

CITY OF VAUGHAN

CORPORATE POLICY**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS****POLICY NO.: XX.X.XX**

Section:	Roads, Traffic & Operations		
Effective Date:	July 1, 2021	Date of Last Review:	Click or tap to enter a date.
Approval Authority:	Policy Owner:		
Council	DCM, Public Works		

POLICY STATEMENT

A policy to establish speed limits ranging from 30km/h to 80 km/h on all City of Vaughan roads. This policy sets out criteria for four primary zones:

- Rural Roads;
- Built up/Urban areas, inclusive of School Zones;
- Public Laneways; and
- Neighbourhood Areas of 40km/h speed limit.

PURPOSE

This policy provides a consistent process, for establishing speed limits on all City of Vaughan roadways, above and beyond the statutory speed limits (80km/h and 50 km/h) as set out in section 128 of the *Highway Traffic Act (HTA)*.

SCOPE

This policy will be applicable to all internal City departments and external agencies required by the City to establish speed limits for roadways within the City of Vaughan.

In accordance with the *HTA*, a municipal by-law is required, in addition to the posting of appropriate speed limit signs, before these revised speed limits can be enforced.

LEGISLATIVE REQUIREMENTS

Section 128(1) of the *HTA* regulates the rate of speed on all roadways within the Province of Ontario. For roadways under the authority of a municipality, the upper threshold is 80km/h. All rural roadways will have an unsigned speed limit of 80 km/h. The *HTA* also sets a default municipal speed limit of 50km/h on roadways within

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cities, towns or built-up areas. Section 128(2) enables the Council of a municipality to establish a posted speed limit different than prescribed in s. 128(1).

The *HTA* was amended by the *Safer School Zones Act, 2017*. The *HTA* now allows municipalities to designate areas by by-law where speed limits are lower than 50 km/h. Section 5.1.1 (1) of Regulation 615 (Signs) under the *HTA* permits the installation of speed control signage designating the commencement of an area with a set speed for the area that has been prescribed.

In accordance with the *HTA*, a municipal by-law is required, in addition to the posting of appropriate speed limit signs, before a posted speed limit can be enforced.

DEFINITIONS

- 1. Roadway Width:** The width of road measured from curb face to curb face.
- 2. Rural Roads:** All roadways within the City of Vaughan that do not conform to the definition of a built-up area/urban street.
- 3. Built-up Area/Urban Areas:** As defined within section 1(1) of the *HTA*, where the roadways frontage is 50% occupied by buildings and/or as identified within the City of Vaughan Official Plan Section 2.2.1.3 and Schedule 1 and 1a.
- 4. Public Laneway:** A public vehicular-access route exclusively at the side and/or rear of one or more properties, whether such access route is privately or municipally owned; however, this does not include private property not intended for such public access.
- 5. Minor Collector Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as having a minimum right-of-way width of 23 metres with two lanes of traffic and are intended to provide the communities with the main connecting points to the arterial system.
- 6. Major Collector Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as having a minimum right-of-way width of 26 metres with four lanes of traffic and are intended to provide the communities with the main connecting points to the arterial system.
- 7. Local Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as a roadway having a right-of-way width of 17.5 metres and are intended to accommodate two traffic lanes, one parking lane and driveway access to the residential properties.
- 8. School Zone:** The section of roadway that is contiguous to a school either public or private typically with a minimum of 200 registered students.

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9. Operating Speed/85th Percentile Speed: the speed at or below which 85 percent of vehicles travel under free-flowing conditions.

10. Neighbourhood Area: A designated area where by-lawed speed limits can be imposed lower than 50km/h within a bounded area using specialized speed limit signage in accordance with the *HTA* and Ontario Traffic Manual.

POLICY

1. Rural Road application:

1.1. The statutory speed limit of 80 km/h on rural roads as prescribed within the *HTA* remains unchanged until such time that there has been significant redevelopment of the adjacent land use.

1.2. All rural roads to be assessed in accordance with the Transportation Association of Canada (TAC) - Canadian Guide for Establishing Posted Speed Limits (2009).

1.3. Speed limits on rural roadways are to be undertaken in conjunction with new/future Block Development, or on a case-by-case basis as required.

2. Built-up area/Urban area application:

2.1. The statutory speed limit of 50km/h on all urban roads as prescribed by the *HTA*. The application of this policy will provide the ability to assess all urban roads for a reduced posted speed of 40 km/h.

2.2. A 40 km/h maximum speed limit will be implemented on any built-up/urban road where Criteria "A" and "B", set out below, are met. In the case of Criteria A, the block length or speed control area being considered must be greater than 150 metres in length or part of a neighbourhood review or based on engineering considerations.

2.3. Speed limits in Built-up/Urban area are reviewed on a case-by-case basis as required and subject to this Policy/criteria.

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Built-up area/Urban area application (Continued):

CRITERIA “A” – ROADWAY ENVIRONMENT	
Is the roadway or section thereof, being considered greater than 150 metres in length?	Yes / No
AND	
If the pavement width is <u>greater than or equal to</u> 10.5 metres, the operating speed (85 th percentile) must be equal to or less than 50 km/h.	Yes / No
OR	
If the pavement width is <u>greater than or equal to</u> 10.5 metres and <u>edge lines or bicycle lanes</u> exist reducing the vehicle travel lanes to <u>less than or equal to</u> 8.0 metres the operating speed is not applicable.	Yes / No
OR	
If the pavement width is <u>less than</u> 10.5 metres the operating speed is not applicable.	Yes / No
AND	
CRITERIA “B” – PEDESTRIAN / CYCLING ENVIRONMENT	
Is on-street parking permitted on both sides of the roadway, restricting on-street cycling? (painted shoulder lane/bicycle lane)	Yes / No
OR	
Is the roadway less than or equal to 8.0 metres in width and on-street parking is restricting the flow of traffic?	Yes / No
OR	
Are there <u>no</u> sidewalks on either side of the roadway	Yes / No
OR	
Is the roadway unimproved (no curb/sidewalk) and the traveled portion is less than 7.0 metres (excluding shoulder)?	Yes / No
OVERALL CRITERIA RESULTS	
Criteria “A” and “B” must be satisfied	Yes /No

3. School Zone application:

3.1. A 40 km/h maximum speed limit shall be implemented in school areas in accordance with the following:

3.1.1. Where there is a public/private school, typically with a minimum of 200 students registered, a 40 km/h maximum speed limit zone will be implemented and must extend no less than 150 metres beyond the boundary of school property.

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- 3.1.2. Where there is a park contiguous to the school boundary limits, the parkland will be considered as part of the 40 km/h maximum speed control zone and shall extend no less than 150 metres beyond the parkland.
- 3.1.3. Where there is a roadway that is not directly adjacent to the school but provides direct access to a school via a walkway the 40 km/h maximum speed control zone will be considered, and must extend no less than 150 metres beyond the limits of the walkway.
- 3.1.4. All school zones within the City of Vaughan, will be signed in accordance with the *HTA* and the Ontario Traffic Control Manual.

4. Public Laneways application:

- 4.1 A 30 km/h maximum speed limit shall be implemented on all public laneways.
- 4.2 All public laneways shall be signed in accordance with the *HTA* and Ontario Traffic Control Manual.

5. Neighbourhood Areas of 40km/h speed limit application:

The use of the “Neighbourhood Areas of 40km/h speed limit” will be subject to the following criteria:

- 5.1. A Neighbourhood Area will be considered for a 40km/h speed limit where at least 50% of roads meet the criteria of built-up/urban areas (section 2) or school zones (section 3).
- 5.2. Roadways that will be considered:
 - 5.2.1 All local roads in urban areas as defined.
 - 5.2.2 Collector roads in urban areas as defined subject to the following:
 - a) Collector roads, if currently posted at 40 km/h; and
 - b) Collector roads, if currently not posted 40km/h will be assessed based on the operating speed (85th percentile) along the road which shall not be greater than 10 km/h over the recommended 40km/h speed limit.

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5.3 Signage/ markings for “Neighbourhood Areas of 40km/h speed limit” will not be applicable on arterial roads or Major Collector Roads unless currently posted at 40 km/h.

5.4 “Signage/ markings for “Neighbourhood Areas of 40km/h speed limit” will not be applicable on any road with a single point of entry from or exit to any another road. The road must provide access to another local road.

5.5 Speed limits for “Neighbourhood Areas of 40km/h speed limit” will be reviewed in future subdivisions/block development or on a case-by-case basis, as required.

6. Increasing the Posted Speed Limit:

6.1. All requests for an increase of the existing posted speed limit will be assessed based on the following:

- 6.1.1. The contents of this policy and criteria;
- 6.1.2. The TAC -Canadian Guidelines for Establishing Posted Speed Limits;
- 6.1.3. The City of Vaughan’s Development Engineering Design Standards and Guidelines and/or engineering consideration.

ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	5 Years <small>If other, specify here</small>	Next Review Date:	July 1, 2026
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Related Policy(ies):	XX.X.XX
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Related By-Law(s):	By-law 284-94 as amended, Schedule E
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Procedural Document:	
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Revision History

Date:	Description:
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