

Attachment 1: Summary of current Traffic Calming Initiative Requests and Candidates (Prioritized by Transportation Committee Oct. 2021)

| Location | Posted Speed Limit | Weekday Average Daily Volume | Weekday Ave. 85 th Percentile Speed | Speed Data Year Collected | Primary Scoring | | Secondary Scoring | Combined Total Score Per Policy | Prev. Traf. Calming Initiative Completed | Speed Hump Program Candidate |
|--|--------------------|-----------------------------------|--|---------------------------|-----------------|-------|-------------------|---------------------------------|--|------------------------------|
| | | | | | Traffic Volume | Speed | | | | |
| Angela Drive | 30km/hr | 1,200 | 55km/hr | 2019 | 12 | 25 | 5 | 42 | N | Y |
| Upper Noons Cr. Dr. | 30km/hr | 3,250 | 53km/hr | 2019 | 11 | 25 | 5 | 41 | Y*** | N |
| Cecile Drive | 30km/hr | 1,600 | 42km/hr | 2021 | 5 | 25 | 5 | 35 | N | N |
| Klahanie Drive | 30km/hr | 1,500 | 37km/hr | 2020 | 15 | 10 | 5 | 30 | See Note** | Y |
| Henry Street (Williams to Buller) | 30km/hr | 600 | 43km/hr | 2021 | 2 | 25 | 5 | 32 | Y | Y |
| College Park Way (Glenayre to Cecile) | 30km/hr | 600 | 61km/hr | 2019 | 2 | 25 | 0 | 27 | Y | Y |
| Alderside Road**** | 30km/hr | 240 | 38km/hr | 2021 | 2 | 15 | 10 | 27 | Y**** | N |
| College Park Way (Yale to Oxford) | | Candidate to be Evaluated in 2022 | | | | | | | | |
| Henry Street (Grant to Moody) | | Candidate to be Evaluated in 2022 | | | | | | | | |
| Locations below currently are underway via study or pilot project | | | | | | | | | | |
| Moray Street | 30km/hr | 7,000 | 53km/hr | 2015/2019 | 23 | 25 | 0 | 48 | N | N |
| St. George Street | 30km/hr | 950 | 46km/hr | 2019 | 10 | 25 | 10 | 45 | Y | N |
| Spring Street | 30km/hr | 1,300 | 36km/hr | 2019 | 13 | 5 | 10 | 28 | Y | N |
| Locations below do not meet, or are not expected to meet minimum threshold score of 25 | | | | | | | | | | |
| Highview Place | 30km/hr | 750 | 34km/hr | 2007 | 8 | 0 | 5 | 13 | Y | N |
| Hope Street (East of Williams) | 30km/hr | 160 | 32km/hr | 2021 | 2 | 0 | 5 | 7 | Y | N |
| Hawthorne Drive | 50km/hr | 650 | 40km/hr | 2017 | 7 | 0 | 0 | 7 | See Note** | N |
| Mount Royal (East of Clarke) | 30km/hr | 240 | 32km/hr | 2021 | 2 | 0 | 0 | 2 | N | N |
| Terravista Place | 50km/hr | 150 | 40km/hr | 2019 | 2 | 0 | 0 | 1.5 | N | N |

Notes:

- Traffic Calming Initiative Candidates should only consider local and neighbourhood collector residential roads (arterial and MRN streets are not candidates for traffic calming initiatives).

- Table summarizes locations where repeated traffic speeding complaints have been received in past 3 years.

- Volume is the sum of both directions; speed is the highest of either direction where data is available, otherwise average of both ways.

** Road was constructed relatively recently and already includes traffic calming features.

*** Noons Creek Drive was subject of a traffic calming study and installations in the 2000's and 2010's. The 2017 MTP recommended considering this traffic calming project complete and removing remaining temporary devices, however, some partial temporary devices remain north of Alpine Place.

**** Alderside is included per Council direction approved July 13, 2021. Alderside Road completed a traffic calming initiative in 2006 but additional of physical traffic calming features failed due to less than 2/3 of the responding residents expressing community support. Traffic concerns are not primarily speed related suggesting it is not a candidate for the speed hump program.