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Town of Aurora

Committee of the Whole Report

No. PDS26-009

Subject: Traffic Calming Requests on Limeridge Street and Gateway Drive Update

Prepared by: Michael Bat, Transportation and Traffic Analyst

Department: Planning and Development Services

Date: February 10, 2026

Recommendation

1. That Report No. PDS26-009 be received for information.

Executive Summary

This report presents the results of traffic calming assessments completed on Limeridge Street and Gateway Drive.

- 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.
- 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.

Background

In response to requests received from area residents, staff have undertaken a traffic calming assessment on Limeridge Street and Gateway Drive (Attachment 1).

Town staff completed traffic calming warrant analyses following the procedures and methodologies outlined in the Town's Traffic Calming Policy at the following locations:

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

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.

A memorandum (Report No. PDS26-007) was presented at the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) meeting on January 28, 2026. Details are provided under the Advisory Committee Review section.

Analysis

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

Existing Road Conditions

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 m 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 m 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, a signed petition is required with a minimum threshold of 70% signatures 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. Alternatively, on streets where there are no sidewalks, the installation of a sidewalk on at least one side of the street should

have first been considered. The road grade is also required to 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 a 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). Limeridge Street is considered a local road and Gateway Drive is considered a collector road.

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 40 m east of Gateway Drive	7 km/h above the posted speed limit	No	274 Vehicles Per Day	No	No
Limeridge Street 110 m 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.

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:
 - 15 m for a local road
 - 30 m for a collector road
- To achieve desired 85th percentile speeds of 40 km/h, speed cushions should be placed approximately every 80 m
- 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 of this traffic calming measure 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 3.3 m to 3.5 m
- Ability to install a minimum of 80 m from a curve in the road
- Ability to install a minimum of 80 m from a traffic control device
- A minimum distance of 10 m from residential driveways
- A minimum distance of 25 m from intersections

Advisory Committee Review

A memorandum (Report No. PDS26-007) was presented at the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) meeting on January 28, 2026. The Committee provided the following feedback (Table 2).

Table 2: ATTSAC Comment Summary from January 28, 2026 Meeting

Comments	Responses
The Committee advised that the following be considered for Limeridge Street: 1. Installation of speed display boards.	The Town is scheduled to acquire new speed display boards in 2026. They will be placed at locations on a temporary and rotational basis. Limeridge Street can be included as a future location.

2. Improve sightlines through trimming/pruning overgrown vegetation adjacent to the 90-degree bend.	The Town's Operations Department will undertake an investigation and implement appropriate measures to improve sightlines.
3. Implementation of speed cushions as illustrated in Attachment 1. <u>OR</u> Consider a 2-year limited-use speed limit reduction (30 km/h) pilot program on Limeridge Street.	The implementation of speed cushions as illustrated in Attachment 1 is subject to Council approval. The Town currently has no relevant policy or program in place for speed limit reduction requests. A speed limit reduction to 30 km/h is more commonly implemented at Community Safety Zones and School Zones. Typically lowering the speed on a road isn't enough to influence driver behaviour. Other strategies such road geometry modifications, active enforcement and physical traffic calming measures are also required. In addition, a by-law amendment will be required for any speed limit amendment.

Table 2: ATTSAC Comment Summary from January 28, 2026 Meeting (continued)

Comments	Responses
The Committee advised that the following be considered for Gateway Drive:	
1. Implementation of traffic calming measures should be reviewed and assessed for the entirety of Gateway Drive.	As outlined in the Town's Traffic Calming Policy, an additional petition will be required for the remaining section of Gateway Drive (between St. John's Sideroad and Pedersen Drive). This was acknowledged by the Committee.

Legal Considerations

The Town has a responsibility to maintain road safety for the traveling public. Thoroughly investigating concerns raised by the public is essential to minimizing the risk of increased claims liability. By thoroughly investigating concerns raised by the public and adopting any recommendations resulting from the investigation, the Town can defend itself against legal claims and ensure a safer environment for the travelling public. Where the investigation has been thorough and reveals that no modification or mitigation is necessary, the Town would likely not have increased liability.

Financial Implications

There are no direct financial implications associated with the recommendation in this report.

However, should Council decide to proceed with the installation of traffic calming measures on Limeridge Street and/or Gateway Drive, the estimated cost is summarized below (Table 3).

Table 3: Traffic Calming Implementation Cost Summary

Study Locations		Traffic Calming Warrant Results	Estimated Cost for Traffic Calming Measure Installation
Limeridge Street	Between Gateway Drive and Kirkvalley Crescent	Not Met	Speed Cushions: \$40,000 for one set of cushions
			Or
			Flexible Signs: Not feasible due to insufficient driveway spacing
Gateway Drive	Between Pedersen Drive and Earl Stewart Drive/Birkshire Drive	Not Met	Speed Cushions: \$40,000 for one set of cushions
			Or
			Flexible Signs: \$1,000 for one (1) set (plus \$200 annual operating fee)
	Between St. John’s Sideroad and Pedersen Drive	Warrant No. 1 (Petition) Not Provided	Speed Cushions: \$80,000 for two (2) sets of cushions
			Or
			Flexible Signs: \$2,000 for two (2) sets (plus \$400 annual fee)
Total (Areas that meet warrant #1)			Speed Cushions: \$80,000 for two (2) sets of cushions
			Or
			Flexible Signs: \$1,000 for one (1) set (plus \$200 annual operating fee)
Total (All locations)			Speed Cushions: \$160,000 for four (4) sets of cushions
			Or
			Flexible Signs: \$3,000 (plus \$600 annual operating fee)

Notes:

- 1) Speed cushions: \$40,000 per location (including design and construction).

- 2) Flexible signs: \$1,000 per location plus \$200 annual operating cost for installation and removal.
- 3) Costs are high level estimates based on past projects.

The Town administers most of its traffic calming measures through capital project GN0046 – Traffic Calming per DC Study for which all of its currently approved budget authority has been spent or is earmarked for other plans. Should Council decide to proceed with the installation of traffic calming measures in this instance, this project's budget authority will need to be increased by an equivalent amount to what is required to complete this work and would be funded from roads development charges. All incremental operating fees would need to be accommodated within the operating budget.

Communications Considerations

None.

Climate Change Considerations

The recommendations from this report do not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

This report supports the Strategic Plan goal of "Support an Exceptional Quality of Life for All" by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

Alternative options for traffic calming measures have been included for Council's consideration in Attachment 1 of this report.

Should Council wish to proceed with traffic calming measures on Limeridge Street, staff recommend installing one set of traffic cushions at a cost of \$40,000.

Should Council wish to proceed with traffic calming measures on Gateway Drive between Pedersen Drive and Earl Stewart Drive/Birkshire Drive, staff recommend installing one set of traffic cushions at a cost of \$40,000. Traffic calming bollards are

more cost effective, however, require removal and reinstallation each year and only provide traffic calming benefit from April to November when installed.

Conclusions

This report presents to Council the results of traffic calming assessment on Limeridge Street and Gateway Drive.

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.

Should Council wish to proceed with traffic calming measures for Limeridge Street and/or Gateway Drive, alternatives have been included for consideration in this report along with potential costs for design and construction as required.

Attachment

Attachment 1 – Subject Locations for alternative Traffic Calming Measures

Previous Reports

Report No. PDS26-003, Traffic Calming Requests on Limeridge Street and Gateway Drive, January 13, 2026

Pre-submission Review

Agenda Management Team review on January 22, 2026

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer