



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora
Memorandum
Planning and Development Services

Re: **Traffic Calming Requests on Limeridge Street and Gateway Drive Update**

To: Active Transportation and Traffic Safety Advisory Committee

From: Michael Bat, Transportation and Traffic Analyst

Date: January 28, 2026

Recommendation

1. That the memorandum regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update be received and referred to staff for consideration and further action as appropriate.

Background

In response to requests received from residents, staff have completed traffic calming warrant analyses following the procedures and methodologies outlined in the Town's Traffic Calming Policy at the following locations (Attachment 1):

- Limeridge Street between Gateway Drive and Kirkvalley Crescent; and,
- Gateway Drive between Pedersen Drive and Earl Stewart Drive/Birkshire Drive.

The following staff reports were previously prepared:

- Staff Report No. PDS25-091 was presented at the November 26, 2025, Active Transportation and Traffic Safety Advisory Committee meeting; and,
- Staff Report No. PDS26-003 was presented at the January 13, 2026, Committee of the Whole meeting.

At the January 13, 2026, Committee of the Whole meeting, Council passed a motion that the subject traffic calming requests be referred back to the Active Transportation and Traffic Safety Advisory Committee for further review and comment.

Analysis

Limeridge Street: Is a two-lane local road with single lane per travel direction. It has an urban cross-section with curbs on both sides of the road. The existing pavement is measured 8.5 metres wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 40 km/h.

Gateway Drive: Is a two-lane collector road with single lane per travel direction. It has an urban cross-section with curbs, bike lanes and sidewalks provided along both sides of the road. The existing pavement is measured 11.5 metres wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 40 km/h.

Traffic Calming Policy Overview

As set out in the Town's Traffic Calming Policy, there are three requirements (warrants) that must be met for traffic calming measures to be considered:

**Warrant No. 1
(Petition):** To ensure that residents in the immediate area are in support of traffic calming measures. The minimum threshold is 70% of households on the street.

**Warrant No. 2
(Safety Requirements):** To ensure traffic calming measures are installed to improve traffic safety. A continuous sidewalk must be on at least one side of the street (or on street where there are no sidewalks, the installation of a sidewalk on at least one side of the street should have first been considered) and the road grade be less than 5%.

**Warrant No. 3
(Technical Requirements):** To ensure that traffic calming measures are implemented on streets that have a proven need for such measures. The 85th percentile speed over a seven-day period must be a minimum of 15 km/h over the posted speed limit, and the minimum traffic volume is 750 vehicles per day for local roads and 1,500 vehicles per day for collection roads.

Traffic Calming Policy Warrant No. 1 (Petition) and Warrant No. 2 (Safety Requirements) Assessment

Limeridge Street:

The traffic calming request for Limeridge Street has met both warrant No. 1 and warrant No. 2 as outlined in the Town's Traffic Calming Policy.

It is important to note that currently there are no sidewalks provided on Limeridge Street. Based on the Active Transportation Master Plan (endorsed by Council on May 2024), Limeridge Street is identified as a potential candidate for future sidewalk installation. However, the installation of sidewalk on Limeridge Street is outside of the current 10-year capital plan. As such, warrant No. 2 is considered to be met.

Gateway Drive (between Pedersen Drive and Earl Stewart Drive/Birkshire Drive):

The traffic calming request for the subject section of Gateway Drive has met both warrant No. 1 and warrant No. 2 as outlined in the Town's Traffic Calming Policy.

Gateway Drive (between St. John's Sideroad and Pedersen Drive):

A petition (supported by a minimum of 70% of households on the street) has not been provided for this section of Gateway Drive (between St. John's Sideroad and Pedersen Drive). Therefore, as outlined in the Town's Traffic Calming Policy, warrant No. 2 and warrant No. 3 will not be considered until warrant No. 1 (petition) is satisfied.

Traffic Calming Policy Warrant No. 3 (Technical Requirements) Assessment

Traffic data was collected at the subject locations over a seven-day period to complete the analysis on warrant No. 3 (Table 1).

Table 1: Traffic Calming Warrant Analysis Summary (Warrant No. 3)

| Study Locations | Warrant No. 3 Requirements | | | | |
|---|--|----------------|--------------------------------------|----------------|----------------------|
| | 85 th Percentile Minimum Speed ¹ | | Average Minimum Volumes ² | | Both Conditions Met? |
| | Recorded Speed | Condition Met? | Observed Volumes | Condition Met? | |
| Limeridge Street | | | | | |
| Limeridge Street 40m east of Gateway Drive | 7 km/h above the posted speed limit | No | 274 Vehicles Per Day | No | No |
| Limeridge Street 110m east of Gateway Drive | 6 km/h above the posted speed limit | No | 183 Vehicles Per Day | No | No |
| Limeridge Street north of Kirkvalley Crescent | 5 km/h above the posted speed limit | No | 174 Vehicles Per Day | No | No |
| Gateway Drive | | | | | |
| Gateway Drive between Pedersen Drive and Earl Stewart Drive/Birkshire Drive | 8 km/h above the posted speed limit | No | 2,669 Vehicles Per Day | Yes | No |

Notes:

1. The recorded 85th percentile speed must be a minimum of 15 km/h over the posted speed limit.
2. The observed traffic volumes must be a) between 750 and 8,000 vehicles per day for local roads, and b) between 1,500 and 8,000 vehicles per day for collector roads.

Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Limeridge Street and Gateway Drive.

Preliminary Assessment of Traffic Calming Measure Locations

Should Council decide to proceed with the installation of traffic calming measures on Limeridge Street and/or Gateway Drive, a high-level feasibility assessment was completed to determine appropriate locations (Attachment 1).

Speed Cushions:

The location criteria for speed cushions are generally determined using applicable industry guidelines and best practices:

- Distance from an intersection:
 - 15m for a local road
 - 30m for a collector road
- To achieve a desired 85th percentile speeds of 40km/h, speed cushions should be placed approximately every 80m
- Small turning radius curves and other areas with limited sight distances should be avoided

Flexible Signs:

As approved by Council at its meeting on November 28, 2023 (Staff Report No. PDS23-130), flexible signs (traffic calming bollards) are included in the Traffic Calming Policy, and any future installation is subject to the warrant criteria outlined in the policy.

The location criteria for flexible signs are as follows:

- Two lane streets with single lane per travel direction
- Ability to maintain a minimum lane width of 3.3m to 3.5m
- Ability to install a minimum of 80m from a curve in the road
- Ability to install a minimum of 80m from a traffic control device
- A minimum distance of 10m from residential driveways
- A minimum distance of 25m from intersections

Comments from the November 26, 2025, Active Transportation and Traffic Safety Advisory Committee Meeting

A memorandum (Report No. PDS25-091) was presented at the Active Transportation and Traffic Safety Advisory Committee (ATT SAC) meeting on November 26, 2025. The Committee provided the following comments (Table 2).

Table 2: ATT SAC (November 26, 2025) Comment Summary

| ATT SAC Comments | Staff Responses |
|--|--|
| Expand the traffic calming study area to include the remaining section of Gateway Drive (between St. John's Sideroad and Pedersen Drive). | <p>The study area is based on the petition received per Warrant No. 1 of the Traffic Calming Policy. In order to expand the study boundary, additional petitions for the expanded portions of the roadway are required per the Policy.</p> <p>In addition, there is also an existing roundabout on this section of Gateway Drive (at Pedersen Drive) that is considered a traffic calming measure.</p> |
| Other measures to narrow the roadway can be considered for the subject location on Gateway Drive to reduce operating speed such as traffic bollards (flexible signs). | <p>As adopted by Council, the implementation of traffic calming measures will need to follow the procedures outlined in the Traffic Calming Policy (Warrant No. 3 not met per Table 1). Traffic calming measures were not warranted based on data collected. Should Council wish to proceed with flexible signs, staff have indicated where these could possibly be installed (Attachment 1).</p> |
| Consider measures to further enhance the existing bike lane on Gateway Drive (e.g. double solid white line or physical separation through pre-cast concrete barriers). | <p>The Council endorsed Active Transportation Master Plan (May 2024) did not recommend any enhancements to the existing bike lane at Gateway Drive.</p> <p>This recommendation will be considered in the next Active Transportation Master Plan update.</p> |

Attachment

1. Subject Locations for Potential Traffic Calming Measures