

What is “Traffic Calming”?

Traffic calming devices are used to discourage undesirable motorist behaviour:

- reduce speeding
- reduce short-cutting through residential neighbourhoods
- enhance the of safety for pedestrians

What has happened so far?

Traffic speed studies were conducted in 2006 and 2007, prior to the installation of the temporary rubber traffic calming islands and curb extensions along Centennial Drive, and again in 2011 to determine the effectiveness of the devices.

Location	Speed (km/hr)*	
	2006/07	2011
Centennial Dr, from Patterson Cr (W)/Haviland Cr (E) to McDougall Cr (W) (ie. Curve in the road)	59	56
Centennial Dr, from Cockburn Cr. (E) to Dickey Cr (W) - Lisgar Ave	54	51
Centennial Dr School Zone (regular hours)	57	50
Centennial Dr School Zone (school hours)	N/A	35
Diefenbaker Dr School Zone (regular hours)	N/A	55
Diefenbaker Dr School Zone (school hours)	N/A	50




*“85th percentile speed,” (ie. 85 percent of motorists are travelling at this speed *or less*). It is typically acceptable for the measured 85th percentile speed to be within 5 km/hr of the posted speed limit.

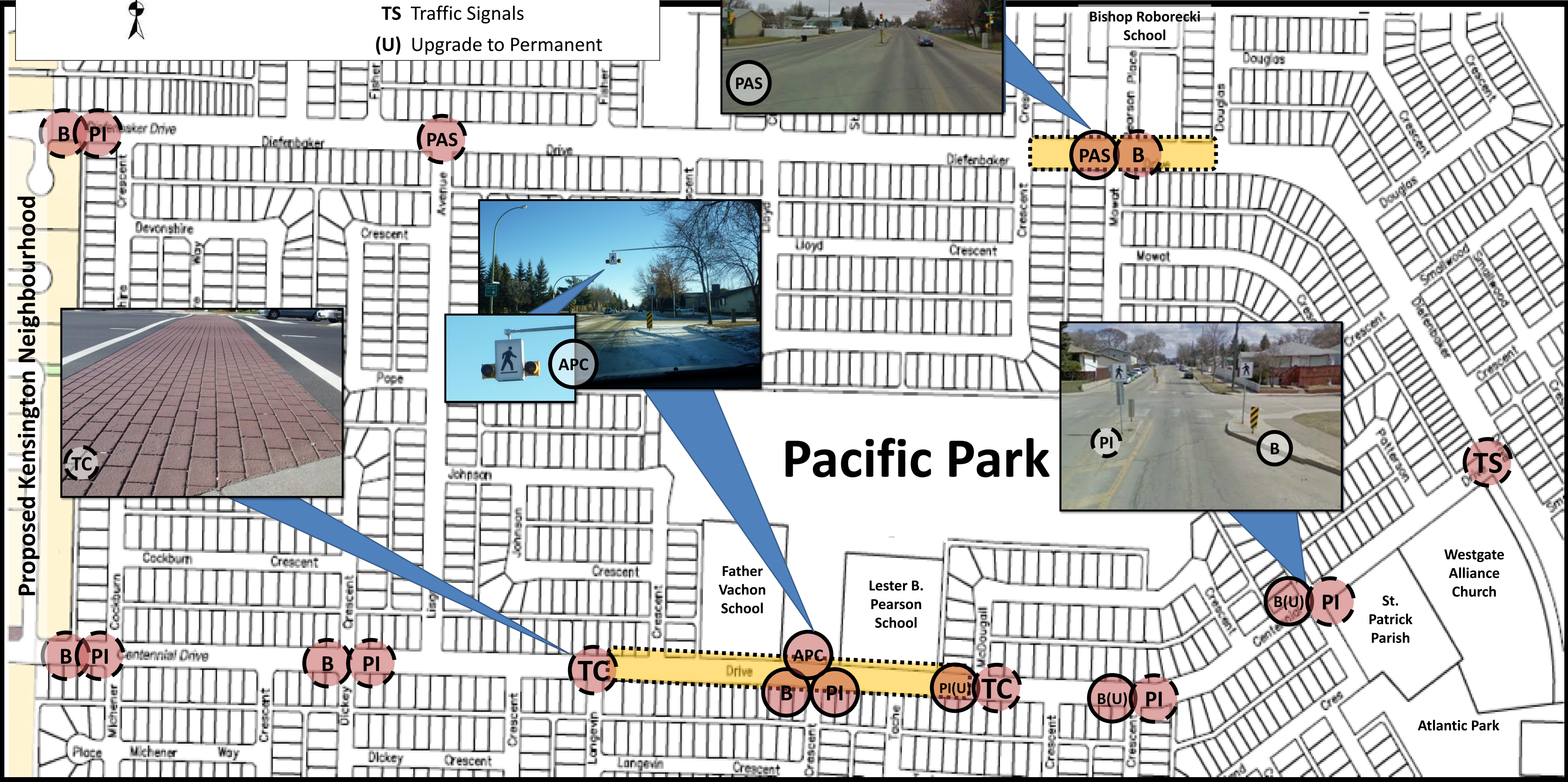
Results of the traffic studies indicate an overall decrease in traffic speeds since 2007 and that most motorists are travelling within acceptable speeds.

Traffic Calming Plan

Centennial Drive, Diefenbaker Drive

LEGEND

-  Existing Traffic Calming
-  Future Traffic Calming
-  School Zone
- B** Corner Bulbing
- PI** Centre Pedestrian Island
- TC** Textured Crosswalk
- APC** Active Pedestrian Corridor (Amber Flashing Beacons)
- PAS** Pedestrian-Actuated Signal
- TS** Traffic Signals
- (U)** Upgrade to Permanent



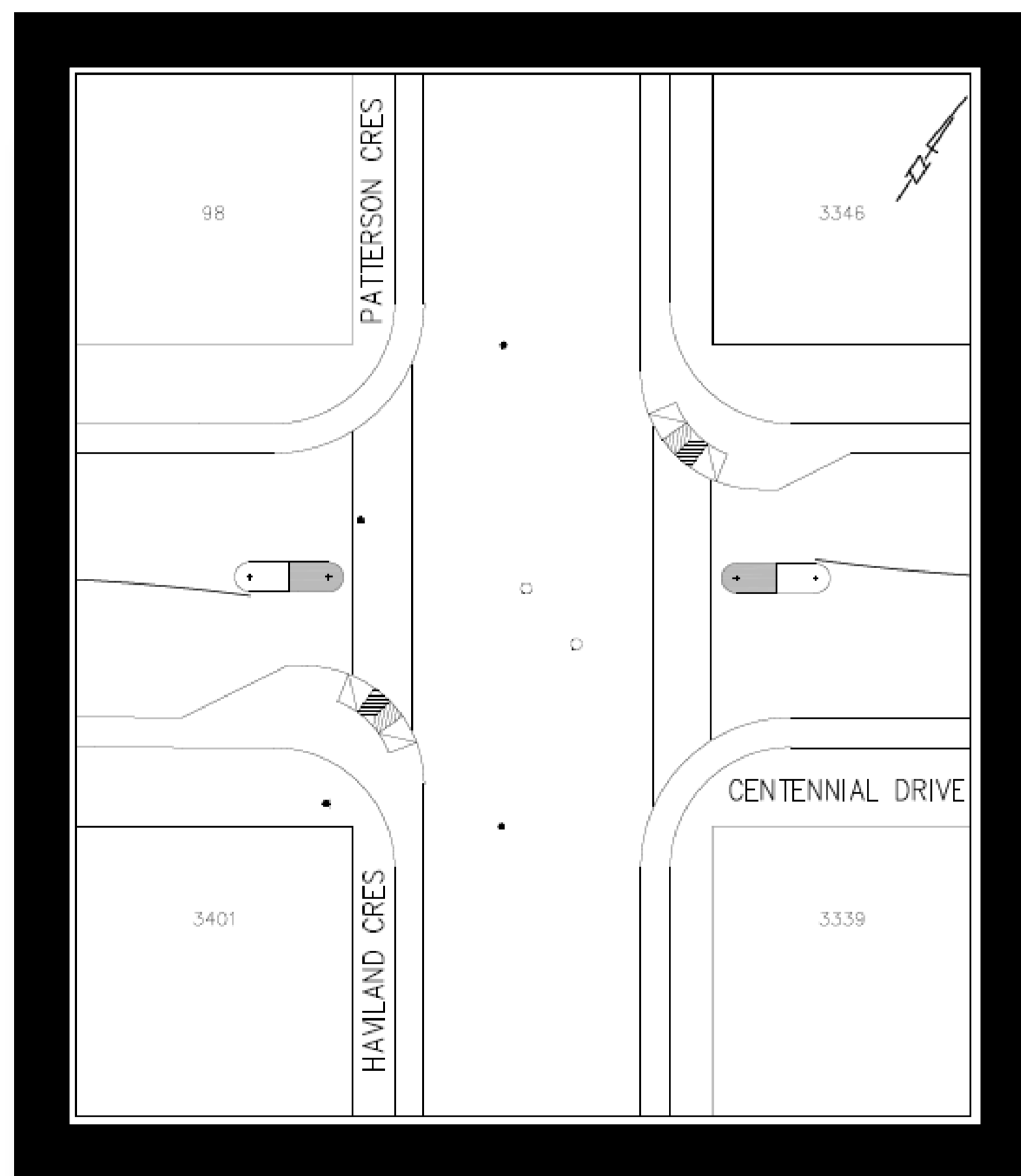
Proposed Kensington Neighbourhood

Pacific Park

Examples of Typical Traffic Calming

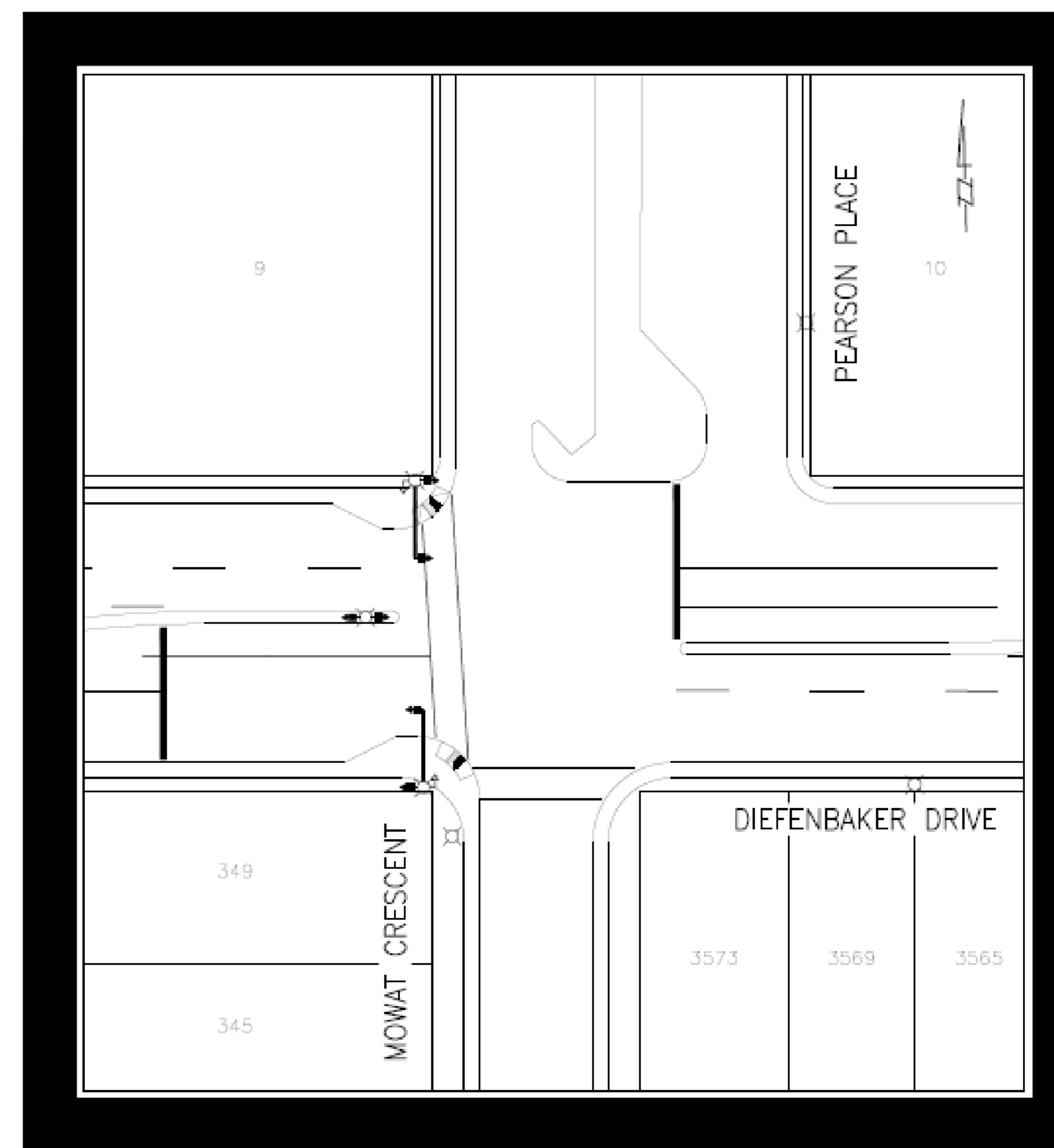
Corner Bulbing- and Pedestrian Island-Type

The images below illustrate what typical permanent corner bulbing and pedestrian island-type traffic calming may look like once completed.

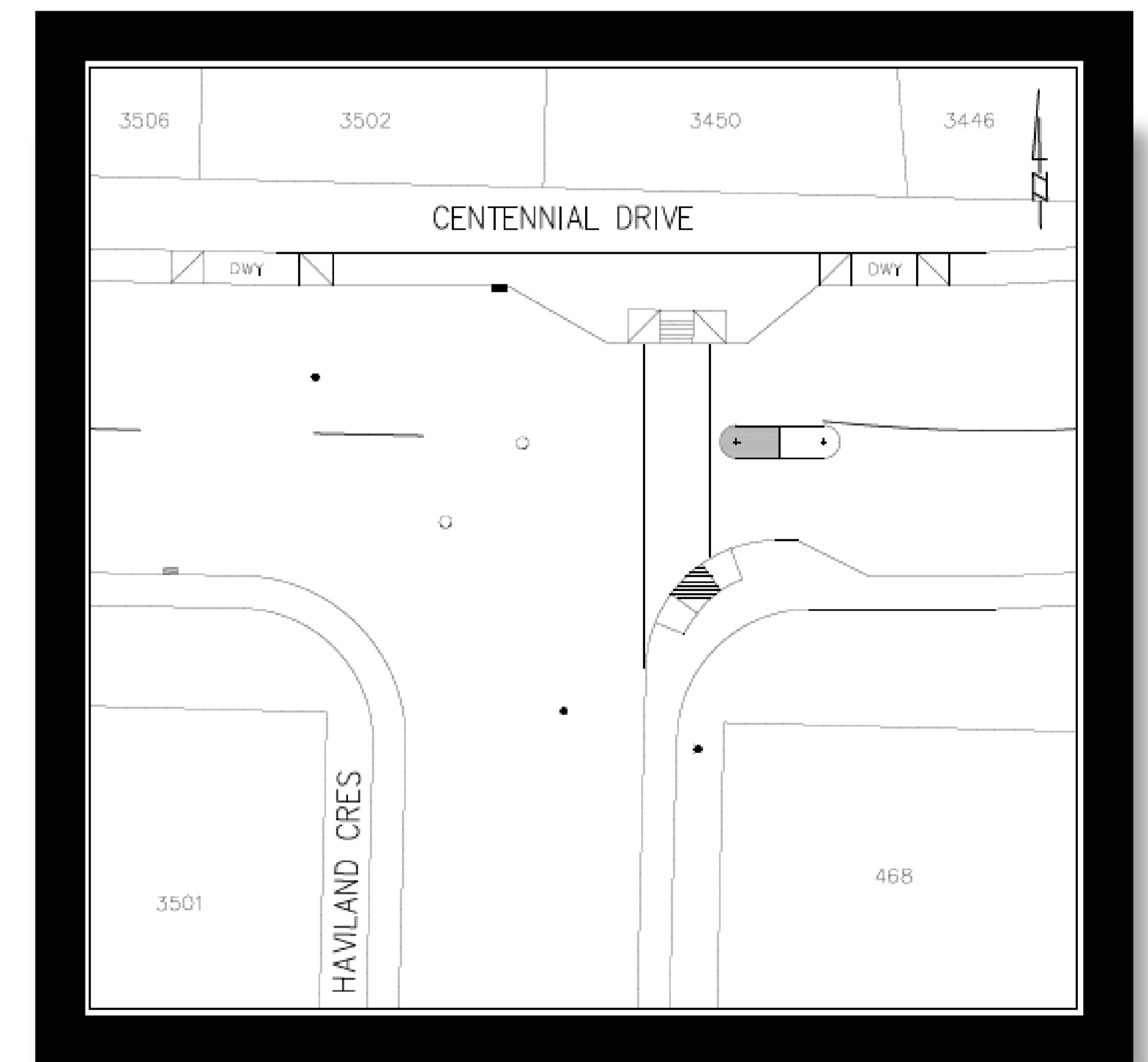


Centennial Dr & Haviland Cr / Patterson Cr
(similar for Centennial Drive & Dickey Cr /
Cockburn Cr)

Corner Bulbing with Pedestrian Islands on a Collector Roadway, 4-legged intersection



Diefenbaker Dr & Mowat Cr / Pearson Pl
 Corner Bulbing with Centre Median and Pedestrian Actuated Signals on an arterial roadway, 4-legged intersection



Centennial Dr & Haviland Cr
 Corner Bulbing with Pedestrian Islands on a Collector Roadway, 3-legged intersection

How do Centennial Drive and Diefenbaker Drive compare to similar roadways in the City?

While there will be traffic volume increases, the resulting traffic volumes are not uncommon for similarly classified roadways; Centennial Drive and Diefenbaker Drive have been greatly underused in terms of their roadway classification since their construction. In fact, even at the projected increased traffic volumes, Centennial Drive and Diefenbaker Drive will operate at traffic volumes comparable or lower than similar roadways.

Centennial Drive is classified as a **major collector** roadway, designed for both traffic movement and land access and can be expected to carry 5,000 - 12,000 vehicles per day.

Roadway (Area)	Actual ADT [vpd] (year)
Centennial Dr (Pacific Heights)	3,500 (2011); 5,900 (projected)
Wedge Rd (Dundonald)	9,100 (2010)
Fairmont Dr (Fairhaven)	6,400 (2010)
115th St (Forest Grove)	7,300 (2009)
Kingsmere Dr (Lakeview)	6,900 (2011)

Diefenbaker Drive is classified as **minor arterial** roadway, designed for major traffic movement with some access control and can expect traffic volumes up to 25,000+ vehicles per day.

Roadway (Area)	Actual ADT [vpd] (year)
Diefenbaker Dr (Pacific Heights)	8,000 (2011); 11,600 (projected)
Fairlight Dr (Parkridge)	16,300 (2010)
McKercher Dr (College Park)	15,100 (2010)
Clarence Ave S (Haultain)	11,800 (2009)
Taylor St (Holliston)	11,400 (2007)