



City of  
**Peterborough**

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**To:** Members of the General Committee

**From:** Blair Nelson, Commissioner, Infrastructure, Planning and Growth Management

**Meeting Date:** August 5, 2025

**Report:** Traffic Calming Phase 2 Permanent Installations, Report IPGENG25-021

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## **Subject**

A report to recommend the installation of permanent traffic calming measures in the Sherburne Street, Highland Road, and High Street neighbourhoods.

## **Recommendations**

That Council approve the recommendations outlined in Report IPGENG25-021, dated August 5, 2025, of the Commissioner of Infrastructure, Planning and Growth Management as follows:

- a) That permanent traffic calming measures for the Sherburne Street and Highland Road neighbourhoods, as described in Report IPGENG25-021, be implemented and that staff be directed to include a request for funding for consideration in the 2026 Capital Budget review;
- b) That permanent traffic calming measures for the High Street neighbourhood, as described in Report IPGENG25-021, be implemented and that staff be directed to maintain the temporary traffic calming measures, beyond 2026, until High Street can be funded and reconstructed through a Capital Project;
- c) That By-law 91-71 being a By-law for the Regulation of Traffic be amended to modify the limits of the one-way traffic on High Street as outlined in Report IPGENG25-021; and

- d) That staff be directed to remove the temporary rubber speed cushions from all Phase 1 and Phase 2 traffic calming pilot project locations.

## Executive Summary

- Council approved a Neighbourhood Traffic Calming Policy and temporary traffic calming measures in four pilot areas on May 21, 2021 (IPSTR21-007). Council approved temporary traffic calming measures for two additional pilot areas, Highland Road and High Street neighbourhoods, on July 18, 2022 (IPSTR22-013).
- Temporary traffic calming measures were installed in the Highland Road and High Street neighbourhoods in the fall of 2023, along with a modification to the existing temporary traffic calming measures implemented in the Sherburne Street neighbourhood.
- In 2024, staff monitored the effectiveness of the temporary traffic calming measures in reducing vehicle speeds and vehicles infiltrating/shortcutting through the neighbourhoods.
- Information packages were delivered to residents in the Sherburne Street, Highland Road, and High Street neighbourhoods, which included study results, an invitation to a Public Information Centre, and a final survey to gauge neighbourhood support in making the temporary traffic calming measures permanent.
- Staff recommend the implementation of permanent traffic calming measures in the Sherburne Street, Highland Road, and High Street neighbourhoods. There is insufficient approved Capital Budget available to construct the permanent traffic calming measures as outlined in this report, and additional capital funding is required to implement permanent traffic calming measures in these neighbourhoods.
- The detailed engineering design, tender preparation, contract administration and construction inspection for the permanent traffic calming measures will be undertaken by the Engineering and Capital Works Division as part of the work program pending resources and budget approval.

## Background

### Traffic Calming Study Results

A Neighbourhood Traffic Calming Policy was approved by Council on May 25, 2021 (IPSTR21-07) along with traffic calming plans for five neighbourhoods (Phase 1).

In February 2024, Council approved Report IPGENG24-002 Traffic Calming Permanent Installations, for the implementation of permanent traffic calming measures on Franklin Drive, Cherryhill Road, Westridge Boulevard, Auburn Street, and Dunlop Street subject to available funding in the 2025 Capital Budget. In February 2025, while considering the 2025 City Budget, Council had some difficult financial decisions to make and voted not to support funding for the Traffic Calming Program in 2025.

In July 2022, Council approved Report IPSTR22-013 – Approval of Neighbourhood Traffic Calming Studies Phase 2. The Phase 2 neighbourhoods included High Street between Sherbrooke Street and Lansdowne Street, and Highland Road between Fairbairn Street and Chemong Road.

Temporary traffic calming measures, including devices such as rubber speed cushions, plastic bollards, low wall concrete barriers, and enhanced pavement markings, were installed in Phase 2 neighbourhoods in the fall of 2023. The Sherburne Street neighbourhood (Phase 1) temporary traffic calming measures were initially implemented in the fall of 2021 and subsequently adjusted in the fall of 2023 based on Phase 1 study data and resident feedback.

Staff monitored the effectiveness of the temporary traffic calming measures in reducing vehicle speed and shortcutting through the three neighbourhoods in 2024. The study results for each of the neighbourhoods are as follows:

- The Sherburne Street neighbourhood temporary traffic calming plan primarily featured rubber speed cushions on Morrow Street and Montgomery Street between Lock Street and Sherburne Street. The results showed a decrease in operating speed from 50 km/h to 39 km/h on Morrow Street and a decrease from 50 km/h to 40 km/h on Montgomery Street. Vehicle shortcutting remained consistent on both Morrow Street and Montgomery Street at around 18-23%. Permanent traffic calming measures will include the implementation of concrete or asphalt speed cushions and enhanced pavement markings.
- The Highland Road neighbourhood temporary traffic calming plan primarily featured rubber speed cushions and a speed limit reduction to 40 km/h (further reduced to 30 km/h fronting Highland Heights Public School as part of the School Area Speed Limit Reduction project IPSENG23-014). The results showed a decrease in operating speed, ranging from 52 to 58 km/h in 2021 to a range of 47 to 49 km/h in 2024. Vehicle shortcutting did not change but remains below the initial screening threshold for low-capacity collector roads in the Traffic Calming Policy. Permanent traffic calming measures will include the implementation of concrete or asphalt speed cushions.
- The High Street neighbourhood temporary traffic calming plan primarily featured a change to one-way traffic (southbound) between Sherbrooke Street and Frank Street, and a temporary protected pedestrian pathway created using low wall concrete barriers between Sherbrooke Street and Brunswick Street. A Level 2 Type C pedestrian crossover was implemented on High Street at Chamberlain

Street. The results showed a decrease in operating speed, ranging from 49 to 57 km/h in 2021 to a range of 44 to 49 km/h in 2024. Vehicle volume decreased 7.7% between Lansdowne Street and St Mary's Street and decreased 51% between Sherbrooke Street and Frank Street with the implementation of one-way traffic. In the previous 5-years before the implementation of one-way traffic on High Street there were an average of ~2 collision per year at the High Street and Sherbrooke Street intersection. Post implementation there have been no collisions reported at this intersection. Permanent traffic calming measures will include constructing a one-way urban road cross-section with concrete curb and gutter, and sidewalk on High Street between Sherbrooke Street and Brunswick Avenue as part of a road reconstruction project.

Following the presentation of the study results, a final survey was administered to neighbourhood residents in order to assess their level of support for implementing the temporary traffic calming measures on a permanent basis. The traffic calming plans are shown in **Appendix A**, and the results of the neighbourhood surveys are below in Table 1.

**Table 1 – Survey Results**

<b>Neighbourhood</b>	<b>Number of Residents Surveyed</b>	<b>Number of Responses Received (%)</b>	<b>% Residents <u>Supporting</u> Permanent Installations</b>	<b>% Residents <u>Not Supporting</u> Permanent Installations</b>
Sherburne Street / Morrow Street / Montgomery Street	195	49 (25%)	57%	43%
Highland Road	161	35 (22%)	80%	20%
High Street	205	52 (25%)	67%	33%

The Traffic Calming Policy requires a minimum response rate of 25% of all eligible households (response rate), with a minimum of 51% of respondents in agreement (support rate), to implement permanent traffic calming measures. The Sherburne Street neighbourhood met the minimum response rate with 25% of residents responding to the survey, with a support rate of 57%. Staff are recommending that permanent traffic calming measures be implemented in the Sherburne Street neighbourhood.

Highland Road had a very high support rate (80%) and a response rate of 22% for 161 surveys. While the response rate does not meet the 25% minimum response threshold, staff are recommending that permanent traffic calming measures be implemented on Highland Road. The support rate was the highest amongst the three neighbourhoods surveyed and remained consistent between the initial survey and the final survey. The

initial survey had a response rate of 24% and a support rate of 87% as detailed in report IPSTR22-013.

The initial High Street survey in 2022 was delivered to 150 households; however, resident feedback collected during the pilot installation period led staff to increase the survey area to include an additional 55 surveys to households on Brunswick Avenue, Hilltop Street, Hayes Street and Devon Avenue. These streets were not included in the initial survey as they were outside of the original study area. The survey responses received from the original study area and the additional surveys are shown in Table 2.

**Table 2 – High Street Survey Results**

<b>Neighbourhood</b>	<b>Number of Residents Surveyed</b>	<b>Number of Responses Received (%)</b>	<b>% Residents <u>Supporting</u> Permanent Installations</b>	<b>% Residents <u>Not Supporting</u> Permanent Installations</b>
Original Study Area	150	40 (26%)	75%	25%
Additional Surveys	55	12 (21%)	42%	58%
<b>Total Surveys</b>	<b>205</b>	<b>52 (25%)</b>	<b>67%</b>	<b>33%</b>

The response rate from the original study area was 26%, with a support rate of 75%. The response rate for the additional 55 surveys was 21%, with a support rate of 42%. The overall response rate for High Street was 25%, with a 67% support rate. Staff recommend that permanent traffic calming measures be implemented on High Street.

Residents were invited to submit any final comments concerning the temporary traffic calming plans during the Public Information Centre on March 19, 2025, and with the final survey. A list of comments is provided in **Appendix B**.

### **Sherburne Street Traffic Calming Comments**

The Sherburne Street neighbourhood comments included concerns with on-street parking, concerns about the condition of the rubber speed cushions, and the desire for all-way stops at the intersections of Sherburne Street and Morrow Street and Sherburne Street and Montgomery Street. Municipal Operations and Municipal Law Enforcement Services have both been made aware of the issues raised concerning the rubber speed cushions and the on-street parking. In addition to this, staff re-evaluated the need for all-way stops at Sherburne Street/Morrow Street and Sherburne Street/Montgomery Street and determined that all-way stops are not warranted.

## Highland Road Traffic Calming Comments

The Highland Road neighbourhood comments raised concerns about the condition of the rubber speed cushions, the number and spacing of the rubber speed cushions, and highlighted the need for either left turn restrictions or traffic signals at Highland Road and Chemong Road. Future intersection improvements at Highland Road and Chemong Road are included as part of a Chemong Road Reconstruction Capital Project, pending Council and budget approval.

## High Street Traffic Calming Comments

The High Street traffic calming survey and Public Information Centre generated many comments and concerns, which warranted additional consideration. The High Street traffic calming plan (**Appendix A, Figures A1 and A2**) consists primarily of one-way traffic (southbound) between Sherbrooke Street and Frank Street, and a protected pedestrian pathway (built using low wall concrete barriers) on the west side of High Street between Sherbrooke Street and Brunswick Avenue. During the temporary traffic calming installation and final survey, there have been several operational concerns repeatedly documented by city staff:

- Drivers were observed driving the wrong way between Frank Street and Brunswick Avenue.
- The low wall concrete barriers limit snow storage.
- Pavement condition on the protected pedestrian walkway is uneven in places, making the use of strollers or walkers difficult.
- The low wall concrete barriers make accessing driveways more challenging for some residents.
- The low wall concrete barriers impede the efficient collection of garbage, recycling, and green waste.

Requests for one-way traffic to end at Brunswick Avenue (rather than continue south to Frank Street) were made multiple times through the final survey, Public Information Centre, and during the trial period for the temporary traffic calming measures. One-way traffic was implemented between Sherbrooke Street and Frank Street to prevent shortcutting vehicles from using Brunswick Avenue, Hayes Street, and Devon Avenue. However, residents of those streets were required to find alternative, often longer, routes home. The survey results showed lower support from residents on Brunswick Avenue, Hayes Street, and Devon Avenue for implementing permanent traffic calming measures. The one-way section between Brunswick Street and Frank Street also creates operational concerns for garbage, recycling, and green waste pickup, and for snow clearing operations for residents on the east side of High Street.

## High Street Traffic Calming Plan Recommendations

Staff recommend restoring two-way traffic between Frank Street and Brunswick Avenue to improve access for neighbourhood residents and address concerns raised by Municipal Operations with respect to garbage/recycling/green waste collection, and snow removal. It is anticipated that this adjustment may cause some shortcutting traffic to utilise Brunswick Avenue to access Sherbrooke Street via Clonsilla Avenue. It is proposed that an information sign will be placed on the northeast corner of High Street and Frank Street to discourage vehicle shortcutting on Brunswick Avenue.

Staff recommend modifying the low wall concrete barriers north of Brunswick Avenue. The low wall concrete barriers have been implemented with a long taper to shift southbound vehicles from the east side of the road back to the west side of the road before the intersection with Brunswick Avenue. An adjustment to the low wall concrete barriers (**Appendix C**) will allow for more snow storage and easier driveway access for High Street residents. The adjustment is limited to the most southerly section of the low wall concrete barriers and will not impact the protected pedestrian pathway. Staff also recommend maintenance be carried out on the protected pedestrian pathway to ensure a smooth walking surface.

The protected pedestrian pathway and low wall concrete barriers are a temporary traffic calming solution. Permanent traffic calming measures for High Street would include the construction of a sidewalk and the reconstruction of High Street between Sherbrooke Street and Chamberlain Street in accordance with current engineering design standards. The budget request, detailed design, contracting, and reconstruction of High Street will be undertaken by Engineering and Construction Services.

## Temporary Rubber Speed Cushions Recommendation

An inspection of all rubber speed cushions was conducted in the spring of 2025. There are 17 sets of rubber speed cushions installed (Phase 1 and Phase 2 pilot projects), each set containing three cushions. The inspection revealed significant damage and deterioration to the speed cushions. This damage is the result of prolonged use, snow-clearing operations, and repeated repairs. Common damage includes cracking and splits along the leading edges, missing or protruding bolts, sections lifting off the road surface, or entire sections missing and replaced with asphalt. Damage to surface asphalt where bolts have been installed and repaired is also prevalent in all pilot project locations. It is estimated that there have been over 100 maintenance calls to Municipal Operations over the last four years for the repair or replacement of rubber speed cushions.

In 2024, the most critically damaged rubber speed cushion sections were replaced. Significant snowfall in the winter of 2024/2025 led to many service calls and repairs, including the newly replaced sections. In an attempt to extend the serviceability of the rubber sections, asphalt has been used as a temporary patch. Based on the current condition of the rubber speed cushions, staff are of the opinion that additional repairs are not practical and as such recommend the removal of all rubber speed cushions

before the winter of 2025/2026, and that they not be reinstalled until permanent speed cushions (concrete or asphalt) can be constructed.

## Strategic Plan

Strategic Pillar: Infrastructure

Strategic Priority: Develop and implement robust long-term capital planning forecasts and budget planning to ensure municipal infrastructure remain in a state of good repair.

Neighbourhood traffic calming measures promote more liveable neighbourhoods by reducing the speed of traffic and reducing traffic volume by discouraging vehicles from short-cutting through the neighbourhood. Temporary traffic calming measures allow city staff to evaluate the effectiveness of the plans without the high upfront cost of permanent solutions and to make alterations to the designs before the permanent solutions are installed. The recommended permanent measures are durable and provide a more aesthetic, long-lasting solution to traffic concerns in local neighbourhoods.

Strategic Pillar: Community & Well-being

Strategic Priority: Promote and enforce traffic safety on city roads.

The Traffic Calming Policy incorporates public consultation into every major step of the process. This helps promote a sense of neighbourhood community as it allows residents to have direct input into the changes being made in their neighbourhood. Traffic calming measures promote road safety by reducing vehicle speeds and discouraging shortcutting through local neighbourhoods.

## Engagement and Consultation

Community engagement has been an important aspect of this project and has been undertaken at numerous points in the study process, including:

- Door-to-door mail drop of project surveys and public meeting information.
- Online engagement, including the project website at [www.connectPTBO.ca](http://www.connectPTBO.ca)
- Online and mail-in surveys to provide residents with multiple options for connecting with city staff and providing opinions on neighbourhood projects.
- Online community workshops during COVID restrictions to allow for public discussion. Two online community workshops were held for each neighbourhood in Phase 2.

- In-person Public Information Centres, allow residents to speak directly with staff. The Public Information Centre was held before the final survey deadline.

## Budget and Financial Implications

The estimated cost for the implementation of permanent traffic calming measures is summarized in Tables 4 and 5.

**Table 4 – Sherburne Street and Highland Road Cost Estimates**

Neighbourhood	Neighbourhood Support	Permanent Measures	Estimated Cost
Sherburne Street	56%	Speed cushions and curb radius reduction	\$ 130,000
Highland Road	80%	Speed cushions	\$ 106,250
<b>Total Estimated Cost</b>			<b>\$ 236,250</b>

**Table 5 – High Street Cost Estimates**

Neighbourhood	Neighbourhood Support	Permanent Measures	Estimated Cost
High Street	67%	Road Reconstruction	\$ 7,300,000

The estimated costs for the Sherburne Street and Highland Road permanent traffic calming plans are based on a single design, tender, and contract package for efficiency and to receive the most cost-effective pricing. The High Street reconstruction is a capital project and will be included in future capital budget requests. The estimated costs including design, tender preparation, contract administration, inspection and contingency.

Section 4.1.6 of the Neighbourhood Traffic Calming Policy governs the process for recommending permanent traffic calming measures. After neighbourhood approval, a budget request is made in the following year's capital budget recommending the installation of permanent traffic calming measures.

It is recommended that funds to implement the permanent traffic calming measures for the Sherburne Street and Highland Road neighbourhoods be included in the 2026 Capital Budget request for Council's consideration. It is recommended that High Street between Sherbrooke Street and Chamberlain Street be added to the Engineering and Capital Works Division road reconstruction program with a request for funding in future Capital budgets.

## Conclusion

Temporary traffic calming measures were implemented in the High Street, Highland Road, and Sherburne Street neighbourhoods in the fall of 2023. The results of the traffic calming studies were delivered to residents along with a final survey to gauge support in making the temporary traffic calming measures permanent. Residents in all three neighbourhoods voted in favour of making the traffic calming measures permanent. As per the City of Peterborough Traffic Calming Policy, a budget request will be made for the 2026 Capital Budget for Council's consideration. If Report IPGENG25-021 recommendations are not approved, then all temporary traffic calming measures will be removed as soon as practicable.

## Attachments

- Appendix A: Neighbourhood Traffic Calming Plans
- Appendix B: Resident Comments
- Appendix C: Revised High Street Traffic Calming Plan
- Appendix D: Draft By-law to amend By-law 91-71

Submitted by,

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# Appendix A: Neighbourhood Traffic Calming Plans

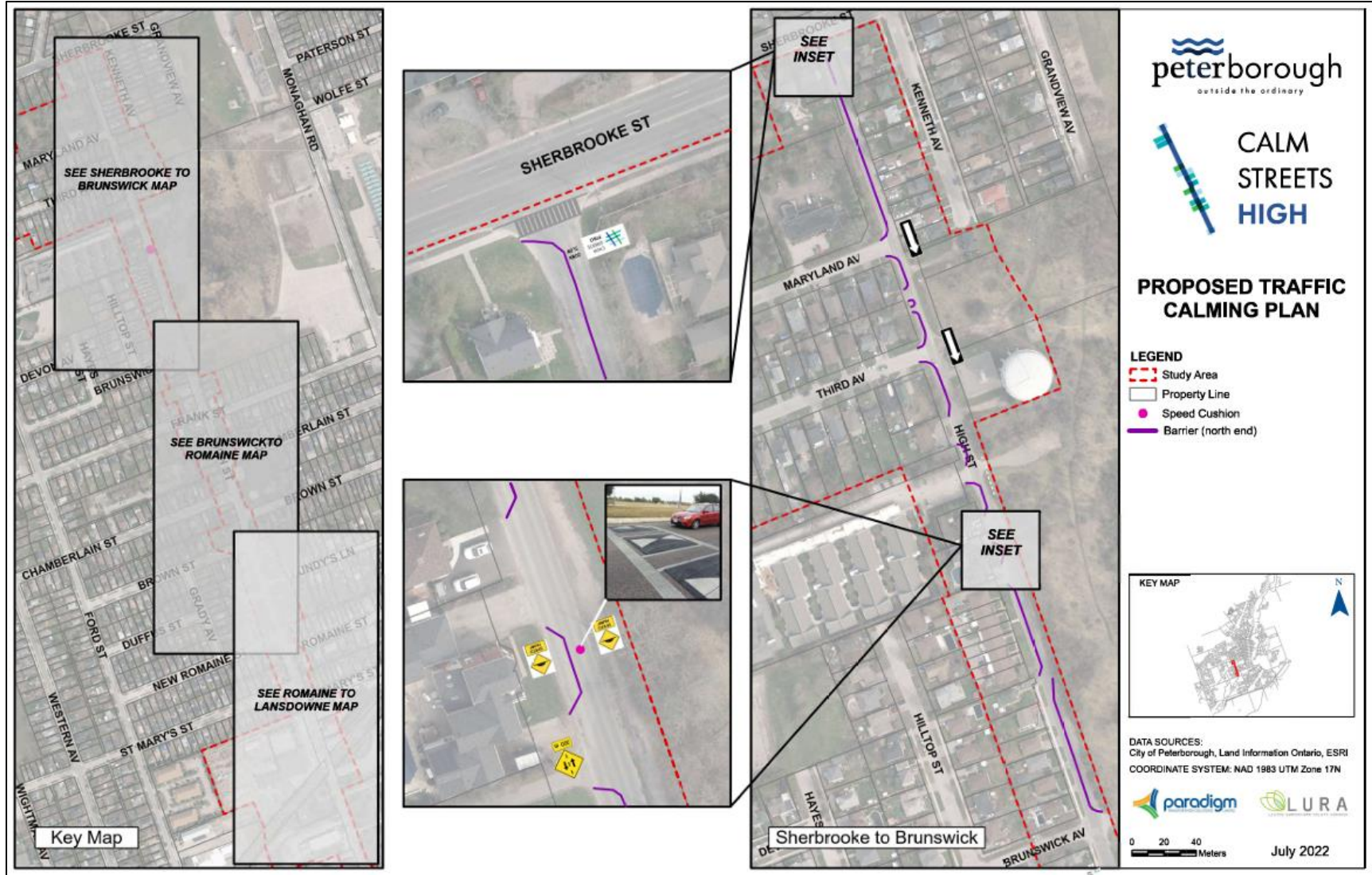


Figure A1: High Street Traffic Calming Plan (1 of 2)



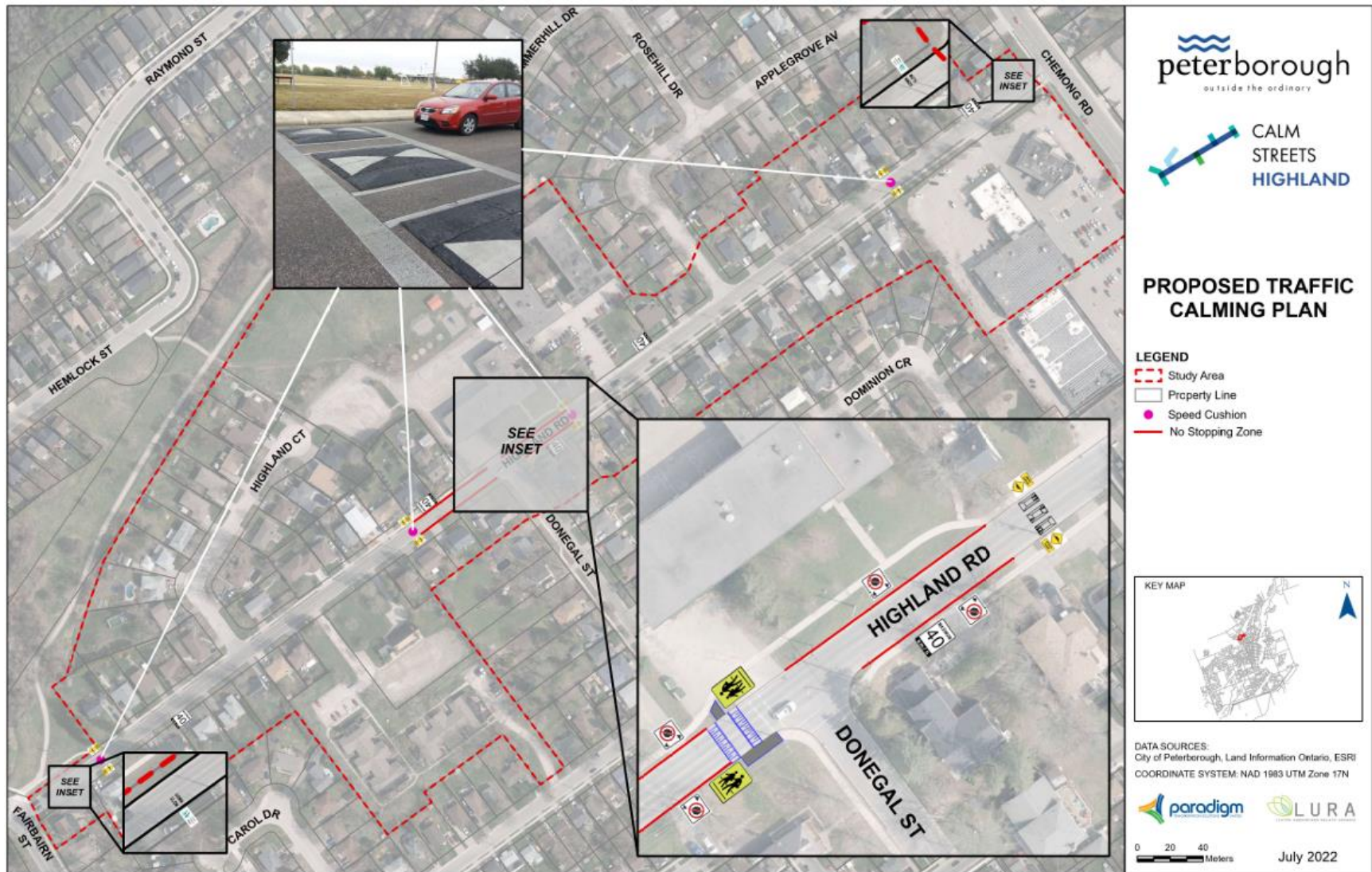


Figure A3: Highland Road Traffic Calming Plan

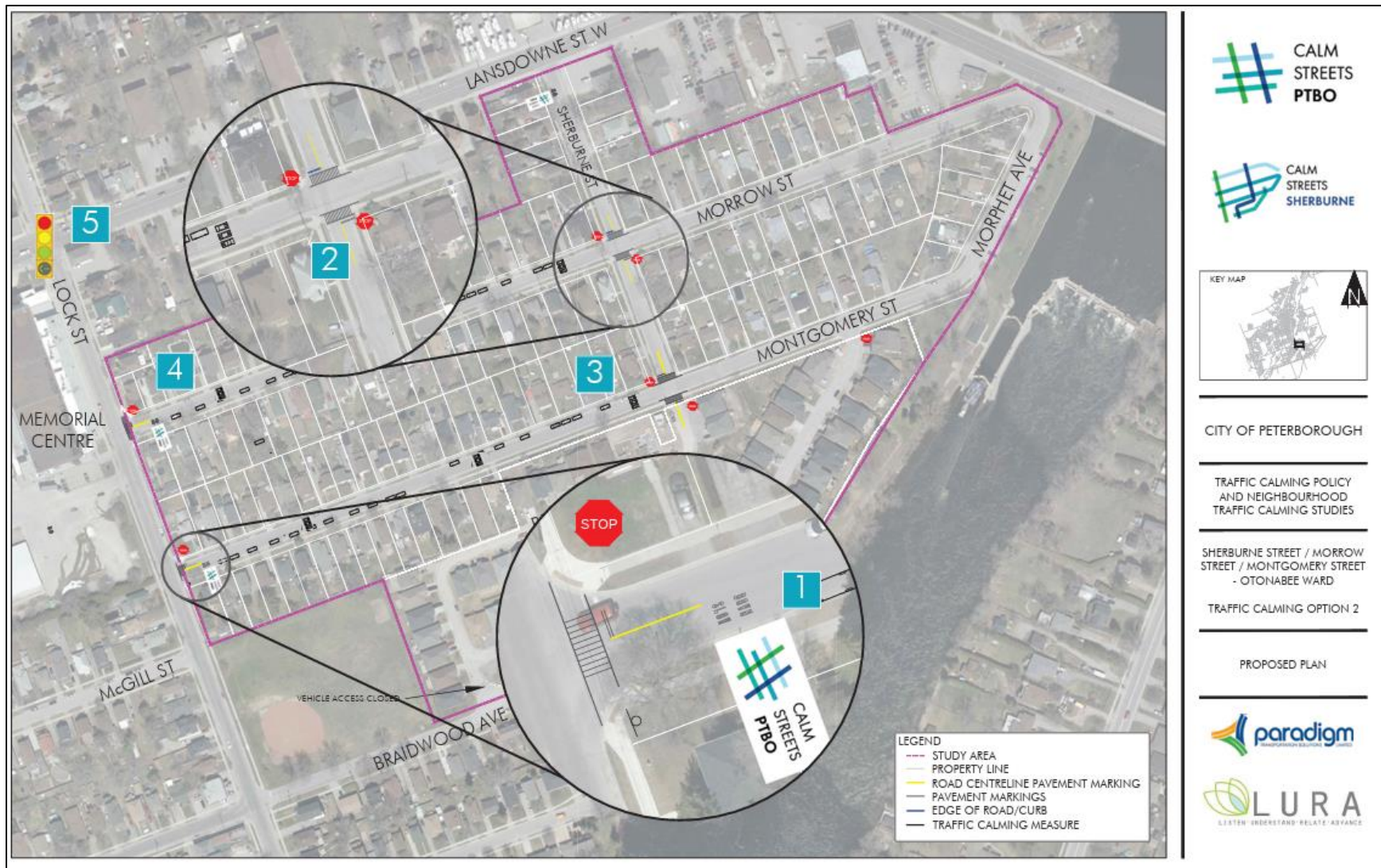


Figure A4: Sherburne Street Traffic Calming Plan

**Appendix B: Survey Comments**

Number	Neighbourhood	Comment
1	Sherburne Street	Install a 4-way stop on Morrow/Montgomery/Sherburne
2	Sherburne Street	My final comments are to keep the speed bumps.
3	Sherburne Street	Why are there not 4 way stops at Sherburne and Montgomery and Sherburne and Morrow? Also, why are there no speed bumps east of Sherburne? I have witnessed several near accidents at these 2-way stops. Drivers heading westbound along Montgomery and Morrow are often speeding before approaching the speed bumps, and for everyone's safety and to slow traffic, there should be 4-way stops in addition to speed bumps.
4	Sherburne Street	The speed humps definitely reduce the speed of traffic, but it doesn't necessarily reduce the overall volume of traffic. On Peterborough Pete's game nights, the surrounding streets are filled with parked vehicles of fans attending the game. I understand there is nothing illegal about parking on the streets, but this past winter has been extremely challenging getting home from work. The volume of snow this year has reduced the width of the usable road, and when filled with marked cars, it becomes a one-lane street. Oftentimes, two opposing vehicles approach one another with nowhere to move and let the other vehicle pass. Sometimes, one vehicle would have to back up the entire street or attempt to pull into a driveway with negligible room to turn. I think next winter we need increased snow clearing efforts (dump truck removal of snowbanks) or increased "no parking regions" to ensure opposing vehicles can pass, but something needs to be done.
5	Sherburne Street	I don't see these measures as necessary at all. As I've indicated in the past, they would be far less offensive if it wasn't my taxpayer dollars funding them. However, if the community votes to make them permanent, please address the following: 1. The current

