

Corporate Policy

Transportation – Speed Limit Policy

Approved by Council on: April 30, 2012

Report Number: TS-12-12

Effective: May 1, 2012

Reviewed on: April 30, 2012

Amended: March 23, 2015

Next Review: May 1, 2019

Note: TAC Speed Limited Guidelines Calculations Sheet Attached

Purpose:

The purpose of this policy is to provide guidelines for establishing and reviewing posted speed limits on the City of Burlington's jurisdictional roadways.

Policy Statement:

Setting Posted Speed Limits

Speed Limits will be reviewed using the Transportation Association of Canada's (TAC) Speed Limit Guidelines, calculation sheet attached. These guidelines will help determine if a speed limit change is warranted and what the new speed should be for the subject roadway. The resulting speed limit will typically fall within the recommended speed limits outlined in 'Table 1'.

Table 1 – Recommended Posted Speed Limits

Road Classification	Urban Sections
Major Arterials	60
Minor & Multi-Purpose Arterials	50 or 60
Collectors	40, 50 or 60
Locals	40 or 50

All rural sections have an upset maximum speed limit of 80 km/h.

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The resulting speed limit may be set below the recommended speed limit when:

- Constrained by the physical characteristics of the road, such as the design speed
- Required for heightened safety in sensitive areas such as school and playground areas
- Required temporarily for safety in a construction zone
- The 85th percentile speeds are significantly lower than the recommended speed, or
- There is a significantly higher than normal frequency of, or severity of, collisions attributable to excessive speeds

Speed limits will be set between 40 km/h and 80 km/h in increments of 10 km/h.

The minimum length of a speed zone should be 500m for urban sections and 1km for rural sections.

For roadway passing through school frontage the following shall apply:

- Roadways with less than 3000 vehicles per day, a speed limit of 40 km/h should be applied to these areas at all times of the day.
- Arterial roadways and roadways with traffic volumes over 3000 vehicles per day should be considered for a part-time reduced speed zone (flashing 40 km/h zone).
- The 40 km/h speed limit would apply to the portion of roadway which is directly fronting the school property and includes a section 150 metres in either direction beyond the edge of the land designated as being for school use.
- The point beyond 150 metres from the edge of the school shall revert back to the speed limit that governed prior to entering the school zone. The reverted speed limit should not be more than 60 km/h.
- The 40 km/h zone may be extended if it results in an adjacent speed limit that is too short to adequately enforce.

Under the *Highway Traffic Act* R.S.O. 1990, C.H. 8, roads that do not have a speed limit posted are limited as per the following:

Urban speed limit – 50 km/hr unless otherwise posted

Rural speed limit – 80 km/hr unless otherwise posted

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Requests to Change Speed Limits

When a request is received from a member of the public, Council or city staff, to either lower or increase a speed limit the Transportation Association of Canada's guidelines for establishing speed limits will be utilized.

The results and recommendation(s) of the speed limit review will be communicated to the requestor and other interested parties. When a roadway is being recommended for either a speed limit increase or decrease all residents fronting onto the affected road section will also be notified of the results and recommendation(s) prior to the report being submitted for approval under Delegated Authority.

In all cases, speed limits will be enacted in accordance with the *Highway Traffic Act* and any amendments or regulations related thereto, as well as, the City of Burlington's Traffic By-law 86-2007, as amended.

Scope:

This policy applies to all roadways under the City of Burlington's jurisdiction.

Objectives:

The intent of this policy is to ensure that safe speed limits are set and to strike a balance between a variety of objectives such as convenience, efficiency, energy conservation, and minimizing environmental impact.

Definitions:

For the purpose of this policy, unless otherwise stated, the following definitions shall apply:

Term	Definition
<i>Posted Speed Limit</i>	The speed prescribed for motor vehicles on a section of road by municipal by-law in accordance with the <i>Highway Traffic Act</i> and signed accordingly.
<i>Design Speed</i>	The speed selected as a basis to establish appropriate geometric design elements for a particular section of road so that drivers can travel safely at that speed under ideal conditions.

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Term	Definition
<i>Operating Speed</i>	Is the speed at which a driver is observed operating a vehicle at a particular location.
<i>85th Percentile Speed</i>	The speed at which 85 per cent of the drivers are observed to travel at a particular location.
<i>Road Classification</i>	The classification by road function, which is in accordance with the City of Burlington's Official Plan.
<i>School</i>	Schools are educational institutions that are attended primarily by children. This includes elementary schools, middle schools and high schools. No distinction is made between public and private schools.
<i>Playground</i>	Playgrounds are recreational facilities utilized primarily by children. This includes outdoor playgrounds with play equipment, sports fields, ball diamonds and tot lots (areas with play equipment and benches/picnic tables).

References:

- City of Burlington's Official Plan
- Burlington, Our Future Strategic Plan 2011-2014
- City of Burlington's Traffic By-Law 86-2007
- Transportation Association of Canada's Guidelines for Establishing Posted Speed Limits
- *Highway Traffic Act*, R.S.O. 1990, C.H. 8, as amended and any regulations related thereto, including but not limited to R.R.O. 1990, Regulation 619

Roles	
Accountable:	Director of Transportation Services
Responsible:	Supervisor of Traffic Services



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:			
Segment Evaluated:		to	
Geographic Region:			
Road Agency:			
Road Classification:		Length of Corridor:	m
Urban / Rural:		Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:		Current Posted Speed: (For information only)	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	km/h
# Through Lanes Per Direction:		Policy: (Maximum Posted Speed)	

RISK		Score	
A1	GEOMETRY (Horizontal)		
A2	GEOMETRY (Vertical)		
A3	AVERAGE LANE WIDTH		
B	ROADSIDE HAZARDS		
C1	PEDESTRIAN EXPOSURE		
C2	CYCLIST EXPOSURE		
D	PAVEMENT SURFACE		
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	
	STOP controlled intersection		
	Signalized intersection		
	Roundabout or traffic circle		
	Crosswalk		
	Active, at-grade railroad crossing		
	Sidestreet STOP-controlled or lane		
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	
	Left turn movements permitted		
	Right-in / Right-out only		
E3	NUMBER OF INTERCHANGES	Number of Occurrences	
	Number of interchanges along corridor		
F	ON-STREET PARKING		

Total Risk Score:

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments: