

**TABLE 3.1: SCREENING CRITERIA FOR INITIATING A TRAFFIC CALMING STUDY**

Criteria	Threshold	A Traffic Calming Study may be considered if:
<b>All Criteria Must be Met</b>		
Previously Requested	Within Last Three Years	A prior request for traffic calming has not been denied within the last three years.
Measures Removed	Within Last Five Years	Traffic calming measures have not been removed within the last five years.
Roadway Classification	Local Street, Low Capacity Collector, or High Capacity Collector	The subject street is designated a Local Street, Low Capacity Collector or High Capacity Collector in the City of Peterborough Official Plan (Schedule B – Roadway Network).
Location	Transit Routes, Signed Hospital Routes, or Primary Fire Route	The subject street does not serve as a transit route, signed hospital route, and/or primary fire route in the City.
Speed Limit	≤ 50 km/h	The posted speed limit on the subject street is 50 km/h or less.
Road Grade	< 8%	The average grade of the subject street within the study area is less than 8%.
Segment Length	≥ 150 metres	The distance between stop-controlled intersections along the subject street is 150 metres or more.
<b>At Least One Criteria Must be Met for <u>Local Streets and Low Capacity Collectors</u></b>		
Operating Speed	≥ 5 km/h above posted speed limit	The 85 <sup>th</sup> percentile speed is 5 km/h or more above the posted speed limit.
Shortcutting Traffic	> 30%	The percentage of non-local traffic is more than 30%.
<b>At Least One Criteria Must be Met for <u>High Capacity Collectors</u></b>		
Operating Speed	≥ 10 km/h above posted speed limit	The 85 <sup>th</sup> percentile speed is 10 km/h or more above the posted speed limit.
Shortcutting Traffic	> 60%	The percentage of non-local traffic is more than 60%.

Notes:

1. The 85<sup>th</sup> percentile speed is calculated from data collected using automated traffic recorders (or similar units) over a 7-day period.
2. The percentage of non-local traffic is estimated by comparing the expected trip generation for an area to the actual volume counts. Alternatively, data will be collected through a license plate trace survey or data collection units with Bluetooth readers.