



STATUS

Council Approved

N

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CAO Approved:

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TITLE: ESTABLISHING SPEED LIMITS ON REGIONAL ROADS	NO.: Effective Date: Latest Revision Date:
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POLICY STATEMENT:

This policy provides a warrant process for the establishment speed limits along The Regional Municipality of York road system.

APPLICATION:

The speed limit warrant criteria provides a consistent approach to determine posted speed limits on along the Regional Road network.

DESCRIPTION:

Speed limits are set on Regional roads in order to:

- Provide a benchmark for enforcement.
- Respond to community security concerns.
- Provide safety equity among road users.

POLICY:

The speed limit is intended to be the *maximum* speed that one can safely travel along a section of road. As speed limits should not make reasonable drivers into “law breakers”, the maximum speed limit should be set in accordance with the most favourable environmental and traffic conditions.

APPROVAL INFORMATION**Council Minutes:**

Clause No.:

of Report No.:

Of the:

Date:

OR

CAO Approval Date:

Base Conditions

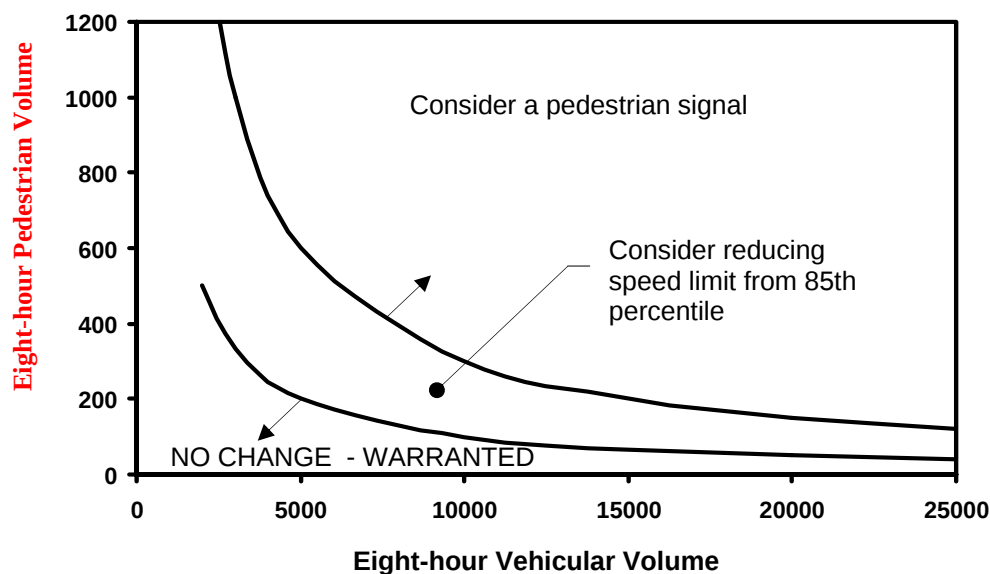
As a base consideration, the speed limit should be set at the 85th percentile speed of free flowing traffic. In addition, the speed limit shall not exceed the design speed of the roadway except in the event of isolated elements of the road that are posted with advisory speed signing (see section on “Other Considerations”).

Multipurpose Roads

On Regional roads, the speed limit may be less than the 85th percentile speed if the driveway density is greater than 13 driveways per kilometre (driveway density is to be calculated using driveways on one side of the road).

In addition, reducing the speed limit from the 85th percentile speed by up to 20 km/h may be considered if the combination of the vehicular and pedestrian volumes meet the criterion of Figure 1.

Figure 1
Pedestrian Criterion for a Reduced Speed Limit



Pedestrian volumes should include pedestrians crossing the road, and in the instance of roads with no sidewalks, include pedestrians walking along the traveled edge of the road. The pedestrian count total should be adjusted by counting elderly pedestrians and unassisted children as two pedestrians each.

Other Considerations

The minimum length of a speed zones in urban and rural areas are preferably one kilometre, and an absolute minimum of 500 metres, and preferably two kilometres and an absolute minimum of one kilometre, respectively. A time-limited, reduced speed limit for a school area may be shorter than the above minimums, but must comply with the lengths prescribed in the “School Areas” section of this policy.

Conditions, situations, and events that are local or temporary should generally not have the speed limit adjusted to reflect the condition, but should be addressed through advisory warning signs along with an advisory “safe” speed tab, as determined by an engineering study.

In the event that the pavement surface condition is such that the speed limit set by this policy is considered inappropriate, then a lower speed limit should be posted until the road surface condition can be reinstated to an acceptable level.

School Areas

The requirements of this section supercede the “Base Conditions” above. Requests for a change to a speed limit in a school area shall be made by the school Principal or the School Board. Individuals and groups that would like to have a lower speed limit at or near a school must approach the school.

To be eligible for a school zone speed limit, the road must be contiguous to a school with a minimum of 200 registered students. A school zone speed limit *may be* up to 20 km/h lower than the speed limit on the adjacent road sections. The lowest maximum speed limit that is permitted under the Highway Traffic Act of Ontario (RSO 1990) is 40 km/h. The lower speed limit will be applicable to the section of road that is contiguous to the school and for 150 metres along the road on either side of the school property. The lowered speed limit may be extended if it results in an adjacent speed limit that is too short to adequately enforce.

A school zone speed limit should be implemented if the collision record of the road section contiguous to the school indicates that the safety performance of the road is worse than expected/predicted. A reduced school zone speed limit should be implemented after trying all other alternative countermeasures, including a Community Safety Zone.

Other than the above criterion, the need for a school zone speed limit will be determined by the Roads Transportation, Traffic Operations staff by considering the individual situation. However, qualifying schools should be ranked based on the potential conflicts and safety of pedestrians using the following method:

1. Measure the peak hour pedestrian volume on the road in front of the school and calculate the pedestrian factor as:

$$PF = W * X + 2.9 C$$

Where:

PF	=	Pedestrian Factor
W	=	Number of pedestrians walking along the road
X	=	1.08 if walking on a sidewalk or separate path 1.00 if walking on the shoulder
C	=	Number of pedestrians crossing the road

Each pedestrian that is less than 10 years old should be counted as 1.38 pedestrians. Also, if a pedestrian walks along the road and then crosses the road, or crosses the road and then walks along the road, that pedestrian should be included only in the crossing volume

2. Measure the vehicular volume during the same hour as the peak pedestrian volume and calculate the vehicular factor as:

$$VF = V * X$$

Where:

VF =	Vehicle factor
V =	Number of vehicles
X =	1.00 if the existing speed limit is 50 km/h
	1.73 if the existing speed limit is 60 km/h
	2.20 if the existing speed limit is 80 km/h

3. Calculate the total priority points by:

$$\text{Total Priority Points} = PF * VF$$

4. Rank the schools by total priority points from highest to lowest.

If a school zone speed limit is warranted, the school zone speed limit shall be in effect during the times of the day that students are walking to and from school, as prescribed by municipal bylaw. The school zone speed limit will be delineated using the apparatus shown in Figure 2. The maximum speed limit at times of the day when the 40 km/h is not in effect, will be determined using the remainder of this policy.

Figure 2
School Zone Speed Limit Sign



CONTACT:

Director of Roads Transportation, Transportation and Works Department.