

## COMMITTEE OF THE WHOLE – MARCH 26, 2007

### WADE GATE FOLLOW UP REPORT TRAFFIC CALMING MEASURES

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a speed hump not be installed on Wade Gate; and
2. That no further action be taken by staff.

#### Economic Impact

None.

#### Communications Plan

Public notices were issued to each of the 121 households on Wade Gate, Keffer Court and Checker Court to attend a public meeting on Tuesday, February 20, 2007. Staff also placed a "Notice of Commencement" ad in the Vaughan Weekly and Vaughan Citizen newspapers.

#### Purpose

To review the feasibility of installing traffic calming measures on Wade Gate.

#### Background - Analysis and Options

At its December 18, 2006 meeting, City of Vaughan Council recommended:

- “1. That staff investigate the feasibility of installing speed humps on Wade Gate at the two locations identified, between the north intersection of Brownridge Drive and the southern intersection of Brownridge Drive;**
- 2. That a public meeting be held as soon as possible; and**
- 3. That the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be received.”**

A public meeting was held at the Dufferin Clark Community Centre on the evening of Tuesday, February 20, 2007. The Ward 4 Councillor, Councillor Assistant, Engineering staff and one Wade Gate resident attended the public meeting. The resident stated they were not in favor of installing speed humps along Wade Gate.

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.

As stated in the previous Council report dated December 18, 2006, 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.

Due to the lack of residential support and the above traffic review, it is recommended that speed humps not be installed on Wade Gate.

### Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

### Regional Implications

Not Applicable.

### Conclusion

Based on this review, it is recommended that a speed hump not be installed on Wade Gate and that no further action be taken by staff.

**Attachments**

1. Location Map

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Respectfully submitted,

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Commissioner of Engineering and Public Works

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TA:mc


# ATTACHMENT No. 1



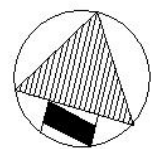
## WADE GATE AREA UNDER REVIEW

### LEGEND

 AREA UNDER REVIEW

 EXISTING ALL-WAY STOP CONTROL

 EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE