



INFRASTRUCTURE & ENVIRONMENTAL SERVICES COMMITTEE AGENDA

Thursday, June 27, 2024 at 9:00 am

W & M Edelbrock Centre, Dufferin Room, 30 Centre Street, Orangeville ON

The meeting will be live streamed on YouTube at the following link:

<http://www.youtube.com/@DufferinOne>

Land Acknowledgement Statement

We would like to begin by respectfully acknowledging that Dufferin County resides within the traditional territory and ancestral lands of the Tionontati (Petun), Attawandaron (Neutral), Haudenosaunee (Six Nations), and Anishinaabe peoples.

We also acknowledge that various municipalities within the County of Dufferin reside within the treaty lands named under the Haldimand Deed of 1784 and two of the Williams Treaties of 1818: Treaty 18: the Nottawasaga Purchase, and Treaty 19: The Ajetance Treaty.

These traditional territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

Roll Call

Declarations of Pecuniary Interest by Members

PUBLIC QUESTION PERIOD

Members of the public in attendance are able to ask a question. If you unable to attend and would like to submit a question, please contact us at info@dufferincounty.ca or 519-941-2816 ext. 2500 by 4:30 p.m. the day prior to the meeting.

REPORTS

1. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – June 27, 2024 – ITEM #1
Road and Bridge Capital Update – June 2024

A report from the Director of Public Works/County Engineer, dated June 27, 2024,
Infrastructure & Environmental Services Committee Agenda – June 27, 2024

to provide a status update regarding the 2024 Capital Public Works – Transportation Capital projects.

Recommendation:

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Road and Bridge Capital Update – June 2024, be received.

- 2. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – June 27, 2024 – ITEM #2
Community Safety Zone Investigation – Dufferin Road 7

A report from the Director of Public Works/County Engineer, dated June 27, 2024, to recommend proceeding with the implementation of a Community Safety Zone on Dufferin Road 7.

Recommendation:

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Community Safety Zone Investigation – Dufferin Road 7, be received;

AND THAT staff be directed to implement a community safety zone on Dufferin Road 7, extending 500 metres west of Mono-Adjala Townline intersection;

AND THAT Schedule I of the Consolidated Traffic By-Law 2005-32 be revised to include the following:

County Road Number	From	To	Time or Days
7	A point situated 500 metres west of Mono-Adjala Townline	Dufferin County limits of the intersection of Mono-Adjala Townline	Anytime

- 3. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – June 27, 2024 – ITEM #3
Speed Limit Review – Dufferin Road 11 and Dufferin Road 124

A report from the Director of Public Works/County Engineer, dated June 27, 2024, to provide a review of the current speed limits on Dufferin Road 11 and Dufferin Road 124 within the Town of Shelburne.

Recommendation:

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Speed Limit Review – Dufferin Road 11 & Road 124, be received.

Next Meeting

Thursday, August 22, 2024

W & M Edelbrock Centre, Dufferin Room, 30 Centre Street, Orangeville ON



A community that grows together

Report To: Chair Taylor and Members of the Infrastructure and Environmental Services Committee

Meeting Date: June 27, 2024

Subject: Road and Bridge Capital Update – June 2024

From: Scott Burns, Director of Public Works/County Engineer

Recommendation

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Road and Bridge Capital Update – June 2024, be received.

Executive Summary

This report provides Committee and Council with a general update regarding the 2024 Public Works – Transportation Capital Projects. The report indicates the status of each project along with anticipated start and completion dates. Most Capital Projects have now been tendered or awarded. Construction is expected to begin on multiple projects shortly. All projects are anticipated to be completed by Fall of 2024.

Background & Discussion

As part of the County's 2024 Capital program, the following roadwork is included (see attached location map on page 4).

Item No.	Location	Description	Length (km)	From/To	Status	Construction Start	Anticipated Completion
R1	DR124	Resurfacing & Select Culvert Replacements	6.4	200m south of Dufferin County Road 17 to 200m south of 20 Sideroad, Melancthon	Contract Awarded	Late June 2024	Fall 2024

Item No.	Location	Description	Length (km)	From/To	Status	Construction Start	Anticipated Completion
R2	DR109	Asphalt Patch Repair	3.9	Dufferin County Road 23 to Hwy 10, Region of Peel	Ongoing	June 2024	June 2024
R3	DR109	Temporary Traffic Signal and Intersection	0.15	2 nd Line Intersection, Township of Amaranth	Ongoing	April 2024	July 2024
Total Road Length (km)			10.75				

As part of the County’s 2024 Capital program, the following bridge /large culvert work is included, (see attached location map on page 4).

Item No.	Location	Structure	Action	Status	Construction Start	Anticipated Completion
S1	Amaranth/East Luther Townline, 1.8 km north of DR 109, Town of Grand Valley	Bridge No. 1 004-0142	Rehabilitate	Tendered	September 2024	Fall 2024
S2	DR 5, 30m east of the East/West Garafraxa Townline, Township of East Garafraxa	Culvert No. 501 004-0901	Rehabilitate	Tendered	Late Summer 2024	Fall 2024
S3	Mono-Adjala Townline, 0.2 km north of DR7, Town of Mono	Nottawasaga Bridge 030-0318	Rehabilitate	Tendering June 2024	Summer 2024	Fall 2024
S4	Mulmur-Tosorontio Townline; 300m south of Mulmur-Nottawasaga Townline, Township of	Walkers Creek Bridge 004-0007	Replacement	Awarded	June 2024	Fall 2024
S5	DR 18, 1.7 km south of DR8, Township of Mono	Culvert 934386XC	Replace	Awarded	July/August 2024	July/August 2024

Financial, Staffing, Legal, or IT Considerations

Funds for the work described in this report are provided through the 2024 budget.

In Support of Strategic Plan Priorities and Objectives

Good Governance - identify opportunities to improve governance and service delivery

Equity – align programs, services, and infrastructure with changing community needs

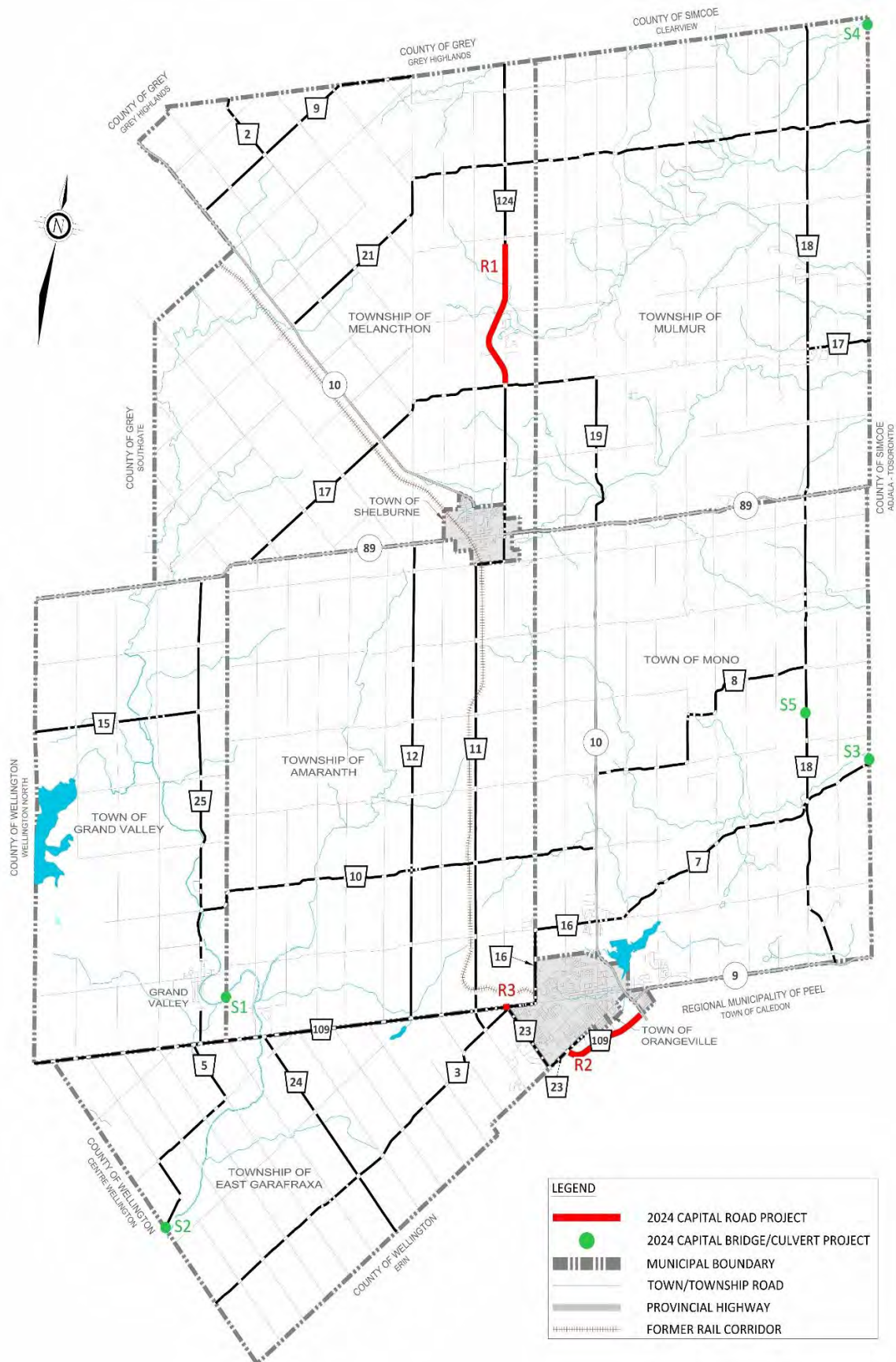
Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.

Director of Public Works and County Engineer

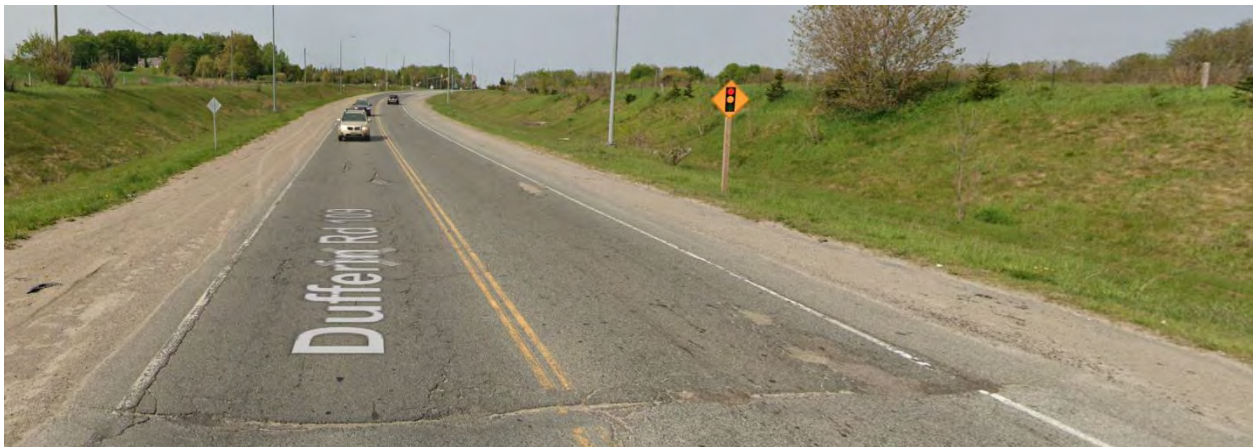
Attachment: Capital Works Project map and photos

Reviewed by: Sonya Pritchard, Chief Administrative Officer





(R1) Dufferin County Road 124 – Pre-Construction Photo



(R2) Dufferin County Road 109 South Arterial Road – Pre-Construction Photo



(R2) Dufferin County Road 109 South Arterial Road – Railway Crossing Removal



(R3) Dufferin County Road 109 at 2nd Line Intersection – New Traffic Signal Lights



(S1) Structure 004-0142 Bridge No. 1 – West Elevation



(S2) Structure 004-0901 Culvert 501 – West Elevation



(S3) Structure 030-0318 Nottawasaga Bridge – Pre-Construction North Elevation



(S4) Structure 004-0007 Walkers Creek Bridge – Looking North at Bridge



(S5) Structure 934386 - Culvert 934386XC – Culvert Barrell Deformation at Inlet



A community that grows together

Report To: Chair Taylor and Members of the Infrastructure and Environmental Services Committee

Meeting Date: June 27, 2024

Subject: Community Safety Zone Investigation – Dufferin Road 7

From: Scott Burns, Director of Public Work/County Engineer

Recommendation

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Community Safety Zone Investigation – Dufferin Road 7, be received;

AND THAT staff be directed to implement a community safety zone on Dufferin Road 7, extending 500 metres west of Mono-Adjala Townline intersection;

AND THAT Schedule I of the Consolidated Traffic By-Law 2005-32 be revised to include the following:

County Road Number	From	To	Time or Days
7	A point situated 500 metres west of Mono-Adjala Townline	Dufferin County limits of the intersection of Mono-Adjala Townline	Anytime

Executive Summary

Following a May 2024 notice of motion and in line with subsequent direction from County Council, staff investigated the suitability of a Community Safety Zone within the existing 50 km/hr zone of the eastern segment of Dufferin Road 7, Hockley Village. The investigation employs a two-part warrant system to assess suitability and includes the designation of special concerns and safety performance of the road segment. Although

both warrants were not wholly satisfied, staff recommend proceeding with a Community Safety Zone in this location based on several elements related to location nuances, available data, and assumptions towards future conditions.

Background & Discussion

The purpose of a Community Safety Zone, as defined in the Ontario Traffic Manual (OTM) - Book 5: "Is to inform the driver that they are entering a zone that the community has designated as an area where the safety of its children/citizens is paramount. All rules of the road remain unchanged; however, there are increases to the fines for moving violations that occur within a Community Safety Zone."

To maintain Community Safety Zone effectiveness, it is critical to be highly selective and thoughtful in their application. Drivers should not encounter a Community Safety Zone in such a wide variety of locations that they lose their special designation, rendering them ineffective. In line with this, the OTM indicates that a Community Safety Zone are not appropriate for an entire roadway, but only within precise and focused areas of concern. Further to this, although not stipulated by the OTM, best practice indicates that a length range of 500-1000 metres is most effective for a Community Safety Zone. It is also important to note that enforcement plays a key role in the effectiveness of this tool.

The Ontario Traffic Manual does not provide specific warrants for Community Safety Zones. However, many authorities including Niagara Region, Waterloo Region, and York Region follow a similar Community Safety Zone warrant criteria to ensure careful and consistent evaluation of use. Staff intend to employ this same review structure which includes a two-part warrant criterion, each of which should be satisfied in sequence.

Warrant 1 – Designated Areas of Special Consideration: recommends that Community Safety Zones only be considered in areas of special concern that are obvious to road users:

- Community centres;
- Elementary or secondary schools;
- High pedestrian traffic locations (defined as a location experiencing an average of one hundred pedestrians per hour or more for any eight hours of the day);
- Children's daycare facility;
- Seniors' centres and residences; and
- Parks/Playgrounds.

Warrant 2 – Safety Performance: consists of collision and risk components that consider the following:

- Posted speed;

-
- Daily traffic volumes;
 - Number of lanes;
 - Length of sidewalks;
 - Pedestrian volumes; and
 - Intersections/ entrances.

Upon review, Warrant 1 is satisfied and therefore the investigation proceeds to Warrant 2. Warrant 2 thresholds, although nearly achieved, were not satisfied and therefore on the surface a Community Safety Zone is not supported in the immediate current state.

Further to the above investigation, staff reviewed several contextual nuances related to the location as well as marginal threshold shortcomings, including:

- Adjacency to a local community point of interest (Hockley General Store). Although not included within the warrant review, this location draws significant volumes of vehicle and vulnerable road user traffic.
- The Warrant 2 risk score includes pedestrian volume criteria which borders between a low and medium risk. While the risk associated with this parameter is low within the immediate study period, it is prudent to interpret the data on a worse case scenario and with a lens towards near future conditions. This is particularly important when marginal difference arises.

Based on this combined and holistic review, staff recommend implementation of a Community Safety Zone within this location.

Financial, Staffing, Legal, or IT Considerations

Funds for the work described in this report are available in the 2024 Operating Budget.

Consistently implementing measures that align with established guidelines, standards, and best practices ensures that that roadway communication mechanisms support a safe user experience and that decisions are defensible from a legal standpoint. In this instance, all enhancements align with recommendations from the OTM and TAC Manual.

In Support of Strategic Plan Priorities and Objectives

Governance - identify opportunities to improve governance and service delivery/
improve the County's internal and external communication

Equity – align programs, services and infrastructure with changing community needs

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer

Prepared By:

Bruce Hilborn, C.E.T., CRS
Assistant Manager of Operations, Public Works

Andy Sant, C. Tech
Operations Technologist, Public Works

Attachments: Overview Figure

Reviewed by: Sonya Pritchard, Chief Administrative Officer



Legend:



Community Safety Zone

Drawing Title:

County Road 7

500m West of Mono-Adjala Townline to
Mono-Adjala Townline

Scale: NTS

Drawing: 001

Address: 30 Centre Street, Orangeville, ON.
L9W 2X1 TEL. NO.: 519-941-2816 ext. 2600



A community that grows together

Report To: Chair Taylor and Members of the Infrastructure and
Environmental Services Committee

Meeting Date: June 27, 2024

Subject: Speed Limit Review – Dufferin Road 11 & Dufferin Road 124

From: Scott Burns, Director of Public Work/County Engineer

Recommendation

THAT the report of the Director of Public Works/County Engineer, dated June 27, 2024, Speed Limit Review – Dufferin Road 11 & Road 124, be received.

Executive Summary

On December 11, 2023, staff received a resolution from the Town of Shelburne (attached page 1, bullet 3). The resolution requests a speed reduction to 40 km/hr for segments of both Dufferin Road 11 and Dufferin Road 124 within proximity to the Town limits. From this, and once weather allowed, staff began a comprehensive review of the requested segments as well as an additional section to ensure a holistic approach that considers roadway continuity. The segments are currently posted at 60 km/hr and the review does not support a reduction to 40 km/hr.

Background & Discussion

In line with the Town of Shelburne request for a posted speed reduction to 40 km/hr, staff completed a speed limit review of Dufferin Road 11 between 30 Sideroad and Highway 89 and Dufferin Road 124 between Highway 89 and Wansbrough Way. In addition to this and to ensure a holistic review that considers roadway continuity, the segment of Dufferin Road 11 between Victoria Street and 2nd Line was also included. Each of the segments are currently posted at 60 km/hr (attached). To provide appropriate and critical analysis, the review considers several elements including:

- traffic volume and composition,

- nature of adjacent land use,
- roadway geometry for horizontal/vertical alignment and physical attributes,
- density of existing and potential future access points,
- roadside hazards,
- number of intersections and associated control measures,
- private driveways,
- pedestrian exposure, and
- pavement conditions.

To ensure that the assessment is representative of current day, new traffic data was collected in April 2024. The review objective is to determine any necessary changes to the posted speed in a manner that supports road safety through consistent application of standards and best practice that also supports the purpose of a County Road.

The Ontario Traffic Manual (OTM) is a principal resource that provides guidance for road authorities in the Province of Ontario. The OTM is a series of technical books with the purpose of providing "...information and guidance for transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario. The objective is safe driving behaviour, achieved by a predictable roadway environment through the consistent, appropriate application of traffic control devices. Further purposes of the OTM are to provide a set of guidelines consistent with the intent of the Highway Traffic Act and to provide a basis for road authorities to generate or update their own guidelines and standards."

In addition to the OTM, Canadian road authorities rely on the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC Manual). This critical resource "...has been a fundamental road design reference for decades. It has contributed to the development of regional, provincial, and national road and highway systems by helping planners and designers meet the needs of road users with safety and consistency. The Guide addresses freeways, arterials, collectors, and local roads in both urban and rural contexts, as well as special roads and facilities for walking and cycling."

The TAC manual establishes that road safety may be enhanced by posting credible speed limits that match the expectation of drivers for a given roadway and the area adjacent to the roadway. The guidelines provide an evaluation tool to properly assess posted speed limits based on the physical characteristics, classification, and function of a roadway that is widely adopted by road authorities as the followed standard to appropriately establish speed limits.

Municipal road authorities across Ontario and Canada, including Dufferin Public Works, rely on these and other resources for guidance to support, improve, and maintain

healthy road networks. These resources are intended for interpretation by practitioners with relevant education, experience, skills, and credentials to ensure consistent application of the principles of road safety and road design. Straying from this approach often leads to inappropriate or sporadic application of measures resulting in irregularities within a road system. These irregularities are often not predictable or easy to interpret for road users and frequently result in additional and unintended risk. Dufferin Public Works currently employs a team of Certified Engineering Technologists and one Professional Engineer, licenced to practice engineering in the Province of Ontario. All these dedicated professionals are skilled in this work and several of them, with support from other knowledgeable team members, often collaborate on reviews such as the one discussed in this report. This team is focused on maintaining and improving the safety, integrity, and function of the County's arterial road network.

The review confirmed that speed limits within the study area should not be reduced. In one case, the data illustrates that an increase in posted speed may be more appropriate for an individual segment, but this is not being pursued to support continuity. The analysis also confirms that there are no restrictions to sight distances related to horizontal or vertical curves, lane reductions/transition areas, intersection approaches or school zones that would satisfy the requirements for a further speed limit reduction. In conjunction with this, all current line painting is appropriate.

During the review, several further observations were made including:

- some discrepancies exist between local and County Road signage. Staff will connect with counterparts to discuss with the aim to rectify.
- trail crossing signage should be reviewed. Staff will proceed to review and discuss with the Town where appropriate to ensure consistency.
- pedestrian infrastructure is not present in several locations. The County is in support of installations where deemed necessary by local municipalities and open to discussion and collaboration.
- speeding is present within the study area. Staff will investigate traffic calming measures. In addition, additional enforcement may support compliance.

The above analysis and subsequent outcomes align with recommendations and guidance from the OTM, TAC Manual, and support the consistent application of measures.

Financial, Staffing, Legal, or IT Considerations

Funds for the work described in this report are available in the 2024 Operating Budget.

Consistently implementing measures that align with established guidelines, standards, and best practices ensures that roadway communication mechanisms support a safe user experience and that decisions are defensible from a legal standpoint. In this instance, all enhancements align with recommendations from the OTM and TAC Manual.

In Support of Strategic Plan Priorities and Objectives

Governance - identify opportunities to improve governance and service delivery/
improve the County's internal and external communication

Equity – align programs, services and infrastructure with changing community needs

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer

Prepared By:
Bruce Hilborn, C.E.T., CRS
Assistant Manager of Operations, Public Works

Andy Sant, C. Tech
Operations Technologist, Public Works

Attachments:

- Shelburne – County Rd 11 Request
- Road Segment Review Figure

Reviewed by: Sonya Pritchard, Chief Administrative Officer



A People Place, A Change of Pace
SHELBURNE
ONTARIO, CANADA

Meeting Date: Monday, December 11, 2023

To: Mayor Mills and Members of Council

From: Denyse Morrissey, Chief Administrative Officer and Jim Moss, Director of Development and Operations

Report: CAO 2023-20

Subject: Traffic Calming Review

Recommendation

Be it Resolved that Council:

1. Receives report CAO 2023-20 Traffic Calming Review for information; and that
2. Leave be given for the reading and enacting of Bylaw #67-2023 being a bylaw to amend traffic bylaw #8-1983, as amended, to establish reduced speed limits within the Town of Shelburne from 50 km/h to 40 km/h on roads within the Connecting Link; and that
3. That the County of Dufferin be asked to reduce the speed limits from 60 km/h to 40 km/h on County Road 11 from the intersection at Highway 89 to 2nd Line, and on County Road 124 within Shelburne to 40 km/h; and that
4. **The Town's potential 2025 participation** and all related costs for the Automated Speed Enforcement (ASE) program of LAS and City of Barrie be reviewed by August 2024 and a staff report provided for the consideration of Council.

Background

Traffic calming can be defined as physical measures to reduce speed and alter motorist behaviour on a street or street network, and force motorists to pay attention to their surroundings. It uses solutions to create safer streets

so that there is a focus on the needs and safety of all users instead of just motor vehicles.

Traffic calming measures are tools to address issues with speeding, **excessive traffic volumes, and neighbourhood safety. It also can address 'cut through' impacts where vehicles use residential** neighbourhoods as a shortcut to reach a destination that is not in the residential area. Approaches include the installation of physical measures to alter negative motorist driving behaviour.

Traffic calming supports:

- Achieving slower speeds for motor vehicles.
- Increasing the safety and the perception of safety for non-motorized users of the street.
- Achieving uniform driving patterns at reduced speeds on roads where lower speeds enhance safety and livability in neighbourhoods.
- Improved quality of life for residents on traffic calmed streets.
- Promote increased pedestrian, cycle and transit usage in an effort to help reduce the negative effects of motor vehicles on the environment.

The traffic calming methods a municipality implements may vary. However, the intent of all traffic calming measures is to help improve the safety and quality of life for residents by reducing the speed and volume of traffic. The faster a vehicle is travelling the more harm is done to a struck pedestrian and slower vehicle speeds can save lives.

Speed Limit on Highway 89 West – Entering Shelburne

On October 30, 2023, Council provided the following direction to staff:

THAT Council directs Staff to engage with the Townships of Mulmur, Melancthon, and Amaranth and Sylvia Jones, MPP regarding reducing the speed limit on Highway 89/10;

AND THAT the joint municipalities ask MTO to put in a slower speed limit on Highway 89/10 between the Mulmur/Melancthon Townline and the current 50 kilometer per hour zone entering the Town of Shelburne slowing traffic down from 80 kilometers per hour before it comes to the 50 kilometers per hour.

This direction will be addressed in a future staff report. It is noted that staff have contacted MTO staff to make them aware of Council direction.

Analysis

40 km/h Speed Limit - Town of Shelburne Roads

In accordance with the [Highway Traffic Act \(HTA\)](#) Ontario, unless signage is posted the designated speed limit is 50 km/h in urban areas and 80 km/h in rural areas.

In July 2021, Council approved that the Town of Shelburne reduce the speed limit on all Town of Shelburne roads to 40 km/h. A map of the maximum speed limits for the Town of Shelburne is provided in [Appendix 1 \(Maximum Speed Limits\)](#). The Town of Shelburne's Road Class map is provided in [Appendix 2 \(Road Class\)](#).

Additional information, which includes a map of Town of Shelburne roads and speed limits can be found by visiting Town of Shelburne news article [Speed Limit 40km/h Town Wide](#).

At that time roads within the Connecting Link (CL) remained at 50 km/h. The [Ministry of Transportation \(MTO\)](#) has previously advised the Town of Shelburne that while they did not support reducing the speed limit from 50 km/h to 40 km/h on the CL, it was a decision of the Town of Shelburne and that MTO be provided with the approved by-law.

The recommended by-law 67-2023 is provided in [Appendix 3 \(Proposed Speed Limit Reduction Connecting Link\)](#). Also included is the roads within the CL at a speed limit of 40 km/h and reduced from 50 km/h which is provided in [Appendix 3 \(Proposed Speed Limit Reduction Connecting Link\)](#). The recommended bylaw, if approved, would be provided to the Ministry of Transportation (MTO).

The sections of County Road 11 and County Road 124 in Shelburne are 60 km/h. These County of Dufferin roads also connect and intersect at Hwy 89 which includes four pedestrian crossings and the planned school crossing location in 2024. There are also several entrances to businesses on this corridor. This report has recommended that the County of Dufferin be asked to reduce the speed limit on County Road 11 and County Road 124 within Shelburne to 40 km/h from 60 km/h. [Appendix 4 \(Proposed Speed Limit Reduction Dufferin County Road 11 and 124\)](#) shows the recommended areas for reduction to 40 km/h on County Road 11 and County Road 124 for reduction to 40 km/h.

Community Safety Zones - 30 km/h speed limit in other communities

The purpose of a Community Safety Zone is to indicate to the motorist that they are within a zone where fines have been increased through a special designation under the Highway Traffic Act (HTA). Many set fines are doubled for speeding in a Community Safety Zone.

A map of the current Community Safety Zones in the Town of Shelburne is provided in [Appendix 5 \(Community Safety Zones\)](#). The location of the crossing guards, including the expanded locations in 2024 is provided in [Appendix 6 \(Public Schools and Crossing Guards\)](#). [Appendix 7 \(Community Safety Zones, Public Schools, and Digital Radar Speed Sign Locations 2022 to 2023\)](#) is a map showing the combination of Community Safety Zones, Public Schools, and Digital Radar Speed Sign Locations.

Some communities have reduced the speed limit to 30 km/h from 40 km/h in Community Safety Zones. Some examples are Waterloo Region, City of Waterloo, City of Ottawa, City of Greater Sudbury, City of Toronto, and City of Cambridge.

Additional review and analysis of travel speeds can be completed in 2024 to determine if staff would recommend that specific Community Safety Zones, mostly on roads related to school locations and walking routes for elementary school children be reduced to 30 km/h from 40 km/h. Without data, staff would not recommend the Town of Shelburne implement 30 km/h speed limits in Community Safety Zones.

Traffic Calming Measures

Some common traffic calming measures, in no particular order, with a link to example images of each measure are listed below:

*Click the item for example images.

- [Automated Speed Enforcement \(ASE\)](#)
- [Community Safety Zone](#)
- [Curb Extensions](#)
- [Curb Radius Reductions](#)
- [Digital Radar Speed Signs](#)
- [Education](#)
- [Enhanced Crosswalk](#)
- [Enhanced Crosswalk Bollard](#)
- [Flexible Bollards Line Delineation](#)
- [Lane Narrowing](#)
- [Lower Speed Limits](#)
- [On Street Parking Bays](#)
- [Pavement Markings](#)
- [Raised Intersections](#)
- [Raised Median Island](#)
- [Road Chicanes](#)
- [Speed Cushions](#)
- [Textured Crosswalk](#)
- [Traffic Enforcement](#)
- [Traffic Roundabouts](#)

Not listed as a traffic calming measure is STOP and All-Way Stop controls. As outlined in the [Ontario Traffic Manual, Book 5, Regulatory Signs](#), their use should be limited to the control of right-of-way conflicts. In general STOP signs should only be used where traffic engineering studies considering such factors as traffic speeds, traffic volumes, restricted sight lines and collision experience indicate that the use of a STOP sign is warranted.

Ontario Traffic Manual, Book 5, Regulatory Signs information also outlines what is the inappropriate use of All-Way stop controls and they should not be used under the following conditions:

- Where the protection of pedestrians, school children in particular is a prime concern. This concern can usually be addressed by other means.
- As a speed control device.

The Town of Shelburne has a [Stop Sign Installation policy](#) which was adopted by Council in 2018.

Below are the number of Fatalities and Personal Injury collisions in the Town of Shelburne from 2021-2023 (to November 24, 2023) as provided by the OPP:

2021: 5 Personal injury collisions
2022: 3 Personal injury collisions
2023: 8 Personal injury collisions, 1 Fatality

Digital Radar Speed Signs

Digital radar speed signs (DRSS) immediately advise and make drivers aware of their speed. Simply reminding drivers they are speeding has shown to change the way someone drives. DRSS also provides the Town of Shelburne staff with the data to generate reports on a location-by-location basis. The Town of Shelburne has provided three members of the OPP direct access to the TrafficLogix cloud software to view DRSS data.

The Town of Shelburne purchased four (4) DRSS from TrafficLogix. The map showing locations in 2022 and 2023 is provided in [Appendix 8 \(Digital Radar Speed Sign Locations 2022 to 2023\)](#).

They are rotated throughout the Town of Shelburne and are placed in locations to monitor a designated section of road for usually a number of months. They provide data regarding traffic volumes, direction, time of day and a breakdown of percentile speeds. DRSS programming can be adjusted. Currently the Town of Shelburne signs display the individual vehicle speed on the display board alerting the driver of their current speed. If the driver is over the limit the speed sign will flash which draws more attention of their speed to the driver. If the vehicle is 10 km/h plus over the speed limit, it

activates the strobe light to make the driver aware they are significantly over the limit. The sign records the highest speed per vehicle for the data that is recorded.

In addition, DRSS tracks and records traffic volumes which are essential in setting the numerical classification of each street under the [Provincial Minimum Maintenance Standards \(MMS\)](#).

The MMS sets out required patrol maintenance and repair time intervals for each class of street which can then be used as a defense in road and sidewalk legal claims using operations maintenance records and Global Positioning Systems (GPS) data. The signs have the capability to send an email warning in real time of a violation of an upper limit set point, 70 km/h currently, to a Town of Shelburne staff email address.

Digital Radar Speed Signs Data - Evaluation

DRSS data is used to review the number and percentage of vehicles exceeding the speed limit. The Town of Shelburne DRSS report data has been used to complete only preliminary evaluation of the speeds on several roads.

The general review of the DRSS data has also looked at the “The 85th Percentile” as it is a standard approach based on the fact that 15 percent of drivers cause the majority of road accidents. The 85th percentile is the maximum speed that 85 percent of drivers will not exceed on a given road, even if there were no speed limits, stop signs or traffic signals. This driver-determined metric is considered by experts to be the safest speed on the roadway because 85th percent of the vehicles are already traveling at that speed or below it. Most drivers behave in a reasonable manner; in their self-interest to remain safe, they don’t drive at excessive speeds and don’t want to be involved in crashes.

Knowing what the 85th percentile is on any given road in your municipality **is important because it’s the most telling benchmark you can use to correctly determine the speed limit for that road.** The 85th percentile is the starting point for traffic engineers in determining where the speed limit should be set. In conjunction with other factors such as road design, road construction and development, the presence of schools or heavy pedestrian areas, and the transition between rural and urban areas on major highways.

Background on the 85th percentile is provided in PDF document [Incorporating Metrics into your Traffic Management Strategy: 85th Percentile and 10-MPH Pace](#)

The analysis of DRSS data by staff at this time is based on the very general guidelines categorized below:

- Low - reports show that 85 percent of road users are travelling at the speed limit or under. With low speed it generally indicates that additional speed calming measures are not needed.
- Medium - reports show there are vehicles traveling 5 to 9k/h over the designated speed limit is considered a medium speeding issue. This generally might require additional speed calming measures and increased police enforcement.
- High - reports show that vehicles are traveling 10 to 19 km/h over the designated speed limit, it a is high speeding issue where additional traffic calming measures should be considered. In addition, the Ontario Provincial Police (OPP) would be made aware of this and asked to monitor that street with enforcement.
- Very high - reports show speeds of 20 km/h or more over the designated speed limit are considered very high and identify locations where increased traffic calming measures should be considered for implementation. In addition, the Ontario Provincial Police (OPP) would be made aware of this and asked to monitor that street with enforcement.

An Operations Analyst and new staff position was approved in the 2024 budget and is expected to commence in March 2024. This position will be responsible for completing the analysis and evaluation of the DRSS data. This will allow staff to recommend a more comprehensive traffic calming program, and any applicable policies, in 2024 for the consideration of Council.

When High or Very High Speeds are Identified

The data for some roads have shown there are isolated incidents of high and very high speeds.

While these high-speed occurrences on most roads are not frequent and the majority of drivers are within the speed limit or marginally over, it is acknowledged how concerning and dangerous any high speeds are, regardless of the infrequency.

It is often the case that such high speeds by specific drivers can reoccur within the same time of day and days of the week. In this case it is very important that community members report any concerns regarding speeding to the Ontario Provincial Police (OPP) using the OPP's [online reporting tool](#).

Town of Shelburne Digital Radar Speed Signs 2022 – 2023 Locations and Data

A summary of data for 11 roads by year and location is summarized in [Appendix 9 \(3-Month DRSS Summary by street location\)](#).

In 2022 and 2023 the DRSS have been located on the following streets:

- Fiddle Park Lane
- First Avenue East
- Greenwood Street (location 1)
- Greenwood Street (location 2)
- Halbert Drive
- Main Street East
- Morden Drive
- Muriel Street
- Owen Sound Street
- Simon Street
- Victoria Street
- William Street

Town of Shelburne Current Traffic Calming – At A Glance

The Town of Shelburne currently uses the following strategies for traffic calming:

Strategy	Location
• Lowered speed limits	All Town roads are 40 km/h.
• Community Safety Zones	Approximately 20 dedicated lane kms.
• Digital Radar Speed Signs	Town has 4 in rotating locations.
• Road narrowing with designated/marked on street parking	Greenwood Street at Robert Street.
• Flashing Crosswalk	Main Street at William Street.
• Sharrows Markings	Fiddle Park Lane, Greenwood Street and Simon Streets with a total of 6.16 lane kms.
• Engineered Road Design	Greenbrook Village Subdivisions curving streets to naturally slow traffic. Main Street at Town Hall widened sidewalk to narrow driving lanes.
• Enhanced line painting for pedestrian crossing	All road crossings with sidewalks.

Strategy	Location
<ul style="list-style-type: none"> Enhanced crosswalk signage 	Owen Sound Street and Fourth Avenue (expected installation by end of 2023). The cost for this unit is about \$7,000.

Town of Shelburne – 2024 Traffic Calming Enhancements

Enhancement	Location
<ul style="list-style-type: none"> Digital Radar Speed Signs 	1 additional for total of 5.
<ul style="list-style-type: none"> Enhanced Crosswalk signage 	Main Street West and Gordon Street and Robert Street and Park Avenue.
<ul style="list-style-type: none"> Expand designated/marked on street parking 	William Street a map is provided in Appendix 10 (Planned Traffic Calming Enhancement Seasonal Flexible Bollards) .
<ul style="list-style-type: none"> Flexible bollards for seasonal lane delineation 	Fiddle Park Lane and Victoria Street a map is provided in Appendix 11 (Planned Traffic Calming Enhancement Seasonal Flexible Bollards) .
<ul style="list-style-type: none"> Pavement markings 	Adding painted centre lines on William Street, Greenwood Street and Fiddle Park Lane. A map is provided in Appendix 12 (Planned Traffic Calming Enhancement Painted Centerline) .
<ul style="list-style-type: none"> Seasonal Speed Cushion 	Greenwood Street. A map is provided in Appendix 13 (Planned Traffic Calming Enhancement Seasonal Speed Cushions) .

The Town of Shelburne will continue to monitor traffic conditions and apply traffic calming measures when and where they are needed. Staff will also be reviewing with the Ministry of Transportation (MTO) a request to add a dedicated crosswalk at Owen Sound Street and Fourth Avenue as part of the Connecting Link Road resurfacing project in 2024.

Automated Speed Enforcement (ASE)

The province has permitted the use of speed enforcement cameras in community safety and school zones since 2017. A number of Ontario municipalities have requested the Province amend s.205.1 of the Highway Traffic Act to permit that ASE can be located permanently or temporarily on any road under the jurisdiction of the municipality as determined by the municipality and not be restricted to only Community Safety Zones and school safety zones. As already noted a map of the Town of Shelburne's Community Safety Zones is provided in Appendix 5.

Council had approved the following motion on July 10, 2023:

BE IT RESOLVED THAT Council asks Staff to add the cost of two cameras for speed and traffic control in community safety and school zones and would the costing be included as part of the traffic calming study report that is coming to Council for our consideration.

Presentations to Council regarding ASE were made to Council in 2023 from both TrafficLogix and LAS. The LAS presentation is provided in PDF document [Automated Speed Enforcement \(ASE\) Service](#)

LAS is the business services arm of the Association of Municipalities of Ontario (AMO) and is mandated to provide valuable programs and services **to Ontario's municipalities and the broader public sector.**

Information for the LAS initiative with the City of Barrie includes:

Pending provincial approvals, the program will be piloted in Barrie later this year, with other municipalities joining following the pilot period. Municipalities will have flexibility to create a program tailored to their needs, with input on when and where the system is operated. As the program grows, LAS plans to help set up other processing centres across the province.

More information on the LAS and City of Barrie Partnership can be found on the City of Barrie news article [LAS and City of Barrie Partnership Helps Ontario Municipalities Enforce Speed Limits and Improve Road Safety.](#)

Shelburne is among the seventy (70) or more Ontario municipalities in 2023 that expressed an interest to LAS in this program. However, the estimated costs of about \$100,000 to participate less any revenues based on two cameras was not included in the draft 2024 budget and this was also stated in the 2024 budget framework report.

To allow the Town of Shelburne to continue to evaluate all our traffic calming measures including the data/evidence from the continued use of DRSS in 2024, it is more strategic that the Town of Shelburne’s **potential 2025** participation and the related costs for the LAS and City of Barrie ASE project be reviewed by August 2024. The report to Council would consider whether ASE, and the related program costs, would be warranted and beneficial to include in the draft 2025 budget.

Financial Impact

The following traffic calming enhancements can be accommodated within the 2024 draft budget for Development and Operations department.

Enhancement	Cost
Digital Radar Display Sign	\$4,500
Expand designated / marked on street parking. Staff time and paint William Street	\$1,000
Seasonal Flexible Bollards for lane delineation	\$3,800
Pavement markings – adding centre lines on William and Greenwood Street and Fiddle Park Lane	\$500
Seasonal Speed Cushions on Greenwood Street	\$4,476
Total	\$14,276 plus HST

Policies & Implications (if any) Affecting Proposal

Applicable policies:

- [Highway Traffic Act](#)
- [Provincial Minimum Maintenance Standards](#)
- [Ontario Traffic Manual, Book 5, Regulatory Signs](#)
- [Town of Shelburne Stop Sign Installation Policy](#)
- [Town of Shelburne Traffic By-law #8-1983 as amended](#)

Consultation and Communications

Various Ontario Municipalities, and not-for-profit and professional organizations.

Council Priorities

Council's Priorities has three Pillars - Sustainable, Engaged and Livable.

There is a total of 14 Priorities within the three Pillars. This report aligns with the Sustainable and Livable Pillars with the Priorities of:

SP5 Build responsive organizational capacity

LP5 Expand people friendly transportation networks.

Supporting Documentation

[Appendix 1: Maximum Speed Limits](#)

[Appendix 2: Road Class](#)

[By-Law 67-2023 With CAO 2023-20 - Appendix 3 - Proposed Speed Limit Reduction Connecting Link \[2023-031-01\]](#)

[Appendix 3: Proposed Speed Limit Reduction Connecting Link](#)

[Appendix 4: Proposed Speed Limit Reduction Dufferin County Road 11 and 124](#)

[Appendix 5: Community Safety Zones](#)

[Appendix 6: Public Schools and Crossing Guards](#)

[Appendix 7: Community Safety Zones, Public Schools, and Digital Radar Speed Sign Locations 2022 to 2023](#)

[Appendix 8: Digital Radar Speed Sign Locations 2022 to 2023](#)

[Appendix 9: 3-Month DRSS Summary by street location](#)

[Appendix 10: Planned Traffic Calming Enhancement Painted On-Street Parking](#)

[Appendix 11: Planned Traffic Calming Enhancement Seasonal Flexible Bollards](#)

[Appendix 12: Planned Traffic Calming Enhancement Painted Centerline](#)

[Appendix 13: Planned Traffic Calming Enhancement Seasonal Speed Cushions](#)

Respectfully submitted:

Denyse Morrissey, CAO

Jim Moss, Director of Development & Operations

Prepared with:





Will Thomson, Manager of Operations, Parks and Facilities

Chad Smith, GIS Coordinator




Jamie Kaske, Operations, Parks & Facilities Clerk

DRAWING TITLE
Maximum Speed Limits

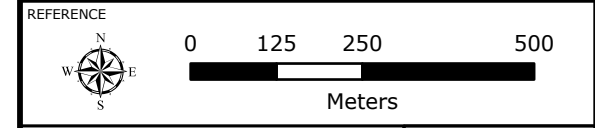
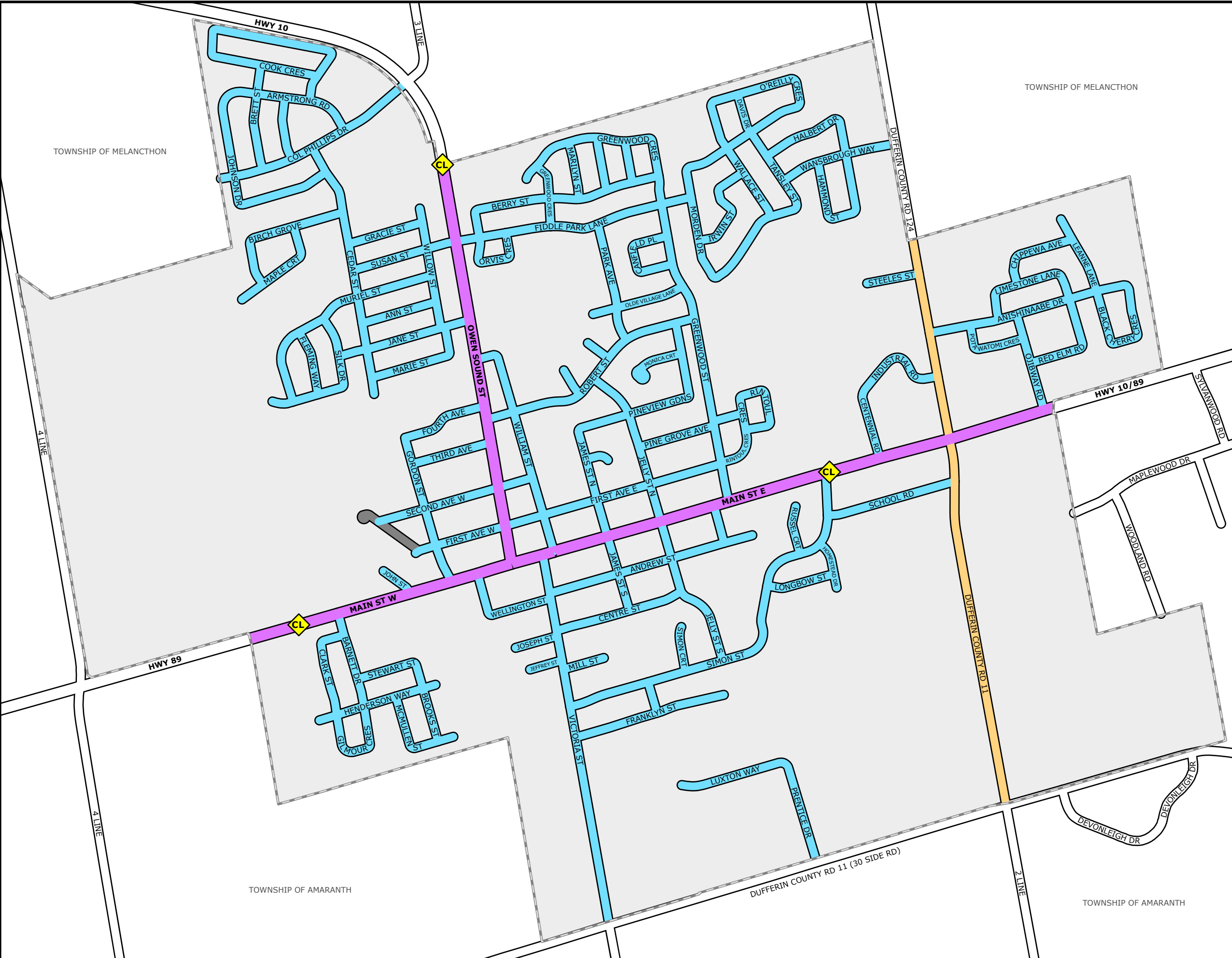
LEGEND - MAXIMUM SPEED LIMIT

-  Private Road
-  40 km/h
-  50 km/h
-  60 km/h

LEGEND - OTHER FEATURES

-  Connecting Link Signage
-  Municipal Boundary
-  Road

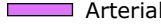


NOTES





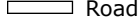
	GIS PROJECT: 2023-031
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DRAWING TITLE
Road Class

LEGEND - ROAD CLASS

-  Arterial
-  Collector
-  Local

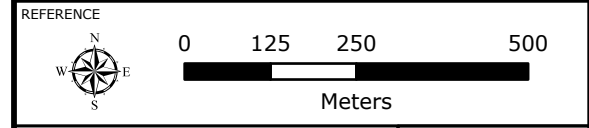
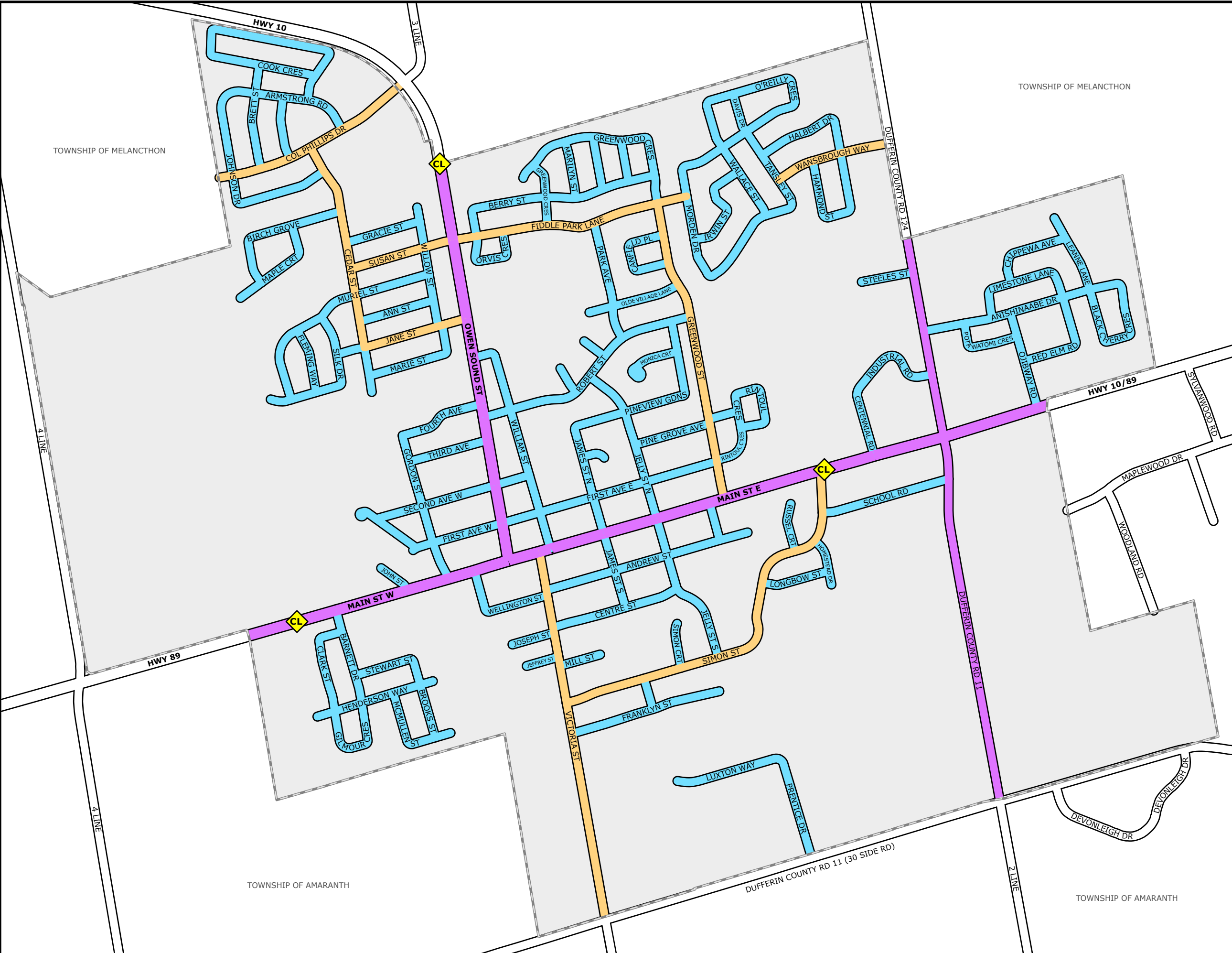
LEGEND - OTHER FEATURES

-  Connecting Link Signage
-  Municipal Boundary
-  Road

NOTES

Road Length by Class¹
Arterial: 5.5 km
Collector: 6.3 km
Local: 29.4 km

¹Road class subject to change as traffic data is collected.



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THE CORPORATION OF THE TOWN OF SHELBURNE

BY-LAW NUMBER 67-2023

Being A By-law to Amend Traffic By-law Number 8-1983, As Amended, to establish reduced speed limits within the Town of Shelburne

WHEREAS Section 128(2) of The Ontario Highway Traffic Act (R.S.O. 1990 c. H.8) authorizes the Council of a municipality by By-law, to authorize a rate of speed different than that prescribed by Section 128(1) that is not greater than 100 kilometres per hour and may prescribe different rates of speed for different times of day; and,

WHEREAS it is deemed expedient that the speed of motor vehicles on the said Highways or portions of Highways within the Municipality of the Town of Shelburne be restricted and regulated; and

WHEREAS the Council of the Corporation of the Town of Shelburne passed By-law 46-2021 on the 26th day of July 2021, to amend Traffic By-law Number 8-1983, as amended, to establish reduced speed limits within the Town of Shelburne;

NOW THEREFORE the Council of the Corporation of the Town of Shelburne enacts as follows:

1. That Speed Zone A of By-law 46-2021 be amended to include the following roads:

Maximum rate of speed – 40 Kilometres per hour

Highway	From	To
Galbraith Street	In its entirety	
Col Phillips Drive	In its entirety	
Second Avenue East	In its entirety	
Owen Sound Street (Hwy. 10)	Main Street West (Hwy. 89)	235.9 meters north of Fiddle Park Lane

2. That Speed Zone B of By-law 46-2021 be amended to include the following roads:

Maximum rate of speed – 40 Kilometres per hour

Highway	From	To
Birchwood Drive	In its entirety	
Sandhill Court	In its entirety	
Shelburne Place	In its entirety	
Wansbrough Way	In its entirety	

3. That Speed Zone B of By-law 46-2021 be amended by removing the following roads:

Maximum rate of speed – 40 Kilometres per hour

Highway	From	To
White Oak Avenue	In its entirety	
Hemlock Place	In its entirety	

4. That Speed Zone C of By-law 46-2021 be amended to include the following roads:

Maximum rate of speed – 40 Kilometres per hour

Highway	From	To
Main Street West (Hwy. 89)	123.7 meters west of Barnett Drive	Main Street East (Hwy. 89)
Main Street East (Hwy. 89)	Main Street West (Hwy. 89)	11.6 meters east of Simon Street

5. That all other provisions of By-law 46-2021 are hereby confirmed.





6. This By-law comes into force and takes effect on the date of passing.

BY-LAW READ A FIRST, SECOND and THIRD TIME in Open Council, and enacted this 27th day of November 2023.

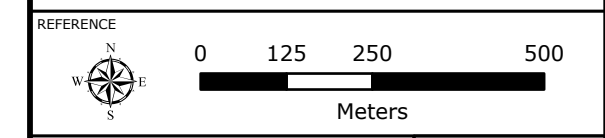
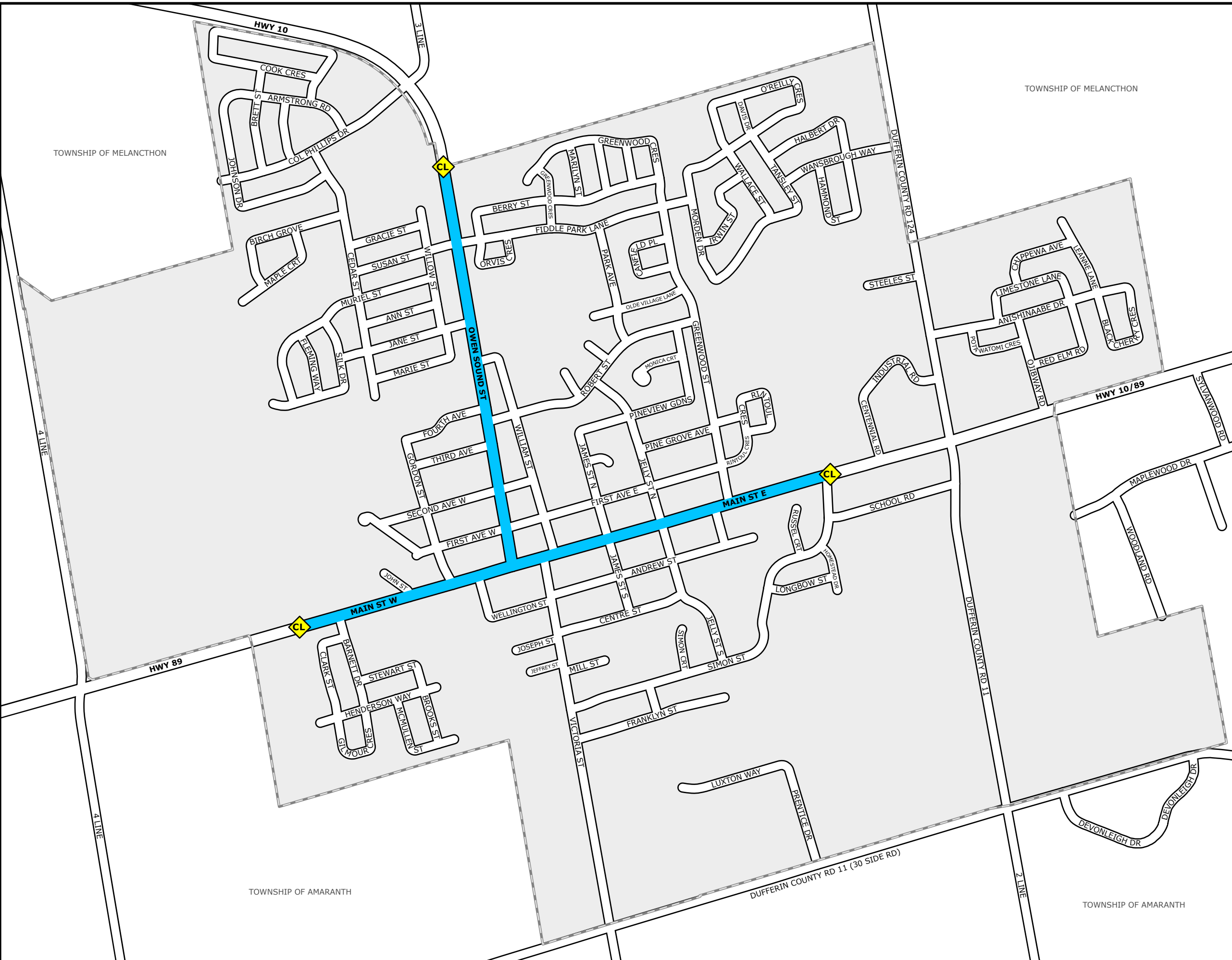
Wade Mills, Mayor

Jennifer Willoughby
Clerk

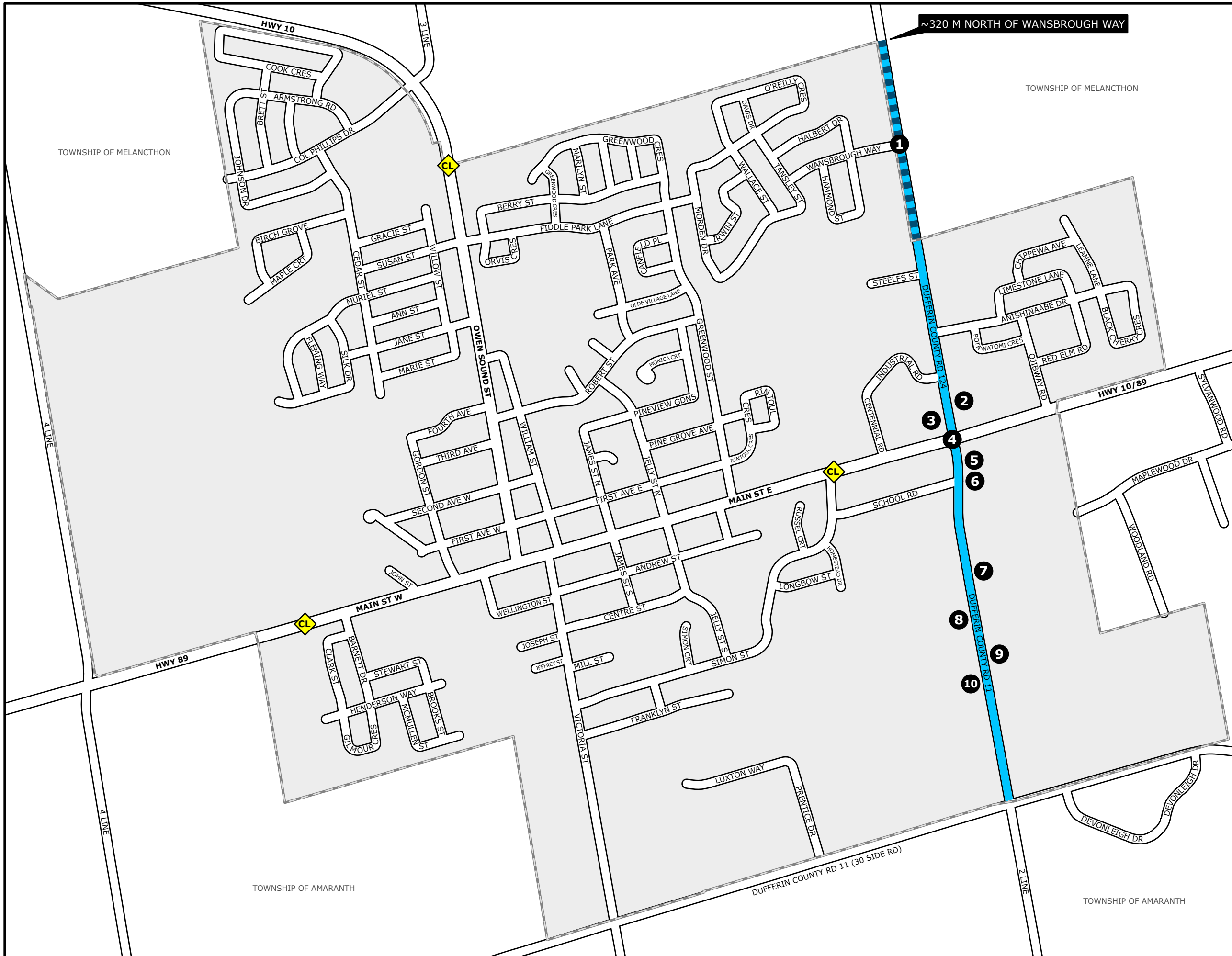
DRAWING TITLE
**Proposed Speed Limit Reduction
Connecting Link**

- LEGEND - SPEED REDUCTION
-  Proposed Extent
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road

- NOTES
- List of Roads Proposed for Speed Reduction**
- Road:** Main Street West
From: Owen Sound St
To: Western Limit of Connecting Link
Current Speed Limit: 50 km/h
Proposed Speed Limit: 40 km/h
Extent of Speed Limit Reduction: ~0.6 km
 - Road:** Owen Sound Street
From: Main Street East/West
To: Northern Limit of Connecting Link
Current Speed Limit: 50 km/h
Proposed Speed Limit: 40 km/h
Extent of Speed Limit Reduction: ~1.2 km
 - Road:** Main Street East
From: Owen Sound Street
To: Eastern Limit of Connecting Link
Current Speed Limit: 50 km/h
Proposed Speed Limit: 40 km/h
Extent of Speed Limit Reduction: ~1.0 km



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DRAWING TITLE
**Proposed Speed Limit Reduction
 Dufferin County Road 11 and 124**

- LEGEND - PROPOSED SPEED LIMIT REDUCTION
- Proposed Extent within Municipal Boundary
 - Proposed Extent outside Municipal Boundary

- LEGEND - OTHER FEATURES
- Feature Intersecting Subject Road
 - Connecting Link Signage
 - Municipal Boundary
 - Road

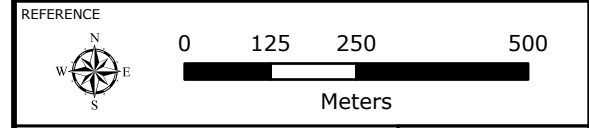
NOTES

List of Roads Proposed for Speed Limit Reduction

Road: Dufferin County Rd 11
From: Main St E
To: Side Rd 30
Current Speed Limit: 60 km/h
Proposed Speed Limit: 40 km/h
Extent of Speed Limit Reduction: 1.1 km





Road: Dufferin County Rd 124
From: ~320 m north of Wansbrough Way
To: Main St E
Current Speed Limit: 60 km/h
Proposed Speed Limit: 40 km/h
Extent of Speed Limit Reduction: 1.2 km
Extent within Municipal Boundary: 0.6 km
Extent outside Municipal Boundary: 0.6 km

- List of Features Intersecting Subject Roads**
- Number: 1**
Description: Crosswalk (signalized intersection)
 - Number: 2**
Description: Entrance to Wrigglesworth Plaza (commercial)
 - Number: 3**
Description: Entrance to commercial lot
 - Number: 4**
Description: Crosswalk (signalized intersection)
 - Number: 5**
Description: Entrance to No Frills (north)
 - Number: 6**
Description: Entrance to No Frills (south)
 - Number: 7**
Description: Entrance to Fiddle Park (north)
 - Number: 8**
Description: Entrance to KTH Manufacturing (north)
 - Number: 9**
Description: Entrance to Fiddle Park (south)
 - Number: 10**
Description: Entrance to KTH Manufacturing (south)

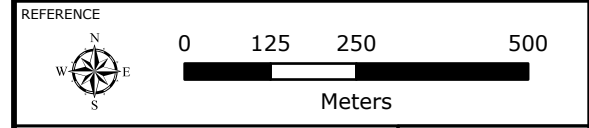
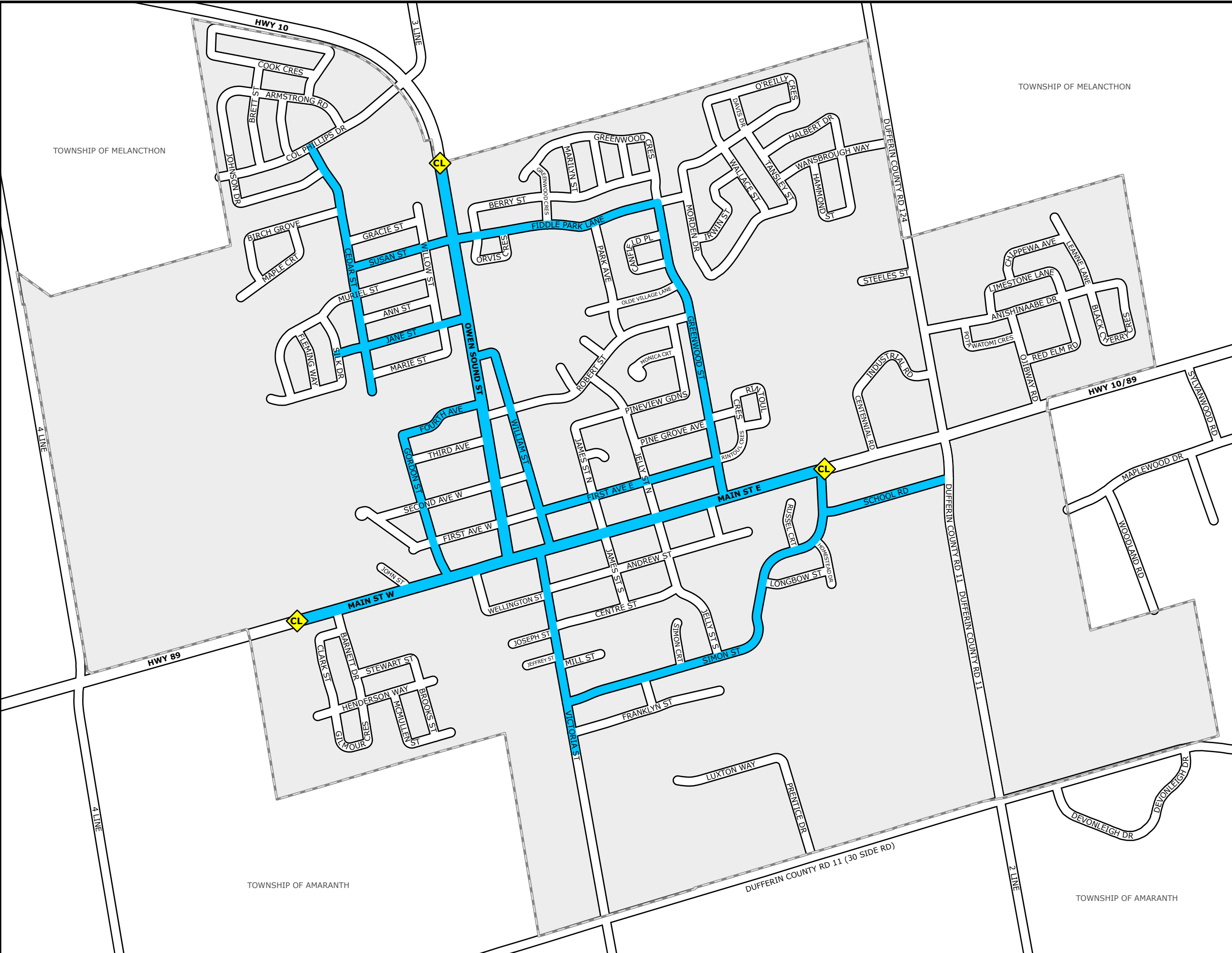


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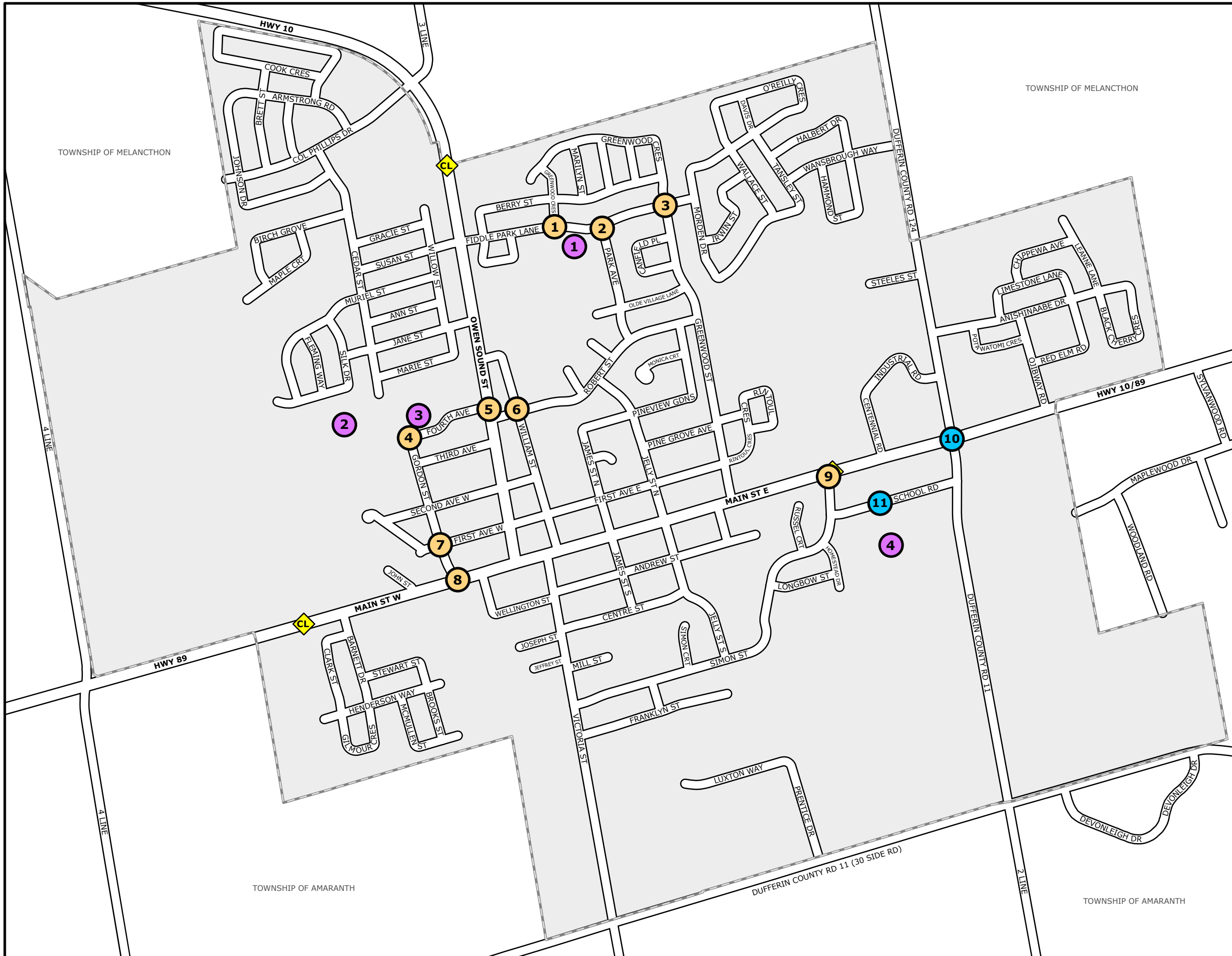
DRAWING TITLE
Community Safety Zones

- LEGEND - COMMUNITY SAFETY ZONE
-  Community Safety Zone
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road

NOTES
Length of Community Safety Zone Roads: 10.1 km









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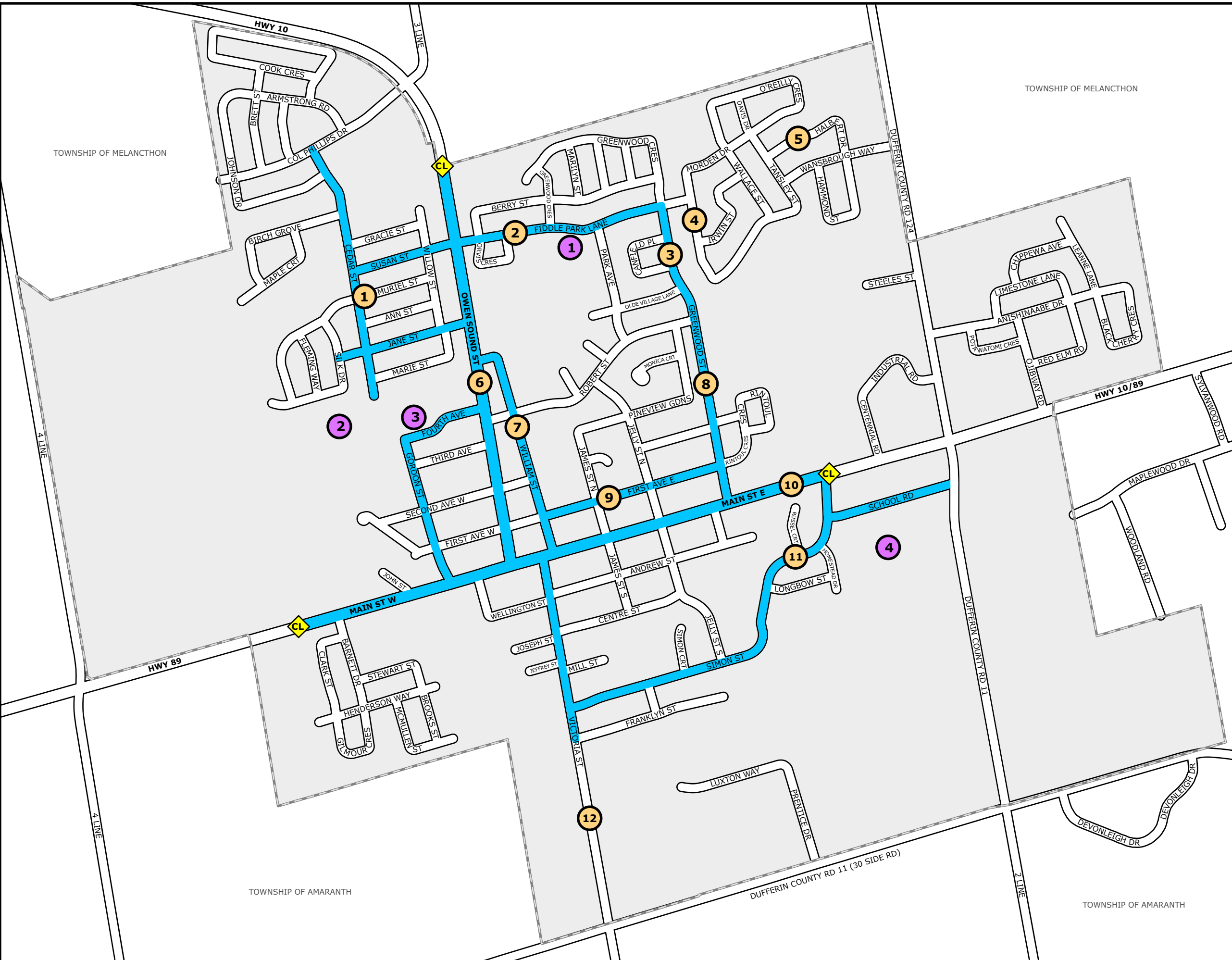


REPORT NUMBER CAO 2023-20	DOCUMENT NAME Appendix 6
DRAWING TITLE Public Schools and Crossing Guards	
LEGEND - PUBLIC SCHOOLS AND CROSSING GUARDS <div style="display: flex; flex-direction: column; gap: 5px;"> <div># Crossing Guard Station (Existing)</div> <div># Crossing Guard Station (Planned for 2024)</div> <div># Public School</div> </div>	
LEGEND - OTHER FEATURES <div style="display: flex; flex-direction: column; gap: 5px;"> <div>CL Connecting Link Signage</div> <div> Municipal Boundary</div> <div> Road</div> </div>	
NOTES <p><u>Crossing Guard Stations</u> Station Number: 1 Location: Greenwood Cres and Fiddle Park Lane</p> <p>Number: 2 Location: Park Ave and Fiddle Park Lane</p> <p>Number: 3 Location: Greenwood St and Fiddle Park Lane</p> <p>Number: 4 Location: Gordon St and Fourth Ave</p> <p>Number: 5 Location: Owen Sound St and Fourth Ave</p> <p>Number: 6 Location: William St and Robert St</p> <p>Number: 7 Location: Gordon St and First Ave W</p> <p>Number: 8 Location: Gordon St and Main St W</p> <p>Number: 9 Location: Simon St and Main St E</p> <p>Number: 10 (Planned for 2024) Location: Dufferin County Rd 124 and Main St E</p> <p>Number: 11 (Planned for 2024) Location: School Rd</p> <p><u>Public Schools</u> Number: 1 Name: Glenbrook Elementary School Address: 300 Fiddle Park Lane</p> <p>Number: 2 Name: Hyland Heights Elementary School Address: 200 Fourth Ave</p> <p>Number: 3 Name: Centre Dufferin District High School Address: 150 Fourth Ave</p> <p>Number: 4 Name: Centennial Hylands Elementary School Address: 35 School Rd</p>	
REFERENCE <div style="display: flex; align-items: center;"> <div style="text-align: center;"> <p>0 125 250 500</p> <p>—————</p> <p>Meters</p> </div> </div>	
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DRAWING TITLE
Community Safety Zones, Public Schools, and Digital Radar Speed Sign Locations 2022 to 2023

- LEGEND - PRIMARY FEATURES
-  Community Safety Zone
 -  Digital Radar Speed Sign
 -  Public School
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road

- NOTES
- List of Digital Radar Speed Sign Locations
- Number: 1**
Closest Address: 140 Muriel St
 - Number: 2**
Closest Address: 309 Fiddle Park Lane
 - Number: 3**
Closest Address: 413 Greenwood St
 - Number: 4**
Closest Address: 201 Morden Dr
 - Number: 5**
Closest Address: 730 Halbert Dr
 - Number: 6**
Closest Address: 516 Owen Sound St
 - Number: 7**
Closest Address: 335 William St
 - Number: 8**
Closest Address: 355 Greenwood St
 - Number: 9**
Closest Address: 306 First Ave E
 - Number: 10**
Closest Address: 600 Main St E
 - Number: 11**
Closest Address: 529 Simon St
 - Number: 12**
Closest Address: 601 Victoria St
- List of Public Schools
- Number: 1**
Name: Glenbrook Elementary School
Address: 300 Fiddle Park Lane
 - Number: 2**
Name: Hyland Heights Elementary School
Address: 200 Fourth Ave
 - Number: 3**
Name: Centre Dufferin District High School
Address: 150 Fourth Ave
 - Number: 4**
Name: Centennial Hylands Elementary School
Address: 35 School Rd



DRAWING TITLE
**Digital Radar Speed Sign Locations
2022 to 2023**

- LEGEND - DIGITAL RADAR SPEED SIGNS
- Digital Radar Speed Sign
- LEGEND - OTHER FEATURES
- Connecting Link Signage
 - Municipal Boundary
 - Road

- NOTES
- List of Digital Radar Speed Sign Locations
- Number: 1**
Closest Address: 140 Muriel St
 - Number: 2**
Closest Address: 309 Fiddle Park Lane
 - Number: 3**
Closest Address: 413 Greenwood St
 - Number: 4**
Closest Address: 201 Morden Dr
 - Number: 5**
Closest Address: 730 Halbert Dr
 - Number: 6**
Closest Address: 516 Owen Sound St
 - Number: 7**
Closest Address: 335 William St
 - Number: 8**
Closest Address: 355 Greenwood St
 - Number: 9**
Closest Address: 306 First Ave E
 - Number: 10**
Closest Address: 600 Main St E
 - Number: 11**
Closest Address: 529 Simon St
 - Number: 12**
Closest Address: 601 Victoria St



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3-MONTH DRSS SUMMARY BY STREET LOCATION

Digital radar speed signs (DRSS)

DRSS data is used to review the number and percentage of vehicles exceeding the speed limit. Our DDRS report data has been used to complete only preliminary evaluation of the speeds on several streets.

CONTENTS

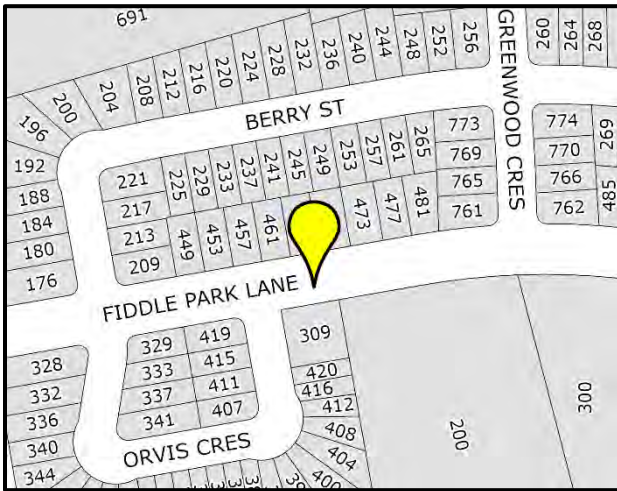
Fiddle Park Lane	1
First Avenue East	2
Greenwood Street (Location 1)	3
Greenwood Street (Location 2)	4
Halbert Drive.....	5
Main Street East	6
Morden Drive	7
Muriel Street	8
Owen Sound Street	9
Simon Street.....	10
Victoria Street	11
William Street.....	12

3-MONTH DRSS SUMMARY FIDDLE PARK LANE



Sign Location

Closest Address: 309 Fiddle Park Lane
 Side of Road: South
 Traffic Direction: East
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	5	0.01%
6-10	252	0.29%
11-15	505	0.57%
16-20	1,511	1.71%
21-25	1,539	1.74%
26-30	2,586	2.93%
31-35	7,625	8.63%
36-40	19,461	22.02%
41-45	26,890	30.42%
46-50	18,822	21.29%
51-55	6,903	7.81%
56-60	1,806	2.04%
61-65	348	0.39%
66-70	103	0.12%
71-75	35	0.04%
76-80	4	<0.01%
81-85	1	<0.01%
86-90	0	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	88,396	100.00%

Speed Statistics by Month

June 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	49	78	28,516	2,493

July 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	49	84	34,348	3,073

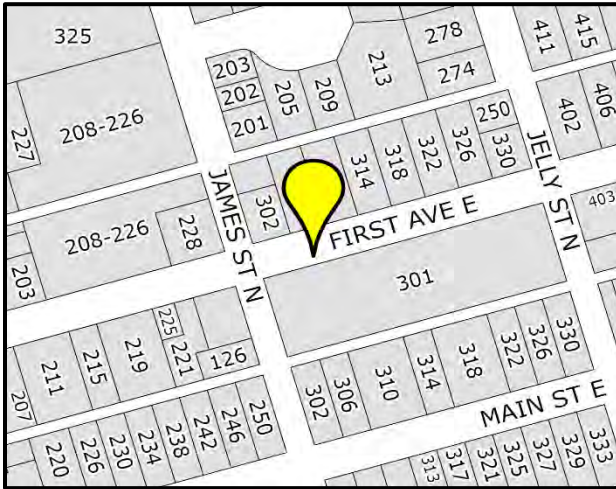
August 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	49	78	25,532	2,280

3-MONTH DRSS SUMMARY FIRST AVENUE EAST



Sign Location

Closest Address: 306 First Avenue East
 Side of Road: North
 Traffic Direction: West
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	8	0.01%
6-10	60	0.06%
11-15	175	0.17%
16-20	309	0.30%
21-25	1,008	0.98%
26-30	4,322	4.22%
31-35	15,673	15.29%
36-40	33,625	32.81%
41-45	30,979	30.23%
46-50	12,798	12.49%
51-55	2,958	2.89%
56-60	439	0.43%
61-65	97	0.09%
66-70	20	0.02%
71-75	5	<0.01%
76-80	1	<0.01%
81-85	0	<0.01%
86-90	0	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	102,477	100.00%

Speed Statistics by Month

October 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
40	46	74	39,286	2,926

November 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
39	45	78	34,852	2,200

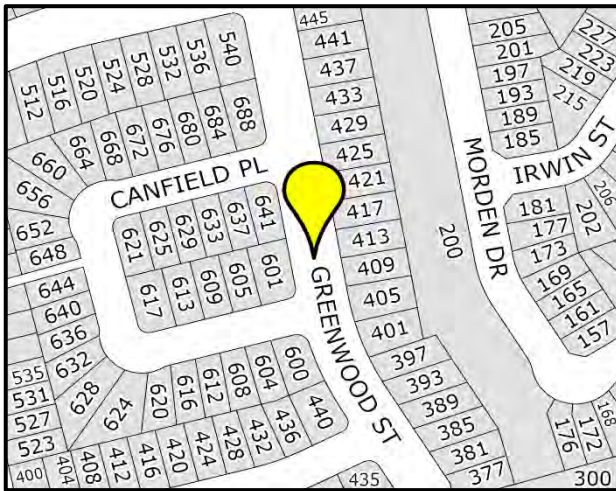
December 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
38	44	73	28,339	1,631

3-MONTH DRSS SUMMARY GREENWOOD STREET (LOCATION 1)



Sign Location

Closest Address: 413 Greenwood Street
 Side of Road: East
 Traffic Direction: North
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	646	0.40%
6-10	1,667	1.02%
11-15	996	0.61%
16-20	807	0.49%
21-25	834	0.51%
26-30	1,229	0.75%
31-35	4,770	2.93%
36-40	25,007	15.34%
41-45	55,451	34.01%
46-50	43,951	26.95%
51-55	20,098	12.33%
56-60	5,944	3.65%
61-65	1,302	0.80%
66-70	278	0.17%
71-75	44	0.03%
76-80	18	0.01%
81-85	6	<0.01%
86-90	3	<0.01%
91-95	1	<0.01%
96-100	3	<0.01%
101-105	1	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	163,056	100.00%

Speed Statistics by Month

February 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
34	42	82	42,335	1,559

March 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
36	44	79	42,512	2,124

April 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	54	98	61,282	4,841

3-MONTH DRSS SUMMARY GREENWOOD STREET (LOCATION 2)



Sign Location

Closest Address: 355 Greenwood Street
 Side of Road: East
 Traffic Direction: North
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	190	0.13%
6-10	2,511	1.72%
11-15	2,135	1.46%
16-20	2,719	1.86%
21-25	4,635	3.17%
26-30	8,893	6.08%
31-35	23,619	16.16%
36-40	41,497	28.39%
41-45	31,341	21.44%
46-50	14,661	10.03%
51-55	7,780	5.32%
56-60	3,896	2.67%
61-65	1,536	1.05%
66-70	498	0.34%
71-75	156	0.11%
76-80	54	0.04%
81-85	17	0.01%
86-90	8	0.01%
91-95	2	<0.01%
96-100	1	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	146,149	100.00%

Speed Statistics by Month

August 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
43	50	101	53,618	5,885

September 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
43	50	93	49,995	5,558

October 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
44	51	98	59,433	6,711

3-MONTH DRSS SUMMARY HALBERT DRIVE



Sign Location

Closest Address: 730 Halbert Drive
 Side of Road: South
 Traffic Direction: East
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	585	3.35%
6-10	2,364	13.54%
11-15	1,901	10.89%
16-20	2,027	11.61%
21-25	2,306	13.21%
26-30	3,005	17.21%
31-35	2,209	12.65%
36-40	1,296	7.42%
41-45	913	5.23%
46-50	545	3.12%
51-55	232	1.33%
56-60	66	0.38%
61-65	8	0.05%
66-70	1	0.01%
71-75	0	<0.01%
76-80	0	<0.01%
81-85	0	<0.01%
86-90	0	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	17,458	100.00%

Speed Statistics by Month

May 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
24	32	64	5,556	21

June 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
23	30	59	6,136	23

July 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
26	41	66	5,766	204

3-MONTH DRSS SUMMARY MAIN STREET EAST



Sign Location

Closest Address: 600 Main Street
 Side of Road: North
 Traffic Direction: West
 Speed Limit: 50 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	2,520	0.38%
6-10	2,250	0.34%
11-15	2,275	0.34%
16-20	3,105	0.47%
21-25	4,100	0.62%
26-30	6,183	0.93%
31-35	12,579	1.89%
36-40	31,302	4.71%
41-45	84,436	12.70%
46-50	176,323	26.51%
51-55	184,508	27.74%
56-60	99,360	14.94%
61-65	38,303	5.76%
66-70	12,232	1.84%
71-75	3,784	0.57%
76-80	1,175	0.18%
81-85	379	0.06%
86-90	122	0.02%
91-95	64	0.01%
96-100	15	<0.01%
101-105	18	<0.01%
106-110	12	<0.01%
111-115	9	<0.01%
116-120	4	<0.01%
121-125	1	<0.01%
126-130	2	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	665,061	100.00%

Speed Statistics by Month

October 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
51	59	127	261,161	19,855

November 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
51	58	119	208,190	15,345

December 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
50	58	125	195,710	13,366

3-MONTH DRSS SUMMARY

MORDEN DRIVE



Sign Location

Closest Address: 201 Morden Drive
 Side of Road: West
 Traffic Direction: South
 Speed Limit: 40 KM/H

Speed Breakdown

3-Month Total



Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	1,081	3.93%
6-10	3,671	13.36%
11-15	3,219	11.71%
16-20	1,791	6.52%
21-25	1,791	6.52%
26-30	2,896	10.54%
31-35	3,281	11.94%
36-40	3,409	12.40%
41-45	2,724	9.91%
46-50	1,777	6.47%
51-55	886	3.22%
56-60	521	1.90%
61-65	251	0.91%
66-70	97	0.35%
71-75	56	0.20%
76-80	19	0.07%
81-85	6	0.02%
86-90	6	0.02%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	27,482	100.00%

Speed Statistics by Month

February 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
22	32	70	7,950	58

March 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
25	37	82	7,232	91

April 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
31	50	88	12,300	757

3-MONTH DRSS SUMMARY

MURIEL STREET

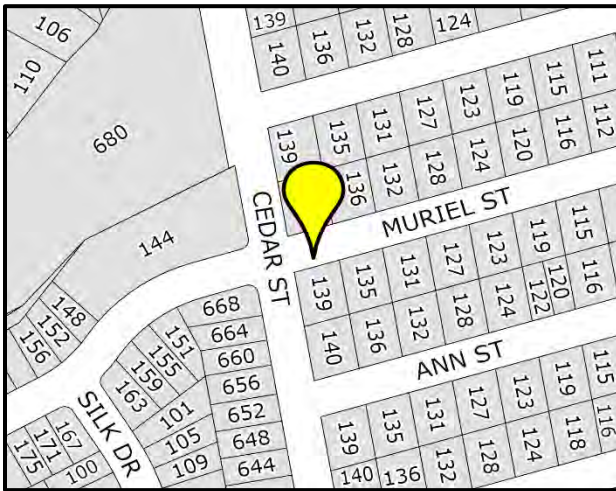


Sign Location

Closest Address: 140 Muriel Street
 Side of Road: East
 Traffic Direction: North
 Speed Limit: 40 KM/H

Speed Breakdown

3-Month Total



Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	594	1.43%
6-10	1,176	2.84%
11-15	1,799	4.34%
16-20	1,339	3.23%
21-25	2,239	5.41%
26-30	4,293	10.36%
31-35	6,878	16.61%
36-40	10,436	25.20%
41-45	7,426	17.93%
46-50	3,319	8.01%
51-55	1,231	2.97%
56-60	530	1.28%
61-65	122	0.29%
66-70	27	0.07%
71-75	9	0.02%
76-80	1	<0.01%
81-85	1	<0.01%
86-90	0	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	41,420	100.00%

Speed Statistics by Month

May 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
33	42	72	12,759	416

June 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
32	42	81	13,420	455

July 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
34	49	76	15,241	934

3-MONTH DRSS SUMMARY OWEN SOUND STREET

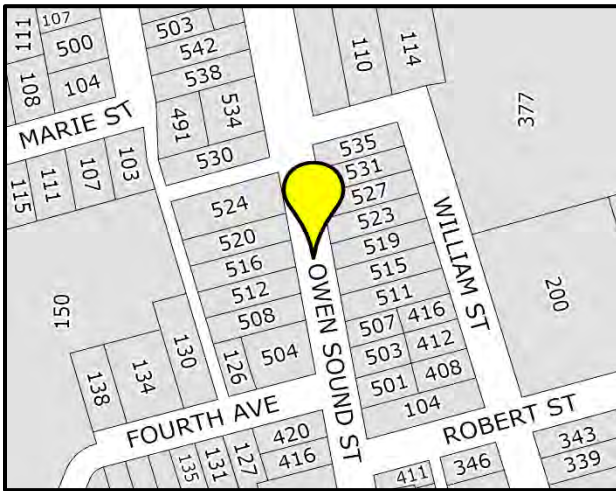


Sign Location

Closest Address: 516 Owen Sound Street
 Side of Road: West
 Traffic Direction: South
 Speed Limit: 50 KM/H

Speed Breakdown

3-Month Total



Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	2,133	0.43%
6-10	3,317	0.67%
11-15	4,875	0.99%
16-20	5,553	1.13%
21-25	8,032	1.63%
26-30	14,616	2.96%
31-35	24,306	4.93%
36-40	57,521	11.66%
41-45	105,094	21.31%
46-50	138,196	28.02%
51-55	78,859	15.99%
56-60	38,142	7.73%
61-65	9,682	1.96%
66-70	1,964	0.40%
71-75	587	0.12%
76-80	178	0.04%
81-85	61	0.01%
86-90	16	<0.01%
91-95	13	<0.01%
96-100	2	<0.01%
101-105	7	<0.01%
106-110	1	<0.01%
111-115	1	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	1	<0.01%
131-135	1	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	493,158	100.00%

Speed Statistics by Month

August 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
47	55	128	161,994	6,206

September 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
46	54	131	153,104	5,473

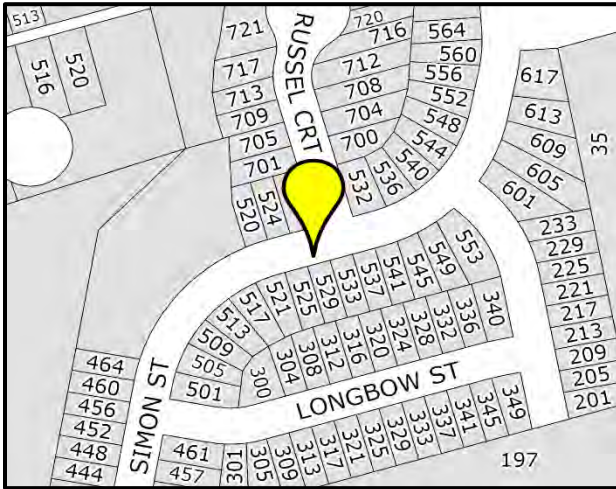
October 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
46	55	109	178,060	6,822

3-MONTH DRSS SUMMARY SIMON STREET



Sign Location

Closest Address: 529 Simon Street
 Side of Road: South
 Traffic Direction: East
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	1,202	2.91%
6-10	917	2.22%
11-15	1,005	2.43%
16-20	945	2.29%
21-25	2,406	5.83%
26-30	7,231	17.51%
31-35	10,760	26.06%
36-40	12,090	29.28%
41-45	4,036	9.77%
46-50	586	1.42%
51-55	73	0.18%
56-60	15	0.04%
61-65	12	0.03%
66-70	5	0.01%
71-75	2	<0.01%
76-80	4	0.01%
81-85	1	<0.01%
86-90	1	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	41,291	100.00%

Speed Statistics by Month

May 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
32	40	84	14,296	220

June 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
32	40	87	14,641	253

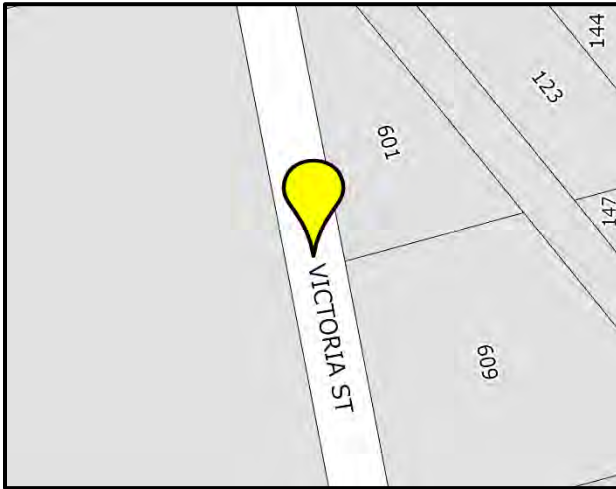
July 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
31	39	80	12,354	200

3-MONTH DRSS SUMMARY VICTORIA STREET



Sign Location

Closest Address: 601 Victoria Street
 Side of Road: East
 Traffic Direction: North
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	1,891	1.05%
6-10	2,210	1.23%
11-15	1,305	0.73%
16-20	915	0.51%
21-25	939	0.52%
26-30	1,019	0.57%
31-35	1,996	1.11%
36-40	12,061	6.71%
41-45	38,449	21.39%
46-50	46,873	26.08%
51-55	29,636	16.49%
56-60	21,465	11.94%
61-65	11,154	6.21%
66-70	4,847	2.70%
71-75	3,005	1.67%
76-80	1,206	0.67%
81-85	413	0.23%
86-90	238	0.13%
91-95	72	0.04%
96-100	25	0.01%
101-105	15	0.01%
106-110	6	<0.01%
111-115	5	<0.01%
116-120	1	<0.01%
121-125	1	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	179,747	100.00%

Speed Statistics by Month

October 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
49	58	123	76,079	4,525

November 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
47	56	114	55,135	3,081

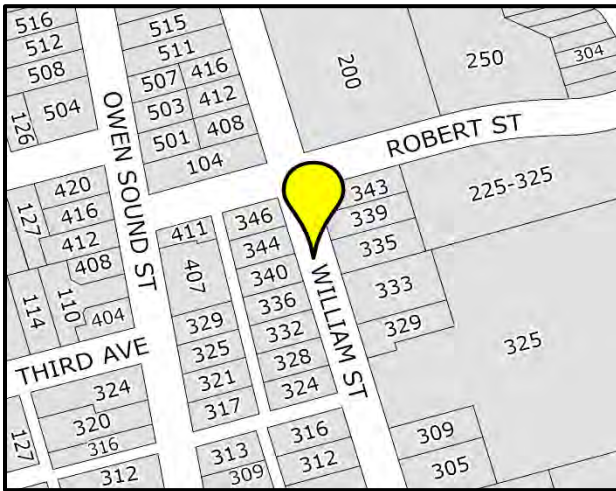
December 2022				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
48	58	115	48,533	2,693

3-MONTH DRSS SUMMARY WILLIAM STREET



Sign Location

Closest Address: 321 William Street
 Side of Road: East
 Traffic Direction: North
 Speed Limit: 40 KM/H



Speed Breakdown

3-Month Total

Speed (km/h)	Number of Vehicles	
	Count	Percent
1-5	680	0.55%
6-10	1,144	0.93%
11-15	1,055	0.85%
16-20	1,608	1.30%
21-25	5,686	4.60%
26-30	8,703	7.04%
31-35	9,848	7.96%
36-40	24,754	20.02%
41-45	35,163	28.43%
46-50	24,353	19.69%
51-55	7,853	6.35%
56-60	2,459	1.99%
61-65	322	0.26%
66-70	33	0.03%
71-75	5	<0.01%
76-80	1	<0.01%
81-85	0	<0.01%
86-90	0	<0.01%
91-95	0	<0.01%
96-100	0	<0.01%
101-105	0	<0.01%
106-110	0	<0.01%
111-115	0	<0.01%
116-120	0	<0.01%
121-125	0	<0.01%
126-130	0	<0.01%
131-135	0	<0.01%
136-140	0	<0.01%
141-145	0	<0.01%
146-150	0	<0.01%
151-155	0	<0.01%
156-160	0	<0.01%
Total	123,667	100.00%





Speed Statistics by Month

August 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
39	48	73	38,664	3,201

September 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
39	48	71	38,129	3,076

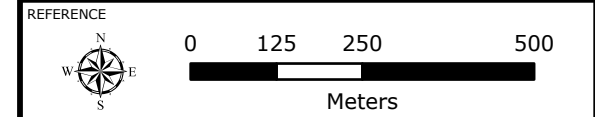
October 2023				
Speed Average	85 th Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
39	48	77	46,874	3,748

DRAWING TITLE
**Planned Traffic Calming Enhancement
Painted On-Street Parking**

- LEGEND - TRAFFIC CALMING ENHANCEMENTS
-  Enhancement Area
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road





NOTES

Planned Enhancement Areas
Road: William St
From: O'Flynn St
To: First Ave E



	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

DRAWING TITLE
**Planned Traffic Calming Enhancement
 Seasonal Flexible Bollards**

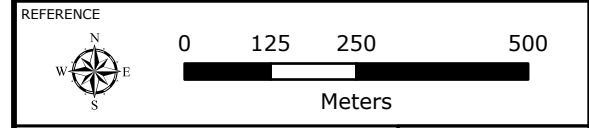
- LEGEND - TRAFFIC CALMING ENHANCEMENTS
-  Enhancement Area
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road

NOTES

Planned Enhancement Areas

Road: Fiddle Park Lane
From: Owen Sound St
To: Greenwood St

Road: Victoria St
From: Franklyn St
To: Dufferin County Rd 11



	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

DRAWING TITLE
**Planned Traffic Calming Enhancement
Painted Centerline**

- LEGEND - TRAFFIC CALMING ENHANCEMENTS
- Enhancement Area
- LEGEND - OTHER FEATURES
- Connecting Link Signage
 - Municipal Boundary
 - Road

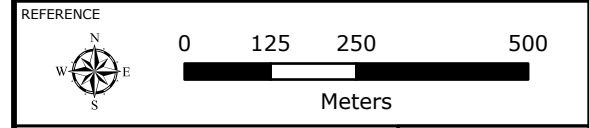
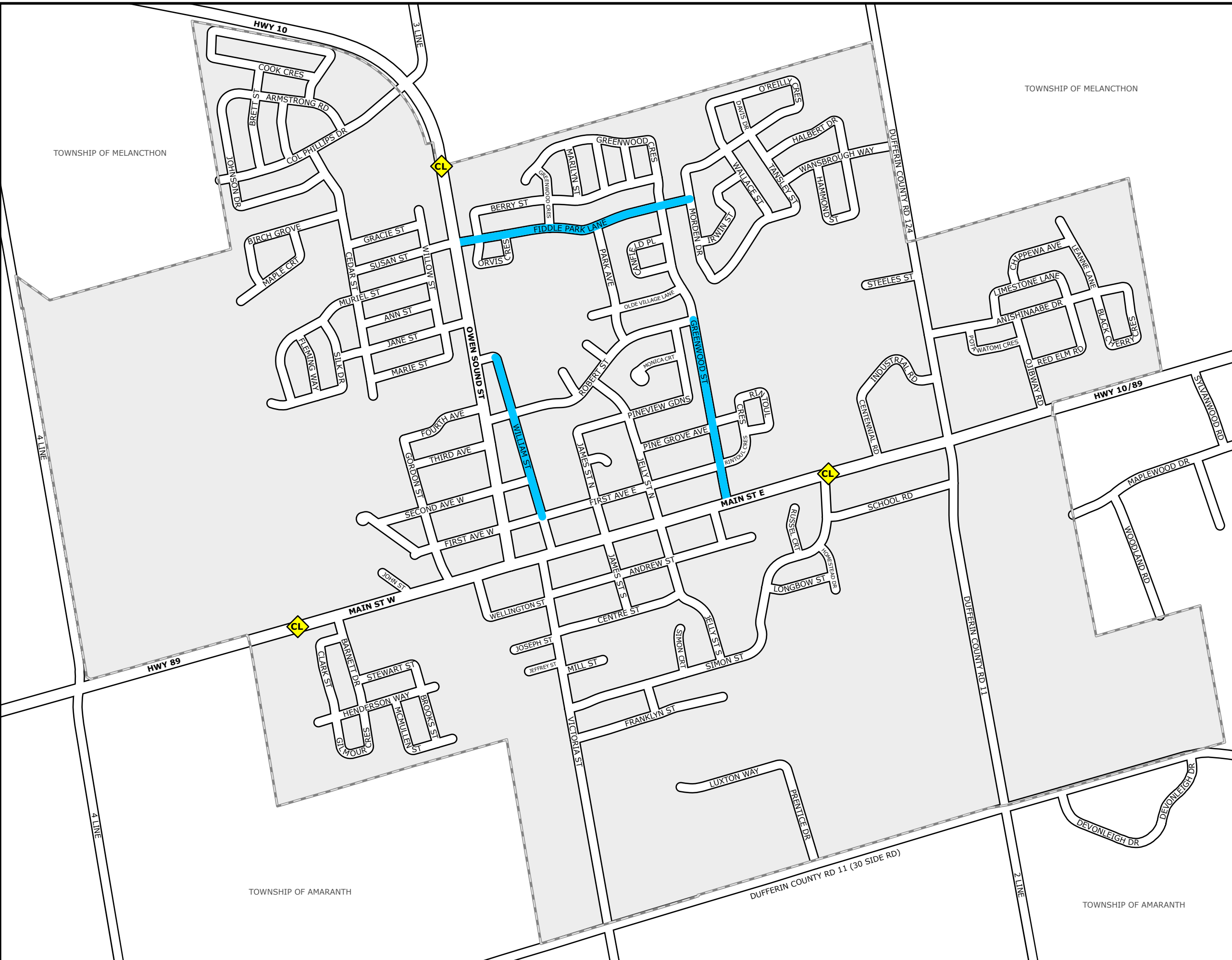
NOTES

Planned Enhancement Areas

Road: Fiddle Park Lane
From: Owen Sound St
To: Morden Dr





Road: Greenwood St
From: Robert St
To: Main St E

Road: William St
From: O'Flynn St
To: First Ave E



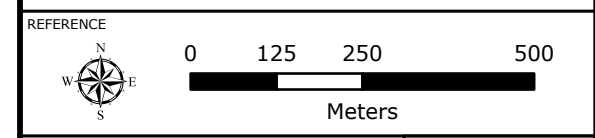
	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

DRAWING TITLE
**Planned Traffic Calming Enhancement
Seasonal Speed Cushions**

- LEGEND - TRAFFIC CALMING ENHANCEMENTS
-  Enhancement Area
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
 -  Municipal Boundary
 -  Road

NOTES

Planned Enhancement Areas
Road: Greenwood St
From: Fiddle Park Lane
To: Olde Village Lane



	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

Legend:

Review Segments 

Scale: NTS

Drawing: 001

Drawing Title:

Speed Limit Review

County Rd.11 / County Rd. 124



Address: 30 Centre Street, Orangeville, ON.
L9W 2X1 TEL. NO.: 519-941-2816 ext. 2600