		<p>speed bumps have been in a state of disrepair over the last few weeks. Either find a model designed to work with snowplows or be more expedient in repairing them. 2. Install continuous speed bumps or eliminate parking directly adjacent to them. I cross those bumps 4-6 times a day with my vehicle and shouldn't have to drive with my vehicle half on and half off the speed bump all the time or cross into the oncoming traffic portion of the street because someone is parked on top of it. 3. Please, when the final decision is communicated, provide me with a copy of the research, manufacturer's specifications, or other evidence that was used to support the municipality's determination that requiring me to cross three speed bumps 4-6 times a day over multiple years in order to access my property would not result in damage to my vehicle, and the maximum speed at which the bumps can be crossed that many times before damage would occur. Thanks!</p>
6	Sherburne Street	<p>Traffic calming measures are a nuisance - I am sick of driving over them every day. I do not see a point as Morrow and Montgomery are essentially dead-end streets.</p>
7	Sherburne Street	<p>Speed humps are not being obeyed as cars/SUV's race from one to the other and trucks don't slowdown at all. Traffic control signs are confusing people, causing chaos, so I would like to see it ALL go back to where it was. The left green turning arrow at Lock &amp; Lansdowne Streets was a good change, but I would like to see it working all the time and for longer!!</p>
8	Sherburne Street	<p>The speed bumps seem to be helping reduce speeds on the street as vehicles have to slow down 3 times due to there being 3 sets. We'd like to keep the middle speed bumps too, because without them, people will speed between the speed bumps at both ends. Though the speed bumps haven't reduced the amount of cut-through traffic, they've made it safer for the children in the nieghbouhood.</p>
9	Sherburne Street	<p>Although we appreciate the speed reduction, it's a shame the program for our neighbourhood is ending. We support continued efforts to reduce cut-through traffic, including the proposal to install a blockade at Morrow and Sherburne intersection to prevent northbound turns from eastbound Morrow.</p>

10	Sherburne Street	Parking on Thursday nights can be a problem
11	Sherburne Street	Still people ignoring speed bumps; they do not slow down. How are repairs to be made when the council has deleted the budget? Suggest keeping the bumps in bad repair, then remove.
12	Sherburne Street	I noticed a big difference when the second set of speed bumps were added on Montgomery. Traffic calming on Montgomery should be permanent due to young children who live on Montgomery, as well as how unsafe Montgomery is on game nights. I don't use Morrow very often, so I can only speak to Montgomery.
13	Sherburne Street	My house is close to one of the speed bumps, and although it can create noise when vehicles go over too fast or vehicles pulling trailers, I fully support the traffic calming installation becoming permanent. It reduces the speed at which vehicles travel on Morrow, making it much safer.
14	Sherburne Street	Sherburne has become very dangerous at Lansdowne. On-street parking should be restricted on the west side and within 100 meters of Lansdowne on the east side of Sherburne. Traffic exiting Lansdowne often turns onto Sherburne and is restricted by parked cars on either side.
15	Sherburne Street	Suggest police in cars take their coffee breaks and lunches parked on calming streets instead of big public parking lots.
16	Sherburne Street	The stats you have provided make good sense. I love seeing the changes. Making it permanent seems to be the right thing to do.
17	Sherburne Street	Do we need 3 speed cushions? Two should suffice. Install 4-way stop signs at the intersections with Sherburne. Increased parking enforcement to ensure calendar parking is observed.

18	Sherburne Street	Greatly appreciate the study. We have a large walking population with strollers and dogs ever since the Lock 19 renovation was completed. We would like to see additional rubber speed cushions installed between Sherburne and Lockside on Montgomery to slow down the operating speed as vehicles speed up.
19	Sherburne Street	Please consider 3-way stop signs on Montgomery and Lock. Traffic on Lock is increasing, so this idea, if implemented, would provide for safer turns onto Lock. It would also reduce cut-through traffic by placing one more calming obstacle on Lock. It would calm traffic speed on Lock.
20	Sherburne Street	People do not stop at the stop sign on Sherburne at Morrow.
21	Sherburne Street	Speed bumps are difficult, hard on cars, need stop signs, still high speed past my home around the corner, very frustrating. We have children who walk along here no consideration for speed, very difficult and frustrating ongoing issues. Also have almost been hit at the intersection of Morrow and Sherburne.
22	Sherburne Street	Remove the speed humps. Three sets of humps in less than a quarter of a km is excessive. This winter the humps became a hazard to vehicles as the humps broke several times. Make the intersections all-way stops. Add one speed hump in the middle if required. The person who started this has moved.
23	Sherburne Street	Not needed on our end of Morrow as it is short and seems like an end to the street, like a dead end.
24	Sherburne Street	Remove all the calming installations actually obstacles to smooth traffic flow and efficient snow removal. Install a four-way stop.
25	Sherburne Street	4-way stops would solve all the problems.

26	Sherburne Street	I would suggest that only one speed cushion is necessary between Lock and Sherburne St as vehicles have to stop before entering Lock St, and many, if not most, vehicles slow down to make the turn either getting off or on Sherburne.
27	Sherburne Street	Install flashing speed signs, this will remind drivers of the current speed.
28	Sherburne Street	The speed bumps look terrible, and they're hurting the shocks on the car. The pinching at stop signs was very dangerous.
29	Sherburne Street	I do not support speed bumps, temporary or permanent, they are easily damaged, hard to keep snow clearance possible, and a nuisance to drivers. Your study indicates speeds have been reduced somewhat, but cut-through traffic remained essentially the same. Speed bumps, in my opinion, are not the answer. Has there been a study on rumble strips or lane narrowing?
30	Sherburne Street	In your last writing, you stated they were not effective so why are they still there? Snowplows are constantly damaging them, which is costing taxpayers. Damage to vehicles is a risk and a lawsuit waiting to happen.
31	Highland Road	This traffic calming is the best thing that could have happened for Highland Rd and its residents. While the number of cars has not decreased since 2021, they have also not increased, despite the huge number of houses and people moving into the Lily Lake housing complex. Also, while a decrease in approx. 10km/hr (as noted in your letter) may seem small, but every decrease in speed makes a difference. Also, the number of cars that used to speed up to 80-100km/hr along Highland Rd appears to have completely stopped. This is a huge win. This is a residential area that should be calm and quiet, and safe for young and old. My son, only 7 years old, and I feel much safer for him with the traffic calmed. We also no longer fear for our lives (I am not exaggerating) as we pull out of our driveway, which is on the edge of the blind hill on Highland Rd. We also no longer fear for the lives of the school children or the crossing guard, as they go to Highland Heights school in the morning or depart in the afternoon. PLEASE MAKE THIS TRAFFIC CALMING PERMANENT AND DO EVEN MORE IF YOU CAN! Thank you for the opportunity to have input into this important study and

		important safety measure for our neighbourhood. We would appreciate receiving a follow-up to this message and the outcomes of the survey.
32	Highland Road	I don't believe the traffic cushions etc., have done anything of any significance. What I do recommend is that you consider putting lights in at Wolsely and Fairburn. The traffic increased dramatically when the lights went in on Highland Road at Fairburn. By putting lights in at Wolsely and Fairburn, I suspect it will get people off our road back onto Wolsely and off Highland Road. People switched to our road once the lights went in, as it is hard to turn onto Fairbairn given the higher volume of traffic, which, of course, has been exacerbated by the new subdivision.
33	Highland Road	It is unfortunate that it is an "all or nothing" approach to the traffic calming measures. The reduction in speed is a good measure, however, the traffic cushions are too far apart, and the speed for those of us who reside between the cushions is in excess of the results provided. Even if the average speed were to be 49 km/hr, that is 19 km/hr above the posted speed limit of 30 km/hr for more than half the street. It is still in excess of the remaining 40 km/hr. The cushions have caused a further hazard by near rear-end collisions from drivers who do not want to slow down and are impatient with drivers who do. With roughly 150 homes on Highland Road, it has clearly become a cut-through, and the traffic cushions have not deterred that, as the numbers did increase (slightly but did increase). This problem for us was created when the traffic lights were installed at Fairbairn and Highland, where a pedestrian-activated crosswalk would have been sufficient. The full traffic lights should have been installed at Wolsely and Fairbairn in accordance with the "high volume collector road" designation for Wolsely Street. If traffic lights are installed at Chemong and Highland, it will make our situation even worse. Through a Freedom of Information request, I am aware of how many traffic tickets have been issued since the installation of these "calming" measures, therefore, the signage of "Community Safety Zone Fines Increased" is nothing more than a veiled threat. A restricted access at Chemong and Highland, as well as a right turn only off of Highland onto Chemong, would be more of a deterrent to cut-through drivers. I did attend the Public Information session on the 19th and appreciate Graeme Pickett listening to our concerns, and am hopeful more influence can occur to not put traffic lights at Highland and Chemong. There are other areas of the city where street access has been restricted

		by use of a traffic island, and that would be something for the city to consider if they are sincere about returning our street to its original designation of a "low volume collector road". I am open to further discussion or hosting representatives at my home to observe firsthand the behaviour of the drivers on our street - I'll even provide the coffee.
34	Highland Road	I feel there is still speeding along Highland close to the school traffic coming from Fairbairn. if there is a way to move the one speed bump closer to the top of the hill, it would at least keep the traffic speed lower as children and pedestrians cross the road.
35	Highland Road	I moved to this address in July of 2024, and right from the start, I noticed a lot of vehicles speeding by on Highland Road, clearly exceeding the 30km/h limit, and there are many cars that park on the side of the road, causing a lot of close-call accidents. The study results show that the majority of the cars are exceeding the 30 km limit, so putting the speed limit back up to 40km/h will only promote drivers to drive more than 10km faster than the posted limit. There are the snow banks that accumulate during the winter, the amount of snow we received this year has made visibility turning from side streets onto Highland Rd very dangerous, especially from Donegal St. Lastly, there is an elementary school, that should be the only reason needed to keep Highland Rd a safe road to drive on.
36	Highland Road	I have lived in this area since I was a child. I can speak from experience years ago, prior to this "traffic calming" implementation, drivers would speed excessively, especially at the peak of the hill, which is the worst due to sight lines being low and young children crossing. Including myself and as a child often would worry crossing here. Now, as a working adult at the school here, I have noticed a huge difference in the safety in the area in terms of speed and drivers being more alert due to having no choice but to go slower. I highly recommend keeping these traffic calming tools in place as it has shown to be effective not just in the data speed wise but for the community safety and best interest.
37	Highland Road	I reside at 365 Highland Rd, which is the first house from Chemong Rd, on the south side of Highland Rd. Adjacent to my property is Chemong Plaza, with the entrance from Highland Rd. being practically next to my property. One of the speed bumps is almost in front of my house, so I am acutely aware of the traffic on my street. This speed bump

		has made an incredible difference in the ingress and egress from the plaza, as well as the speed at which the vehicles travel up and down Highland Rd. Before the speed bumps were installed, there was little concern for these two very important factors, but since they have been installed, there has been a significant improvement in both of these areas. I have also noticed a difference in the speed at which the vehicles travel on the entire street. You will always have the careless drivers who think that the rules don't apply to them, but in the overall analysis, I would say the installation of the speed bumps has made a very positive contribution to the overall driving conditions on Highland Rd. IN MY OPINION, THEY SHOULD REMAIN PERMANENTLY.
38	Highland Road	Highland Rd has high traffic volume, there is a school at the top of highland at Donegal, vehicles coming from Fairbairn do not see the crossing guard until they reach the peak of the Hill, even with the speed bumps in place people accelerate in between the bumps, I've had vehicles pass me in the oncoming lane at high rates of speed, I've had people fly up on my vehicle as I'm attempting to pull into my driveway and lay on there horn Transport trucks also use Highland Rd at 5 am People use Highland as a cut thru street at high speeds and there are children in the neighborhood as the school is located on the street This needs to be permanent.
39	Highland Road	We support the installed traffic calming measures. We would also support additional traffic calming proposals in this area.
40	Highland Road	The traffic calming is working however, there will always be idiots speeding on Highland. Trying to get out of our driveway is difficult, as drivers speed up coming from Fairbairn toward Chemong have almost been hit trying to exit our driveway.
41	Highland Road	I would recommend adding a few more bumps in the road to slow people down more as some people hit the speed humps very fast and the two posted speed limits are 40 and 30.
42	Highland Road	I don't drive, but my daughter says the traffic is slower past my home

43	Highland Road	We believe that if you don't make them permanent or if you remove the barriers, speed will increase, race to the light at Fairbairn, and someone's child will be hurt.
44	Highland Road	Our home is within the 30 km/h area and nobody goes by our home at 30 km/h. The number of high-speed drivers (70-85 km) has decreased but not stopped; some drivers come to a complete stop at the cushions while others see them as a fun challenge. The elevated school crossing was not installed, the cushions are not very durable there was damage to them this winter. My wife spoke to Andrew Beamer about stopping left turns from Highland Road onto Chemong Road there are a lot of accidents and more near misses. The parking on Donegal Street is out of control before and after school, with no room for emergency vehicles.
45	Highland Road	Walk my dog along Highland regularly still see 3 out of 5 cars moving at a higher speed. 50-60 sometimes, I've heard from Peterborough residents that new speed limits only apply during busy school times, suggesting that police occasionally monitor it.
46	Highland Road	Love love love so much safer. Notice no more racing, especially noise levels are down.
47	Highland Road	Lights at Chemong and Highland.
48	Highland Road	I think that the only useful ones are the 2 before and after the school; the other 2 make no difference for slowing speed down
49	Highland Road	Ever since they put in the calming, the traffic has slowed and people are not whipping along at high speeds. It has allowed residents to be able to pull out of their driveways in a safer manner.
50	Highland Road	Cars come down that hill too fast, and slowing down the traffic is good for everybody on the street
51	Highland Road	No left turn at Highland and Chemong
52	Highland Road	There are too many speed bumps; 2 would be plenty

53	Highland Road	Traffic calming measures have not had a positive impact to the traffic on Highland Road. They cause people to drive at inconsistent speeds, slowing down and speeding up is not a great thing for pedestrians or the environment. Get rid of them.
54	Highland Road	Option 1: Remove 2 speed bumps and keep 2 at the top of the hill. Option 2: Remove all and keep the speed limit reduction.
55	Highland Road	I don't believe these speed bumps are very calming. The snowplows have taken most of them out. One has not been replaced, I assume each of those rubber mats is not cheap. I think it's a waste of our money, it could be put to fixing roads instead of putting more bumps around
56	High Street	Please move the concrete jersey barriers closer to the side of the road to increase the width of the road around driveways so it is easier to back in and out.
57	High Street	I have a barrier right in front of my home that makes it difficult to exit my driveway, impossible for a delivery truck, is an eyesore, and a detriment to my property value. I am all for a one-way, but this is a pointless barrier that has done nothing but add a nuisance to my life. Secondly, I am incredibly frustrated that I received no follow-up from Mr. Pickett regarding this. I am voting no, as there is no clarification about this becoming easier.
58	High Street	Making the Street one way is agreed upon, however, the barriers in front of our homes are causing an issue. There is not enough room for our vehicles to drive in and out. Delivery vehicles, city maintenance vehicles such as snow plows, are ruining the boardwalk. The barriers are not needed in the middle of the street.
59	High Street	I have continually watched people go the wrong way on this street, even some area residents and emergency vehicles (not including police going after wrong-way drivers). What's very concerning about that is the blind hill; you have no idea if you'll be running into another vehicle coming up the hill. I've obviously seen the signage that the city put up, and you just can't miss it, yet drivers will ignore them. I've been seeing a lot of delivery drivers as well come up the street, and one even backing up the street. As for slowing down the traffic, to put it plain and simple, it hasn't. I've observed drivers flying

