

## COMPARISON OF SELECTED ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Element		City of Peterborough	City of Oshawa	Town of Ajax	City of Cambridge	City of Thorold
<b>Eligible Street Classification</b>		Local, Low-Capacity Collectors, High-Capacity Collectors in residential neighbourhoods	Does not distinguish for application of policy. Differentiates for criteria and types of measures.	Local, Collector, Type C Arterial	Local, Collector	Local, Residential Collector
<b>Initiation</b>		Resident or Council	Resident or Stakeholder	Resident or Council	Resident or Council	Resident or Council
<b>Screening</b>		<ul style="list-style-type: none"> <li>▶ Road Classification</li> <li>▶ Location</li> <li>▶ Speed Limit</li> <li>▶ Grade</li> <li>▶ Segment Length</li> <li>▶ Short-Cutting Traffic</li> </ul>	<ul style="list-style-type: none"> <li>▶ City Road</li> <li>▶ Road Type (not rural)</li> <li>▶ Road Length</li> <li>▶ History</li> <li>▶ Nature of Concern</li> </ul>	<ul style="list-style-type: none"> <li>▶ Road Classification</li> <li>▶ Grade</li> <li>▶ Block Length</li> <li>▶ Collision History</li> <li>▶ Previous Evaluation</li> </ul>	<ul style="list-style-type: none"> <li>▶ Traffic Volume</li> <li>▶ Speed</li> <li>▶ Neighbourhood Petition</li> </ul>	<ul style="list-style-type: none"> <li>▶ Road Classification</li> <li>▶ Emergency Vehicle Access</li> <li>▶ Transit Routes</li> <li>▶ Zoning</li> <li>▶ Pavement Status (Unpaved or Paved)</li> <li>▶ Speed Limit</li> <li>▶ Grade</li> <li>▶ Block Length</li> <li>▶ Number of Lanes</li> <li>▶ Heavy Vehicle Percentage</li> </ul>
<b>Evaluation Process</b>	<b>Type</b>	Warrant	Warrant	Warrant	Review by Emergency Services and Public Works	Warrant
	<b>Operating Speed</b>	<ul style="list-style-type: none"> <li>▶ If 85<sup>th</sup> percentile speed is greater than 10 km/h above posted speed limit, and greater than 51% support for study, speed control request continues</li> <li>▶ If 85<sup>th</sup> percentile speed is greater than 10 km/h above posted speed limit, but less than 51% support, forward request to police for enforcement</li> </ul>	<ul style="list-style-type: none"> <li>▶ For posted speed limit of 50 km/h or less: Observed 85<sup>th</sup> percentile speed exceeds posted speed limit by 10 km/h</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>▶ For posted speed limit of 60 km/h or more: Observed 85<sup>th</sup> percentile speed exceeds posted speed limit by 12 km/h</li> </ul>	<ul style="list-style-type: none"> <li>▶ Each 1% of vehicles either 5 km/h (local) or 10 km/h (high capacity collector) over posted speed limit</li> </ul>	<ul style="list-style-type: none"> <li>▶ &gt;10 km/h over posted speed limit AND A minimum of 55 km/h (except in school/park zones)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Local: 85<sup>th</sup> percentile speed is greater than 5 km/h above posted limit</li> <li>▶ Collector: 85<sup>th</sup> percentile speed is greater than 10 km/h above posted speed limit</li> </ul>
	<b>Volume</b>	<ul style="list-style-type: none"> <li>▶ Not applicable</li> </ul>	<ul style="list-style-type: none"> <li>▶ Local: &gt; 500 vpd</li> <li>▶ Collector: &gt; 8,000 vpd</li> <li>▶ Arterial: &gt; 20,000 vpd</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>▶ Peak hour traffic infiltration exceeds 20% (based on observed traffic volumes and estimated trip generation using typical rates)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Every 50 vehicles over 1,000 vehicles/day OR 5 vehicles over 100 vehicles/hour (local)</li> <li>▶ Every 50 vehicles over 2,000 vehicles/day (low capacity collectors)</li> <li>▶ Every 50 vehicles over 5,000 vehicles/day (high-capacity collectors)</li> </ul>	<ul style="list-style-type: none"> <li>▶ 1000+ vehicles per day on local road</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>▶ 2500+ vehicles per day on collector road</li> </ul>	<ul style="list-style-type: none"> <li>▶ Local: &gt; 750 vpd</li> <li>▶ Collector: &gt; 2,000 vpd</li> </ul>

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Element		City of Peterborough	City of Oshawa	Town of Ajax	City of Cambridge	City of Thorold
	<b>Collision History</b>	► Not applicable	► Not applicable	► Point per qualifying collision in previous 3 years	► Not applicable	► Separate criteria for signalized intersections, unsignalized intersections, and midblock locations
	<b>Sidewalks</b>	► Not applicable	► Not applicable	► No points if sidewalk does not exist (local/low-capacity collector) ► Points if sidewalks are present (high-capacity collector)	► Not applicable	► Not applicable
	<b>Pedestrian Generators</b>	► Not applicable	► Not applicable	► Points for each pedestrian generator	► Not applicable	► Not applicable
	<b>Bicycle Facilities or Routes</b>	► Not applicable	► Not applicable	► Points if cycling facilities are present	► Not applicable	► Not applicable
	<b>Other Factors</b>	► Not applicable	► Not applicable	► Points per increment of short-cutting traffic ► Points for adjacent land use ► Points for resident support of traffic calming plans	► Not applicable	► > 5% heavy vehicles ► A pattern of greater than two years of parking infractions related to the subject roadway
<b>Resident Support/ Surveys or Petitions</b>	<b>Type</b>	Petition (resident initiated) or survey (Council initiated) after screening process. Petition/ survey limits defined by City.	Survey by City Staff	Surveys by City Staff to determine best design after technical assessment.	Survey by City Staff for Level 2 Traffic Calming	Survey may be used by City staff
	<b>Support Threshold</b>	At least 51% in support	Minimum 25% of total residents in the neighbourhood responding with 60% of responses in support	Minimum 51% support from minimum 15-25% of eligible households	At least 51% in support	Not specified
<b>Traffic Calming Toolbox</b>		► Raised Crosswalk ► Raised Intersection ► Speed Cushion ► Speed Hump/Speed Table ► Sidewalk Extension ► Textured Crosswalk ► Directional Closure ► Diverter ► Full Closure ► Intersection Channelization ► Chicane (1-Lane or 2-Lane) ► Curb Radius Reduction	► Raised Intersection ► Speed Cushion ► Speed Hump ► Chicane ► Curb Extension ► Curb Radius Reduction ► On-Street Parking ► Raised Median Island ► Traffic Circle ► Flexible Bollards ► Directional Closure ► Diverter	► Raised Crosswalk ► Raised Intersection ► Speed Cushion ► Speed Hump/Speed Table ► Sidewalk Extension ► Textured Crosswalk ► Directional Closure ► Diverter ► Full Closure ► Intersection Channelization ► Chicane (1-Lane or 2-Lane) ► Curb Radius Reduction	► Not specified	► Speed Humps

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		<ul style="list-style-type: none"> <li>▶ Lateral Shift</li> <li>▶ Flexible Bollards</li> <li>▶ Curb Extension</li> <li>▶ Neckdown</li> <li>▶ Lane Narrowing</li> <li>▶ On-street Parking</li> <li>▶ Raised Median Island</li> <li>▶ Road Diet</li> </ul>	<ul style="list-style-type: none"> <li>▶ Full Closure</li> <li>▶ Community Safety Zone</li> <li>▶ 40 km/h Speed Limit Area</li> <li>▶ Pavement Markings</li> <li>▶ Radar Message Board</li> </ul>	<ul style="list-style-type: none"> <li>▶ Lateral Shift</li> <li>▶ Flexible Bollards</li> <li>▶ Curb Extension</li> <li>▶ Neckdown</li> <li>▶ Lane Narrowing</li> <li>▶ On-street Parking</li> <li>▶ Raised Median Island</li> <li>▶ Road Diet</li> </ul>		
<b>Public Engagement/ Consultation</b>		Public engagement held after screening criteria to gauge support, again after plan design, and finally to determine trial implementation.	Public consultation on preferred design option after designing traffic calming and circulating to other City departments	Public meeting held after evaluation/warrant process and development of preliminary design	Public consultation to determine best design for Level 2 Traffic Calming	Public meeting held after evaluation/warrant process, and development of speed control plan
<b>Prioritization Process</b>	<b>Type</b>	Point System ▶ Maximum 100 points More points = higher priority	Point System ▶ Maximum 70 points More points = higher priority	Point System ▶ Maximum 100 points More points = higher priority	Discretion of City Staff/Council	First come, first serve
	<b>Criteria</b>	<ul style="list-style-type: none"> <li>▶ Speed</li> <li>▶ Volume</li> <li>▶ Collision History</li> <li>▶ Pedestrian Generators</li> <li>▶ Sidewalks</li> <li>▶ Community Support</li> </ul>	<ul style="list-style-type: none"> <li>▶ Speed</li> <li>▶ Peak Hour Traffic Infiltration</li> <li>▶ Truck Volume</li> <li>▶ Collision Rate</li> <li>▶ Vulnerable Road Users</li> </ul>	<ul style="list-style-type: none"> <li>▶ Speed</li> <li>▶ Volume</li> <li>▶ Collision History</li> <li>▶ Pedestrian Generators</li> <li>▶ Sidewalks</li> <li>▶ Community Support</li> </ul>	Not specified	Issues impacting schools, Town District Parks and multi-unit seniors' residences/ dwellings are prioritized over all other requests.
