



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

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**Meeting Date:** Monday, December 11, 2023

**To:** Mayor Mills and Members of Council

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

**Report:** CAO 2023-20

**Subject:** **Traffic Calming Review**

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## **Recommendation**

Be it Resolved that Council:

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

## **Background**

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

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

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

Traffic calming supports:

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

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

### **Speed Limit on Highway 89 West – Entering Shelburne**

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

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

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

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

## Analysis

### 40 km/h Speed Limit - Town of Shelburne Roads

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

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

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

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

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

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

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

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

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

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

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

## **Traffic Calming Measures**

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

\*Click the item for example images.

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

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

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

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

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

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

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

### **Digital Radar Speed Signs**

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

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

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

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

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

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

### **Digital Radar Speed Signs Data - Evaluation**

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

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

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

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

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

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

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

### **When High or Very High Speeds are Identified**

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

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

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

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

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

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

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

## Town of Shelburne Current Traffic Calming – At A Glance

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

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



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

### **Town of Shelburne – 2024 Traffic Calming Enhancements**

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

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

## **Automated Speed Enforcement (ASE)**

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

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

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

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

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

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

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

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

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

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

**Financial Impact**

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

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

**Policies & Implications (if any) Affecting Proposal**

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

**Consultation and Communications**

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

## Council Priorities

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

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

SP5 Build responsive organizational capacity

LP5 Expand people friendly transportation networks.

## Supporting Documentation

[Appendix 1: Maximum Speed Limits](#)

[Appendix 2: Road Class](#)

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

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

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

[Appendix 5: Community Safety Zones](#)

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

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

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

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

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

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

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

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

Respectfully submitted:

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Denyse Morrissey, CAO

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Jim Moss, Director of Development & Operations

Prepared with:

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Will Thomson, Manager of Operations, Parks and Facilities

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Chad Smith, GIS Coordinator

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

Jamie Kaske, Operations, Parks & Facilities Clerk

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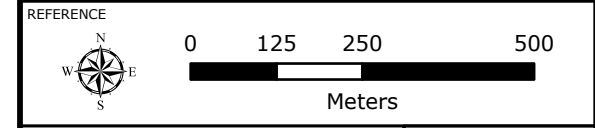
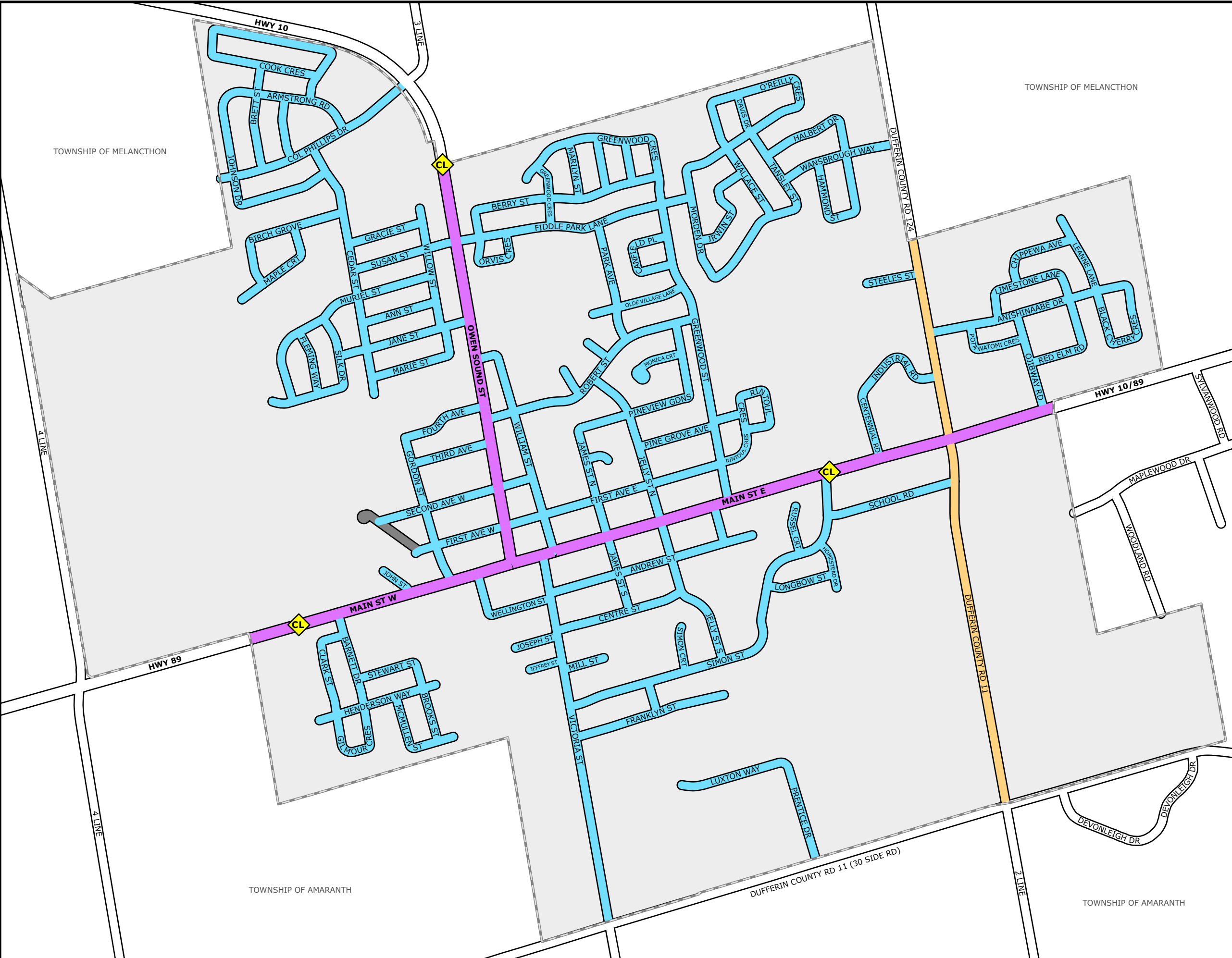
LEGEND - MAXIMUM SPEED LIMIT

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

LEGEND - OTHER FEATURES

-  Connecting Link Signage
-  Municipal Boundary
-  Road

NOTES

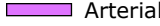




 <p>A People Place. A Change of Pace <b>SHELburne</b> ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023