		<p>over the speed bump and gaining more speed as they're coming down the hill. I have plenty of examples on my home security cameras. I've also witnessed cars driving up the side that pedestrians we're using, which is disturbing in itself. I don't believe this one way is helping, only causing more chances of a head-on collision. I've seen people die in a 50 km an hour crash and could see that happening here if the one-way continues. The one positive thing I noticed is that not many people try to go up the hill when it's heavy snow, which seems to have decreased some accidents. I'm honestly not sure how to get people to slow down, except I noticed the 40km signs in the middle of the road seem to sometimes help but not sure if that's feasible on a hill. Safety for pedestrians if it were possible to continue a sidewalk up the hill but I do realize it's not a wide road to begin with.</p>
60	High Street	<p>If you've ever had to park where me my neighbors and have to park, you would realize how ridiculous it is to do so. You have people speeding up behind you which gives you very little time to turn into your already very tight parking spot, more people than you would think coming up the wrong way which blocks the road entirely, with all the snow we had the plows would fill your laneway up high than the divider and when you finally managed to shovel it you couldn't even see the road let alone drivers see you!!! All while most people are just using it to get to the mall or Lansdowne Street, correct me if I'm wrong, Monaghan is for, and so is Sherbrooke. I suggest blocking off High Street altogether, let the people who live on High Street use High Street, or perhaps put speed bumps in and get rid of the dividers that are in front of our lanes so we don't have to do a 75 point turn just to park. There are better options than putting up a divider which has done jack!!! Except create a massive inconvenience for the homeowners on this street!</p>
61	High Street	<p>Crosswalks for pedestrians would be nice at High Street/Frank Street intersection, where the stop sign is located.</p>
62	High Street	<p>We appreciate the addition of the isolated pedestrian walk and the reduced traffic, as both contribute to a safer environment. The increased safety for the children walking to school is especially valuable. To further enhance traffic calming, we would support additional measures such as speed bumps to help maintain lower vehicle speeds and improve overall safety. Additionally, we recommend features that prevent vehicles from</p>

		using the shoulder to bypass traffic-calming measures, ensuring that traffic stays within the designated lane.
63	High Street	If we have to keep it, could we at least make it 2-way traffic till Brunswick Ave, please?
64	High Street	Do not proceed with this traffic calming project as described. The best correction would be to add a 3-way STOP sign at High and Brunswick Streets to stop traffic while installation of 2 speed bumps (1 at the top of High Street and another halfway down the hill), which would slow traffic. The addition of a "No Left Turn" sign preventing left turns from High Street onto Sherbrooke would reduce a major risk at this corner and force traffic to use one of many side streets to access Clonsilla Avenue, allowing for smoother merging of traffic. Currently, your plan forces most traffic on High Street to exit at Frank or Chamberlain Streets, which puts many children and seniors at a higher risk than if traffic were disbursed over more available exits. Making High Street a one-way street forces seniors living in the area to use Clonsilla Avenue, which is a 4-lane road on which traffic moves at a high rate of speed. This solution greatly reduces the price of this project and allows those funds to be redirected to other areas that require attention. Do not overbuild a simple traffic problem by creating another. Children and seniors do not need this proposed change, nor the expense, which will funnel down to increased taxes. High Street should remain a 2-way street.
65	High Street	These are some observations and suggestions that we have based on the traffic flow past our residence and in the area that we would like to share. A large decrease in the volume of traffic cutting from Ford St to High St via Devon and Hayes to Brunswick. Decrease in the volume of traffic cutting from Ford St to High St via Brunswick- Some vehicles travelling from Ford to High are driving at a high rate of speed. Some kind of traffic control/direction signage at the intersection of Brunswick and Hayes would help to manage this, as there have been some near misses. General increase in traffic volume on Chamberlin St to and from High St. Some local drivers travelling on High St northbound illegally continue past Frank St when there is no southbound traffic present. Overall, we are very happy with the traffic calming measures and want them to become permanent.

66	High Street	Seen a bit of a drop in traffic but they still use as shortcut to Lansdowne Place and other places, people do not stop for the stop signs on High Street anywhere especially by the park, Also they can not read that it is a one way up the hill that includes the people who live on this street or side streets.
67	High Street	I live at 1128 Hilltop St., and the problem I face is that there is no bus stop near my house. And I like to use public transport more than my personal vehicle. The closest bus stop is 15 15-minute walk. So I would really appreciate your attention regarding this matter, which I think will slow down traffic, as a lot of people will be using the bus.
68	High Street	While I found the High Street changes slightly inconvenient, I have adapted to it, and the safety of the pedestrians (with the new walking area) is of primary importance.
69	High Street	On behalf of the residents at Royal Gardens, I am requesting that this change not be made permanent on High Street. Only being able to turn south onto High means our residents have no option but to use Clonsilla Ave to be able to travel east, north, or west of our location. The roadway in front of Royal Gardens is heavily traveled, often by motorists who are traveling above the posted speed limit, and this area has a number of accidents each year, both during the day and overnight. They feel it is often dangerous to attempt merging into traffic on Clonsilla. For older drivers, who are more cautious do to potential slower reaction times or hearing difficulties, they preferred being able to enter the roadway or return to Royal Gardens on High Street, which was much less heavily travelled. We have also noted a significant increase in the past year of traffic cutting through our private property, despite signs indicating that this is not a roadway, and Third Street being available for use only a few hundred feet to the North. Traffic cutting through is often driving at road speed, presenting a danger to our elderly population and our staff, contractors, and visitors. We cannot block the driveway to slow traffic, due to our frequent need to have emergency services be able to access the property. We have also noted an increase in people parking in our parking lot off of High St, due to the concrete barriers making it more difficult to find parking close to homes on High Street. Our lot is not public parking. Residents express concerns about how High Street has become challenging to use - again due to limited parking in front of homes,

		there are often delivery vehicles or visitors to homes parked mostly on the roadway, narrowing the lanes further and making navigation difficult.
70	High Street	It has made a world of difference. The streets are much safer for cars and pedestrians. People would be crossing my lawn regularly to avoid the high traffic on High Street. Now they use the walking path. I don't even mind the extra snow to move in the winter if it means my area is safer. My parents live in an in-law suite at my home, and I finally feel safer with my dad taking his strolls on our street.
71	High Street	While this was well-intentioned, it has caused a considerable amount of traffic to be forced onto the previously quiet side streets where children were playing. Now, instead, the one-way portion covers almost entirely uninhabited GE land, on the part of the street where no kids were playing. The only place where kids do continue to play on High Street is where traffic is still 2-ways. I support the crosswalk, and even a sign at Sherbrooke saying no left turns, but the one-way street has caused great harm and disruption to everyone on the smaller side streets and has significantly reduced safety for our families.
72	High Street	I strongly disagree with the one-way passage through High Street, especially with the barriers, as they make it hard for snowplows and garbage collection vehicles. Furthermore, I frequently drive past people walking on the opposite side of the barrier (roadside), making it more dangerous than it was in the first place.
73	High Street	It is working well. We can now safely exit our driveway. That was the issue which motivated the initial request for safety measures. The one thing we do need is coordinated instructions from the City & Waste Management recycling, because our recycling was not picked up due to snow, supposedly, but Waste Management would not tell us where to place the recycling so it would be picked up. Also would not return phone calls. Our city employees in charge of garbage and green bins are most helpful.
74	High Street	More needs to be done on High Street, the traffic hasn't slowed down enough. The 3-way stop at High and Romaine is crazy, and you can watch people fly through it daily. Speeders on the street are crazy. On top of that, they have introduced the driving test