<b>Monitoring and Evaluation</b>	<b>Timeline</b>	Six months after installation	One year after implementation	Not specified	Not specified	Not specified
	<b>Criteria</b>	<ul style="list-style-type: none"> <li>▶ Maximum Permissible Traffic Increase on Surrounding Roads</li> <li>▶ Local Street: 15% or 150 vehicles (whichever is greater) in a 24-hour period</li> <li>▶ Collector Road: 15% or 300 vehicles (whichever is greater) in a 24-hour period</li> </ul>	<ul style="list-style-type: none"> <li>▶ Based on Technical Warrant and Ranking Worksheet</li> </ul>	<ul style="list-style-type: none"> <li>▶ Speed Surveys</li> <li>▶ Volume data</li> <li>▶ Cut-through traffic</li> <li>▶ Increased volume above 15% on parallel or adjacent streets</li> </ul>		
<b>Removal</b>		<ul style="list-style-type: none"> <li>▶ Removal from resident request at City discretion with Council approval</li> <li>▶ City can initiate removal with Council approval</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not specified</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not specified</li> </ul>	<ul style="list-style-type: none"> <li>▶ Requires 51% support for removal</li> <li>▶ If removed, street must wait five years before submitting new request</li> </ul>	<ul style="list-style-type: none"> <li>▶ No sooner than two years after installation, and with 51% support for removal</li> <li>▶ If removed, street must wait three years before submitting new request</li> </ul>

## SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Barrie (Jan. 2011)  Population – 147,800	<ul style="list-style-type: none"> <li>▶ Road Grade &lt;5%</li> <li>▶ Street Length &gt; 120 m</li> <li>▶ Sidewalks on at least one side of street</li> <li>▶ 85<sup>th</sup> percentile speed &gt; 10 km/h above speed limit</li> <li>▶ AADT &gt; 900 vehicles</li> <li>▶ Not on transit route</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>	<b>Point System</b> <ul style="list-style-type: none"> <li>▶ Highest points = highest priority</li> </ul> <b>Criteria</b> <ul style="list-style-type: none"> <li>▶ Pedestrian Generators</li> <li>▶ Speed</li> <li>▶ Collision History</li> <li>▶ AADT</li> </ul> Pre-Screening Criteria determines whether traffic calming measures are permanent or temporary.  Temporary measures include speed cushions and radar speed boards.	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>
Bradford West Gwillimbury (Sep. 2015)  Population – 35,300	<ul style="list-style-type: none"> <li>▶ See Warrant 1 of Technical Process</li> <li>▶ Policy limited to the installation of speed cushions</li> </ul>	<ul style="list-style-type: none"> <li>▶ <b>Petition</b> from residents (60% of affected homes must support speed cushions). Number of affected homes determined by Town staff.</li> </ul>	<b>Three Warrant System</b> <ul style="list-style-type: none"> <li>▶ <b>Warrant 1:</b> Petition</li> <li>▶ <b>Warrant 2:</b> Safety Requirements (Presence of Sidewalks, Road Grade, Emergency Response Route, Minimal Impacts to Non-Motorized Uses)</li> <li>▶ <b>Warrant 3:</b> Technical Requirements (Road Classification, Minimum Speed, 85<sup>th</sup> Percentile Speed, Traffic Volumes, Maximum Block Length)</li> </ul> Warrants 1, 2, and 3 must be met for Speed Cushion installation.	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>

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Caledon (May 2020)  Population – 76,500	<ul style="list-style-type: none"> <li>▶ Road Grade less than 8%</li> <li>▶ Road Length greater than 110 m</li> <li>▶ AADT greater than 750 vehicles</li> <li>▶ Greater than six collisions over previous three years</li> <li>▶ 85<sup>th</sup> percentile speed greater than 15 km/h above speed limit</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not Specified (consultation completed during development of Traffic Calming Policy)</li> </ul>	<p><b>Point System</b> (maximum 100 points)</p> <ul style="list-style-type: none"> <li>▶ Highest points = highest priority</li> </ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"> <li>▶ 85<sup>th</sup> Percentile Speeds</li> <li>▶ Volumes</li> <li>▶ Collisions</li> <li>▶ Pedestrian Generators</li> <li>▶ Bike Facilities or Routes</li> <li>▶ Adjacent Land Uses</li> </ul> <p>Driveway Density (rural locations only)</p>	<ul style="list-style-type: none"> <li>▶ Town staff to complete speed study six months after installation</li> </ul>	<ul style="list-style-type: none"> <li>▶ Not Specified</li> </ul>
Clearview (Jul. 2019)  Population – 14,800	<ul style="list-style-type: none"> <li>▶ Must be a local or collector road under Township jurisdiction</li> <li>▶ Minimum length of 150 m</li> </ul>	<ul style="list-style-type: none"> <li>▶ <b>Neighbourhood Petition (after Initial Screening and Data Assessment)</b> (minimum 51% support from households with direct frontage for pursuing a Traffic Calming Plan (TCP)). Petition occurs only if the location meets the point threshold.</li> <li>▶ <b>Neighbourhood Survey (after development of TCP)</b> (minimum 25% response rate, minimum 60% in support of proposed Traffic Calming Plan Design)</li> <li>▶ <b>Public Meeting</b> (optional). Need determined based on comments/opinions provided in the Neighbourhood Petition and Neighbourhood Survey.</li> </ul>	<p><b>Point System</b> (maximum 115 points)</p> <ul style="list-style-type: none"> <li>▶ Local Road (min. 35 points)</li> <li>▶ Collector Road (min. 52 points)</li> </ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"> <li>▶ Speed</li> <li>▶ Volume</li> <li>▶ Short Cutting Traffic</li> <li>▶ Collision History</li> <li>▶ Sidewalks</li> <li>▶ Pedestrian Generators</li> <li>▶ Sight Lines</li> <li>▶ Road Allowance Limitations</li> </ul> <p>Input from Township agencies (e.g., emergency services, transit services)</p> <p>Neighbourhood consultation via comments provided in the petition.</p>	<ul style="list-style-type: none"> <li>▶ If a location fails to meet the minimum point threshold, or the <b>Neighbourhood Petition</b> and/or <b>Neighbourhood Survey</b> do not indicate support, residents will be notified and the investigation for traffic calming discontinued. Staff may continue to address resident concerns through more traditional mitigation measures (e.g., enforcement, radar speed boards, signage). Council can overrule the decision to discontinue the study are direct moving forward with a traffic calming measure or study</li> <li>▶ New traffic volume and speed data collected no later than three months after installation</li> </ul>	<ul style="list-style-type: none"> <li>▶ Traffic calming measures may be removed at the request of residents provided that more than the level of support exists to remove them as was measured for installation (i.e., minimum 25% response rate, with over 60% of respondents supporting removal). Survey to be delivered to same residents as the <b>Neighbourhood Survey</b>. Traffic calming must be installed for a minimum of three months before considering removal.</li> <li>▶ Request to remove one device, may result in all devices being removed</li> <li>▶ If removed, must wait two years to request new plan</li> </ul>

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Grimsby (Aug. 2016)  Population – 27,300	<ul style="list-style-type: none"><li>▶ Must be a local or collector street under Town jurisdiction</li><li>▶ Minimum segment length of 250 m</li><li>▶ Road grade less than 8%</li><li>▶ No previous request within previous five years</li></ul>	<ul style="list-style-type: none"><li>▶ Not Specified (Development of Traffic Calming Plan to be outsourced to traffic consultant)</li></ul>	<p>Eight Warrants</p> <ul style="list-style-type: none"><li>▶ <b>Warrant 1:</b> 85<sup>th</sup> percentile speed &gt; 9 km/h above speed limit</li><li>▶ <b>Warrant 2:</b> &gt; 5% of vehicles travel more than 15 km/h above speed limit</li><li>▶ <b>Warrant 3:</b> AADT &gt; 1,500 vehicles (local street) or 4,500 (collector street)</li><li>▶ <b>Warrant 4:</b> Short cutting traffic is &gt; 15% of total traffic (local street) or 40% of total traffic (collector street)</li><li>▶ <b>Warrant 5:</b> Pedestrian or cycling generators exist on the street</li><li>▶ <b>Warrant 6:</b> No sidewalk on at least one side of the street</li><li>▶ <b>Warrant 7:</b> Police reported more than 2.2 traffic collision per year based on previous three years</li><li>▶ <b>Warrant 8:</b> 85<sup>th</sup> percentile speed &gt; 15 km/h above speed limit</li></ul> <p>A Traffic Calming Plan will be developed if:</p> <p>a) A minimum of four warrants (Warrants 1 through 7) are met; or</p> <p>b) Warrant 8 is met regardless of the results of Warrants 1 through 7</p>	<ul style="list-style-type: none"><li>▶ Not Specified (Development of Traffic Calming Plan to be outsourced to traffic consultant)</li></ul>	<ul style="list-style-type: none"><li>▶ Not Specified (Development of Traffic Calming Plan to be outsourced to traffic consultant)</li></ul>



