

TRAFFIC CALMING STRATEGY

November 2020

A SLOWER, SAFER KING



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1 INTRODUCTION

1.1 Background

The Township of King is responsible for ensuring its roadways serve the needs of all transportation users. When the rules of the road are not followed, traffic calming measures may be needed to restore the street to its intended function in the neighbourhood. Inappropriate driver behaviour can have a negative impact on traffic safety, the perception of safety and the quality of life in a community. It also degrades the pedestrian and cyclist environment so that residents may no longer feel safe walking or riding bikes. It may also decrease interaction between residents, leading to a loss in community identity.

This Traffic Calming Strategy provides a clear, consistent and transparent process and solutions to meet the needs and expectations of the community. It describes the “made in King” approach which includes a combination of tactics, from programmed to community-driven, that will collectively make a difference in how people travel through residential urban and rural areas in King Township. It will also make it easier for the Township’s Public Works staff to effectively address traffic concerns, both proactively and responsively.

The strategy has been informed by the extensive public communications effort over the last year to collect feedback, test pilot measures, and establish community buy-in. The strategy is a living document and will continue to be adjusted as projects are evaluated and new technologies and approaches become available.

1.2 Speeding in King

Speeding has been identified as a top issue by residents and Council. Township staff receives complaints from area residents regarding the speed of vehicles on their streets.

Nobleton homeowner demands more speed enforcement on King Road to protect family
Spencer said his wife is still recovering to this day and the risk of being hit continues to haunt the family

COMMUNITY Jan 21, 2019 by Sheila Wang King Connection



Mark Spencer surveys the traffic in front of his home in Nobleton. Multiple accidents have occurred there and his wife was hit and his children were almost killed. Jan. 15, 2019 - Susan Kockarscheidt/MetroStar

‘Someone is going to get killed’: King City woman concerned about speeding drivers

Walkington Way has become bypass to King Road from the GO Station, resident says

NEWS Mar 09, 2020 by Laura Broadway King Connection



Michele Komaczny lives on Walkington Way in King City where she says drivers speed through on their way home from work. - Laura Broadway

Figure 1-1: News articles regarding speeding vehicles on local streets (Source: YorkRegion.com)

A 2016 Traffic Speed and Volume Study by R.J. Burnside & Associates reviewed the traffic conditions on streets in King and found that 85th percentile operating speeds in excess of posted speeds, as shown in Figure 1-2.



Figure 1-2: 85th Percentile Operating Speeds (Source: EPWB 2016-40 Council Report, Traffic Analysis by Ward)

1.3 Public Consultation

In 2019 and 2020, King sought community input on traffic calming to identify hotspots and to provide tangible solutions and feedback to help shape the community vision of a slower, safer King. The focus was on school zones and residential streets at locations where excessive speeding is prevalent, particularly in neighbourhoods with high numbers of cyclists and/or pedestrians sharing the road. It was not about reducing congestion, reducing trucks or eliminating cut-through traffic.



Figure 1-3: 2019 and 2020 public consultation events

The SpeakKING online platform was also used to engage the public and gather feedback. Over 600 people visited the page and had an opportunity to answer a survey, ask questions, and place pins on a map where they thought traffic calming measures would be most effective. 48

contributors placed a total of 148 pins, which are shown in Figure 1-4. The most popular recommended treatments were a speed hump and a radar speed board, as shown in Figure 1-5.

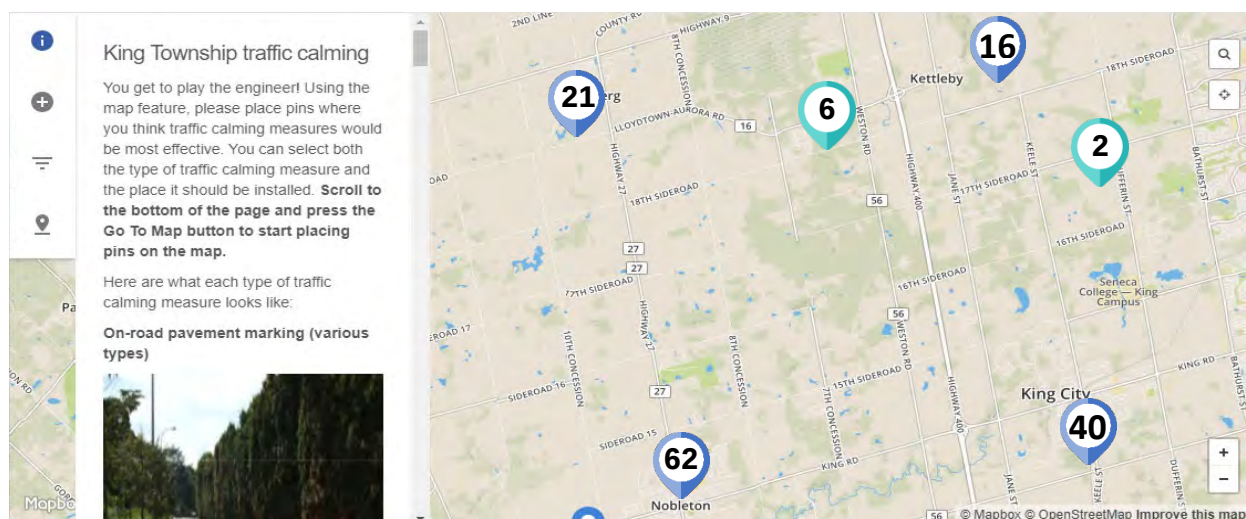


Figure 1-4: SpeaKING location of requested traffic calming measures based on survey results

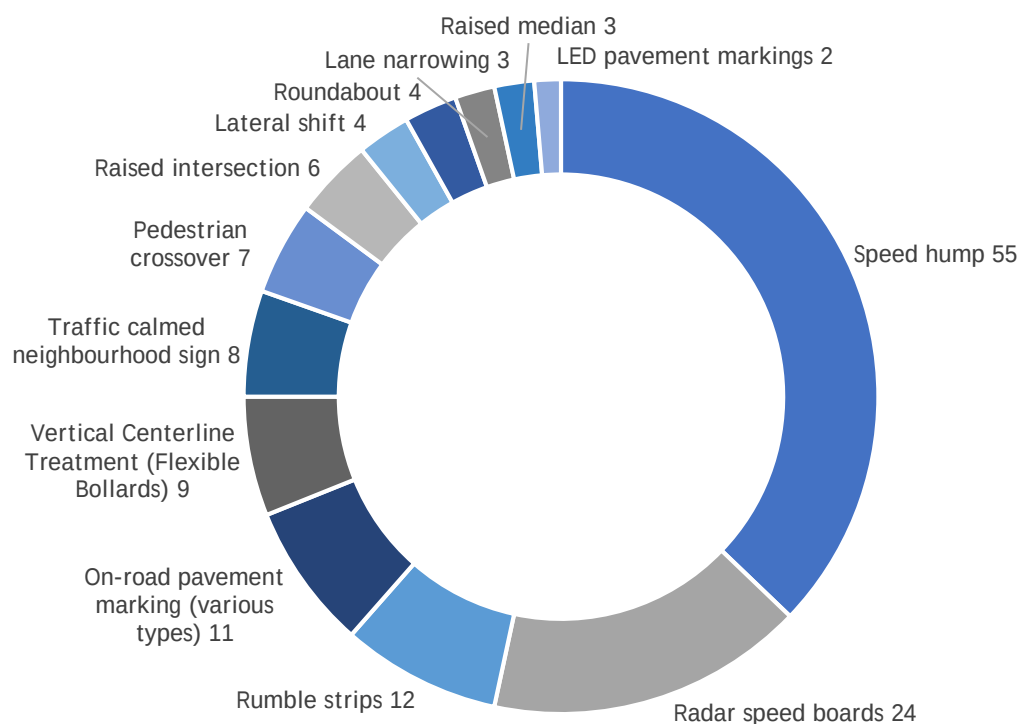


Figure 1-5: Traffic calming measures - SpeaKING

1.4 Pilot Projects

The Township has done extensive piloting of treatments to test and adjust designs and understand what works in King. Some examples are shown in Figure 1-6.



Figure 1-6: Township of King traffic calming pilots

In 2019, two locations were selected in Schomberg where flexible bollards were installed: along the centerline of Western Road and along the curb and centerline of Church Street. Traffic counters were deployed for pre and post monitoring to gauge their effectiveness. Another pilot was done on Parkheights Trail in Nobleton using speed humps, bollards and signage. A public notice can be seen in Figure 1-7.



Figure 1-7: Parkheights Trail traffic calming pilot public notice

The 2020 traffic calming pilot areas are shown in Table 1-1.

Table 1-1: Traffic Calming Pilot Areas, 2020 Program

STREET	VILLAGE	TRAFFIC CALMING MEASURE
Elizabeth Grove	King City	Speed humps
Banner Lane	King City	Speed humps
Austin Rumble	King City	Speed display sign
Rose Cottage Lane	Schomberg	Bollards
19 th between Dufferin and Bathurst	Rural	No parking signs, tow away tabs, delineated centre median island, line painting
15 th Sideroad between 7 th and Weston	Rural	Speed display signs
Parkheights Trail	Nobleton	Speed humps
Hill Farm Rd	Nobleton	Speed humps
Elizabeth Drive	Nobleton	Speed display sign
Samson Trail	Nobleton	Speed display sign

1.5 Objectives

The fundamental aim of traffic calming is to make streets slower and safer and support their intended purpose. The vision of the Traffic Calming Strategy is a slower, safer King, and the following are the objectives:

- **Improve safety for all road users:** traffic calming efforts to modify driver behaviour can reduce the risk of collisions and injuries for all users.
- **Improve quality of life:** members of the community feel safer and engaged when traffic calming efforts improve traffic conditions.
- **Encourage appropriate behaviours:** traffic calming devices send a consistent message to drivers to modify their behaviour everyday.
- **Reduce need for traditional enforcement:** traffic calming can impact drivers with less reliance on police resources.
- **Implement appropriate measures:** traffic calming strategies should be selected to address the specific concern and be suitable for the road classification and location
- **Be open to innovative ideas and experimentation:** opportunities to try new technologies or new ideas can be explored through pilot projects.

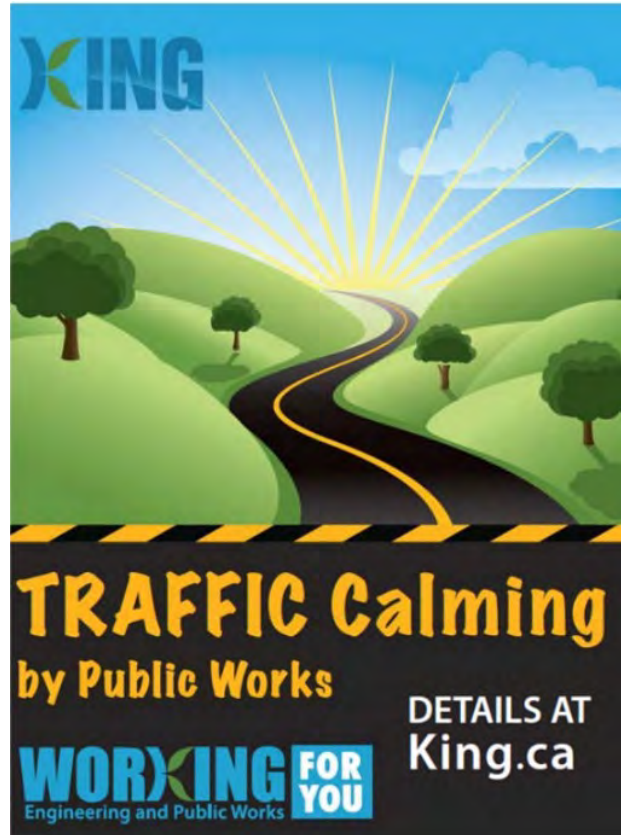


Figure 1-8: Traffic Calming Poster for King

It is expected that a moderate impact to driver behaviour will be made in localized areas where measures are implemented.

1.6 King's Road Characteristics

King Township has both urban and rural roads. Villages & hamlets make up the urban areas. Speeding and safety issues occur in both urban and rural contexts. The traffic calming process is the same for both urban and rural roads, but the criteria and treatments are different based on the function of the road.

Street Classification in King is made up of arterial, collector, and local roads AND urban and rural. Refer to Figure 1-9 for the current road classification from the Transportation Master Plan.

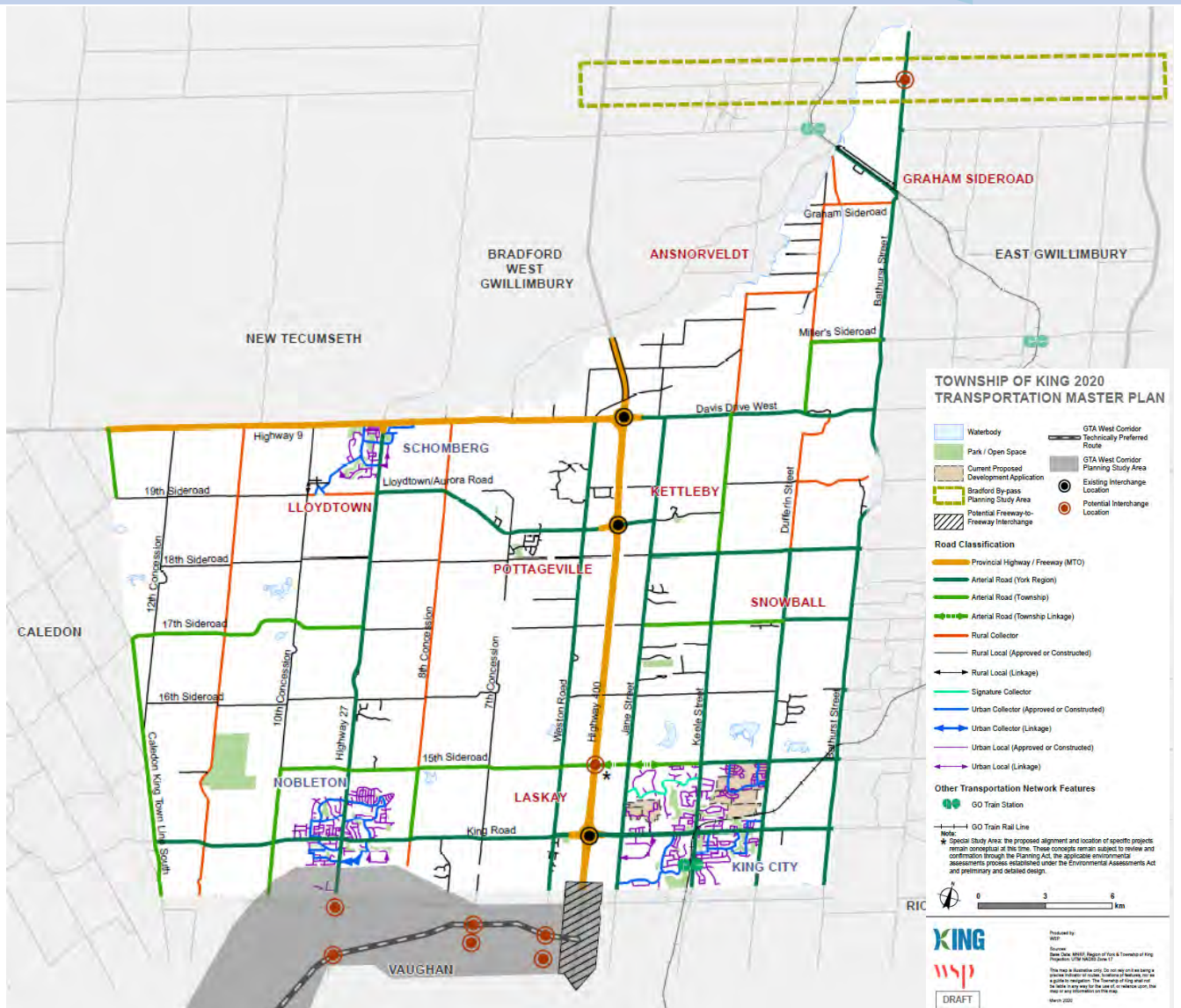


Figure 1-9: Road Classification in King

2 TRAFFIC CALMING IMPLEMENTATION

To address concerns and feedback brought forward by those who live and travel within King, three streams for implementing traffic calming measures are included:

1. Community
2. Programmed
3. Requests

These streams vary in the initiation method, process, implementation timeline and funding sources. Collectively they will result in a slower and safer King. The strategy includes traffic calming as part of community-wide initiatives, new development, capital infrastructure projects, and modification to existing neighbourhoods.

The community approach is a holistic implementation across King by lowering the speed limit to 40km/hr on urban collector and local roads and converting the temporary pilot project to permanent. The programmed approach incorporates traffic calming elements with capital projects and new developments by taking a prescriptive approach to traffic calming. Lastly, the requests from residents, Township staff and Council are responsive to specific concerns.

2.1 Community Approach

2.1.1 Default Speed Limit

The default speed limit within King depends on road classification and area characteristics. Currently, the speed limit varies between 40 km/h, 50 km/h, and 60 km/h on the Township's urban roads (see Figure 2-1: Speed limits in King). The recent Transportation Master Plan outlines the posted speed limit on local roads to be 40 km/h or less and on collector roads to be between 40-50 km/h. The posted speed limit is important for traffic calming since the posted speed limit sends a message to motorists about the expected behaviours on the road and speed is a significant factor related to the frequency and severity of collisions.

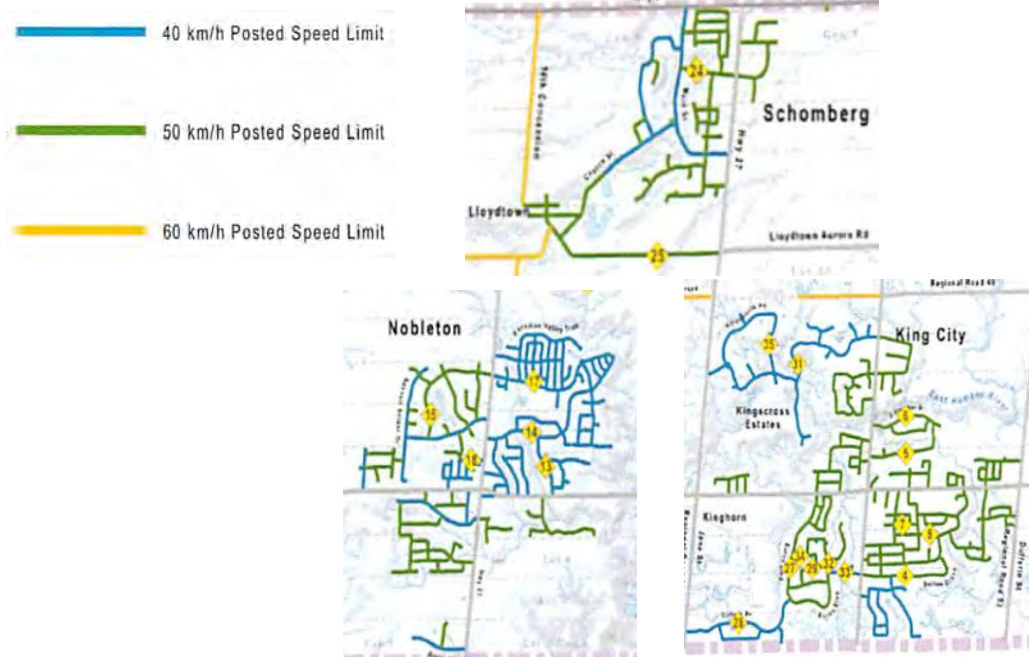


Figure 2-1: Speed limits in King (Source: Burnside, 2016)

As of 2018, the Ontario Highway Traffic Act (Section 128 (2.1)) allows municipalities to set a posted speed limit less than 50 km/h for roads under the municipalities' jurisdiction. With this recent change to the HTA, other municipalities have implemented the default speed limit of 40 km/h in Ontario: Toronto, Hamilton, Ottawa, London, Mississauga, Waterloo, Prescott, Oakville (pilot), and Kitchener (pilot). King Township believes that the default speed limit on all urban local and collector speed limit of 40 km/h can have a positive impact in speed reduction. The uniform reduction of the speed limit will provide a consistent message to the drivers to slow down in these residential areas.

Implementation requires posting gateway signage with "40 km/h begins" and "40 km/h ends" at the neighbourhood entrance locations where urban local and collector roads are intersecting with arterial or rural roads.



Figure 2-2: 40 km/h Speed Limit Sign

2.1.2 Permanent Installation of Pilot Projects

Many of the locations were implemented with either temporary or minor adjustment treatments first. This approach provides the Township the flexibility to select and adjust the final traffic calming solution based on the data collected and residents' feedback. The annual budget will determine the number of locations that can be implemented as permanent installations.

2.2 Programmed Approach

2.2.1 Capital Projects

Every year, the Public Works Department includes a list of infrastructure projects to be approved and implemented as part of the budget process. Capital projects typically include but are not limited to road resurfacing, road widening, drainage, sewer maintenance, and signage maintenance. As part of these capital projects, the need for traffic calming elements will be included in the review process. This proactive approach will be beneficial and cost-effective by reducing resources in both the office and in the field.

For all capital projects, there should be two questions in the preparation checklist:

1. Confirm whether the location meets warrants for traffic calming
2. If there are elements of traffic calming that can be implemented based on the scope of the project, either the preferred passive changes based on streetscaping and roadway geometry, or active traffic calming measures such as bollards or speed humps.

2.2.2 New Development

King Township's population is forecasted to grow by 37% from 2016 to 2031 according to the Township's TMP (2020), especially in the three villages: King City, Nobleton and Schomberg. To accommodate this increase in both population and employment, new development areas will be built in King.

It is important to incorporate speed control as a design objective in road design guidelines for new developments. Wide and straight roadways tend to encourage speeding. While the total travel modes and volumes may not be fully determined, forecasted traffic volumes will be available. The design within the right-of-way such as landscaping, active transportation facilities, accessibility treatments, and horizontal and vertical deflections are elements that can be considered and included. The goals are to use these designs as passive speed control devices and to set the expectation from the beginning. Speed control measures should be described as part of the development application.

Monitoring and evaluation of traffic is a critical next step once the location is fully developed and occupied. Prior to the Township assuming responsibility for a road, a traffic review should be completed to evaluate whether active traffic calming is needed. The development agreement requires that developers be responsible for traffic calming needs within two-year maintenance and warranty period.

2.3 Requests

Residents, staff and Council can submit a request for traffic calming in on a roadway. The residents can contribute with the local knowledge of daily traffic conditions and identify safety concerns. The following approach evaluates requests to determine if action will be taken and what the suitable treatment is. This approach is for roadways that cannot benefit from roadway modifications and policies through other Township's programs.

2.3.1 Process

There are four stages of the traffic calming request stream: Initiation, Selection, Implementation, and Evaluation, as shown in Figure 2-3. Details of each steps are further described in the following sections.

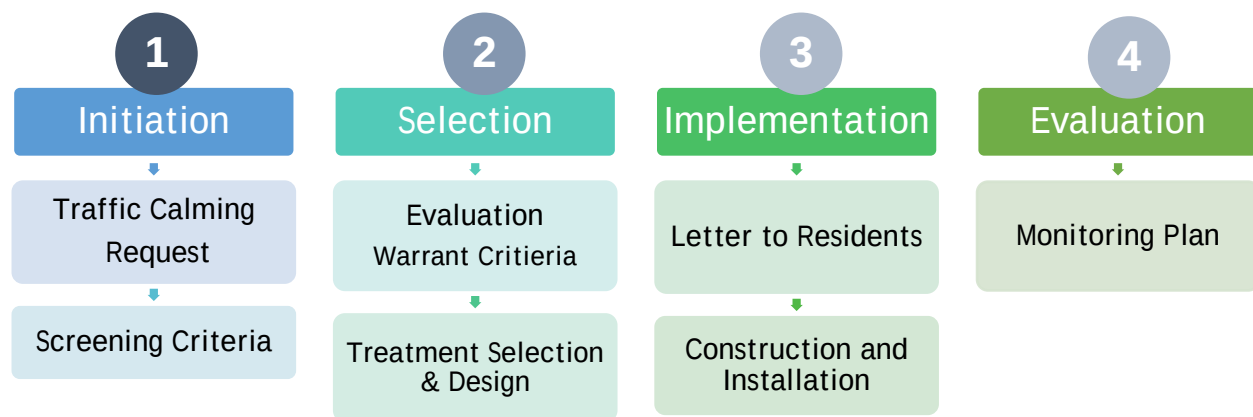


Figure 2-3 Traffic Calming Process for Requests

2.3.2 Initiation

Traffic calming requests can be received via phone calls, emails and letters from residents, Councillors and Township staff. A neighbourhood petition that includes the statement of concern and support from 20% of affected households along the identified area of concern. The study area for petition should include the road segment within the block of the area of concern. The Township staff can confirm the petition area based on the surrounding road characteristics with similar operating characteristics to the location of the request. The requestor is responsible for gathering signatures on the petition form. This petition process demonstrates some buy-in from the neighbourhood and confirms the problem statement. Once the neighbourhood support is confirmed, staff should ensure that they have the basic information of the requested location. The following are the minimum required information:

- Name and the contact information of the requestor;
- Date of the request received;
- Street name (from/to), segment length;
- Identified issues and concerns; and
- Desired traffic calming treatment.

Requests can also be initiated by a staff or Council recommendation, which do not require signatures from residents.

Screening Criteria

The first step to evaluate the suitability of the requested location is using the screening criteria, shown in Table 2-1. The screening process filters locations based on geometry, classification and qualifications. This is important since data collection is essential to determine the severity of the issue and the Township has limited resources to conduct data

collection within a given year. If the response is 'No' for any of the criteria, the location is considered ineligible for traffic calming.

Table 2-1 Township of King's Screening Criteria

SCREENING CRITERIA	YES	NO
Road Classification Is the location within the Township's jurisdictions and classified as either an urban local, urban collector or rural road?		
Posted Speed Urban: Is the posted speed 40 km/h or lower? Rural: Is the posted speed 60 km/h or lower?		
Street Length Is the road longer than 250 m between traffic controls?		
Grade Is the vertical grade less than 8%?		
Previous Evaluation Has not been evaluated within the last 24 months?		

For the location to be deemed appropriate for traffic calming, all of the screening criteria have to be met. The requestor will be notified of the result.

2.3.3 Selection

Once the location passes the screening criteria, the Township should check whether there is available data within the last two years for the study location. If data is required, it should be scheduled. The Township uses an Armadillo Tracker device installed on the side of the road. Setup is a fast and simple "point and go" installation and the radar technology facilitates accurate traffic speed and volume readings.

Warrant Evaluation & Point System

The warrant criteria assess the location for eligibility of traffic calming and the point system, shown in Table 2-2, allows for prioritization between eligible locations. Based on the available funding, the locations with higher points will be prioritized. The point system is developed to give appropriate weighting based on the road classification (local/collector) and the location type (urban/rural).

Locations with the total points less than the required minimum points are considered a lesser priority for traffic calming. The Township will continue to seek for solutions to mitigate the initial concern through passive and educational measures.

The minimum required points are:

- Urban local roads: 30 points
- Urban collector roads: 40 points
- Rural roads: 50 points

Table 2-2 Township of King's Warrant Criteria & Point System

CRITERIA	WARRANT CRITERIA & POINTS	MAX POINTS
Operating Speed	1 point for each km/h the 85 th percentile operating speed is above the posted speed limit	30
Traffic Volume	1 point for every 50 vehicles above the local threshold of 500 vehicles/day 1 point for every 100 vehicles above the collector/rural threshold of 1000 vehicles/day	20
Collision History	5 points for each collision within the last 3 years	20
Pedestrian Generator	5 points for each school or park or other pedestrian generator within the study area (the frontage of the road segment or within 300m)	10
Pedestrian Facilities	10 points if there are no sidewalks in the study area, 5 points if only on one side	10
Bicycle Facilities	5 points if the road has bicycle lanes, sharrows, or signed routes	5
Land Use	5 points if fully residential area, 1 point decreasing for every 20% non-residential	5

Treatment Selection & Design

Based on the available annual budget, the Township will prioritize and determine an approximate number of locations that can be implemented. Once a location scores above the threshold, suitable traffic calming devices will be reviewed for the location based on the initial concern, data collected, warrant results and the local-specific context. Appropriate traffic calming measures are discussed further in Section 3 of this report.

2.3.4 Implementation

During implementation, a letter will be provided to affected residents notifying them of the proposed plan, including the objective, rationale on the selected device and the intended outcome of the installation. It will also be posted on the Township's website. In addition, the Mayor and members of Council will be advised.

The final design will include the location of the implementation, spacing, specifications of the treatment, and estimated cost.

2.4 Evaluation

All traffic calming devices should be monitored and the effects of the devices evaluated. The monitoring plan includes speed and volume data collection over two days (before and after installation), and a summary of public input and feedback received. This information will help determine whether design and/or location adjustments and any additional efforts are required. When conducting traffic volume data collection, it should be noted that adjacent roadways may have increased volume from traffic diversion. This should be considered to ensure that by installing traffic calming in one place does not create an issue somewhere elsewhere.

3 TRAFFIC CALMING MEASURES

A consistent approach to the warrant and selection of traffic calming devices can provide a sense of uniformity and user expectation within the Township. Based on King's previous implementation and continued monitoring, a preferred list of traffic calming treatments for both urban and rural areas has been developed. There are two stages of implementation—first response and permanent—to reflect a context sensitive approach and sensitive nature of traffic calming measures. The first response approach is intended to be used as the initial implementation. The permanent treatment will be used as a next step to achieve desired results and provide long-term cost-efficiencies. Table 3-1: summarizes the recommended traffic calming devices for King.

Table 3-1: Recommended Traffic Calming Devices for King Township

URBAN		RURAL
First Response	Permanent	Standard
• Centreline pavement marking (and edgelines where appropriate > 1.2m) • Flexible Bollards • Signage	• Speed humps • Mid-block Chokers / raised crossings • All-way Stop Signs • Raised intersections	• Centreline and edgeline pavement markings • Speed Radar Signs

Note: Where suitable, other traffic calming devices can be considered for implementation upon the review of site-specific challenges, feasibility, effectiveness and cost. Refer to the TAC/ITE Canadian Guide to Traffic Calming (2018) for additional treatments.

3.1 Urban

In urban areas, there are typically higher numbers of pedestrian, cyclists and potentially more vulnerable users like children and seniors. The permanent treatments such as speed humps should be considered when it is determined that the flexible bollards are working, to save on the need to continually install and remove temporary features. Permanent treatments can also be used if the standard treatments are deemed inappropriate or more is needed to achieve the desired driver behaviour.

3.1.1 First Response Treatments

Pavement Markings

Pavement markings provide delineation of the roadway and outline the travelling lane width. Based on studies, motorists tend to drive at a higher speed when the roadways are wider. With delineation, it communicates where the vehicles should be travelling.

Flexible Bollards

Flexible bollards are horizontal deflection traffic calming devices that have been implemented across King. In addition to the pavement markings, the delineation is extended vertically along the centreline and edge lines. It is intended to slow down traffic as they are passing the bollard sections. The sign on the post along the centreline provides a warning to slow down for the conditions ahead. It consists of:

- 0.1 m wide outside bollards
- 0.3 m wide centreline bollard
- 3.0 m lane width between bollards
- 90 m spacing between sets of bollards
- Supportive signage and pavement markings

A typical installation is shown in Figure 3-1.



Figure 3-1: Typical Flexible Bollard Installation

Mobile Speed Display Boards (Temporary)

A temporary mobile speed display board mounted on a trailer (Figure 3-2) will be available to be located around the Township in response to requests. The speed radar signs present the real-time speeds on the board and flashes when the operating speed is higher than the posted speed limit. It raises awareness of travel speeds and communicates to slow down as necessary.



Figure 3-2: Mobile Speed Display Board

3.1.2 Permanent

Speed Humps

A speed hump is a type of vertical deflection that is effective for reducing speed and especially in urban areas. Speed humps are well-accepted treatment that have been implemented across King. Speed humps can be considered a next step after flexible bollards are installed once data collected shows that the traffic speed is reduced and residents support permanent installation, or when the traffic speed pattern begins to increase over time as motorists become used to driving through bollards.

Pilot projects for speed humps provided an opportunity to collect feedback from residents and councillors and evaluate impacts on maintenance and emergency vehicles. The Transportation Association of Canada (TAC) standard speed hump design was determined as the preferred type, consisting of a 4 metre hump at a height of 80 mm, as shown in Pilot projects for speed humps provided an opportunity to collect feedback from residents and councillors and evaluate impacts on maintenance and emergency vehicles. The Transportation Association of Canada (TAC) standard speed hump design was determined as the preferred type, consisting of a 4 metre hump at a height of 80 mm. A warning signage should be used in conjunction with the device, as shown in Figure 3-3. A speed hump warning signage should be used in conjunction with the device. When implementing, a series of speed humps at a spacing of 80 to 150 metres is recommended, which is more effective than a single installation. The vertical transition required at each end of a speed hump should be keyed into the existing pavement to provide a more securely bonded structure that will minimize damage from snow plows.



Figure 3-3 Speed Hump Installation Example on Banner Lane

Curb Extensions

Curb extensions, or mid-block chockers, are part of the horizontal deflection to reduce speed as a lateral curb extension of the sidewalk into the street to provide shorter pedestrian crossing distance and narrowing of the roadway width. At intersections, these are also

referred to corner extensions or bulb-outs. Locations with on-street parking, the choker space can provide protection to the parking space.

Curb extensions can be considered a next step after flexible bollards are installed once data collected shows that the traffic speed is reduced and the residents support permanent installation or when traffic speed pattern increases over time. They can also be incorporated as part of new development.



Figure 3-4 Curb Extension Example

All-way Stop Signs

Motorists expect stop-controlled devices when approaching an intersection. In neighbourhoods, it is typical to see stop signs and yield signs at local intersections. The provincial warrant for All-way Stop Controls (OTM Book 5) is based on the traffic volumes of the major and minor road and past collision history of the intersection:

1. Minimum Volume Warrant (Minor Roads): An all-way stop control may be considered on minor roads where the following conditions are met:
 - a. Total vehicle volume on all intersection approaches exceeds 350 for the highest hour recorded; and
 - b. Volume split does not exceed 75/25 for a three-way control or 65/35 for a four-way control. Volume is defined as vehicles only.
2. Collision Warrant: For an all-way stop control, a high accident frequency is an average of four collisions per year over a three-year period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

It is important to note that unwarranted All-way Stop Control devices should only be used in conjunction with other traffic calming treatments, rather than a sole measure in the area for traffic calming intentions. The intersection locations should meet the following requirements:

- Not be within 250m of a controlled intersection, significant curve (smaller than 100 degrees), or vertical traffic calming device.
- Not within 400m of another unwarranted stop sign (as defined by OTM Book5).
- Not at locations considered inappropriate due to grade, visibility or speed limit.

3.2 Rural

Rural areas tend to include roadways that have higher speed limits, are straight and lack physical queues and “side friction” to slow traffic. King has 220 km of rural roadways which is 65% of the roadways under their jurisdiction. It is important to reduce high speeds through the design of the roadway.

3.2.1 Standard

Pavement Markings

Pavement markings along rural roadways visually narrow the travel lanes. Allocation of the roadway width through pavement markings provide the perception operating speed is higher in comparison to the locations without markings. Pavement markings are important for the safety of the motorists since it provides guidance during low light conditions through reflectivity. Edgelines and centre lines are the standard approach to providing travel width guidance. The lane width for rural roads can vary between 3.0m to 3.5m depending available space. Depending on the area characteristics, space should be considered for slow vehicles such as farm equipment vehicles in the shoulder.

There are additional options for pavement markings for rural areas that could be considered after the edgelines and centrelines are implemented for supplementary guidance such as converging chevrons, dragon’s teeth, or on road ‘sign’ pavement markings depending on the needs. Refer to the TAC/ITE Canadian Guide to Traffic Calming (2018) for more details.

Speed Display Signs

Permanent speed radar display signs are recommended in addition to pavement markings. The speed radar signs present the real-time speeds on the board and flashes when the operating speed is higher than the posted speed limit. Ideal locations to be placed are where the speed limit changes, to emphasize the speed reduction, and known locations with speeding concerns. Speed radar signs are inexpensive, effective and easy to install treatment. Temporary radar trailers can be used for pilot project locations. These mobile speed display boards mounted on a trailer can be moved around the Township in response to requests.



Figure 3-5: Rural Roadway with Pavement Markings and Speed Radar Sign

3.3 Communication & Education Programs

Traffic issues stem from human behaviour. Education programs are essential in changing the behaviour of all road users to ensure heightened safety. Various education programs can provide information on proper usage, purpose and expected outcome of traffic calming devices, and inform consequences of their driving behaviours. Through the communication and education program, King can establish a safer and more comfortable pedestrian environment when implemented effectively. It is a relatively inexpensive program that can take shape in many ways to target all road users regardless of their choice of mode, age, or location.

A Township-wide community program includes consistent communication of the importance of road safety through the Township website, social media, and local media. Localized programs include Neighbourhood Watch Programs and Active & Safe Routes to School.

The York Regional Police Road Watch Program encourages community involvement by reporting aggressive drivers and dangerous behaviours within their community. Active & Safe Route to School programming is initiated by schools to encourage ways to improve safety and encourage students to walk and bike to school. It promotes active school travel and educates students on the rules of the road at the same time. Figure 3-6 shows some examples of educational messaging.



Figure 3-6: Communication and education programs

3.4 Innovation and Technology

Traffic calming techniques have continued to evolve since the concept of traffic calming was first introduced 30 years ago. King should continue being open to trying new technology and approaches. Next generation solutions using advanced electronic traffic calming techniques allow more dynamic response to the roadway environment. The following are some examples of new approaches that are currently being explored:

- Automated Speed Enforcement (ASE)** is a system that uses a camera and speed measurement device to enforce speed limits in identified areas. If a vehicle exceeds the posted speed limit in an automated speed enforcement area, the automated speed enforcement system captures an image which is reviewed by a provincial offences officer. An image of the offence, license plate and ticket with an associated fine will be mailed within the next 30 days. York Region is launching a two-year automated speed enforcement pilot to determine the capacity of provincial courts to process the infractions, as well as a trial for the technology being used. The goal of the pilot is to increase safety in school areas while also changing driver behaviour. One pilot location is on King Road near King City Secondary School and King City Public School. York Region will begin analyzing data in January once the program is operational so that experiences, costs and impacts on courts can be shared. The Region is also collecting

data from other municipalities (Toronto, Ottawa and Durham) who have already started.

Should local municipalities choose to use ASE in the future, independent programs from the Region will need to be setup as agreements need to be executed with the jurisdictional ownership. Also, local municipalities do not have a mechanism to recover any costs at this time as all fees/revenue are collected by courts, including with the Region's program. This may change in the future when infraction notices are administered through Administrative Municipal Penalty (local municipal staff) versus Provincial Offence Act (courts).



Figure 3-7: Automated Speed Enforcement Device and Corresponding Signage

- **Ghost cars** is a program by York Regional Police that uses a decommissioned police vehicle that is strategically parked around the municipality to discourage speeding and other traffic infractions. Motorists think that there might be a police officer doing speed enforcement. It has been used in King before, as shown in Figure 3-8.

Decoy police vehicle project aims to combat speeding drivers in King

Decommissioned police vehicles placed around municipality to fight traffic infractions

NEWS Jan 29, 2020 by Laura Broadley King Connection



King Township Mayor Steve Pellegrini stands beside a decommissioned York Regional Police vehicle in Nobleton. The vehicle will be strategically parked around the municipality to combat speeding and other traffic infractions. - Laura Broadley/Torstar

Figure 3-8: News article regarding a ghost car (decoy police car) in King Township (Source: YorkRegion.com)

- A **slow vehicle crossing warning system** is being piloted in rural areas of King, along 11th Concession Road. It uses technology to provide a warning to approaching motorists of slower moving farm vehicles at high speed crossings. This could be expanded and evaluated for the application of cyclists.



Figure 3-9: Slow Vehicles Crossing Ahead Signage and Warning System

4 SUMMARY OF RECOMMENDATIONS

This Traffic Calming Strategy provides a clear, consistent and transparent process and solutions to meet the needs and expectations of the community. It describes the “made in King” approach which includes a combination of tactics, from programmed to community-driven, that will collectively make a difference in how people travel through residential urban and rural areas in King Township. It will also make it easier for the Township’s Public Works staff to effectively address traffic concerns, both proactively and responsively. Moderate speed reductions will be targeted in localized areas where measures are implemented. The following summarizes the three streams of the Traffic Calming Strategy:

1. Community Approach

- i. Lower default speed limits to 40 km/h for all urban collector and local roads
- ii. Permanent installation of successful pilot projects (Table 1-1), subject to funding

2. Programmed Approach

- i. Capital Plan – update road design guidelines for speed control objectives and screen all new capital projects for traffic calming needs
- ii. New Development – require development application to demonstrate how speeding has been addressed in design, and hold developers accountable for traffic calming needs within the two-year maintenance and warranty period

3. Requests

- i. Formalized process described in the strategy and updated policy that is responsive to the public’s needs and prioritizes requests based on resources

The strategy is a living document and will continue to be adjusted as projects are evaluated and new technologies and approaches become available. The following actions are recommended:

- Implement lower default speed limit gateway signage in a phased approach as budget allows
- Obtain a mobile radar speed display trailer that can be moved around the Township in response to requests
- Share feedback received from public consultations with York Region and continue to coordinate road safety plans
- Work closely with York Regional Police (YRP) to identify priority areas for enforcement and educational campaigns to improve road safety
- Develop a communications plan with key messages, tactics and campaigns around road safety and the Traffic Calming Strategy
- Continue to evaluate the potential of automated speed enforcement and other technologies to improve traffic safety

APPENDIX

A SCAN OF BEST PRACTICES AND PRECEDENTS



A. SCAN OF BEST PRACTICES AND PRECEDENTS

The TAC/ITE Canadian Guide to Traffic Calming and traffic calming policies from relevant municipalities within Ontario were reviewed to understand best practices and precedents. Four municipalities, similar in size, characteristics (combination of rural and urban areas) and process approach were selected: Town of Innisfil, City of Ottawa, Town of LaSalle, and Town of Ajax. Their framework, process and listed measures are summarized in this section.

A.1 TAC/ITE Canadian Guide to Traffic Calming (2018)

The 2018 Canadian Guide to Traffic Calming (CGTC), 2nd edition, was jointly published by the Transportation Association of Canada (TAC) and Institute of Traffic Engineers (ITE) as an update to the 1998 Canadian Guide to Neighbourhood Traffic Calming. CGTC has been referred in the industry as the national guideline for traffic calming. A working group of professionals and associations contributed based on their experience working in and with many municipalities and current best practices. The framework developed in CGTC and the updates from the 1998 Guide provide insights on the direction that the industry is moving towards. It provides guidance for developing King's own traffic calming strategy.

CGTC emphasizes that traffic calming is used to maintain a road's intended function while keeping the safety of all road users at the forefront. Typically, excessive speeding and traffic volume issues such as short-cutting and infiltration are the main causes that require traffic calming considerations. The types of traffic calming proposed and implemented will depend on the main concern, the location, and the desired results. There are various types of traffic calming measures but largely divided into physical measures that require alteration of physical attributes of the roadway and passive measures such as enforcement and educational/awareness programs.

One of the main objectives of traffic calming is to increase the safety of road users. Decreasing the operating speed of vehicles and the volume of traffic and heightening the awareness of other street users can reduce conflicts between road users. However, traffic calming measures require appropriate signage and pavement marking to ensure all users know how to use the road safely.

Some of the notable changes to the updated CGTC are:

- The eligible road classifications are local, collector and arterials roads. In the past, traffic calming was designed and implemented primarily in residential neighbourhood areas (local and collector only). It should be noted that the function of arterial roads should not be hindered and access restriction and diversion of traffic flow are not recommended on arterial roads.
- The characteristic of the area, rural or urban, is an important factor to consider when choosing traffic calming measures. The traffic calming measures are updated to include suitable measures in rural areas.

- The list of traffic calming devices has been updated to include well-accepted treatments in other municipalities and innovative solutions that have been used to address road safety and align with the objectives of traffic calming.
- In addition to literature reviews, data and performance outcomes of the listed treatments are included.

The Township of King's updated process follows the same framework and process steps as outlined in the CGTC - initiation, development, approval, implementation and evaluation. The Township also includes additional avenues of approving traffic calming measures.

A.2 Town of Innisfil (2012)

The Town of Innisfil developed its Traffic Calming Policy to address speeding, volumes concerns, safety and security for its residents and to maintain the roadway functions. The four key themes are liveability, access and mobility, safety and aesthetics. The eligible roadways are local and rural collector, urban collector, urban and rural arterial roadways.

Implementation of traffic calming is available in three ways: retrofitting existing roadways, in new developments, or as part of the draft plan review of subdivisions and consider traffic calming within the municipal road allowance. The former option follows four stages of the traffic calming process: Stage 1 - Initiate the Study, Stage 2 - Identify the Problems, Stage 3 - Develop a Plan, and Stage 4 - Implement the Plan. For new developments, a neighbourhood traffic calming plan a review is part of the application. With warranted locations, the type, location and design of the selected traffic calming measures should be included as part of the submitted design for approval.

The toolbox can be divided into two broad categories: temporary and permanent traffic calming measures. Separate warrant systems were developed for each of the calming types, as shown in Table A-1.

Table A-1: The Town of Innisfil's Warrant Criteria of Traffic Calming Measures

	Grade	Block Length	Sidewalks	Roadway Class	Speed	Volume	Daily Traffic	Transit	Season
Permanent	X	X	X	X	X	X	X	X	
Temp - Radar Speed Board				X	X				X
Temp - Speed Cushions	X		X	X	X			X	X

Relevance to King Township

The Town of Innisfil has three streams on how traffic calming can be implemented which allows the town to be both proactive and reactive. Innisfil is also located north of the Greater Toronto Area and holds similar demographics and roadway network as King Township.

Innisfil differentiates its warrant process, required minimum threshold, and traffic calming measures based on the land use area type.

As part of Innisfil's Traffic Policies package, it also includes policies on all-way stop controls (AWSC) and speed limits. These two subjects are heavily related to traffic calming and are discussed in King. Innisfil built its own AWSC warrant based on the review of current guidelines and standards. The Speed Limit Policy includes separate speed limits for urban and rural areas. These two policies include background review and cautionary statements for King to note when considering its policies and warrants.

A.3 City of Ottawa (2019)

The City of Ottawa's traffic calming program includes the following options for approved requests: changing the posted speed limit, communication and enforcement measures, temporary traffic calming measure program, engineering measures, and enforcement. These are summarized as follows:

- Residents can request to lower the posted speed limit to 40 km/h if the roadway is designated as a residential local roadway and with a minimum of 66 percent support from the neighbours through a petition process.
- The Temporary Traffic Calming Measures (TTCM) Program includes effective measures that are low in cost, easily installed and modified.
- Engineering Measures are implemented through road renewal projects, as part of new development or through the Neighbourhood Traffic Calming (NTC) Program.
- Communication and enforcement measures are to inform and educate motorists to drive appropriately through the use of signage, other educational campaign exercises, and targeted enforcement.

Relevance to King Township

The various streams of available for implementing traffic calming are the same as King Township: the City's NTC Program, road renewal projects, and as a new development process. The temporary measures used prior to installing permanent measures, or for those locations that are not eligible are similar in nature with King Township. These temporary measures include speed radar signs, flexible bollards, signage and pavement markings.

A.4 Town of LaSalle (2019)

The Town of LaSalle's first Traffic Calming Policy was one of the policies included as a part of their Transportation Master Plan update in 2019. Eligible roadways are local and collector roads. The flowchart follows similar framework as TAC's CGTC: Initiation, Development & Approval, Implementation, and Evaluation. LaSalle's Process is a simple process that includes screening criteria, points system and community involvement using neighbourhood surveys.

The two main types of traffic calming measures depend on the required cost to implement. Type 1 measures are intended to be lower in cost with less complex installation but still provides effective outcome. Type 2 measures are physical changes to the roadway that require construction. The Town allocated approximately 60/40 ratio between Type 1 and Type 2 of the annual budget. A traffic calming selection guiding table includes suitable

location, area type, the issue trying to resolve, and potential benefits and challenges for each of the measures.

Relevance to King Township

The Town of LaSalle is also a municipality with a large network of rural roadways. However, it should be noted that LaSalle did not differentiate between rural and urban for their approach in their warrants, or in the selection of the measures. The Town of LaSalle's process is simple to ensure requests are addressed in a timely manner. The traffic calming measures in two tiers, which holds a similar ideology to the Township of King to provide standard and enhanced measures.

A.5 Town of Ajax (2020)

The Town of Ajax's Traffic Calming Policy (2020) was updated to reflect the Town's current long-term strategic plan and the updated National guidelines. The warrant process follows seven steps: Request, Initial Screening, Data Collection, Evaluation, Traffic Calming Design, Consultation & Implementation and Monitoring.

The Town of Ajax's policy includes key elements such as:

- The process is updated to address more locations within given the timeline and budget with consistently.
- The evaluation of the locations address all traffic concerns rather than weighing heavily on one particular element such as speed over volume.
- The traffic calming measures are categorized into two streams, minor and major adjustment treatments. The minor adjustment treatments are cost-effective to allow for more locations to be addressed in a year's budget. The major adjustments require significant infrastructural changes and are implemented where minor adjustment treatments have not been effective.
- Stronger emphasis on monitoring after implementation of the traffic calming measures. This helps confirm the effectiveness of the treatment and ensure that additional measures are not needed.

Relevance to King Township

The process after a request has been submitted follow the same approach as King and both municipalities follow the same framework TAC's guideline. The minor and major adjustments for traffic calming treatments allow addressing more locations within the given budget before implementing physical infrastructure changes to the roadway.

A comparison of the traffic calming criteria used for the four municipalities reviewed is shown in Table A-2.

Table A-2: Comparison of Traffic Calming of Municipalities within Ontario



CRITERIA	TOWN OF INNISFIL	CITY OF OTTAWA	TOWN OF LASALLE	TOWN OF AJAX
Policy Document	Traffic Calming Policy	Temporary Traffic Calming Measures Program Neighbourhood Traffic Calming Engineering Solutions for Traffic Calming Measures	Traffic Calming Policy	Traffic Calming Policy Update
Year of Release	2012	2019	2019	2020
Eligible Streets	Local & Rural Collector Streets Urban Collector Roadways Urban and Rural Arterial Roadways	Local and Collector Roads	Local and Collector Roads	Local, Collector, and Arterial roads
Traffic Calming Measure Categories	- Vertical Deflection - Horizontal Deflection - Obstruction - Signing	- Vertical Deflections - Horizontal Deflections - Traffic Management Measures - Surface Treatments - Urban Design - Pavement Markings - Vertical Centreline Treatments - On-Street Parking - Communication and Enforcement	Type 1 Measures - Road Diet - Speed Display Devices - Lane Narrowing Type 2 Measures - Vertical Deflections - Horizontal Deflections - Access/Volume Control	- Vertical Deflections - Horizontal Deflections - Surface Treatments - Road Narrowing - Obstruction
Process Initiation	Proactive: Town staff identifies a problem and initiates action Reactive: traffic concerns raised directly in person, by the public forum, by letter, by telephone, by e-mail or via fax	Request by residents, community associations, or Ward Councillors	An official request submitted in writing to the Town Staff by any member of the public, Town staff, or an elected official	Completing the Traffic Calming Request Form on the City Website
Initial/Minimum Screening Criteria	- Warrant 1: 85th Speed - Warrant 2: High End Speed - Warrant 3: Volume	- Street designation - Concern definition - Operating speed	- Road Classification - Location Area - Road Length - Posted Speed - Previous Evaluation	- Road Classification - Grade - Block Length - Collision History - Previous Evaluation



CRITERIA		TOWN OF INNISFIL	CITY OF OTTAWA	TOWN OF LASALLE	TOWN OF AJAX
Initial Public Support		50% responses in favour of traffic calming	N/A	A minimum 25% to confirm the concern	N/A
Warrant	Scoring or Ranking Description	Point System	No point system	Point System	Point System
	Speed	For posted speed of 40km/h - 60km/h, 85th percentile speed exceeds the posted speed limit by 10-12 km/h	If 85 th percentile operating speed is 10 km/h over the speed limit, a neighbourhood traffic management study is warranted	85th percentile speed is higher than 15km/h above the posted speed limit	85th percentile speed is higher than 10km/h above the posted speed limit
	Volume	Volume > 500 vehicles/day: a minimum of 5% of daily traffic exceeds the posted speed limit by 15-20 km/h Volume < 500 vehicles/day: at least 25 vehicles/day must exceed the posted speed limit by 15-20 km/h	Infiltration problem: if non-local traffic is > 20% of the anticipated traffic generated from immediate local dwelling units Collector road: if non-local daily trips are 20% greater than the anticipated number of daily trips estimated in an area study	Local Roads: Five points for every 1,000 AADT Collector Roads: Five points for every 2,000 AADT	Local roads: 900 vehicles/day Collector roads: 2,000 vehicles/day Type 'C' Arterial roads: 5,000 vehicles/day
		Local: 1,000 vehicles/day Rural Collector : 2,000 vehicles/day Urban Collector : 3,000 vehicles/day			
	Collision History	5 points above 3 collisions per year within the last 3 years	N/A	Within the last 3 years, Two points for every collision, not involving vulnerable road uses, Five points for every collision, involving vulnerable road users	Less than 6 (local) or 12 (collector/arterial) within the last 3 years
	Sidewalk	Presence of Sidewalk	N/A	Five points Walking trails	Presence of sidewalk (5 points for only one side or 10 points for both sides)
	Other Factors	Exposure: pedestrian public facilities fronting on the roadway and # of driveways	N/A	Pedestrian Generators (Playgrounds/park, senior's center, recreational/community centre, retail centres, libraries) Cycling facilities & Routes	Pedestrian Generator Cycling Facilities & Routes
Opportunities for Community Participation		Public meeting to gather feedback on the design	During the first stage of 'Determine community support to confirm concerns'	Type 1 measures: the public will be consulted via notices	The general public is invited to provide feedback on the preliminary design



CRITERIA	TOWN OF INNISFIL	CITY OF OTTAWA	TOWN OF LASALLE	TOWN OF AJAX
	Survey: greater than 50% of those on affected roadway must support the proposed traffic calming measure	During the third stage of 'Traffic Calming Plan' to confirm detailed concerns and to determine the functional design	Type 2 measures: a public meeting will be held. A minimum of 25% of sent surveys must respond, and from this at least 60% must be in favour of the plan	
Alternative Measures if Initial Screening Criteria is not met		Temporary Traffic Calming Measures Program	Passive measures - location-specific enforcement, lawn signs, education campaign, traffic-calmed neighbourhood	Passive measures - education materials, outreach programs (Neighbourhood Watch Program, Active and Safe Route to School), temporary speed radar board
Degree of Process Complexity	High	High	Low	Low
Monitoring and Evaluation Methods	Recommended to install temporary measures if first time being introduced on the roadway. After 6 months to a year of monitoring, evaluate to convert to a permanent measure.	Evaluation and monitoring are on a case-by-case basis to assess impacts and improvements for each implemented solutions and to draft the evaluation memo to make recommendations for adjustments	The Town to collect data for at least two years. The first year to determine the initial impact of the treatment and the second year to determine whether the impact will remain as a permanent installation. Residence feedback will also be collected.	After one year of implementation, speed, volume and impact on the adjacent roadways are reviewed. Annual Traffic Calming report that includes locations that were considered, implemented, results after the implementation, total cost spent on traffic calming is recommended to be produced.

APPENDIX

B PUBLIC INPUT

Project Report

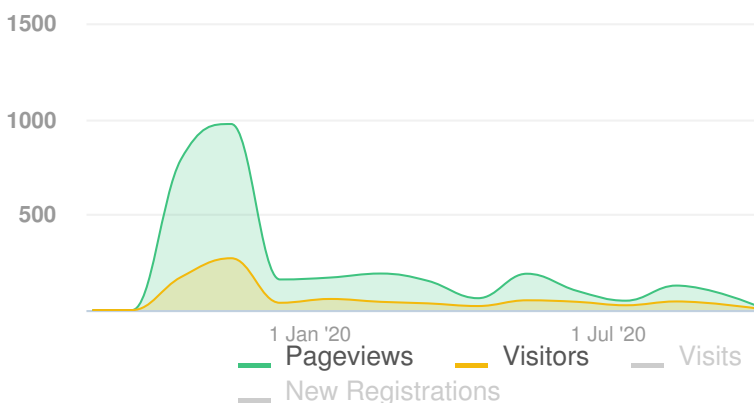
09 July 2018 - 19 September 2020

SPEAKING - Your voice, our community

Traffic Calming Pilot Project



Visitors Summary

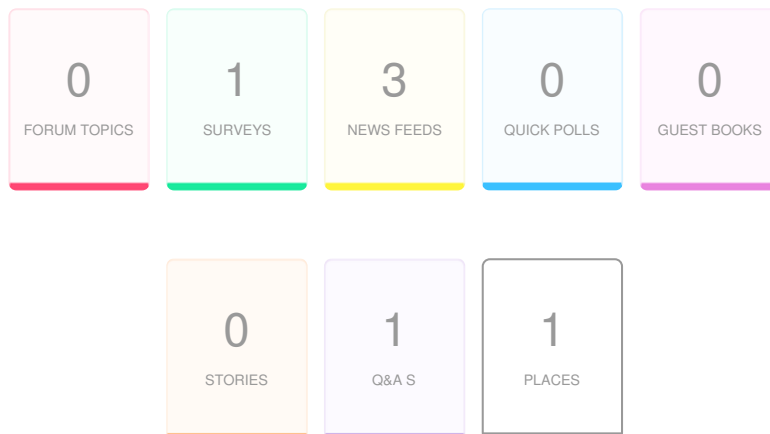


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
910	52	
NEW REGISTRATIONS		
56		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
173	352	636

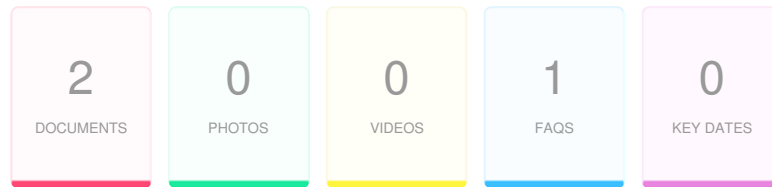
Aware Participants	636	Engaged Participants	173
Aware Actions Performed	Participants	Engaged Actions Performed	RegisteredUnverifiedAnonymous
Visited a Project or Tool Page	636		
Informed Participants	352	Contributed on Forums	000
Informed Actions Performed	Participants	Participated in Surveys	58289
Viewed a video	0	Contributed to Newsfeeds	000
Viewed a photo	0	Participated in Quick Polls	000
Downloaded a document	26	Posted on Guestbooks	000
Visited the Key Dates page	76	Contributed to Stories	000
Visited an FAQ list Page	47	Asked Questions	730
Visited Instagram Page	0	Placed Pins on Places	4800
Visited Multiple Project Pages	168	Contributed to Ideas	000
Contributed to a tool (engaged)	173		

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	Traffic Calming Pilot Project in Schomberg	Published	17	0	0	0
Newsfeed	What is Traffic Calming?	Published	4	0	0	0
Newsfeed	Traffic Calming Survey closed	Published	3	0	0	0
Qanda	Q&A	Published	89	7	3	0
Place	King Township traffic calming	Published	170	48	0	0
Survey Tool	Traffic calming survey	Archived	226	58	2	89

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Key Dates	Key Date	76	89
Faqs	faqs	47	69
Document	Council report on Township Wide Comprehensive Traffic Study	21	22
Document	Township Wide Comprehensive Traffic Study	17	17

QANDA

Q&A

Visitors 89	Contributors 10	CONTRIBUTIONS 10
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No Responses

ENGAGEMENT TOOL: PLACE

King Township traffic calming

Visitors 170	Contributors 48	CONTRIBUTIONS 148
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2019-10-22 14:26:50 -0600 Boyd Catego RY Speed	speed hump Address: 77 Sheardown Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23129
hump 2019-10-22 14:28:48 -0600 Boyd Catego RY Speed	hump Address: 50 Sheardown Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23130
hump 2019-10-22 14:31:10 -0600 Boyd Catego RY Radar	sign Address: 118 Sheardown Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23133
speed 2019-10-22 14:31:40 -0600 boards Boyd Catego RY Speed	hump Address: 26 Mactaggart Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23134
hump 2019-10-22 14:32:13 -0600 Boyd Catego RY On-	park need traffic calming Address: 96 Mactaggart Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23135
road 2019-10-22 14:32:41 -0600 paveme Boyd marking Catego (various RY Speed	hump Address: 116 Mactaggart Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23136
hump 2019-10-22 14:33:29 -0600 Boyd Catego RY Speed	hump Address: 96 Mactaggart Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23137

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-10-22 14:33:56 -0600 Boyd Catego RY Speed	hump Address: 62 Mactaggart Drive, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23138
hump 2019-10-22 14:34:32 -0600 Boyd Catego RY Speed	hump Address: 78 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23139
hump 2019-10-22 14:35:15 -0600 Boyd Catego RY Lane	narrow Address: 82 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23140
narrow 2019-10-22 14:36:44 -0600 Boyd Catego RY Speed	hump Address: 53 Bluff Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23141
hump 2019-10-22 14:37:08 -0600 Boyd Catego RY Speed	hump Address: 221 Hill Farm Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23142
hump 2019-10-22 14:38:27 -0600 Boyd Catego RY Speed	hump Address: 16 Skyline Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23143
hump 2019-10-23 18:57:14 -0600 Lina Pingitore Catego RY Speed	To many speeders around the bend , one vehicle speeding nearly landed in my backyard. Thank god no kids were playing or walking around. Address: 36 Bluff Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23163

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-10-23 22:35:54 -0600 Mehr CATEGO RY On-	School zone. Morning traffic through King St is busy and people are rushed making it hard and sometimes dangerous to make a left turn for KCPS Address: 2018 King Road, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23164
road 2019-10-23 22:37:26 -0600 pavement Mehr marking CATEGO (various RY) Vertical	GO commuters speed through neighborhood Address: 40 Station Road, King, Ontario L7B 1H7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23165
Centerline 2019-10-23 22:39:15 -0600 Mehr ent CATEGO (Flexib RY) Vertical	To slow down GO commuters in residential neighborhood Address: 82 Dennis Drive, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23166
Bollards Centerline 2019-10-25 11:56:36 -0600 amy_vanschie ent CATEGO (Flexib RY) Speed	Cars speed around this curve every day. Address: 380 Warren Road, King, Ontario L7B 1G7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23198
Bollards Hump 2019-10-25 12:00:07 -0600 amy_vanschie CATEGO RY Speed	Cars rushing to the GO station need to slow down. There are no side walks for the pedestrians. Address: 335 Warren Road, King, Ontario L7B 1C4, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23200
hump 2019-10-26 03:52:55 -0600 dyyrth1 CATEGO RY Speed	The speed is excessive on Wellar Ave. All the other streets in the area have speed humps. There's kids and pedestrians walking on this road. Address: 14 Wellar Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23210
hump 2019-10-26 04:05:57 -0600 dyyrth1 CATEGO RY Rumble strips	Rumble strips should be on King Rd. in Town. Since the new car wash opened, vehicles pull out onto king Rd. and accelerate to speeds of 80 kph plus. Address: 5815 King Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23211

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-10-26 04:14:00 -0600 dyyrth1 Catego RY Rumble	Hwy 27 south bound starting before 5:00 am. From the lights at King Rd. to where it narrows to one lane is like a drag strip. Address: 12972 Highway 27, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23212
strips 2019-10-26 04:30:54 -0600 dyyrth1 Catego RY Radar	From the school to the 15th there isn't enough signs posting it is a 60kph speed limit. My opinion is to talk to the Province about a photo radar pilot project on the two major roads in this town to correct the root cause. Policing radar only lasts as long as the officer is present. Address: 13735 Highway 27, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23213
speed boards 2019-10-27 09:00:21 -0600 Crobar Catego RY Radar	Since the widening on king road at Henry gate. I have notice excessive passing and increased speed! Yesterday we were turning into your driveway with left signal light on a woman passed us on the left side almost hitting us!! Suggest large signs east/west "No passing zone" as the drivers don't paid attention. Address: 74 Oliver Emerson Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23223
boards 2019-10-27 09:11:40 -0600 Crobar Catego RY Radar	Since widening of king road at Henry gate excessive speed and passing! Suggest "no passing sign" both east/west bound! Yesterday woman passed us on the left side as we were turning into our driveway with signal on! Almost hit us!! Address: 6230 King Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23224
speed 2019-10-27 09:47:42 -0600 Edithmac_312 Catego RY Radar	increase driver awareness of their speed as they enter a more built up area Address: 4065 Lloydtown-Aurora Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23226
speed 2019-10-27 09:58:06 -0600 Edithmac_312 Catego RY Speed	if passive measures don't help drivers keep to the 60 km limit then I believe the speeding problem is severe enough to suggest speed humps at the entrance to Pottsville Address: 4140 Lloydtown-Aurora Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23229
hump 2019-10-27 21:00:53 -0600 a050225	Right now no one stops at 2 stop signs. Address: 39 Kettle Valley Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23236

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-10-27 21:04:46 -0600 a050225 CATEGOR RY Vertical	Drivers going double the speed limit. Address: 52 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23237
Centerline 2019-10-27 21:06:08 -0600 a050225 CATEGOR (Flexib) RY Vertical	Drivers going double the speed limit. Address: 61 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23238
Bollards Centerline 2019-10-27 21:08:09 -0600 a050225 CATEGOR (Flexib) RY Pedestr	Kids need to cross for park or school. Address: 20 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23239
Bollards 2019-10-27 21:09:52 -0600 a050225 CATEGOR RY Pedestr	Kids need to cross on their way to/from Nobleton PS. Address: 54 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23240
2019-10-27 21:12:52 -0600 a050225 CATEGOR RY Speed	A must to slow down drivers on Fairmont Ridge Trail. Drivers are going double the speed limit. Address: 52 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23241
hump 2019-10-27 21:13:49 -0600 a050225 CATEGOR RY Speed	A must to slow down drivers on Fairmont Ridge Trail. Drivers are going double the speed limit. Address: 61 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23242
hump 2019-10-27 21:14:41 -0600 a050225	Kids need to cross on their way to/from Nobleton PS. Address: 39 Kettle Valley Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23243

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-10-27 21:21:09 -0600 a050225 Catego RY Roundabout	Drivers are flying at this location on Hwy 27. Need to slow them down so drivers coming from Fairmont Ridge Trail to Hwy 27 will turn safely. Address: 75 Fairmont Ridge Trail, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23244
2019-10-27 21:25:17 -0600 a050225 Catego RY Speed	Drivers going too fast on Fairmont Ridge Trail. Address: 70 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23245
2019-10-30 11:50:59 -0600 SCB Catego RY Lane	Plow friendly speed bumps all along Western would be best Address: 133 Western Avenue, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23327
2019-11-01 15:35:21 -0600 John Panopoulos Catego RY Rumble strips	Everyone that I've come across including myself have all said how they hate the look of the Flexible Bollards. They look like a permanent construction site and take away from the beauty around the area. I've also witnessed people driving over them and around them like on a race track on purpose, which creates dangerous driving. They are difficult and for large vehicles to go through such as the fire trucks going back and forth to the water tower for the recent house fire in Lloydtown. Rumble strips or speed bumps if need be, but please get rid of those eye soar Flexible Bollards. Address: 210 Church Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23374
2019-11-01 16:22:42 -0600 Char Catego RY Speed hump	PLEASE remove the horrible flexible bollards! Everyone I have spoken to thinks they are ridiculous. They are more dangerous than someone driving 10km over the speed limit..... We heard that the fire trucks had issues with them when there was a fire in Lloydtown. That should be enough reason to remove them. People go in and out of them, run over them, it doesn't slow anyone down who is a decent driver. If anything put a speed hump at the top of the hill going into Schomberg. Address: 210 Church Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23406
2019-11-01 18:11:28 -0600 dingobuck	Led strip Address: 28 Black Duck Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23411

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-11-01 18:22:25 -0600 C. Turner Catego RY Rumble	Rumble strips will 'remind' people to slow down Address: 260 Church Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23413
strips 2019-11-01 20:36:21 -0600 david.sultan Catego RY Pedestr	We need a 4 way stop here too many cars speed on Doctor Kay. It is nearly impossible to cross the street here or at Rose Cottage. Address: 10 Dr. Kay Drive, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23429
ian 2019-11-01 20:38:33 -0600 david.sultan Catego RY Rounda	Traffic needs to be slowed on doctor kay Address: 4 Rose Cottage Lane, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23431
bout 2019-11-01 20:40:56 -0600 david.sultan Catego RY Lateral	Something needs to be done here. Both for traffic calming and ascetics Address: 115 Dr. Kay Drive, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23432
shift 2019-11-01 20:54:55 -0600 enak Catego RY Speed hump	Speeding in this area is documented and can be reviewed with the YRP as they have to try and slow down the speedsters that invade this community every day consistently. It is unsafe to have our children in the area as drivers are aggressive passing unsafely and speeding at incredible rates. MUST BE ADDRESSED with SPEED HUMPS, WARNING LIGHTS, FLAGS, SPEED READ OUTS, and every other type of idea that can be utilized. Address: 2200 19th Sideroad, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23436
2019-11-01 20:55:43 -0600 enak Catego RY Speed	Speeding! Address: 16745 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23437
hump 2019-11-01 20:56:32 -0600 enak	Speeding. Unsafe to walk and is a Oak Ridges Moraine trail that is designated through here. Address: 16635 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23438

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-11-01 20:57:31 -0600 enak CATEGORY RY Speed	Unsafe for pedestrians and bikes. Backing out or trying to get out of your driveway is hazardous as speeding is constantly observed. Address: 16550 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23440
hump 2019-11-01 20:58:00 -0600 enak CATEGORY RY Speed	Unsafe for everyone as many speedings occur in this stretch. Address: 16500 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23441
hump 2019-11-01 20:58:47 -0600 enak CATEGORY RY Traffic	Please help to make this area SAFE. Address: 16745 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23442
calmed 2019-11-01 20:59:14 -0600 neighborhood enak sign CATEGORY RY Traffic	All we are asking is a safe place to walk our dogs and kids! Address: 16380 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23443
calmed 2019-11-01 21:02:31 -0600 neighborhood enak sign CATEGORY RY Traffic	Crazy drivers come through here and it is impossible to take a walk or bike through this area safely. This is an Oak Ridges designated trail and cannot be used as it is dangerous with the drivers that come through here. Address: 19th Sideroad, King, Ontario L3Y 8J1, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23445
calmed 2019-11-01 21:05:08 -0600 neighborhood enak sign CATEGORY RY Traffic	Need help to stop aggressive driving through 19th sdrd. Speeding and aggressive drivers endanger our kids, pets, and others trying to walk or bike on 19th. Address: 2200 19th Sideroad, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23446
calmed 2019-11-01 21:14:12 -0600 neighborhood enak sign	SPEED LIMIT NEEDS TO BE REDUCED ON THIS STRETCH. Every other road that intersects with this stretch is 10-20 KM slower. This is a dirt road, that is not safe to be driven with as it's usually full of holes, has poor visibility with large hills and drivers that try to use it as a bypass so they come speeding through. very unsafe. Address: 1925 19th Sideroad, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23447

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-11-01 21:19:19 -0600 meemom Catego RY Radar	Drivers use this stretch as a race track ! Speed limit needs to be reduced and add more signs that are visible ! Three Active churches with pedestrian traffic. Address: 98 Church Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23448
speed 2019-11-02 07:32:54 -0600 boards jovie164 Catego RY On- road	Speed on Lloydtown West of 27 is a problem. People use it as a through route to avoid hwy 9 and 27. It is a rural road but there's lots of cyclists and people walking their dogs, it's not very safe. Speeds have increased since the road was repaved, I would also suggest reducing speed limit to 50. Address: 6255 Lloydtown-Aurora Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23473
payement 2019-11-02 12:16:09 -0600 nt PBergin marking Catego RY Radar	Please do something to help our community on the 17th Sideroad. Address: 1572 17th Sideroad, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23477
speed 2019-11-03 12:32:47 -0700 boards mjr Catego RY Speed	Drivers take this corner very quickly. Address: 54 Banner Lane, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23507
hump 2019-11-03 12:33:06 -0700 mjr Catego RY Speed	Drivers also take this corner very quickly. Address: 66 Banner Lane, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23508
hump 2019-11-03 12:38:13 -0700 mjr Catego RY Radar	Crossing this intersection (north/south) is extremely dangerous. Address: 2096 King Road, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23509
speed 2019-11-07 09:38:54 -0700 boards andball	A red light camera could also be effective given the amount of vehicles that run the red light east and westbound. Address: 24 Banner Lane, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23660
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King Township traffic calming

2019-11-07 09:41:09 -0700 andball Catego RY On-	This may not be considered traffic calming, however a left hand turn lane would help alleviate the volume of traffic that gets congested on King Road causing drivers to drive more erratically and speed through the school zone. Address: 2008 King Road, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23661
road 2019-11-07 09:59:49 -0700 pavement andball marking Catego (various RY) Speed	high speeds are common on Bennet Drive, a lot of drivers use it as a through way from King Road to the rest of the subdivision. Address: 345 Bennet Drive, King, Ontario L7B 1G7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23664
hump 2019-11-07 10:00:24 -0700 andball Catego RY Speed	high speeds are common on Bennet Drive, a lot of drivers use it as a through way from King Road to the rest of the subdivision. Address: 258 Bennet Drive, King, Ontario L7B 1G6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23665
hump 2019-11-07 10:01:18 -0700 andball Catego RY Raised	Not sure if this would be the best solution, however drivers commonly roll through this stop sign on Warren Road. Address: 410 Warren Road, King, Ontario L7B 1G7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23666
intersec 2019-11-07 10:03:44 -0700 tion andball Catego RY Raised	Drivers commonly roll through these stop signs, and with bus stops in the area, I'm concerned about visibility of the children to the drivers that aren't paying attention. Address: 243 McBride Crescent, King, Ontario L7B 1C7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23667
intersec 2019-11-07 10:03:57 -0700 tion andball Catego RY Raised	Drivers commonly roll through these stop signs, and with bus stops in the area, I'm concerned about visibility of the children to the drivers that aren't paying attention. Address: 231 McBride Crescent, King, Ontario L7B 1C7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23668
intersec tion	

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-11-07 20:16:19 -0700 Theda CATEGORY RY LED pavement nt marking s	Speeder problem on keele between Kettleby Rd and 19th..unsafe for enclave of houses and driveways along here. Also speeding all the way from 19th to Davis Drive where it is still 50 km but no enclave of housing BUT now a dangerous Canada Post BOX with little shoulder room and no markings to pull over and people speeding by. Cops sit on Keele and 19th and have a heyday. Disagree with person that talks about kids around - only one house in the enclave of houses.. but there are dog walkers and unfortunately bike riders who don't ride single file on side of roads.. Also agree with person mentioning 19th Sideroad.. speed limit too high along there. it is a Gravel Road with hills and valleys from 19th to Bathurst. Speed limit on Aurora Sdroad was Reduced to 60 and it is paved between these areas.. this is again a gravel road and is like butter during winter. Address: 16455 Keele Street, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-23975
2019-11-12 06:52:22 -0700 IanSteingaszner CATEGORY RY Roundabout bout	The speed of vehicles travelling along 17th Sideroad is well in excess of the posted speed limit. York Regional police have had a constable attending a radar post on the road. I have no doubt that he's tagged more than a few drivers exceeding 90 kph. These are not locals. People use this as a fast back route into Aurora and Newmarket. If we don't develop a physical barrier to discourage speeding along this road, somebody's going to get killed! Address: 1585 17th Sideroad, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24600
2019-11-12 18:11:59 -0700 Greg Taylor CATEGORY RY Speed hump	People don't obey the 40 km/hr speed limit from Jane to the Bend in the road. Address: 670 Kettleby Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24675
2019-11-13 08:35:24 -0700 B2 CATEGORY RY Vertical Centerline	Dr Jones and Willard Hunt Crt. The northbound Dr Jones Dr appears to run straight north when it actually turns east. I have had 4 very near collisions with vehicles that are not aware proceeding into Willard Hunt Court would actually be like making a left turn. The intersection should be a 3 way stop. Address: 48 Dr. Jones Drive, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24691
2019-11-19 08:53:58 -0700 Treatment Nina Schembre CATEGORY RY Bollards road pavement nt marking	Hello, we live at 6845 King Road. (left side/west of Hwy.27) The speed on this stretch of King is 80KM from 50KM and then back down to 60KM after the 11th Concession. We have been hit from behind trying to turn left into our driveway and narrowly missed quite a few times resulting in the cars/trucks behind us, not paying attention, to swerve and end up in the ditch in the 'John Deere' field opposite of our house. Is there a way to inform drivers that there is a driveway ahead by reducing the speed, marking a left turning lane, blinking lights, rumble strips, SOMETHING to inform drivers that there is a driveway!! I realize that we do not live in the 'Village' of Nobleton, but the safety of all of the King residents should be considered. The 'rural' stretch of King Road should be considered along with the other roads. We would appreciate seeing something in place soon so that we are not cringing every time we need to turn into our driveway with fear that we will be hit again. We thank you for your time and consideration. The Schembre Family Address: 6945 King Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24901

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King Township traffic calming

2019-11-21 17:04:31 -0700 lfortin CATEGOR RY Raised	raised media Address: 22 Rose Cottage Lane, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24990
median 2019-11-21 17:05:40 -0700 lfortin CATEGOR RY Raised	raised median Address: 2 Waterlily Trail, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24991
median 2019-11-21 17:18:16 -0700 lfortin CATEGOR RY Raised	raised median Address: 10 Rose Cottage Lane, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24992
median 2019-11-21 17:21:45 -0700 lfortin CATEGOR RY Speed	speed bump Address: 9 Rose Cottage Lane, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24993
hump 2019-11-21 17:22:45 -0700 lfortin CATEGOR RY Speed	speed bump Address: 2 Waterlily Trail, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24995
hump 2019-11-21 17:23:39 -0700 lfortin CATEGOR RY Speed	speed bump Address: 10 Rose Cottage Lane, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-24996
hump 2019-11-30 17:20:39 -0700 adgmog	pedestrian cross is very dangerous. Drivers going to main tend to consistently stop-n-go on the sign or not stop at all. parents with children are threaten every single day. The easiest way to address this issue in Schomberg main street in general is to reduce speed limit from 40 to 10 km/hr this new limit will clearly communicate the message to drivers that this is a traffic calmed neighbourhood.. Address: 331 Main Street, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25258

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King Township traffic calming

2019-11-30 17:31:53 -0700 adgmog Catego RY On-	reduced speed limit from 40 to 10/hr Address: 380 Main Street, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25259
road 2019-11-30 17:35:02 -0700 paveme adgmog marking Catego (various RY Vertical)	Reduced speed limit from 40 to 10 km/hr Address: 251 Western Avenue, King, Ontario L0G 1T0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25260
Centerli 2019-12-04 14:14:32 -0700 ne Elaine Kitteridge Catego (Flexibl RY Rumble	Add rumble strips to make drivers pay attention that they are entering the village Address: 670 Kettleby Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25307
Bollards strips 2019-12-04 14:15:47 -0700 Elaine Kitteridge Catego RY Rumble	rumble strips before the bridge Address: 570 Kettleby Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25308
strips 2019-12-04 14:17:45 -0700 Elaine Kitteridge Catego RY Radar	radar speed board on the flat part by the 'boardwalk'. This is where drivers have picked up speed as they come up the hill. Address: 400 Kettleby Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25309
speed boards 2019-12-04 14:19:51 -0700 Elaine Kitteridge Catego RY Radar	Even though there are no homes on this part, there are pedestrians and no sidewalks. Driver's really put the pedal down after the last speed bump. Address: 270 Kettleby Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25310
speed boards 2019-12-05 11:18:39 -0700 Joe P	Go train traffic Address: 221 Burton Grove, King, Ontario L7B 1C7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25333
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King Township traffic calming

2019-12-05 11:20:02 -0700 Joe P Catego RY On-	Morning and evening traffic Address: 366 Patricia Drive, King, Ontario L7B 1C4, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25335
road 2019-12-10 09:19:17 -0700 paveme P Maguire marking Catego (various RY Radar	People ignore the stop sign and speed through or roll through to Highway 27 Address: 130 Wellar Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25436
speed 2019-12-10 09:20:32 -0700 boards P Maguire Catego RY Radar	Local drivers and Parents dropping their children off at school race through the stop sign or roll through or park up on the sidewalk every which way that is easy for them Address: 90 Greenside Drive, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25437
speed 2019-12-10 09:21:17 -0700 boards P Maguire Catego RY Radar	Parents and commuters speed through this stop sign or roll through Address: 48 Greenside Drive, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25438
speed 2019-12-10 09:22:14 -0700 boards P Maguire Catego RY Radar	Many local drivers, commuters and parents of the school children do not stop at this stop sign Address: 57 Hill Farm Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25439
speed 2019-12-10 14:01:33 -0700 boards Nobleton Catego RY Speed	Everyone speeds on this road. It is the main road into the subdivision. There will also be increased pedestrian traffic along this road due to the new park and eventual commercial plaza. Traffic calming is desperately needed here. Address: 29 Oliver Emerson Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25453
hump 2019-12-10 14:02:53 -0700 Nobleton Catego RY Speed	Everyone speeds on this road. It is the main road into the subdivision. There will also be increased pedestrian traffic along this road due to the new park and eventual commercial plaza. Traffic calming is desperately needed here. Address: 40 Oliver Emerson Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25454

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2019-12-10 14:04:55 -0700	Everyone speeds on this road. It is the main road into the subdivision. There will also be increased pedestrian traffic along this road due to the new park and eventual commercial plaza. Traffic calming is desperately needed here. Address: 15 Oliver Emerson Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25455
Nobleton	
CATEGORY	
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hump	Speed hump Address: 47 Skyline Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25942
2019-12-29 10:17:45 -0700	
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Speed	

hump	Speed bump Address: 49 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25943
2019-12-29 10:19:40 -0700	
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CATEGORY	
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Speed	

hump	Speed bump Address: 20 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-25944
2019-12-29 10:20:11 -0700	
ellisjef	
CATEGORY	
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Speed	

hump	This street DOES NOT have a sidewalk on the west or east side. That said, pedestrians (including children at play) do not have a safe place to engage in the outdoors. This makes it critical that drivers maintain the appropriate speed limit on this street, WHICH THEY DO NOT! This street is often used as "short-cut" to avoid the round-about at Fairmont and Samson when drivers are headed South-West. There have been multiple close encounters on this street with children being in danger by speeding vehicles. We urge that measures are taken here, considering that this is the ONLY street without a sidewalk whatsoever. Address: 18 Anderson Cove Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26055
2020-01-06 07:47:34 -0700	
derango	
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2020-01-23 03:59:51 -0700	with traffic calming on Parkheights Trail, cars are travelling at dangerously high speeds with extreme acceleration for a residential neighbourhood. Address: 70 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26760
adrian.ryan	
CATEGORY	
RY	
Speed	

hump	would serve two purposes 1) speed reduction in and out of open part of fairmont ridge trail and 2) provide safe crossing for children walking to/from Nobleton Public from north end of subdivision Address: 39 Kettle Valley Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26760
2020-01-23 04:01:36 -0700	
adrian.ryan	
CATEGORY	
RY	
Speed	

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-01-23 04:03:00 -0700 adrian.ryan CATEGOR RY Traffic	fairmont ridge is subject to the same extreme speeding issues as parkheights yet has NO traffic calming measures? why? Address: 75 Fairmont Ridge Trail, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26762
calmed 2020-01-23 04:06:26 -0700 neighbo adrian.ryan CATEGOR RY Pedestr	trail crosses fairmont ridge here... too far from intersection... pedestrians and cyclists cross here. Address: 70 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26763
2020-01-23 04:07:11 -0700 CROSSOV adrian.ryan CATEGOR RY Vertical	fairmont ridge is subject to the same extreme speeding issues as parkheights yet has NO traffic calming measures? why? Address: 75 Fairmont Ridge Trail, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26764
Centerli 2020-01-23 04:07:22 -0700 ne adrian.ryan CATEGOR (Flexibl RY Or	fairmont ridge is subject to the same extreme speeding issues as parkheights yet has NO traffic calming measures? why? Address: 75 Fairmont Ridge Trail, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26765
Bollards 2020-01-23 04:10:32 -0700 paveme adrian.ryan marking CATEGOR (various RY Speed	Cars are travelling at dangerously high speeds with extreme acceleration for a residential neighbourhood. Children are in danger in this section of fairmont ridge. Cars are travelling too fast to stop. Address: 50 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26766
hump 2020-01-23 04:12:54 -0700 adrian.ryan CATEGOR RY Radar	slow down traffic on 27 entering nobleton Address: 13500 Highway 27, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26767
speed 2020-01-23 04:13:08 -0700 boards adrian.ryan	slow down traffic on 27 entering nobleton Address: 13500 Highway 27, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26768
Page 20 of 31	

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-01-23 04:14:54 -0700 adrian.ryan CATEGORY RY Lateral	slow down traffic on 27 entering nobleton Address: 13500 Highway 27, King, Ontario L0G 1N0, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-26769
shift 2020-01-27 17:45:20 -0700 Mark CATEGORY RY Rumble strips	Speed limit needs to be lowered to 40 km. (currently 50 km) throughout the Hamlet of Lloydtown to match that of Schomberg. There are two consecutive tight curves in a short span of roadway leading to an intersection (Centre Street and Rebellion Way) that does not give road users much time to cross when a fast moving vehicles come out of the curve. Furthermore many vehicles using the straight section of Queen Street between Rebellion Way and the 10th Concession are exceeding the 50 km speed limit. Motorists need to be made to slow down as they enter and exit the residential Hamlet. Address: 83 Rebellion Way, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27009
2020-01-27 17:46:28 -0700 Mark CATEGORY RY Rumble strips	Comments on both zones made in my first comment box. Address: 16945 Concession Rd 10, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27011
2020-02-02 15:47:03 -0700 TallosaBevil CATEGORY RY Radar speed	Many cars in this section of the road are speeding coming up and down the hill, there is restricted visibility but some cars are even passing here. Suggesting also No passing sign. Address: 6400 King Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27587
boards 2020-02-02 15:50:58 -0700 TallosaBevil CATEGORY RY Radar speed	Many cars in this section are speeding and also passing, it is the lowest point on the road. It is dangerous spot for anybody pulling in or out of residential driveways. Suggesting also No passing sign. Address: 6451 King Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27588
boards 2020-02-06 18:57:58 -0700 Explorer1 CATEGORY RY Speed hump	Speed hump or a stop sign.. Something before .. The speeds on Chuck Ormsby are ridiculous. Address: 14 Ron Coles Lane, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27748
2020-02-06 18:59:30 -0700 Explorer1	Maybe the speed board will get people who enter the neighborhood they need to slow down and obey a posted speed sign. Address: 16 Chuck Ormsby Crescent, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27749

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-02-06 19:01:54 -0700	Stop signs or Speed humps.. Spend an hour on both intersections on each end of Ron Coles Lane .. and you will see .. This has been going on for 5 years, since we moved in.. Ridiculous.. Stop signs for SURE.. Address: 66 Chuck Ormsby Crescent, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27750
Explorer1	
CATEGORY	
RY	
Speed	
hump	
2020-02-06 19:02:53 -0700	Need to slow people down, especially in front of a park with KIDS! Address: 35 Austin Rumble Court, King, Ontario L7B 1C6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27751
Explorer1	
CATEGORY	
RY	
Speed	
hump	
2020-02-06 19:03:20 -0700	Just need to slow people down! Address: 27 Richard Serra Court, King, Ontario L7B 1C7, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27752
Explorer1	
CATEGORY	
RY	
Speed	
hump	
2020-02-06 19:07:18 -0700	Lots of kids wait for school buses.. and cross this street to head to the GO.. I live on the corner and the amount of cars that fly down the street and ignore the pedestrians is unbelievable. Address: 26 Chuck Ormsby Crescent, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27753
Explorer1	
CATEGORY	
RY	
Pedestr	
ian	
2020-02-11 20:39:34 -0700	These are a nuisance; the 14 bollards around every speedhump is EXCESSIVE, causes confusion when driving at night, makes street look dangerous, unwelcoming, community looks undervalued, blocks my driveway, limits parking at the mailbox and in front of my home for visitors; emergency vehicles drive very slowly through them; stick to speedhumps ONLY for traffic calming; THIS COMBO OF BOLLARDS & SPEED HUMPS IS EXCESSIVE! DO NOT PUT THEM BACK! Address: 42 Parkheights Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27825
nobleview	
CATEGORY	
RY	
Vertical	
Centerline	
ne	
Treatment	
2020-02-12 11:13:35 -0700	Vehicles Speeding on Anderson are home Owners that live north of Fairmont Ridge Trail on Anderson, Paradise Valley and all that Ravine Pocket.. I suggest 3 Speed Bumps on Anderson just right after Fairmont Ridge and middle, and when Entering from Parkheights. I recommend having an unmarked police to monitor the speeding and punish these speeders. We have Camera's and I can point out which vehicles/home owners they are. I am not requesting a Sidewalk on My Street. Absolutely no sidewalk on my Property. Thank you Address: 26 Anderson Cove Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27828
djtonyd	
CATEGORY	
Bollards	
Speed	
hump	
2020-02-12 11:14:47 -0700	Vehicles Speeding on Anderson are home Owners that live north of Fairmont Ridge Trail on Anderson, Paradise Valley and all that Ravine Pocket.. I suggest 3 Speed Bumps on Anderson just right after Fairmont Ridge and middle, and when Entering from Par
djtonyd	

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-02-12 12:22:47 -0700 MaryD Catego RY Speed hump	Continuous speeding on Anderson Cove Trail which is used as bypass off Park Heights Trl. Anderson Cove does not have sidewalks and this is quite dangerous especially with lots of children in this area. City should investigate with Builders as to why there were no sidewalks built?? Fairmont Ridge Trail is just as bad in terms of speeding vehicles. Speed bumps should be installed there also starting from the first roundabout to the next one past Anderson Cove. Address: 15 Fairmont Ridge Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27855
2020-02-17 15:06:19 -0700 Dino Giancola Catego RY Speed hump	Cars are speeding and using Anderson Cove Trail as a thruway to Park Heights and/or Paradise Valley to avoid routes with roundabouts. This poses a serious safety concern as children are playing on the streets due to no side walks. Address: 18 Anderson Cove Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27901
2020-02-21 20:01:22 -0700 NORTH#1 Catego RY Radar	70 km/hour is only a suggestion on the Weston Road speedway Address: 16760 Weston Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27950
speed 2020-02-21 20:04:10 -0700 boards NORTH#1 Catego RY Rumble	lower the speed limit to 50 km/hr as per all the other roads in the area Address: 16615 Weston Road, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-27952
strips 2020-02-28 12:26:53 -0700 Monik Catego RY Speed hump	Everyone Speed on this road. They cut off the traffic from King to get to Hwy 27. Is more and more cars on this street special on rush hours. Address: 10 Wilkie Avenue, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28095
2020-03-04 20:31:49 -0700 boomerzack Catego RY Radar	Signalized entrance with left hand turning lane westbound Address: 2580 King Road, King, Ontario L7B 1J6, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28149
speed 2020-03-04 20:36:08 -0700 boards boomerzack	Dangerous intersection turning left or right off Fisher and sign at church on southwest corner obstructs view of eastbound traffic on King Road Address: 23 Fisher Street, King, Ontario L7B 1A5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28150
Page 23 of 31	http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28150

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-03-11 13:52:04 -0600 cas Catego RY Speed	Drivers cutting through to the GO station Address: 57 Findlay Avenue, King, Ontario L7B 1E2, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28246
hump 2020-03-11 13:52:52 -0600 cas Catego RY Radar	No one slows down when the speed limit changes from 70 to 50 Address: 12470 Keele Street, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28247
speed 2020-03-11 13:53:43 -0600 boards cas Catego RY Rumble	Drivers continue to go 70 kph Address: 12470 Keele Street, King, Ontario L7B 1H5, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28248
strips 2020-03-13 17:13:58 -0600 kft Catego RY Lateral	Required to slow speeding drivers down Address: 33 Walkington Way, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28284
shift 2020-03-13 17:14:45 -0600 kft Catego RY Lateral	this is where the GO commuters start their insane race through the neighbourhood Address: 76 Station Road, King, Ontario L7B 1E1, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28285
shift 2020-03-13 17:15:41 -0600 kft Catego RY Traffic	Clearly mark the neighbourhood not for through traffic Address: 76 Station Road, King, Ontario L7B 1E1, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28286
calmed 2020-03-13 17:16:41 -0600 neighbo kft unroad sign Catego RY Radar	speed seems to heighten as they come around the corner from the east and west, depending on time of day Address: 39 Walkington Way, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28287

ENGAGEMENT TOOL: PLACE

King Township traffic calming

2020-03-13 17:17:55 -0600 kft CATEGORY RY Raised	Something remarkable and noticeable needs to be done to make drivers aware they are cruising through stop signs in more than one location Address: 69 Dennis Drive, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28288
intersec 2020-03-13 17:18:51 -0600 tion kft CATEGORY RY Raised	this intersection is prone to rolling stops, however stop sign is only on westbound corner Address: 182 Burns Boulevard, King, Ontario L7B 1C8, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28289
intersec 2020-03-13 17:20:31 -0600 tion kft CATEGORY RY Rumble	Drivers need to be made aware quickly in each direction that they are beginning to speed (normally they are looking at their phones, so signs wont be of much use) Address: 51 Walkington Way, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28290
strips 2020-03-13 17:20:47 -0600 kft CATEGORY RY Rumble	Drivers need to be made aware quickly in each direction that they are beginning to speed (normally they are looking at their phones, so signs wont be of much use) Address: 15 Walkington Way, King, Ontario L7B 1C8, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28291
strips 2020-03-13 17:21:42 -0600 kft CATEGORY RY Speed	another place where drivers quickly forget that they are in a neighbourhood- speeds rise dramatically here Address: 125 Burns Boulevard, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28292
hump 2020-03-13 17:22:49 -0600 kft CATEGORY RY Speed	extra measures combined will likely be the only thing that does the trick Address: 33 Walkington Way, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28293
hump 2020-03-13 17:23:46 -0600 kft	there is no need for a wide entrance into this residential neighborhood- invites traffic Address: 65 Station Road, King, Ontario L7B 1E1, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28294
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ENGAGEMENT TOOL: PLACE

King Township traffic calming

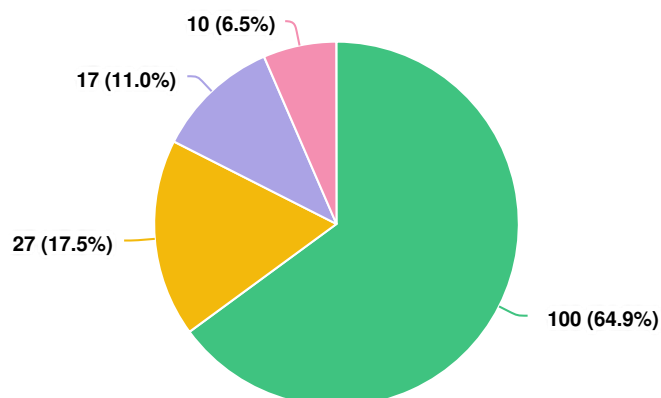
2020-03-13 17:25:10 -0600 kft CATEGORY RY Pedestr	several kids bus stops are here. should be a stop sign in all directions Address: 39 Walkington Way, King, Ontario L7B 1C9, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28295
ian 2020-03-23 13:46:00 -0600 crossov Amir Moradi CATEGORY RY Speed	Some drivers are using this street as a shortcut and drive at high speed. There is no sidewalk and it makes it dangerous for pedestrians and children on the street. Address: 16 Anderson Cove Trail, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-28369
hump 2020-05-28 09:44:09 -0600 sandypenezutti CATEGORY RY Speed	speeding every day Address: 7 Cook Drive, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-29743
hump 2020-05-28 09:45:47 -0600 sandypenezutti CATEGORY RY Traffic	anything to help reduce speeding including lowering speed limit Address: 3 Cook Drive, King, Ontario, Canada http://speaking.king.ca/traffic-calming-program/maps/king-township-traffic-calming?reporting=true#marker-29744
calmed neighbo urhood sign	

ENGAGEMENT TOOL: SURVEY TOOL

Traffic calming survey

Visitors	226	Contributors	149	CONTRIBUTIONS	156
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Speeding is a problem in my neighbourhood.



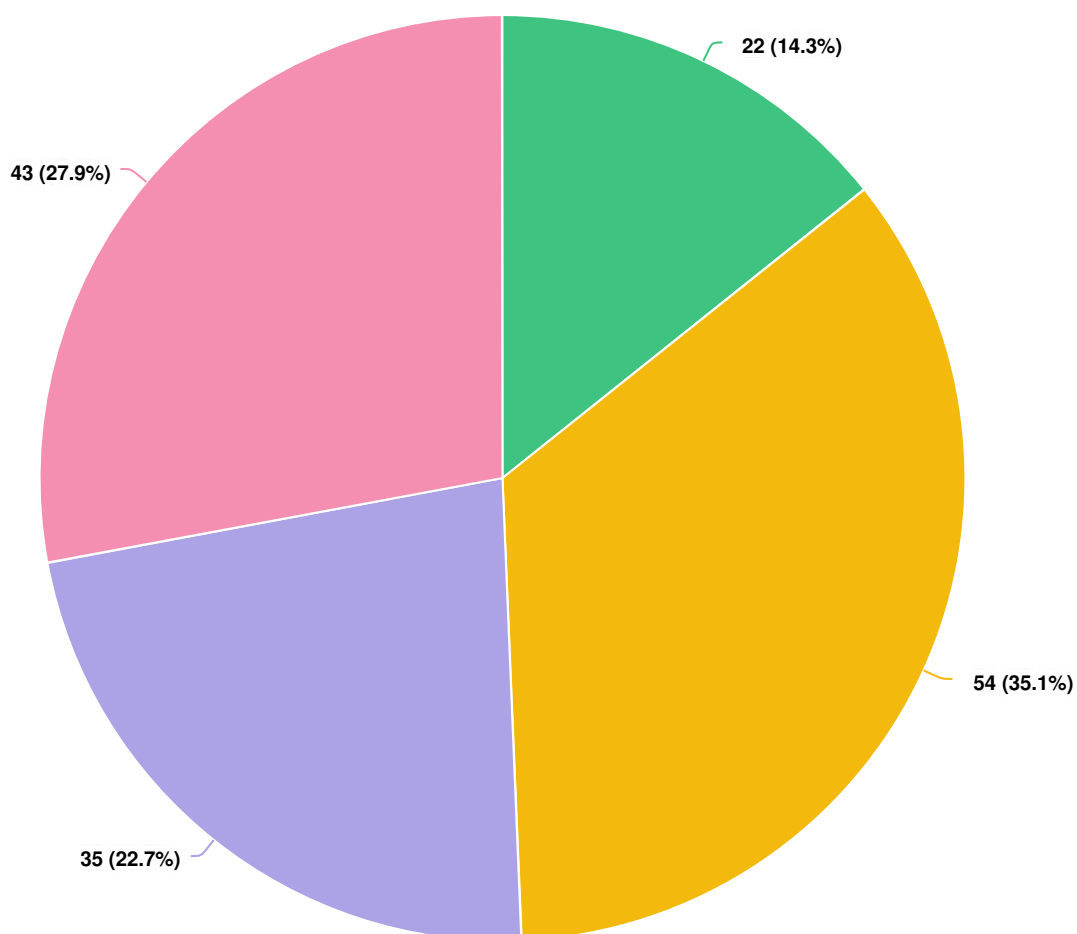
Question options

● Strongly agree
 ● Agree
 ● Disagree
 ● Strongly disagree

Optional question (154 response(s), 2 skipped)

Question type: Dropdown Question

The streets in my neighbourhood are walkable, safe and pedestrian friendly.



