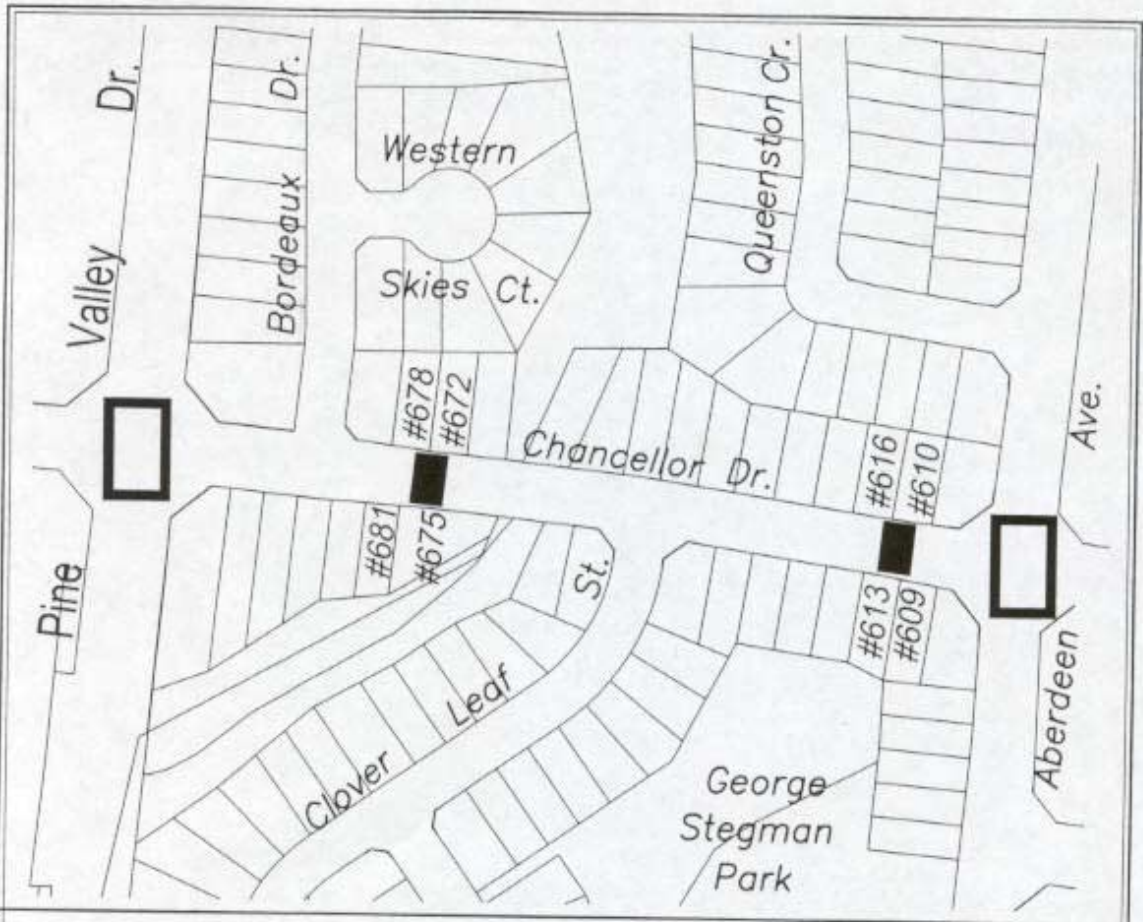
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Respectfully submitted,




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

ATTACHMENT No. 1



CHANCELLOR DRIVE POSSIBLE SPEED HUMP OPTIONS

LEGEND

-  POSSIBLE SPEED HUMP OPTIONS
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL



NOT TO SCALE