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Halton Hills (2022)  Population – 62,900	<ul style="list-style-type: none"><li>▶ Must be a local or collector road under Town jurisdiction</li><li>▶ Minimum 30% cut-through traffic</li><li>▶ AADT greater than 1500 vehicles</li><li>▶ Operating speed greater than:<ul style="list-style-type: none"><li>• 10 km/h above posted speed limit on local and collectors with a school, playground, or retirement centre; or</li><li>• 15 km/h above posted speed limit on all other local and collectors (40 km/h or 50 km/h); or</li></ul></li><li>▶ 20 km/h above posted speed limit on all other local and collectors posted at 60 km/h</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Public Information Centre</b> to receive input on Traffic Calming Plan design</li></ul>	<p><b>Point System</b> (maximum 100 points)</p> <ul style="list-style-type: none"><li>▶ Highest points = highest priority</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ Volume</li><li>▶ Collisions</li><li>▶ Pedestrian Generators</li></ul> <p>The Traffic Calming Plan relies on non-intrusive traffic calming measures (community road watch program, radar message boards, enforcement, signage, pavement markings, education) for a period of six months.</p> <p>If the non-intrusive measures produce the desired results, the process is concluded.</p>	<ul style="list-style-type: none"><li>▶ If the location does not meet <b>Initial Screening</b> criteria, the investigation will be terminated, and residents advised.</li><li>▶ Monitored after first year of installation</li></ul>	<ul style="list-style-type: none"><li>▶ Not Specified</li></ul>
Innisfil (Mar. 2023)  Population – 43,300	<ul style="list-style-type: none"><li>▶ Road grade less than 5%</li><li>▶ Minimum block length of 120 m</li><li>▶ Roadway not used by fixed-route transit</li><li>▶ 85<sup>th</sup> percentile vehicle speed greater than 15 km/h above speed limit</li><li>▶ Volume must be greater than 400 vehicles per day</li><li>▶ Must be a local road, minor collector roadway, or downtown commercial street</li><li>▶ Limited impacts to Emergency Services (determined through consultation)</li></ul>	<ul style="list-style-type: none"><li>▶ Not Specified</li></ul>	<p><b>Point System</b></p> <ul style="list-style-type: none"><li>▶ Highest points = highest priority</li><li>▶ Collector Road (52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ Volume</li><li>▶ Collision History</li><li>▶ Pedestrian Generators</li></ul> <p>On-Road Cycling Facilities</p>	<ul style="list-style-type: none"><li>▶ Town staff to monitor installation of temporary and permanent measures for a period of six months to one year after implementation</li><li>▶ Information report to be published by the Traffic Safety Advisory Committee (TSAC)</li></ul>	<ul style="list-style-type: none"><li>▶ Removal may be requested by a citizen, agency, or stakeholder(s).</li><li>▶ May be removed if 60% of study area residents, agencies, businesses and property owners support removal. Minimum response rate not defined.</li><li>▶ If removed, must wait three years to request a new traffic calming study.</li></ul>

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Milton (Mar. 2023)  Population – 113,300	<ul style="list-style-type: none"><li>▶ Must be a local or collector roadway under Town jurisdiction</li><li>▶ Posted speed limit not greater than 50 km/h</li><li>▶ Minimum AADT of 500 vehicles</li><li>▶ Residential Zoning</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Petition (after Initial Screening)</b> (minimum 51% of households with direct frontage must support pursuing investigation)</li><li>▶ <b>Public Open House (after development of the TCP)</b></li><li>▶ <b>Survey (after development of the TCP, and Public Meeting)</b> (minimum 25% response rate, minimum 60% support the proposed Traffic Calming Plan)</li></ul>	<p><b>Point System</b></p> <ul style="list-style-type: none"><li>▶ Local Road (35 points)</li><li>▶ Collector Road (52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ Volume</li><li>▶ Short Cutting Traffic</li><li>▶ Collisions</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li></ul> <p>Input from Emergency, Transit, and Maintenance Services</p>	<ul style="list-style-type: none"><li>▶ If the <b>Petition</b> does not indicate minimum support (&gt;51%), residents will be notified, and the investigation terminated. Meeting the required support threshold will trigger a traffic calming investigation.</li><li>▶ If the traffic calming investigation indicates the location does not meet the minimum point thresholds, residents will be notified, and the investigation terminated. The location will not be eligible for re-evaluation for a period of three years after notification. Staff will continue to address resident concerns by means of more traditional mitigating measures (e.g., signage, enforcement, radar speed signs).</li><li>▶ If the <b>Community Support Survey</b> does not yield minimum support for the proposed Traffic Calming Plan Design, the investigation will be terminated, and residents notified</li><li>▶ Conduct speed study four to six months after installation</li></ul>	<ul style="list-style-type: none"><li>▶ May be removed after two years if 60% of responses (minimum 25% response rate) support removal</li><li>▶ Request to remove one device, may result in all devices being removed</li><li>▶ If removed, must wait three years to request new plan</li></ul>



SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Orillia (No Date)  Population – 33,400	<ul style="list-style-type: none"><li>▶ Must be a residential local or collector road</li><li>▶ Posted speed not greater than 50 km/h</li><li>▶ Minimum length of 150 m</li><li>▶ AADT &gt; 500 vehicles</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Petition (after Initial Screening)</b> (&gt;51% of households with direct frontage must support pursuing investigation)</li><li>▶ <b>Public Meeting (after development of a TCP)</b> (receive comments on the proposed Traffic Calming Plan)</li><li>▶ <b>Community Support Survey (after development of a TCP, and Public Meeting)</b> (minimum 25% response, minimum 60% support Plan)</li></ul>	<p><b>Point System</b></p> <ul style="list-style-type: none"><li>▶ Local Road (min. 35 points)</li><li>▶ Collector Road (min. 52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ Volume</li><li>▶ Traffic Generators</li><li>▶ Collision History</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li></ul> <p>Input from Fire, Transit, Police, etc. and Resident Input at a Public Meeting</p>	<ul style="list-style-type: none"><li>▶ If the <b>Petition</b> does not indicate minimum support (&gt;51%), residents will be notified, and the investigation terminated. Meeting the required support threshold will trigger a traffic calming investigation.</li><li>▶ If the traffic calming investigation indicates the location does not meet the minimum point thresholds, residents will be notified, and the investigation terminated. The location will not be eligible for re-evaluation for a period of three years after notification. Staff will continue to address resident concerns by means of more traditional mitigating measures (e.g., signage, enforcement, radar speed signs).</li><li>▶ If the <b>Community Support Survey</b> does not yield minimum support for the proposed Traffic Calming Plan Design, the investigation will be terminated, and residents notified</li><li>▶ Speed studies conducted four to six months after implementation</li></ul>	<ul style="list-style-type: none"><li>▶ Traffic calming measures may be removed at the request of residents provided that at least the same level of support exists to remove them as was measured for installation (i.e., minimum 25% response rate, with over 60% of respondents supporting removal). Survey to be delivered to same residents as the <b>Community Support Survey</b>. Traffic calming must be installed for a minimum of two years before considering removal.</li><li>▶ Request to remove one device, may result in all devices being removed</li><li>▶ If removed, must wait three years to request new plan</li></ul>

SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Springwater (Feb. 2020)  Population – 21,700	<ul style="list-style-type: none"><li>▶ Must be a local or collector road under Township jurisdiction</li><li>▶ Minimum length of 150 m</li><li>▶ Posted speed limit less than 50 km/h</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Neighbourhood Petition (after Initial Screening)</b> (minimum 60% in support from households with direct frontage for pursuing development of a Traffic Calming Plan)</li><li>▶ <b>Community Support Survey (after development of TCP)</b> (minimum 25% response rate, minimum 60% in support of proposed Traffic Calming Plan Design)</li></ul>	<p><b>Point System</b> (maximum 110 points)</p> <ul style="list-style-type: none"><li>▶ Local Road (min. 35 points)</li><li>▶ Collector Road (min. 52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ High Speed</li><li>▶ Volume</li><li>▶ Short Cutting Traffic</li><li>▶ Collision History</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li></ul> <p>Input from Township agencies (e.g., emergency services, transit services)</p>	<ul style="list-style-type: none"><li>▶ If the <b>Neighbourhood Petition</b> does not indicate minimum support (60%), residents will be notified, and the investigation terminated</li><li>▶ If the location fails to meet the minimum point threshold, residents will be notified, and the investigation terminated. Staff may continue to address resident concerns through more traditional mitigation measures (e.g., enforcement, radar speed boards, signage).</li><li>▶ If the <b>Community Support Survey</b> does not yield minimum support for the proposed Traffic Calming Plan Design, the investigation will be terminated, and residents notified</li><li>▶ Post installation evaluation not specified</li></ul>	<ul style="list-style-type: none"><li>▶ Traffic calming measures may be removed at the request of residents provided that at least the same level of support exists to remove them as was measured for installation (i.e., minimum 25% response rate, with over 60% of respondents supporting removal). Survey to be delivered to same residents as the <b>Community Support Survey</b>. Traffic calming must be installed for a minimum of three months before considering removal.</li><li>▶ Request to remove one device, may result in all devices being removed</li><li>▶ If removed, must wait three years to request new plan</li></ul>

SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Wasaga Beach (2017)  Population – 24,800	<ul style="list-style-type: none"><li>▶ Must be a local or collector road under Township jurisdiction</li><li>▶ Minimum length of 150 m</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Neighbourhood Petition (after Initial Screening and Data Assessment)</b> (minimum 51% support from households with direct frontage for pursuing development of a Traffic Calming Plan). Petition occurs only if the location meets the point threshold.</li><li>▶ <b>Neighbourhood Survey (after development of a TCP)</b> (minimum 25% response rate, minimum 60% in support of proposed Traffic Calming Plan Design)</li><li>▶ <b>Public Meeting</b> (optional). Need determined based on comments/opinions provided in the Neighbourhood Petition and Neighbourhood Survey.</li></ul>	<p><b>Point System</b> (max. 110 points)</p> <ul style="list-style-type: none"><li>▶ Local Road (min. 35 points)</li><li>▶ Collector Road (min. 52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ High Speed</li><li>▶ Volume</li><li>▶ Short Cutting Traffic</li><li>▶ Collision History</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li></ul> <p>Input from Township agencies (e.g., emergency services, transit services)</p>	<ul style="list-style-type: none"><li>▶ If a location fails to meet the minimum point threshold, or the <b>Neighbourhood Petition</b> and/or <b>Neighbourhood Survey</b> does not indicate support, residents will be notified and the investigation for traffic calming will discontinue. Staff may continue to address resident concerns through more traditional mitigation measures (e.g., enforcement, radar speed boards, signage). Council can overrule the decision to discontinue the study and direct moving forward with a traffic calming measure or study.</li><li>▶ New traffic volume and speed data collected no later than three months after installation</li></ul>	<ul style="list-style-type: none"><li>▶ Traffic calming measures may be removed at the request of residents provided that more than the level of support exists to remove them as was measured for installation (i.e., minimum 25% response rate, with over 60% of respondents supporting removal). Survey to be delivered to same residents as the <b>Neighbourhood Survey</b>. Traffic calming must be installed for a minimum of three months before considering removal.</li><li>▶ Request to remove one device, may result in all devices being removed</li><li>▶ If removed, must wait two years to request new plan</li></ul>

SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Vaughan (Jun. 2010)  Population – 323,000	<ul style="list-style-type: none"><li>▶ Traffic calming not considered on collectors or arterials with a ROW &gt; 26 m</li><li>▶ Additional criteria depending on traffic calming measure to be installed</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Survey</b> (75% response rate, 75% in support of pursuing study), number of affected homes determined by Town staff</li><li>▶ <b>Community Meeting (after development of the TCP)</b> (minimum 75% support through vote at meeting)</li></ul>	<p><b>Warrants</b></p> <ul style="list-style-type: none"><li>▶ Speed Humps/Raised Crosswalks</li><li>▶ Medians, Curb Extensions, Chicanes</li><li>▶ Raised Intersections, Roundabouts and/or Traffic Circles</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ 85<sup>th</sup> Percentile Speed</li><li>▶ Speed Limit</li><li>▶ Traffic Volume</li><li>▶ Street Length</li><li>▶ Collision History</li><li>▶ Volume</li><li>▶ Traffic Generators</li><li>▶ Collision History</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li></ul> <p>Input from Fire, Transit, Police, etc. and Resident Input at a Public Meeting</p>	<ul style="list-style-type: none"><li>▶ Engineering Services Department to complete evaluation between one to two years after installation.</li></ul>	<ul style="list-style-type: none"><li>▶ Cannot be removed for at least five years unless a health or safety issue is presented.</li></ul>

SUMMARY OF OTHER ONTARIO MUNICIPAL TRAFFIC CALMING POLICIES

Municipality (Last Update)	Initial Screening	Neighbourhood Engagement	Data Assessment/ Technical Process	Evaluation	Removal
Essa (Sept. 2018)  Population – 22,900	<ul style="list-style-type: none"><li>▶ Must be a local or collector road under Township jurisdiction</li><li>▶ Minimum length of 150 m</li></ul>	<ul style="list-style-type: none"><li>▶ <b>Neighbourhood Petition (after Initial Screening and Data Assessment)</b> (minimum 51% support from households with direct frontage for pursuing development of a Traffic Calming Plan). Petition occurs only if the location meets the point threshold</li><li>▶ <b>Neighbourhood Survey (after development of TCP)</b> (minimum 25% response rate, minimum 60% in support of proposed Traffic Calming Plan Design)</li><li>▶ <b>Public Meeting</b> (optional). Need determined based on comments/opinions provided in the Neighbourhood Petition and Neighbourhood Survey</li></ul>	<p><b>Point System</b> (maximum 115 points)</p> <ul style="list-style-type: none"><li>▶ Local Road (35 points)</li><li>▶ Collector Road (52 points)</li></ul> <p><b>Criteria</b></p> <ul style="list-style-type: none"><li>▶ Speed</li><li>▶ Volume</li><li>▶ Short Cutting Traffic</li><li>▶ Collision History</li><li>▶ Sidewalks</li><li>▶ Pedestrian Generators</li><li>▶ Sight Lines</li><li>▶ Road Allowance Limitations</li></ul> <p>Input from Township agencies (e.g., emergency services, transit services)</p>	<ul style="list-style-type: none"><li>▶ If a location fails to meet the minimum point threshold, or the <b>Neighbourhood Petition</b> and/or <b>Neighbourhood Survey</b> do not indicate support, residents will be notified and the investigation for traffic calming discontinued. Staff may continue to address resident concerns through more traditional mitigation measures (e.g., enforcement, radar speed boards, signage). Council can overrule the decision to discontinue the study and direct moving forward with a traffic calming measure or study.</li><li>▶ New traffic volume and speed data collected no later than three months after installation</li></ul>	<ul style="list-style-type: none"><li>▶ Traffic calming measures may be removed at the request of residents provided that more than the level of support exists to remove them as was measured for installation (i.e., minimum 25% response rate, with over 60% of respondents supporting removal). Survey to be delivered to same residents as the <b>Neighbourhood Survey</b>. Traffic calming must be installed for a minimum of three months before considering removal.</li><li>▶ Request to remove one device, may result in all devices being removed</li><li>▶ If removed, must wait two years to request new plan</li></ul>