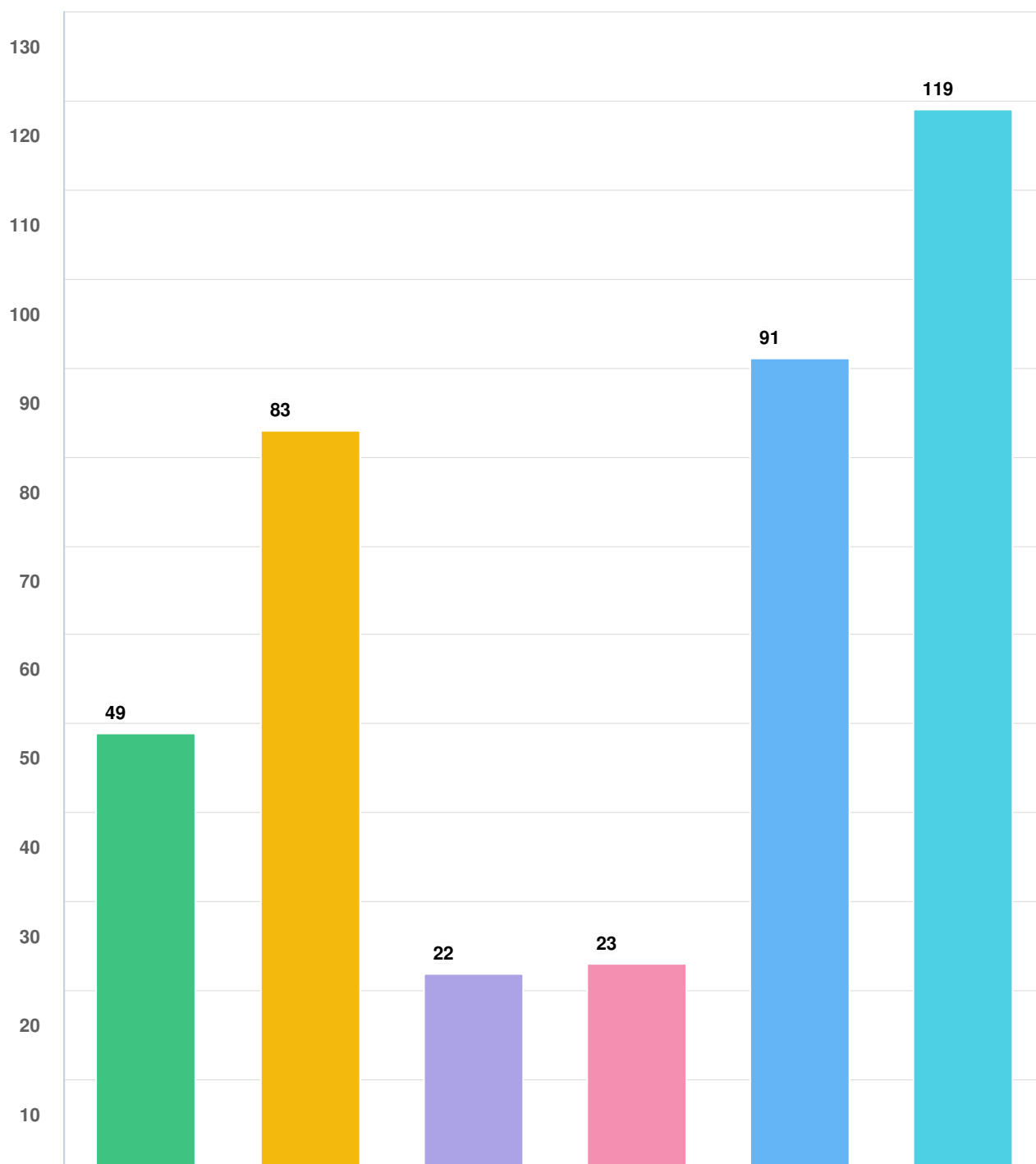
Question options

● Strongly agree ● Agree ● Disagree ● Strongly disagree

Optional question (154 response(s), 2 skipped)

Question type: Dropdown Question

What types of driver behavior are a problem in your neighbourhood? Select all that apply from the list below:



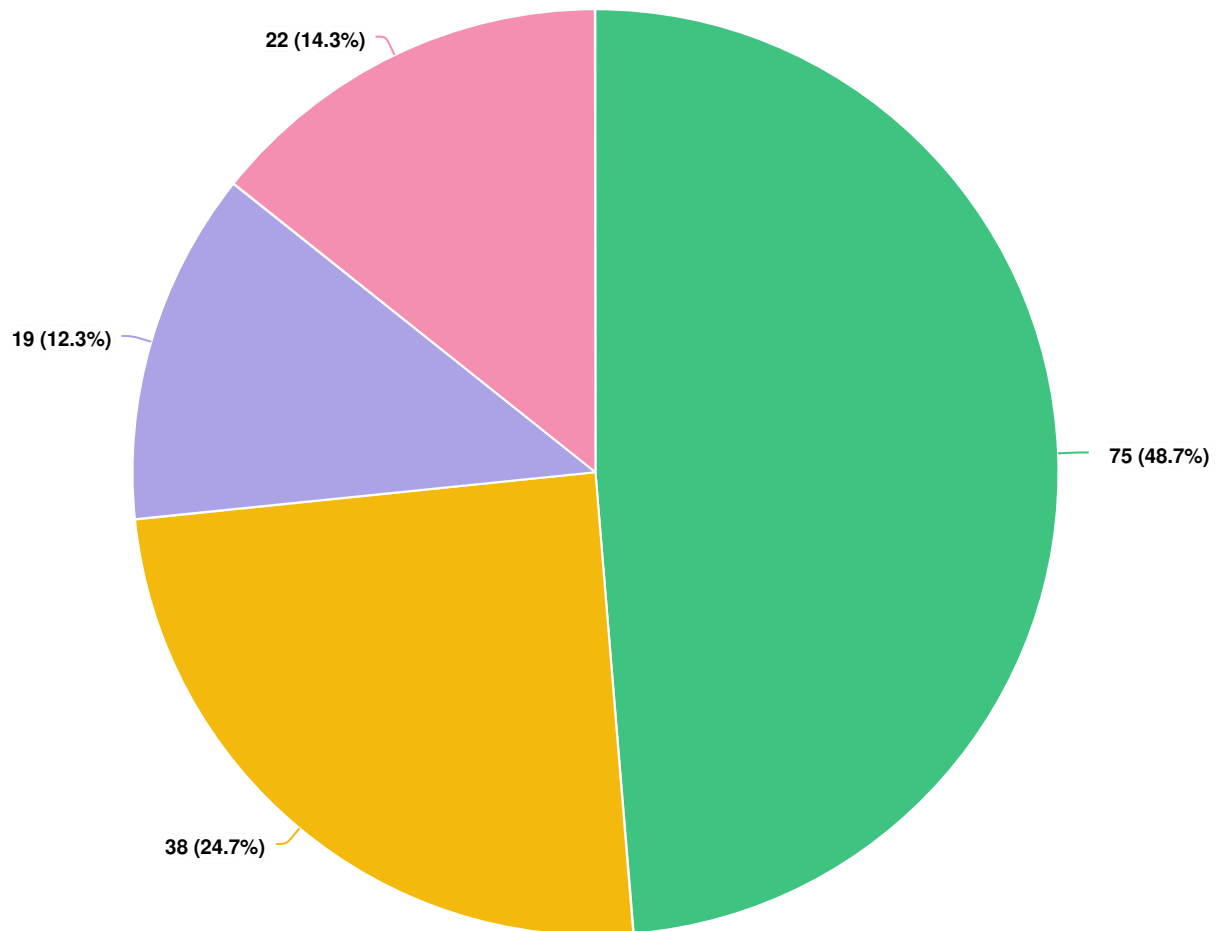
Question options

- Texting/cell phone use
 ● Rolling through stop signs
 ● Driving through pedestrian crossings
- Failing to yield at round-about
 ● Driving aggressively/erratically
 ● Speeding

Optional question (147 response(s), 9 skipped)

Question type: Checkbox Question

Do you think traffic calming will work in your neighbourhood?



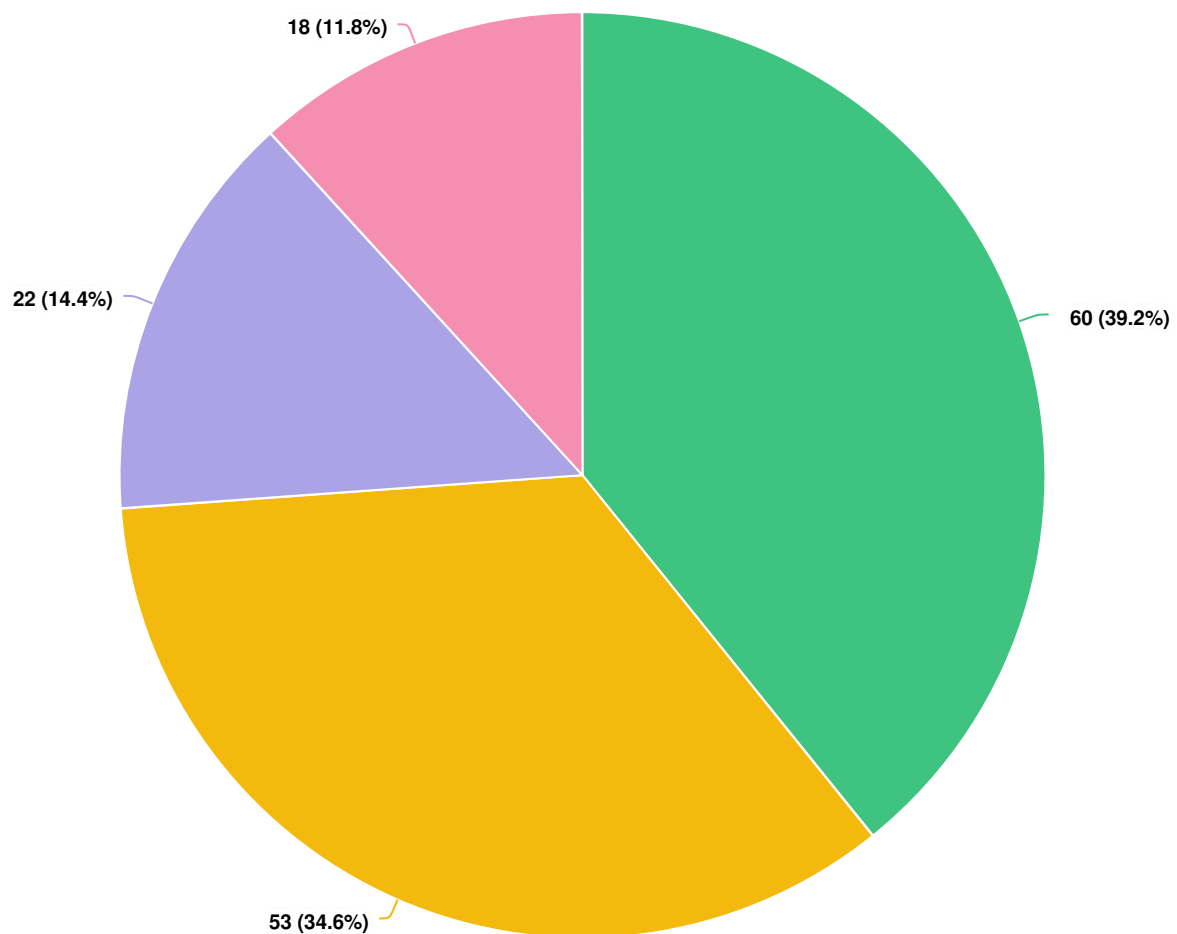
Question options

● Strongly agree ● Agree ● Disagree ● Strongly disagree

Optional question (154 response(s), 2 skipped)

Question type: Dropdown Question

Should traffic calming be the highest priority of Engineering and Public Works?



Question options

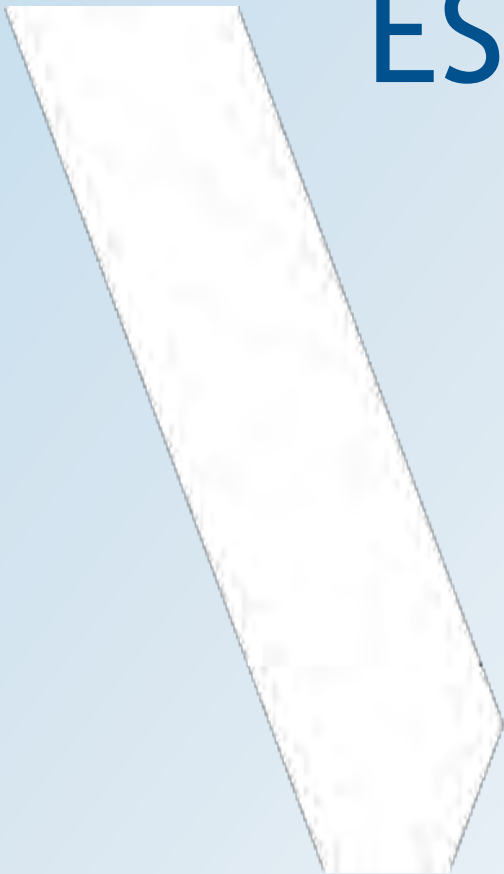
● Strongly agree ● Agree ● Disagree ● Strongly disagree

Optional question (153 response(s), 3 skipped)

Question type: Dropdown Question

APPENDIX

C COST ESTIMATES



Costs

- Signs
 - Post: \$300
 - Signs: vary by size \$100-300
 - Installation in-house
- Bollards
 - \$220 centre units
 - \$85 end units
 - Installation/removal in-house
- Radar Display
 - \$5,500
- Mobile Speed Display Trailer
 - \$10,000
- Speed Hump (Permanent TAC version)
 - \$3,500