



Town of Newmarket  
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## **Patti McCulloch Way Speed Hump Request Staff Report**

Report Number: 2019-18

Department(s): Development & Infrastructure Services - Engineering Services

Author(s): Rachel Prudhomme, Director, Engineering Services

Meeting Date: February 25, 2019

### **Recommendations**

1. That the report entitled "Patti McCulloch Way Speed Hump Request" dated February 25, 2019 be received; and,
2. That speed humps not be installed on Patti McCullough Way at this time; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **Purpose**

The purpose of this report is to address the request to install speed humps on Patti McCulloch Way.

### **Background**

At its regular Committee of the Whole meeting of June 18, 2018, Town Council received a petition from the Patti McCulloch community requesting 3 or 4 speed humps to reduce traffic speeds and to improve pedestrian (child) safety on the street.

In accordance with the Town's Public Support and Consultation Policy, all residents on Patti McCulloch Way were contacted for additional input by way of a notice dated July 17, 2018.

This report provides a summary of the speed review, as well as staff comments on the proposed installation of speed humps on the street.

## Discussion

Patti McCulloch Way is a short, local road which connects Woodspring Avenue and Dowson Loop. The road was constructed in accordance with the local residential road design standard, and has a sidewalk on the east side.

A traffic survey for speeds and volumes was undertaken on Patti McCulloch Way. The table below indicates the daily volume (averaged over 7 days) the recorded operating speeds, the percentage of vehicles travelling above the posted speed of 40 km/h, and the percentage of vehicles travelling above the policy speed (50 km/h) for local roads.

| Patti McCulloch Way | Daily Volume | Operating Speed | %age Driving 41 to 50 km/h | %age Driving 50+ km/h |
|---------------------|--------------|-----------------|----------------------------|-----------------------|
| Mid-block           | 220          | 38 km/h         | 8.0%                       | Less than 1.0%        |

The operating speed (the speed at which 85% of vehicles are travelling) was below the posted speed. The percentage of vehicles travelling above the posted speed was low, and the percentage above the policy limit was very low. Only 2 cars exceeded 50 km/h over a 7-day period. Furthermore, there was no clear trend toward higher-speed vehicles based on time of day or day of the week, or relating to the school peak times.

Based on the Town's experience, speed humps (designed to reduce the higher-end speeders above 50km/h) generally bring operating speeds down to 45 km/h. Since the Town's speed studies have confirmed that most Patti McCullough vehicles travel within the posted speed limit, speed humps would not be effective in reducing speeds. In addition to not being recommended for technical reasons, the installation of unwarranted speed humps has negative effects. Firstly, speed humps cause delays during potential emergencies due to the slowing of emergency response vehicles such as fire trucks, ambulances, and police vehicles. Unnecessary speed humps also are a nuisance to local residents as a result of the noise produced by vehicles going over them at all times of the day and night.

Furthermore, even if speed humps were to be considered in this neighbourhood, they would not be effective because there is only one location on Patti McCulloch Way where a speed hump could be located (near Dowson Loop). This is because speed humps should not be constructed where they can obstruct catch basins, fire hydrants, intersections and driveways. Since driveways on Patti McCullough Way are closely spaced (speed humps should be designed in groups of 3 or more, 80 to 100 metres apart for effectiveness) a single speed hump would not be successful in this location.

## **Conclusion**

Due to the low volumes and speeds on Patti McCullough Way, speed humps are not recommended at this time.

## **Business Plan and Strategic Plan Linkages**

This report links to Newmarket's Strategic Plan direction, Well Planned & Connected, by improving travel within Newmarket through inter-connected neighbourhoods, as well as providing varied transit options, including biking trails, paths, and lanes.

This report also aligns with Council's 2014-2018 Strategic Priority - Traffic Safety & Mitigation, by ensuring safe streets, improving traffic congestion, and supporting major transit service enhancements.

## **Consultation**

The Town received a petition at the Committee of the Whole on June 18, 2018, requesting speed humps on Patti McCulloch Way. The petition was signed by most of the residents. As per the Town's policy, a letter (dated July 17, 2018) was sent to each household within the study area to solicit additional input.

A copy of this report will be forwarded to the community prior to the Committee of the Whole meeting so that residents may attend the meeting or present a deputation if they so wish.

## **Human Resource Considerations**

Not applicable to this report.

## **Budget Impact**

Operating Budget - There is no operating budget impact at this time

Capital Budgets – There is no capital budget impact at this time.

## **Attachments**

None

## **Approval**

Mark Kryzanowski, Manager, Transportation Services

Rachel Prudhomme, Director, Engineering Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

## Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension. 2508 or by email, [MKryzanowski@newmarket.ca](mailto:MKryzanowski@newmarket.ca)