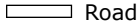


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**Road Class**

LEGEND - ROAD CLASS

-  Arterial
-  Collector
-  Local

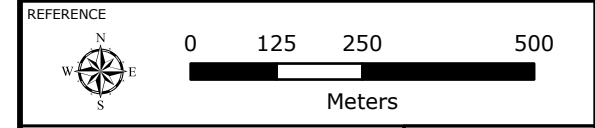
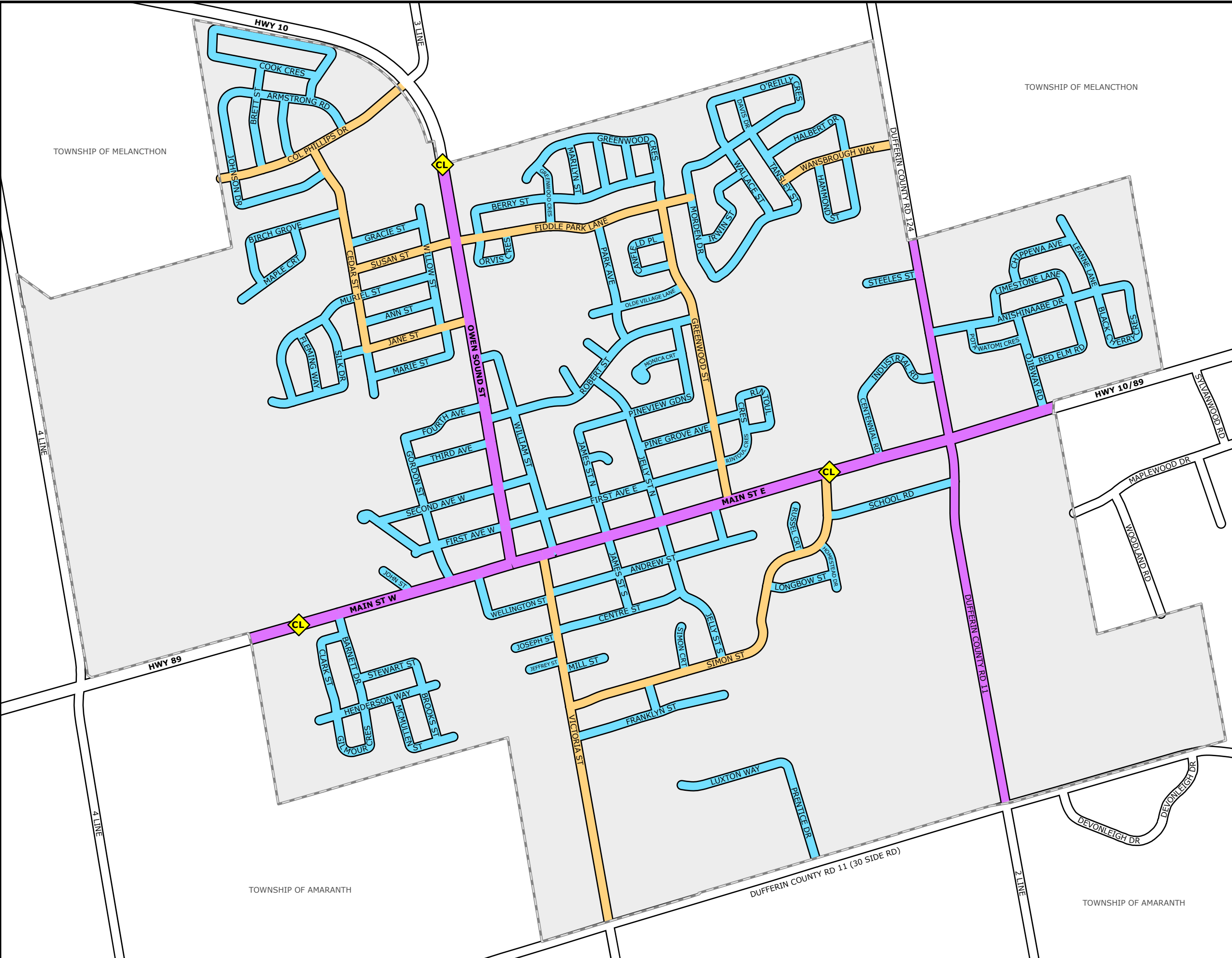
LEGEND - OTHER FEATURES

-  Connecting Link Signage
-  Municipal Boundary
-  Road

NOTES

**Road Length by Class<sup>1</sup>**  
**Arterial:** 5.5 km  
**Collector:** 6.3 km  
**Local:** 29.4 km

<sup>1</sup>Road class subject to change as traffic data is collected.



 <p>A People Place. A Change of Pace SHELBURNE ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
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**THE CORPORATION OF THE TOWN OF SHELBURNE**

**BY-LAW NUMBER 67-2023**

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

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

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

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

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

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

Maximum rate of speed – 40 Kilometres per hour

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

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

Maximum rate of speed – 40 Kilometres per hour

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

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

Maximum rate of speed – 40 Kilometres per hour

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

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

Maximum rate of speed – 40 Kilometres per hour

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

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



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

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

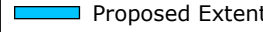



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Wade Mills, Mayor

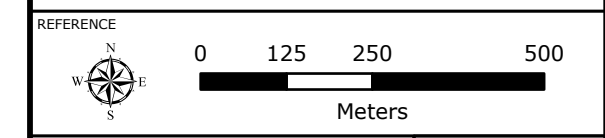
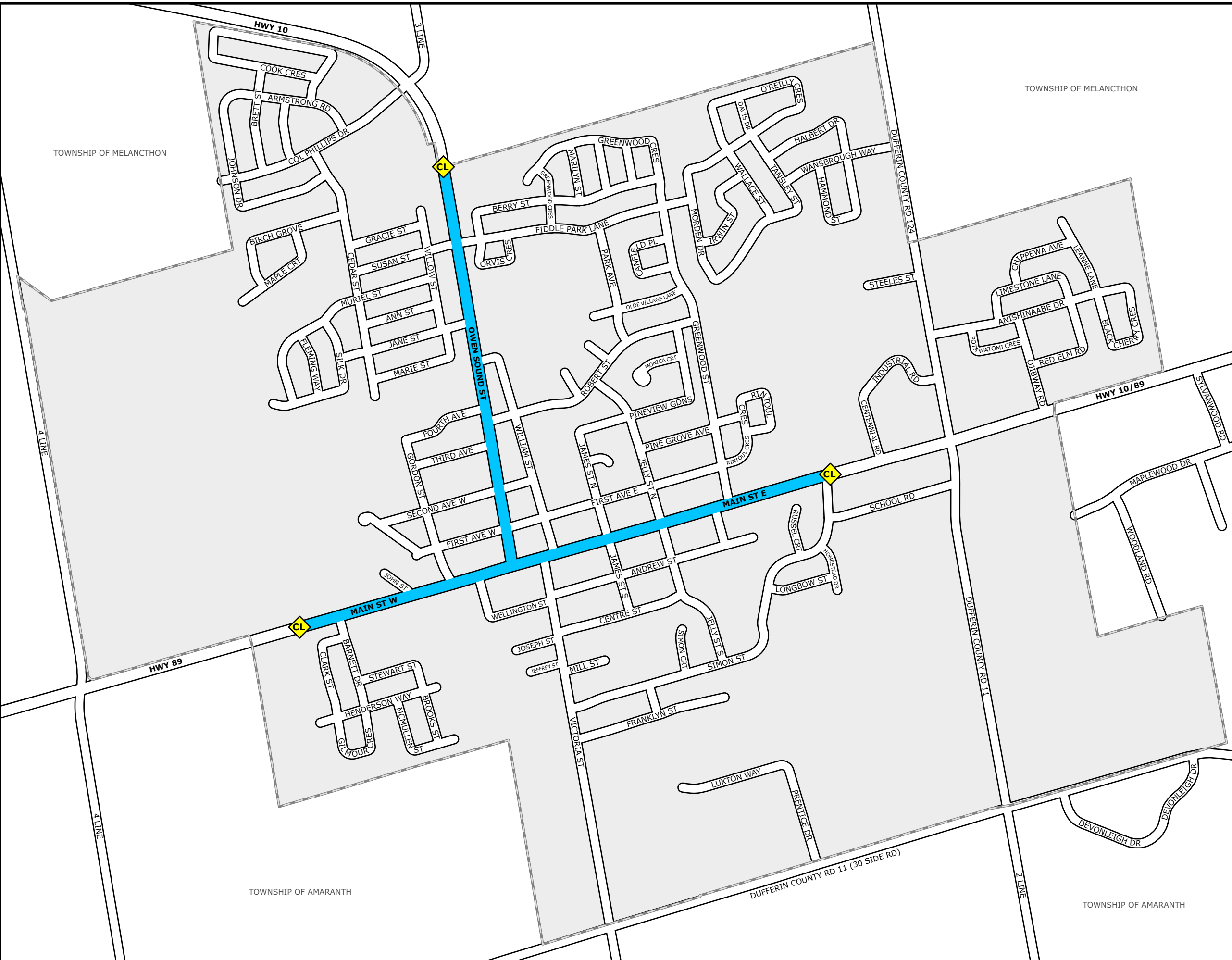
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Jennifer Willoughby  
Clerk

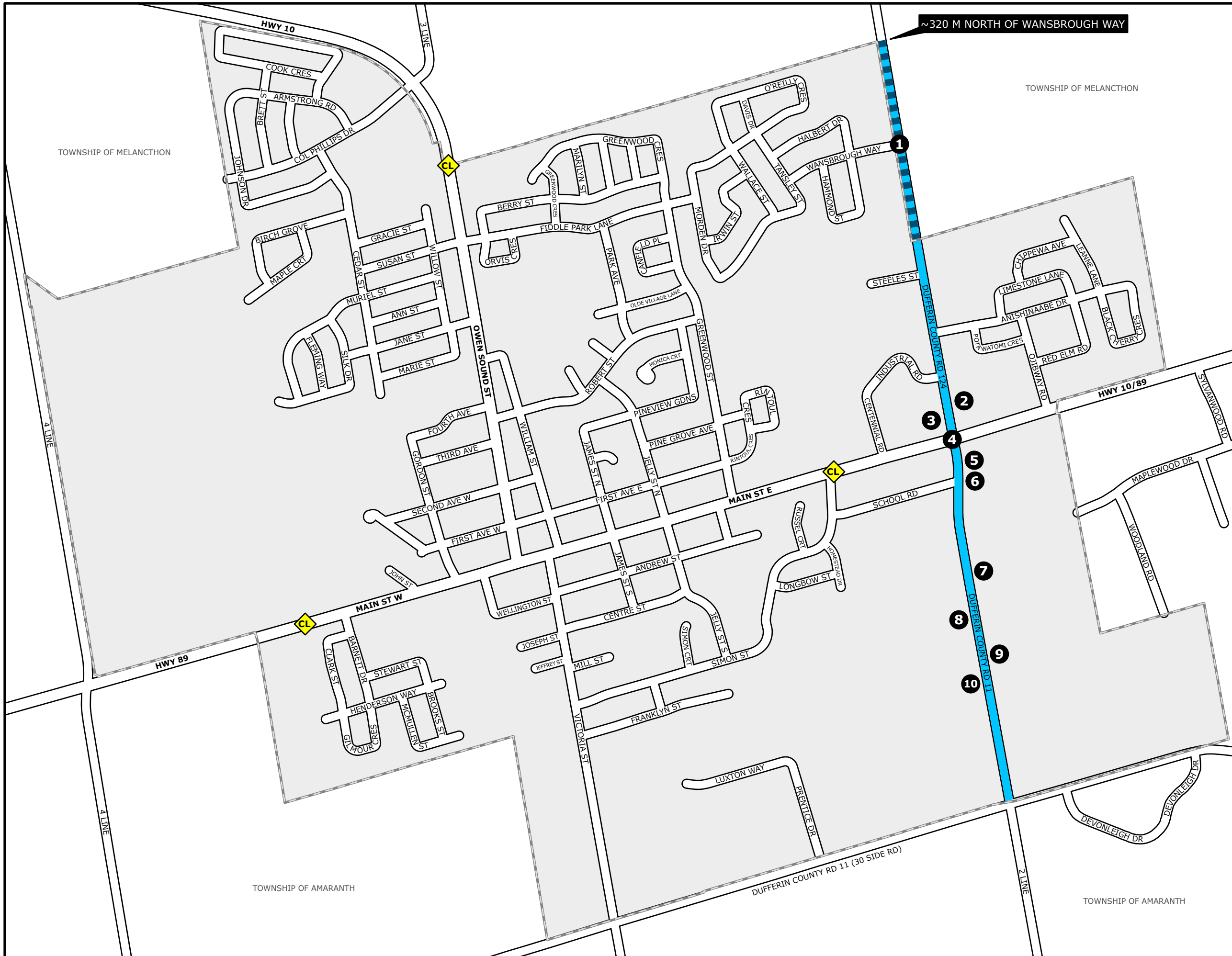
DRAWING TITLE  
**Proposed Speed Limit Reduction  
Connecting Link**

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

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



 <p><i>A People Place, A Change of Pace</i> <b>SHELBURNE</b> ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
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DRAWING TITLE  
**Proposed Speed Limit Reduction  
 Dufferin County Road 11 and 124**

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

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

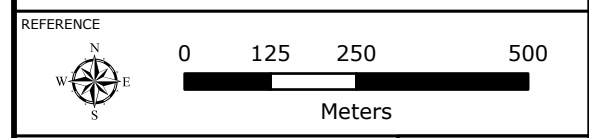
NOTES

**List of Roads Proposed for Speed Limit Reduction**

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





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

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

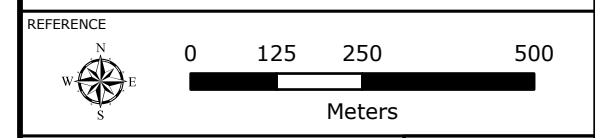
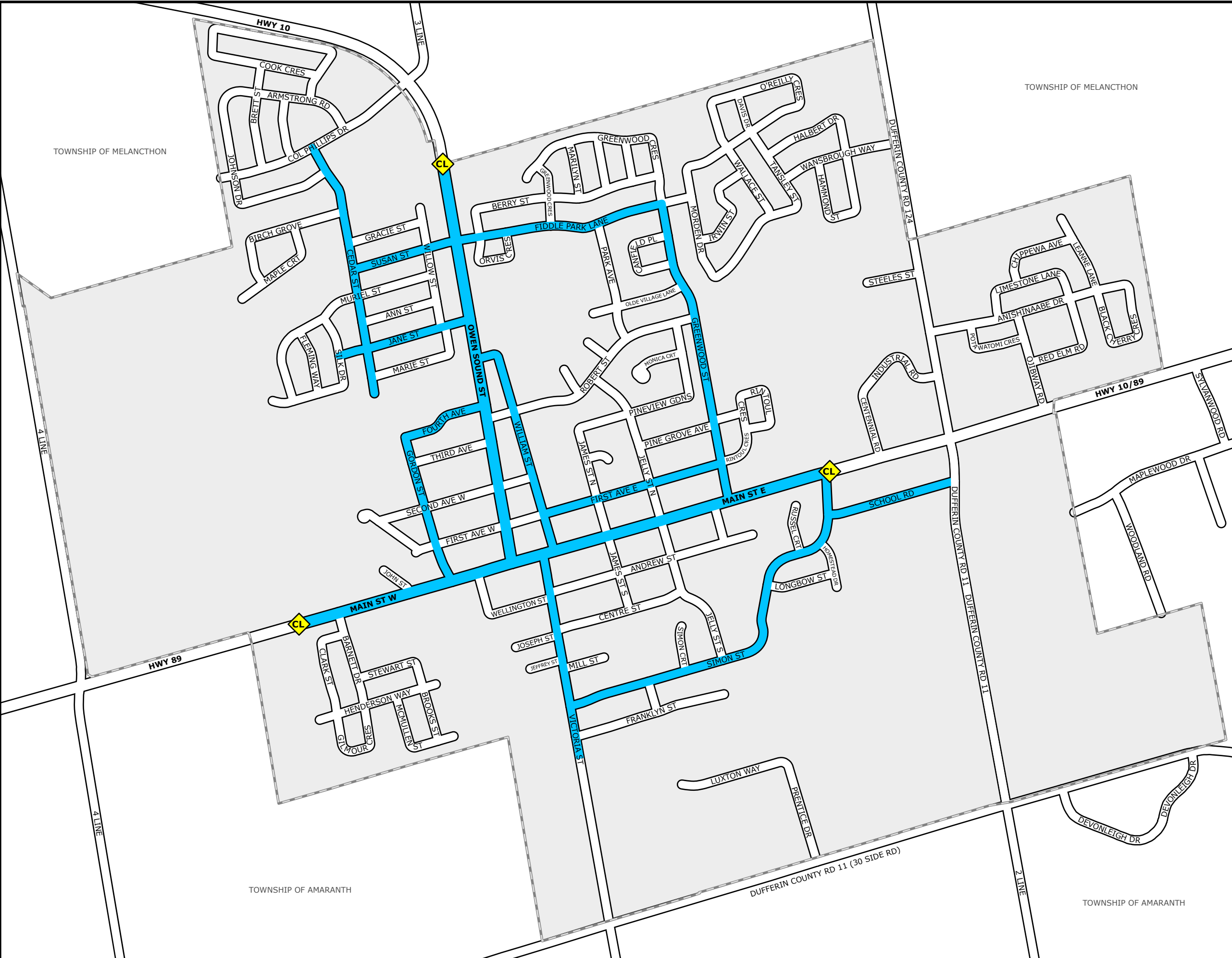




DRAWING TITLE  
**Community Safety Zones**

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

NOTES  
Length of Community Safety Zone Roads: 10.1 km

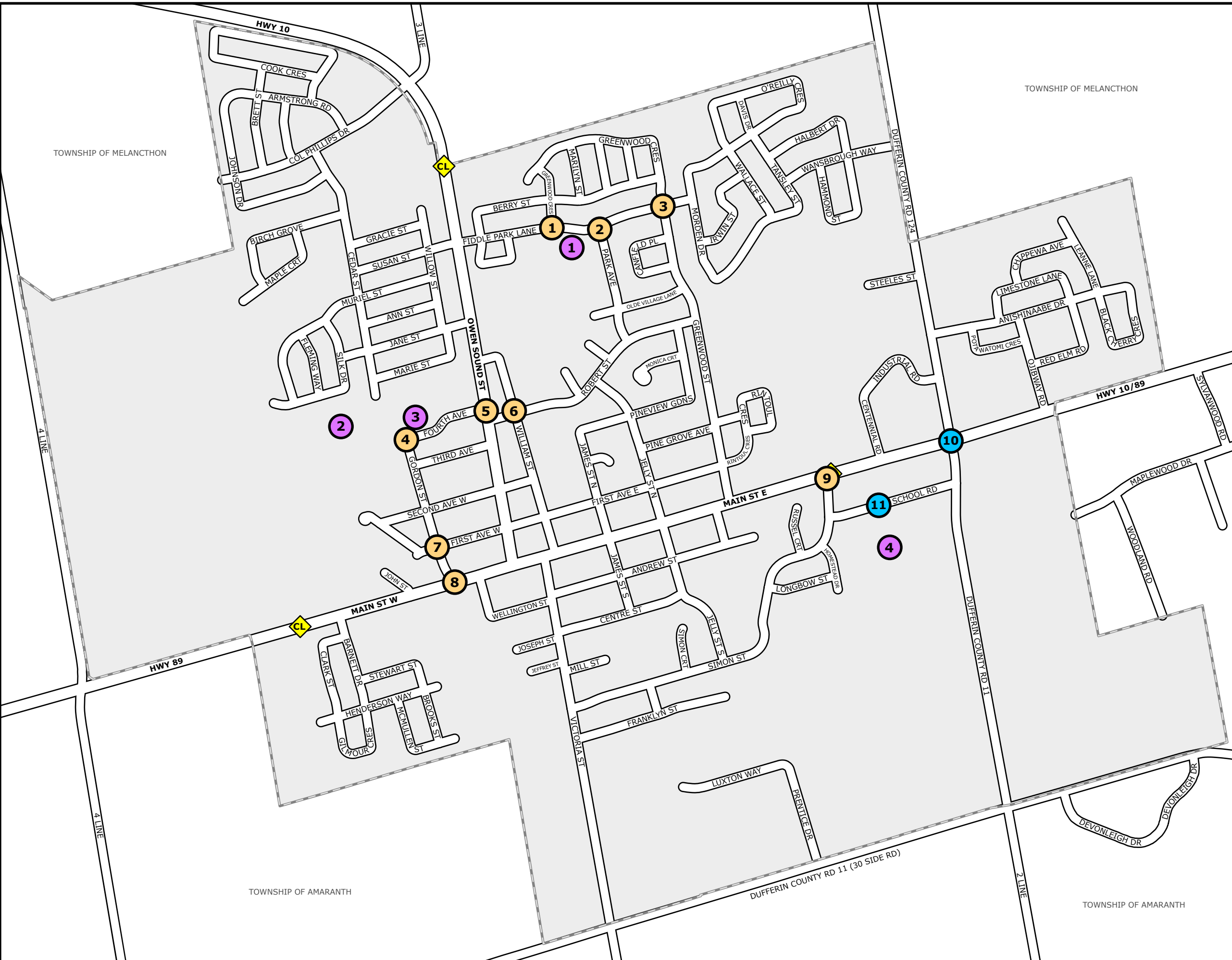


 <p><i>A People Place. A Change of Pace</i> <b>SHELBURNE</b> ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
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DRAWING TITLE  
**Public Schools and Crossing Guards**







- LEGEND - PUBLIC SCHOOLS AND CROSSING GUARDS
- Crossing Guard Station (Existing)
  - Crossing Guard Station (Planned for 2024)
  - Public School
- LEGEND - OTHER FEATURES
- Connecting Link Signage
  - Municipal Boundary
  - Road

- NOTES
- Crossing Guard Stations
- Station Number: 1**  
**Location:** Greenwood Cres and Fiddle Park Lane
- Number: 2**  
**Location:** Park Ave and Fiddle Park Lane
- Number: 3**  
**Location:** Greenwood St and Fiddle Park Lane
- Number: 4**  
**Location:** Gordon St and Fourth Ave
- Number: 5**  
**Location:** Owen Sound St and Fourth Ave
- Number: 6**  
**Location:** William St and Robert St
- Number: 7**  
**Location:** Gordon St and First Ave W
- Number: 8**  
**Location:** Gordon St and Main St W
- Number: 9**  
**Location:** Simon St and Main St E
- Number: 10 (Planned for 2024)**  
**Location:** Dufferin County Rd 124 and Main St E
- Number: 11 (Planned for 2024)**  
**Location:** School Rd
- Public Schools
- Number: 1**  
**Name:** Glenbrook Elementary School  
**Address:** 300 Fiddle Park Lane
- Number: 2**  
**Name:** Hyland Heights Elementary School  
**Address:** 200 Fourth Ave
- Number: 3**  
**Name:** Centre Dufferin District High School  
**Address:** 150 Fourth Ave
- Number: 4**  
**Name:** Centennial Hylands Elementary School  
**Address:** 35 School Rd





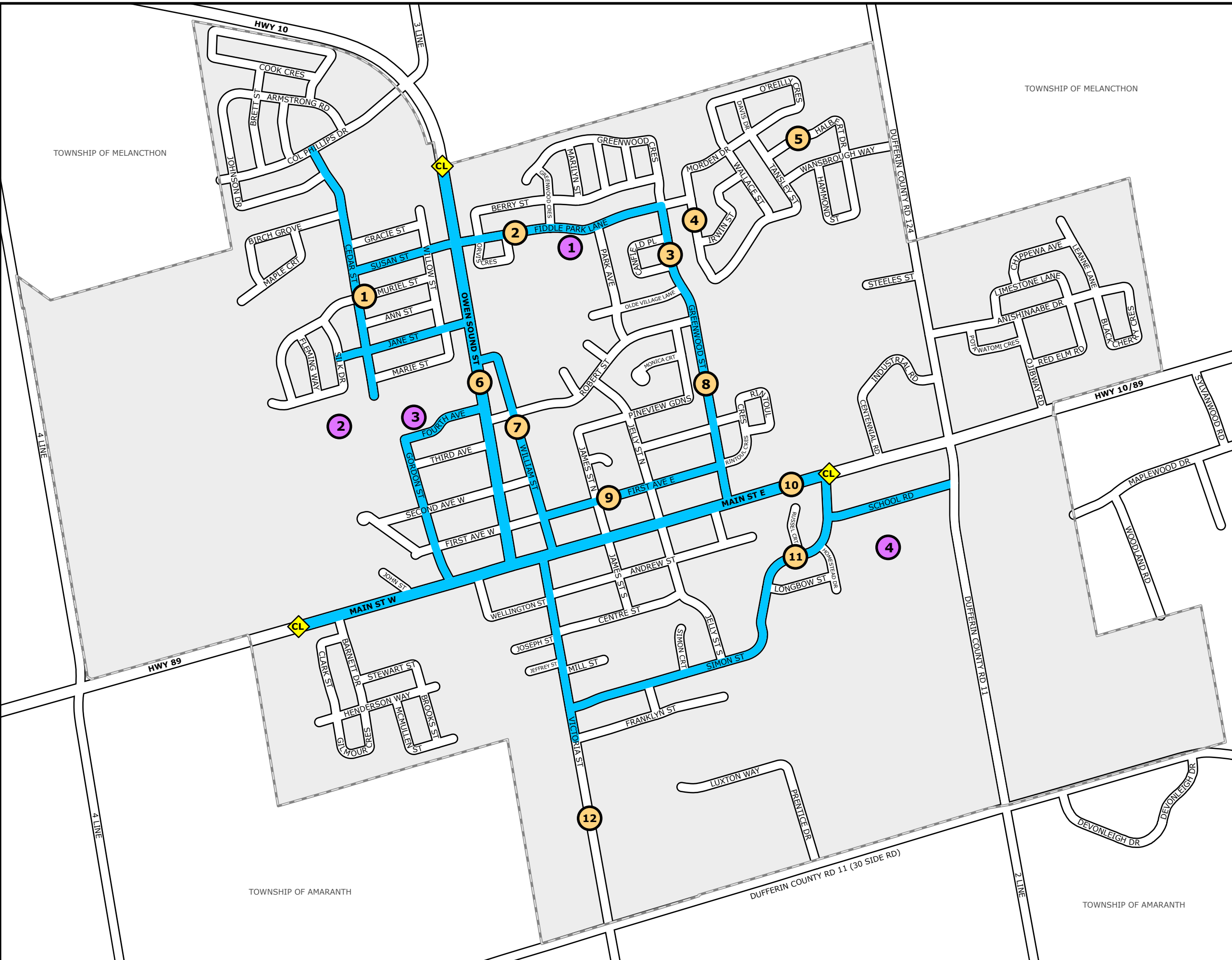
DRAWING TITLE  
Community Safety Zones, Public Schools, and Digital Radar Speed Sign Locations 2022 to 2023

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

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



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

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

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



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# 3-MONTH DRSS SUMMARY BY STREET LOCATION

Digital radar speed signs (DRSS)

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

## CONTENTS

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

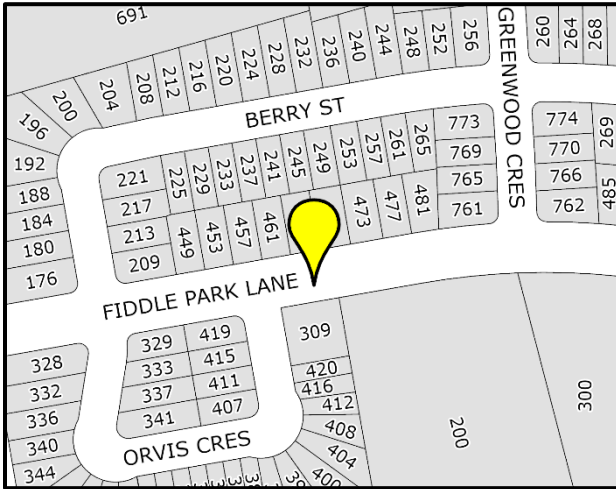


# 3-MONTH DRSS SUMMARY FIDDLE PARK LANE



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

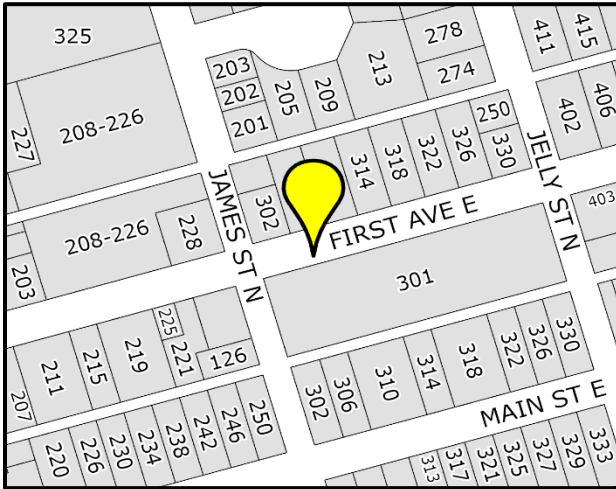
August 2023				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	49	78	25,532	2,280

# 3-MONTH DRSS SUMMARY FIRST AVENUE EAST



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

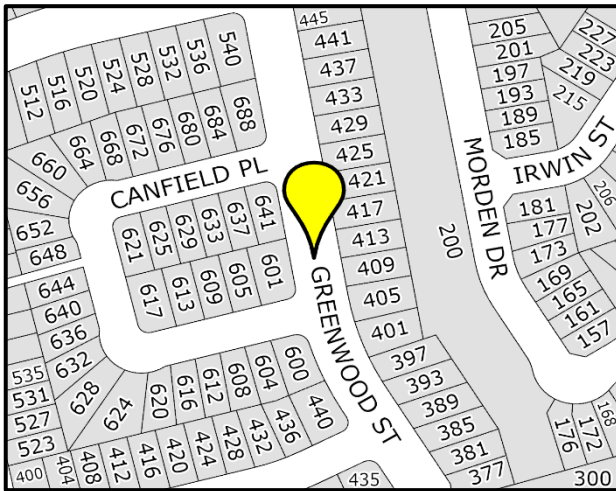
December 2022				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
38	44	73	28,339	1,631

# 3-MONTH DRSS SUMMARY GREENWOOD STREET (LOCATION 1)



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

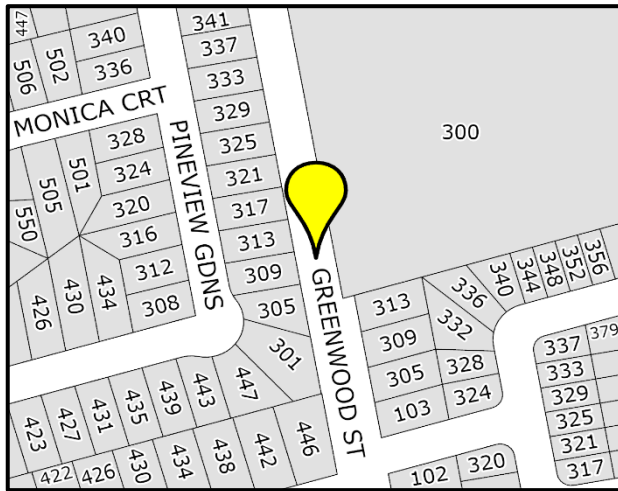
April 2022				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
41	54	98	61,282	4,841

# 3-MONTH DRSS SUMMARY GREENWOOD STREET (LOCATION 2)



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

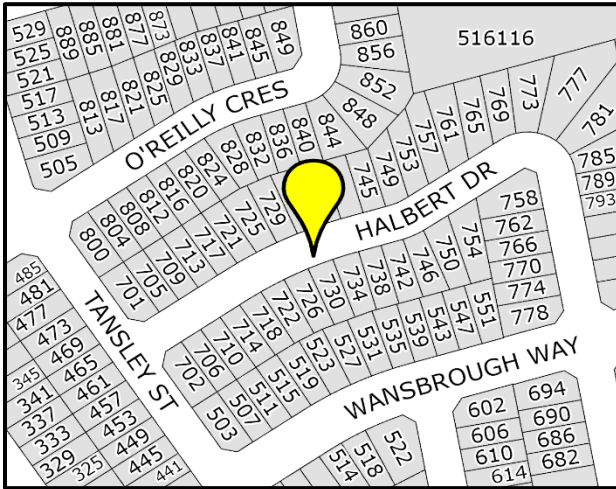
October 2023				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
44	51	98	59,433	6,711

# 3-MONTH DRSS SUMMARY HALBERT DRIVE



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

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



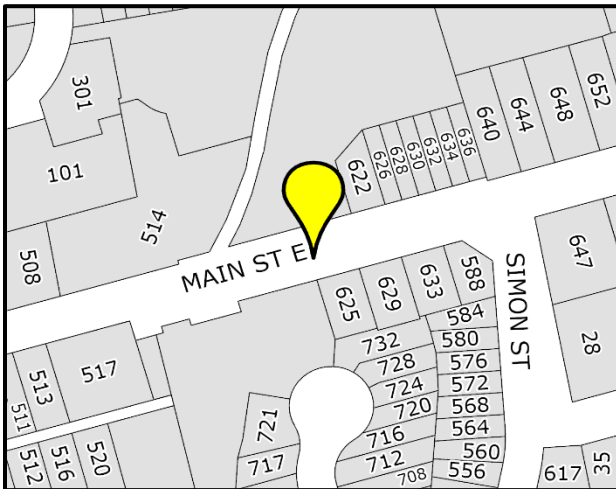
# 3-MONTH DRSS SUMMARY

## MAIN STREET EAST



### Sign Location

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



### Speed Breakdown

3-Month Total

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

### Speed Statistics by Month

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

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

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

# 3-MONTH DRSS SUMMARY

## MORDEN DRIVE

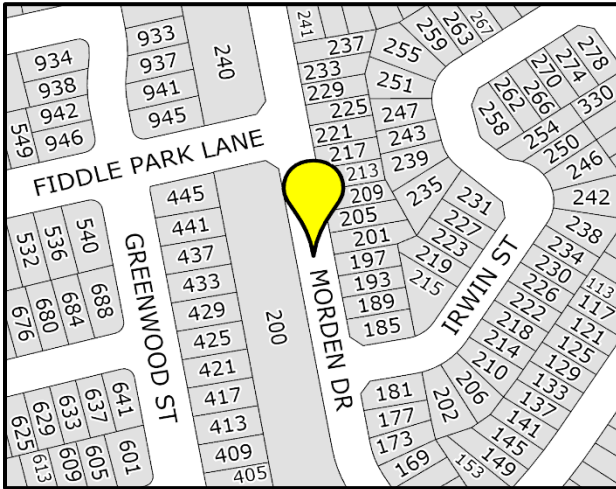


### Sign Location

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

### Speed Breakdown

3-Month Total



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

### Speed Statistics by Month

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

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

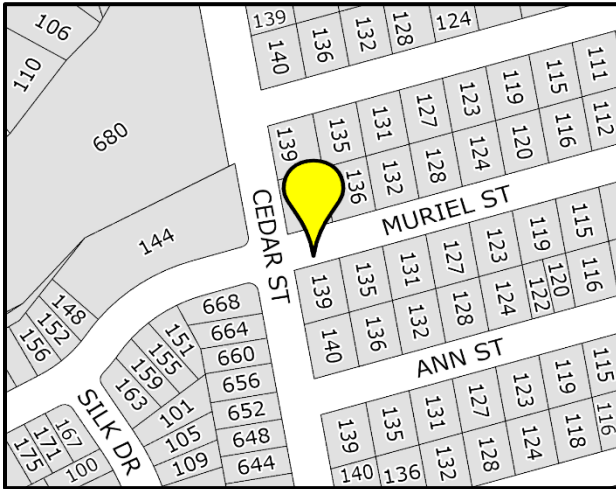
April 2022				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
31	50	88	12,300	757

# 3-MONTH DRSS SUMMARY MURIEL STREET



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

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

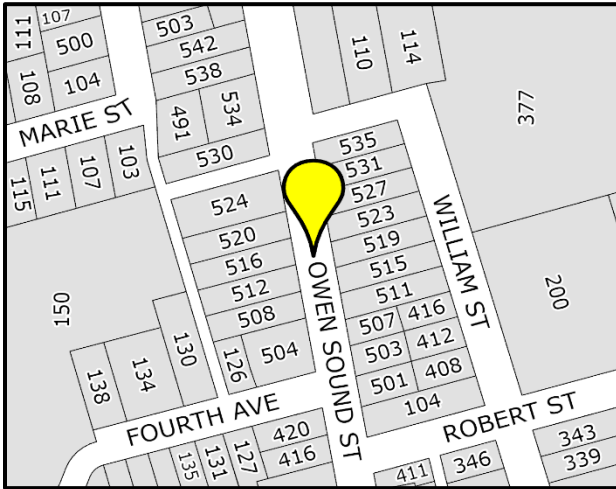


# 3-MONTH DRSS SUMMARY OWEN SOUND STREET



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

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

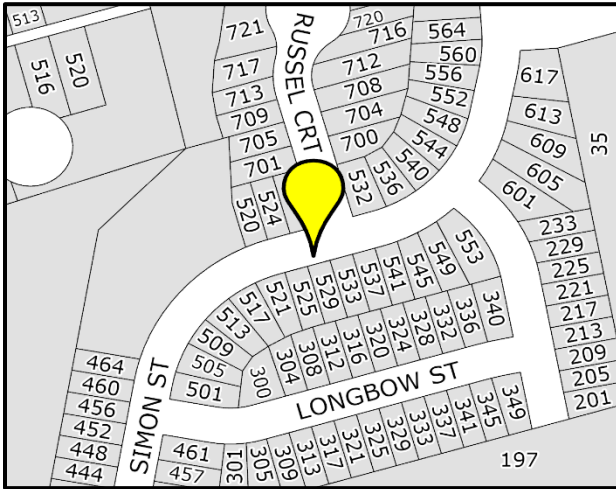
# 3-MONTH DRSS SUMMARY

## SIMON STREET



### Sign Location

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



### Speed Breakdown

3-Month Total

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

### Speed Statistics by Month

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

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

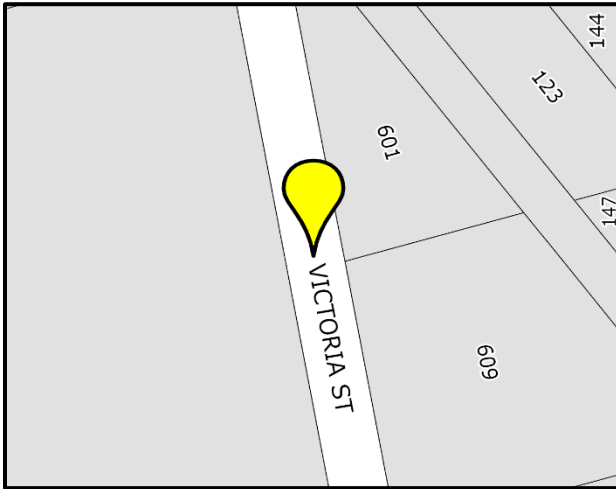
July 2023				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
31	39	80	12,354	200

# 3-MONTH DRSS SUMMARY VICTORIA STREET



## Sign Location

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



## Speed Breakdown

3-Month Total

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

## Speed Statistics by Month

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

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

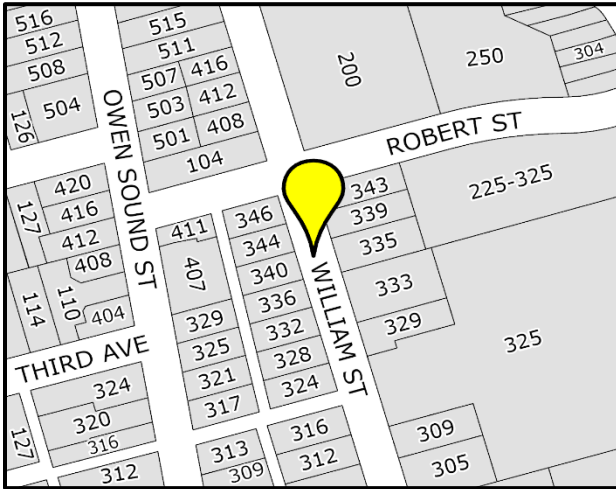
December 2022				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
48	58	115	48,533	2,693

# 3-MONTH DRSS SUMMARY WILLIAM STREET



## Sign Location

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



## Speed Breakdown

3-Month Total

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





## Speed Statistics by Month

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

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

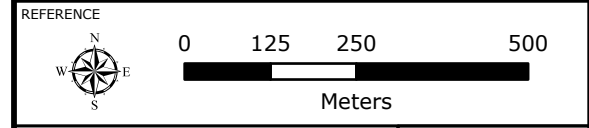
October 2023				
Speed Average	85 <sup>th</sup> Percentile	Max Speed	Total Vehicle Count	Average Weekly Speed Violations
39	48	77	46,874	3,748

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

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

NOTES





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



 <p><i>A People Place, A Change of Pace</i>  <b>SHELBURNE</b>      ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023



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

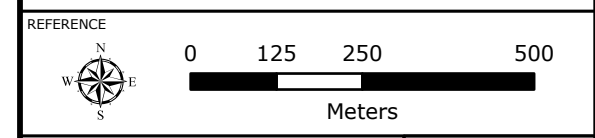
- LEGEND - TRAFFIC CALMING ENHANCEMENTS
-  Enhancement Area
- LEGEND - OTHER FEATURES
-  Connecting Link Signage
  -  Municipal Boundary
  -  Road

NOTES

**Planned Enhancement Areas**





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

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

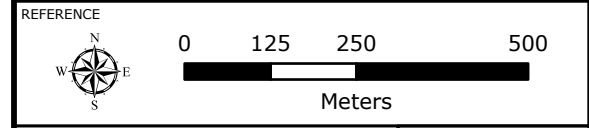
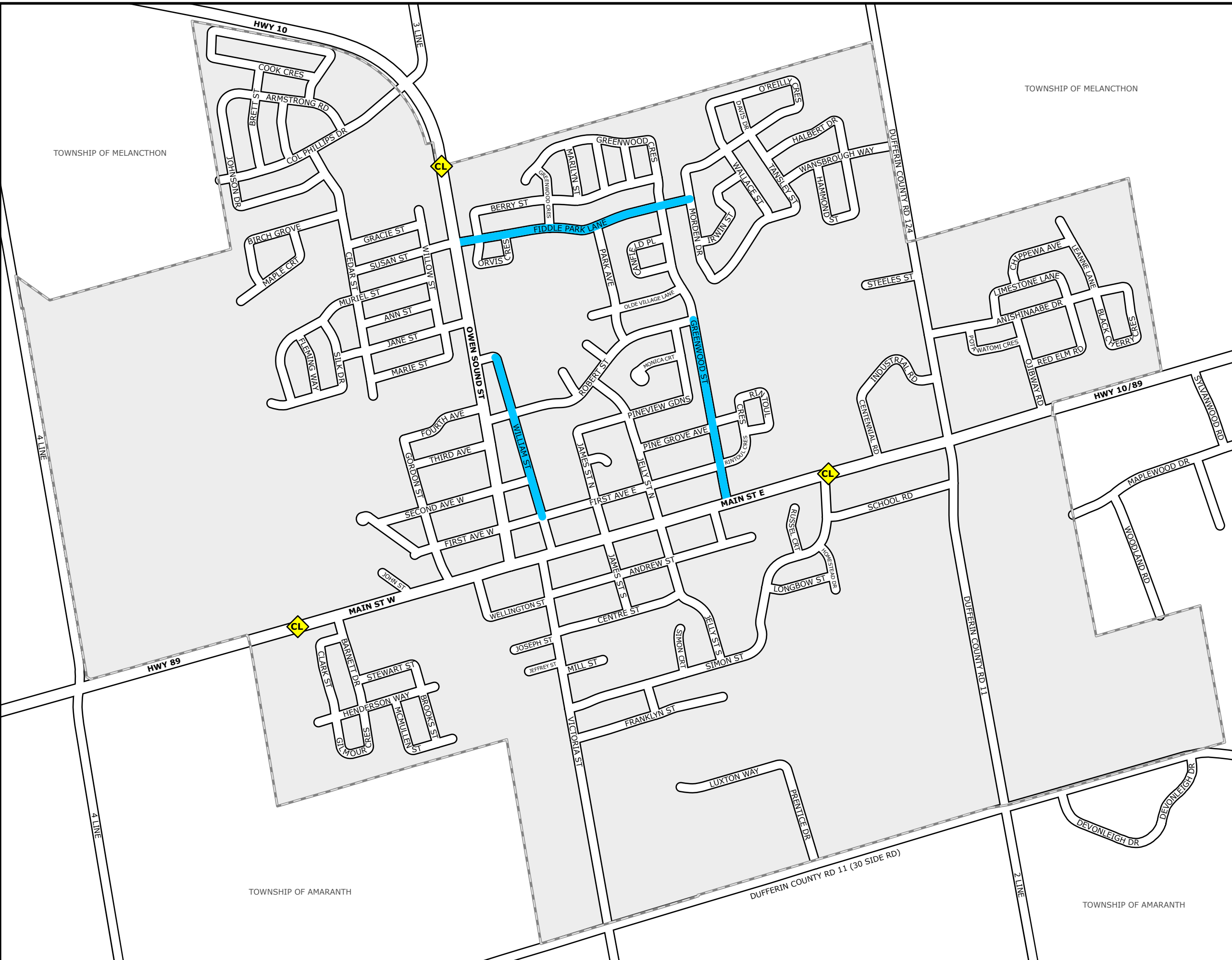


 <p><i>A People Place. A Change of Pace</i>  <b>SHELBURNE</b>      ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

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





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

- NOTES
- Planned Enhancement Areas**
- Road: Fiddle Park Lane**  
**From: Owen Sound St**  
**To: Morden Dr**
- Road: Greenwood St**  
**From: Robert St**  
**To: Main St E**
- Road: William St**  
**From: O'Flynn St**  
**To: First Ave E**



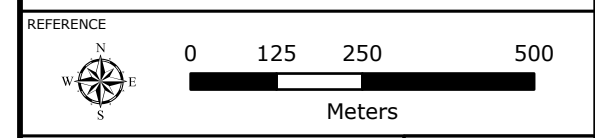
 <p><i>A People Place. A Change of Pace</i> <b>SHELBURNE</b> ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023

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

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

NOTES

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



 <p><i>A People Place. A Change of Pace</i> <b>SHELburne</b> ONTARIO, CANADA</p>	GIS PROJECT: 2023-031
	VERSION: 01
	DATE: 12-04-2023