
Appendix “E”



POLICY MANUAL

POLICY NUMBER: PUBLIC WORKS-017

SUBJECT: GUIDELINES FOR ESTABLISHING POSTED SPEED LIMITS

**POLICY STATEMENT:
(Purpose/Objective)**

The purpose of this policy is to provide guidelines for establishing and reviewing posted speed limits on city streets.

It will also outline guidelines for determining the appropriate posted speed limit on street sections adjacent to schools and playgrounds.

RELATED POLICY PROCEDURES/GUIDELINES:

Statutory Speed Limit

Section 128 (1) regarding rate of speed in the Ontario Highway Traffic Act (HTA) states that “No person shall drive a motor vehicle at a rate of speed greater than,

- (a) 50 kilometres per hour on a highway within a local municipality or within a built-up area;
- (b) despite clause (a), 80 kilometres per hour on a highway, not within a built-up area, that is within a local municipality that had the status of a township on December 31, 2002 and, but for the enactment of the Municipal Act, 2001, would have had the status of a township on January 1, 2003, if the municipality is prescribed by regulation;”

Section 128 (2) of the HTA regarding rate of speed by by-law states that “The council of a municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different from the rate set out in subsection (1) that is not greater than 100 kilometres per hour

and may prescribe different rates of speed for different times of day. 2006, c. 32, Sched. D, s. 4 (3).”

Bill 65 – Safer School Zones Act

As per Bill 65 – Safer School Zones passed in 2017 by the provincial government, municipalities are now able to designate entire neighborhoods a set speed limit without the need for additional speed limit signage on individual streets.

Section 128 (2.1), Same, within designated areas in the Ontario HTA states that; (2.1) A by-law passed under subsection (2) may designate an area in the municipality and prescribe a rate of speed, which must be less than 50 kilometres per hour, that applies to all highways within the designated area that, absent a by-law passed under subsection (2), would have a prescribed rate of speed of 50 kilometres per hour under clause (1) (a). 2017, c. 9, s. 4 (1).

Recommending areas for reduced speed limits follow the same guidelines outlined above.

Section 128 (5) of the HTA regarding rate in school zones states “The council of a municipality may by by-law,

- (a) designate a portion of a highway under its jurisdiction that adjoins the entrance to or exit from a school and that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school; and
- (b) for motor vehicles driven, on days on which school is regularly held, on the portion of a highway so designated, prescribe a rate of speed that is lower than the rate of speed otherwise prescribed under subsection (1) or (2) for that portion of highway, and prescribe the time or times at which the speed limit is effective. R.S.O. 1990, c. H.8, s. 128 (5); 2002, c. 17, Sched. F, Table; 2002, c. 18, Sched. P, s. 29 (2); 2006, c. 32, Sched. D, s. 4 (6).

Setting Posted Speed Limits

Speed limits will be reviewed using the Transportation Association of Canada’s (TAC) “*Canadian Guidelines for Establishing Posted Speed Limits*” published in December 2009. These guidelines will help determine if a speed limit change is warranted and what the new speed limit should be for the subject street. The resulting speed limit will typically be 40 km/h or 50 km/h unless the street is controlled access, has limited intersections and/or a rural cross section. Streets for consideration of reduced speed limits below 50 km/h will be either local residential or minor collector streets with residential frontage and designated school zones.

The factors to be considered in the establishment of a posted speed limit are;

- Horizontal and vertical geometry;

- Average lane width;
- Roadside hazards;
- Pedestrian and cyclist exposure;
- Pavement surface;
- Number of intersections;
- Number of interchanges; and
- On-street parking.

School Zone Speed Limits

School Zones will be set as per Section 128 of the Highway Traffic Act for all schools. In these instances, the speed limit on local and minor collector streets, will be set at 10 km/h below the designated speed limit for that section of street, within 150m of the school property.

Streets designated as major collector to major arterial streets, will not be set to a speed lower than 40 km/h and controlled by either flashing beacons or time period speed limit reductions.

Playground Zone Speed Limits

Establishing speed limits for designated Playgrounds will follow a similar set speed limit designation as outlined for schools.

Speed limits on local and minor corrector streets, will be set at 10 km/h below the designated speed limit for that section of roadway, within 150m of the designated park.

Speed limit reductions on designated major collector to major arterial roadways will not be considered.

Although numerous requests are received to establish 40 km/h zones on residential streets, speed studies conducted before and after a speed limit reduction have shown this to be ineffective at reducing travel speeds. A 40 km/h speed limit zone should not be implemented for the sole purpose of attempting to reduce the operating speed of a street. To address speeding concerns on residential streets, traffic calming, the Speed Watch Program or Vehicle Activated Traffic Calming Signs should be considered.

Speed limit reviews will not be undertaken on any street within a three-year time period unless there are major changes in traffic patterns along the street in question.

Delegation of Authority to the General Manager of Public Works

When a posted speed limit change is justified following the criteria outlined in this

<p>policy, the General Manager of Public Works or their designate is delegated to approve speed limits and present the by-law to amend Traffic by-law 37-83 Schedule "8" pertaining to "Speed Regulations" to City Council for approval.</p>	
<p>Date of Enactment: April 20, 2015</p>	<p>Related By-law Number/Staff Report Number: By-law 19-2015 (Task Force Report) 246-2021 / 2021-403</p>
<p>Review and Amendment Dates: December 21, 2021</p>	<p>Department Responsible for Review: Public Works</p>
<p>Date of Next Review:</p>	<p>Applicable Legislation/Legislative Authority: <i>Highway Traffic Act</i></p>