		route through the neighborhood, which only makes it worse. Please do something about it, I worry someone will get hurt if nothing is done.
75	High Street	This traffic calming plan has made the world of difference with the amount of traffic on High St and it certainly reduces the risk of accidents happening when going in and out of both High St. and Kenneth Ave at Sherbrooke St., due to the these intersections being at the peak of the hill on Sherbrooke St. (poor visibility) The amount of noticeable road rage has also been reduced, which was previously caused by the amount of frustration drivers experienced trying to pull out of High St. going north to Sherbrooke St. There is also a lot of young school children who have to cross both High St. and Kenneth Ave. This traffic calming, I feel, reduces the likelihood these children will be hit by a car.
76	High Street	(Summary) Likes the pathway and the speed of traffic. Would like to see the barriers removed. Additional lighting at Sherbrooke
77	High Street	Refinishing the walkway so it is easier for strollers and walkers to be used. People use the traffic side of the walkway often, as it is easier, which disturbs drivers. Also, people throw garbage bags over the walkway into the unkept bush.
78	High Street	The walkway is in rough shape, and people are walking on the other side of the walkway.
79	High Street	(Summary) Speed hump keeps getting damaged, noisy in front of the house. People drive on the shoulder. Remove the barriers.
80	High Street	One-way system starting at Brunswick, 3-way stop at Brunswick.
81	High Street	It is safer for people to walk, but it would be nice if the pathway were paved.
82	High Street	Can we have a one-way without the concrete barriers?
83	High Street	The changes have been very positive.

84	High Street	With the change to one-way vehicle traffic on High St, I have appreciated that it has been safer and easier for pedestrians use of High St from Sherbrooke to Brunswick.
85	High Street	A permanent curb with paved sidewalks would be ideal. There used to be accidents weekly, now I've seen maybe 2 since the program began.
86	High Street	(Summary) start one way at Brunswick.
87	High Street	I would like the traffic calming plan to be permanent. As a senior, I feel a lot safer walking on High St.
88	High Street	We often walk down High St to get to Lansdowne and the shopping mall. Two-way traffic has always been a problem and danger to our ability to walk down High St. Except for residents of High St, there is no need for cars to travel from Lansdowne to Sherbrooke.
89	High Street	Still busy, every little bit helps.
90	High Street	Continue with your great work. Introduce a toll fee.
91	High Street	As a senior that uses public transportation, I feel much safer walking on High St with the barrier between cars and pedestrians
92	High Street	Speed bumps between Brunswick and Frank.
93	High Street	Peace at last, as a result of that peace, I can keep the windows open. No noisy transport trucks down the hill.
94	High Street	It has cut down traffic and improved visibility. Need a proper sidewalk and remove barriers to look like a proper one-way street.

95	High Street	With High St a one-way traffic NB diverted onto Frank St, a speed bump would slow traffic on Frank. With more traffic on Ford going north. We are on Brunswick and have problems with walking, and cars speed up the hill.
96	High Street	The adjustments that have already been made to High Street have now made what was already a calm street into a much busier one. Making these changes will just further frustrate local residents in this area and create more traffic on streets where it is not needed. Instead of speed bumps, fix the holes in our streets first.
97	High Street	Move the one-way up to Brunswick.
98	High Street	Rare to see anyone walking. No accidents in the area. Owners on High Street knew it was busy.
99	High Street	Move a section of the barrier, add speed cushions.

# Appendix C: Revised High Street Traffic Calming Plan

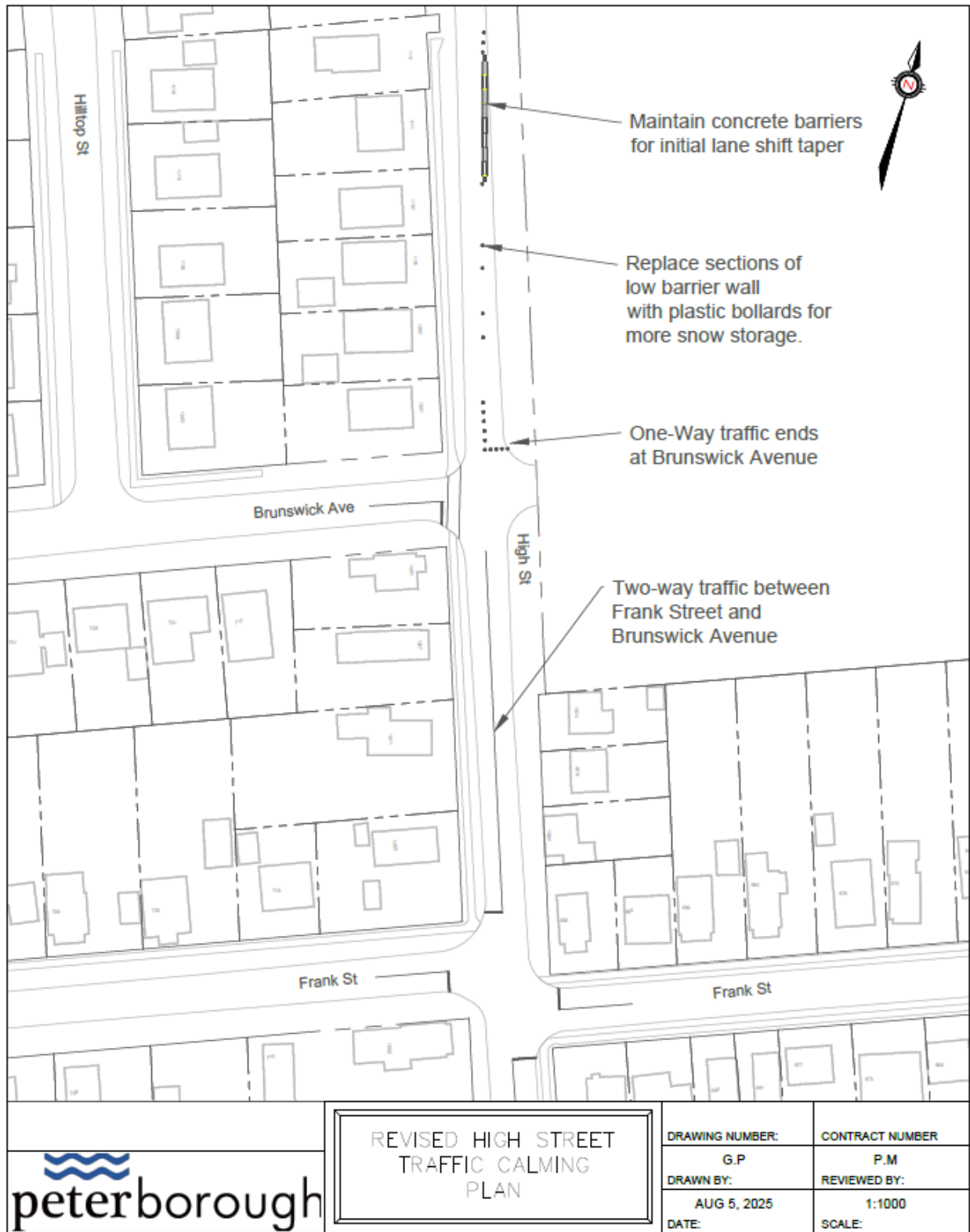


Figure C1: Revised High Street Traffic Calming Plan

**Appendix D: Draft By-law to Amend By-law 91-71****The Corporation of the City of Peterborough****By-Law Number 25-[Clerk's Office will assign the number]**

Being a By-law to Amend By-Law 91-71 being a By-Law for the Regulation of Traffic in the City of Peterborough

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**Now Therefore**, The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. That Schedule 1 of By-law 91-71 be amended by removing the following:  
25. High Street – from Sherbrooke Street to Frank Street
  
2. That Schedule 1 of By-law 91-71 be amended by adding the following:  
25. High Street – from Sherbrooke Street to Brunswick Avenue

By-law passed this 11<sup>th</sup> day of August, 2025.

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Jeff Leal, Mayor

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John Kennedy, City Clerk