## ATTACHMENT 1

BEFORE AND AFTER STUDIES FOR 40 KM/H NEIGHBOURHOOD PILOT
Table 1: Speed Studies for Royal Palm Drive (Ward 2)

|  | Before |  |  | After |  |  |
| :---: | :---: | :---: | :--- | :--- | :--- | :--- |
| Location | Average <br> Speed <br> $(\mathbf{k m} / \mathrm{h})$ | 85 <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathrm{h})$ | Average <br> Daily <br> Traffic <br> Volume | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | *85 <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathrm{h})$ | Average <br> Daily <br> Traffic <br> Volume |
| Royal <br> Palm Drive | 40 | 48 | 1610 | 40 | 48 | 1569 |

*The speed at which 85\% of vehicles are travelling at or below
Table 2: Speed Studies for Southwest Quadrant - Downtown Brampton (Ward 3)

|  | Before |  |  | After |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Location | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | 85 <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | *85 th <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume |
| Trotters <br> Lane | 31 | 39 | 108 | 34 | 42 | 139 |
| Brenda <br> Ave | 40.30 | 48 | 245 | 36 | 45 | 442 |
| Corby Cres | 36.40 | 45 | 788 | 36 | 44 | 729 |
| Craig St | 28.50 | 36 | 107 | 30 | 38 | 185 |
| Elliott St | 42 | 50 | 828 | 40 | 49 | 1115 |
| Frederick <br> St | 40.40 | 48 | 3594 | 40 | 46 | 5610 |
| Frederick <br> St | 43 | 51 | 2093 | 43 | 50 | 4705 |
| Harold St | 44.70 | 52 | 3104 | 44 | 52 | 4400 |

*The speed at which $85 \%$ of vehicles are travelling at or below
Table 3: Speed Studies for Elbern Markell Dr./Royal West Dr. Neighbourhood (Ward 5)

|  | Before |  |  | After |  |  |
| :---: | :---: | :---: | :--- | :--- | :---: | :---: |
| Location | Average <br> Speed <br> (km/h) | $\mathbf{8 5}^{\text {th }}$ <br> Percentile <br> Speed <br> (km/h) | Average <br> Daily <br> Traffic <br> Volume | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | *85 <br> Percentile <br> Speed <br> (km/h) | Average <br> Daily <br> Traffic <br> Volume |
| Flanders Rd | 26 | 33 | 43 | 32 | 39 | 144 |
| Lorenville Dr | 45 | 53 | 1643 | 44 | 52 | 3119 |
| Royal West <br> Drive | 47 | 56 | 2572 | 46 | 55 | 3149 |
| Fallowfield <br> Rd | 45 | 54 | 677 | 41 | 48 | 420 |
| Ingleborough <br> Dr | 43 | 52 | 1184 | 40 | 47 | 8001 |

[^0]Table 4: Speed Studies for Westbrook Drive/Don Minaker Drive/Riverstone Drive Neighbourhood (Ward 8)

|  | Before |  |  | After |  |  |
| :---: | :--- | :--- | :--- | :--- | :---: | :---: |
| Location | Average <br> Speed <br> $(\mathbf{k m} / \mathrm{h})$ | $\mathbf{8 5 ^ { \text { th } }}$ <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume | Average <br> Speed <br> $(\mathbf{k m} / \mathrm{h})$ | *85 <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume |
| Gallucci <br> Crescent | 40.07 | 52 | 802 | 37 | 47 | 827 |

*The speed at which $85 \%$ of vehicles are travelling at or below
Table 5: Speed Studies for Mount Royal Circle Neighbourhood (Ward 10)

|  | Before |  |  |  | After |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Location | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | 85 th <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume | Average <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | *85 <br> Percentile <br> Speed <br> $(\mathbf{k m} / \mathbf{h})$ | Average <br> Daily <br> Traffic <br> Volume |  |
| Eiffel Blvd | 46.59 | 55 | 2368 | 43 | 53 | 2046 |  |
| Maisonneuve <br> Blvd | 35.8 | 42 | 1421 | 33 | 41 | 1689 |  |
| Rampart Dr | 35.54 | 47 | 153 | 35 | 45 | 165 |  |
| Saint Hubert <br> Drive | 44.89 | 54 | 727 | 41 | 51 | 732 |  |
| Sorbonne Dr | 41.13 | 51 | 545 | 39 | 51 | 613 |  |

[^1]
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