

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 14, 2019</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>AREA SPEED LIMIT</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to Area Speed Limits:

- a) the Civic Administration **BE DIRECTED** to consult with the Transportation Advisory Committee, the Community Safety and Crime Prevention Advisory Committee and others with respect to the development of an Area Speed Limit Policy; and,
- b) a public participation meeting **BE HELD** before the Civic Works Committee, after the above-noted input has been received.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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For additional information, please refer to the following committee reports:

1. Civic Works Committee – May 9, 2017. II, 11. [Vision Zero – London Road Safety Strategy](#);
2. Civic Works Committee – November 21, 2017 – III 15. [Safer School Zones Act](#);
3. Civic Works Committee – May 15, 2018 - 4.1. [Automated Speed Enforcement](#); and
4. Civic Works Committee – February 20, 2019 - 2.1 [Red Light Camera Program – 2019 Annual Report](#).

<b>2019-2023 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus area of “Building a Sustainable City”. Area speed limits could enable Londoners to move around the city safely and easily in a manner that meets their needs by improving safety for all modes of transportation in accordance with Vision Zero principles.

## BACKGROUND

This report reviews changes to the Ontario Highway Traffic Act that gives municipalities the ability to change the default speed limit in specific areas within the city. This report also addresses Council resolution 2018-T08 with respect to establishing “speed limits at or below 40 km/h for community safety zones and school zones”. Other items from the Council resolution will be addressed in the future when more Automated Speed Enforcement information is available.

## DISCUSSION

For urban areas the default speed limit is 50 km/h, unless posted otherwise. [Bill 65, Safe Schools Zones Act, 2017](#) received Royal Assent on May 30<sup>th</sup>, 2017 and one aspect of Bill 65 allows municipalities to set a lower speed limit for specific areas. The [Ontario Highway Traffic Act](#) (HTA) was recently amended to allow for implementation of the above. Section 128 (2.1) of the Ontario Highway Traffic Act allows municipalities to pass a by-law to set a speed limit less than 50 km/h for all roads within a designated area.

At the time of writing, only the City of Ottawa has begun the process of establishing area speed limits, designating two zones within its city with a 40 km/h speed limit.

### Area Speed Limits

In order to implement area speed limits, the area must be by-lawed and area speed limit signs (Appendix A) must be installed at all entrances/exits of the area. Additional speed limit signs are not required. The following map shows how an area could be designated and the location of the signage:

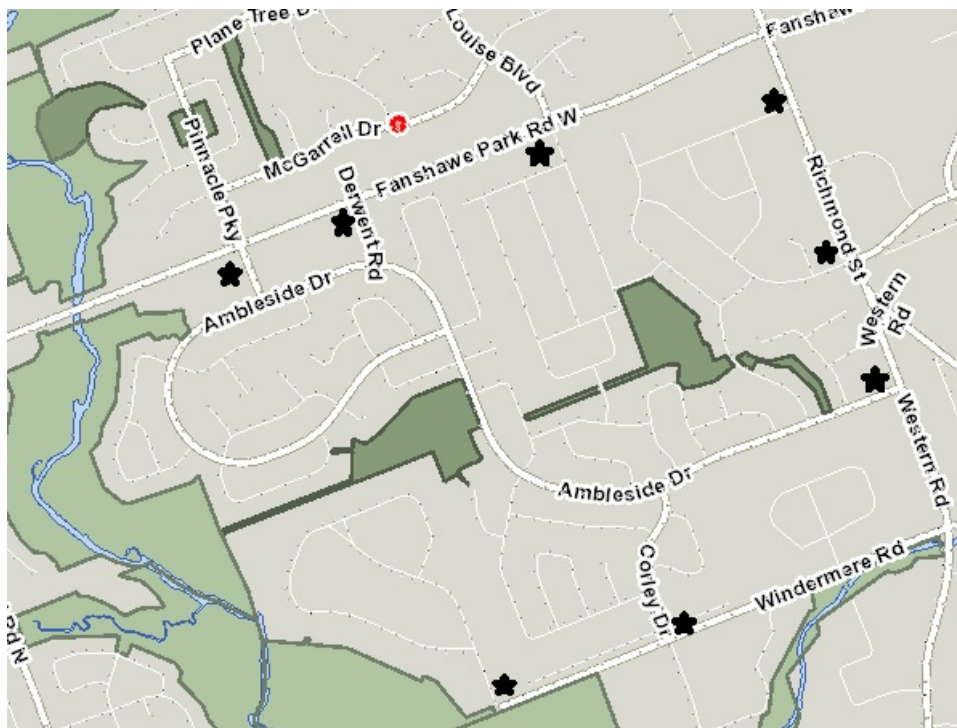


Figure 1: Typical Area Zone Signage Locations

## Rate of Speed Considerations

Determining the appropriate speed limit for these areas should take into consideration a number of factors. The following graph shows the risk of a fatal pedestrian injury relative to the vehicle speed.

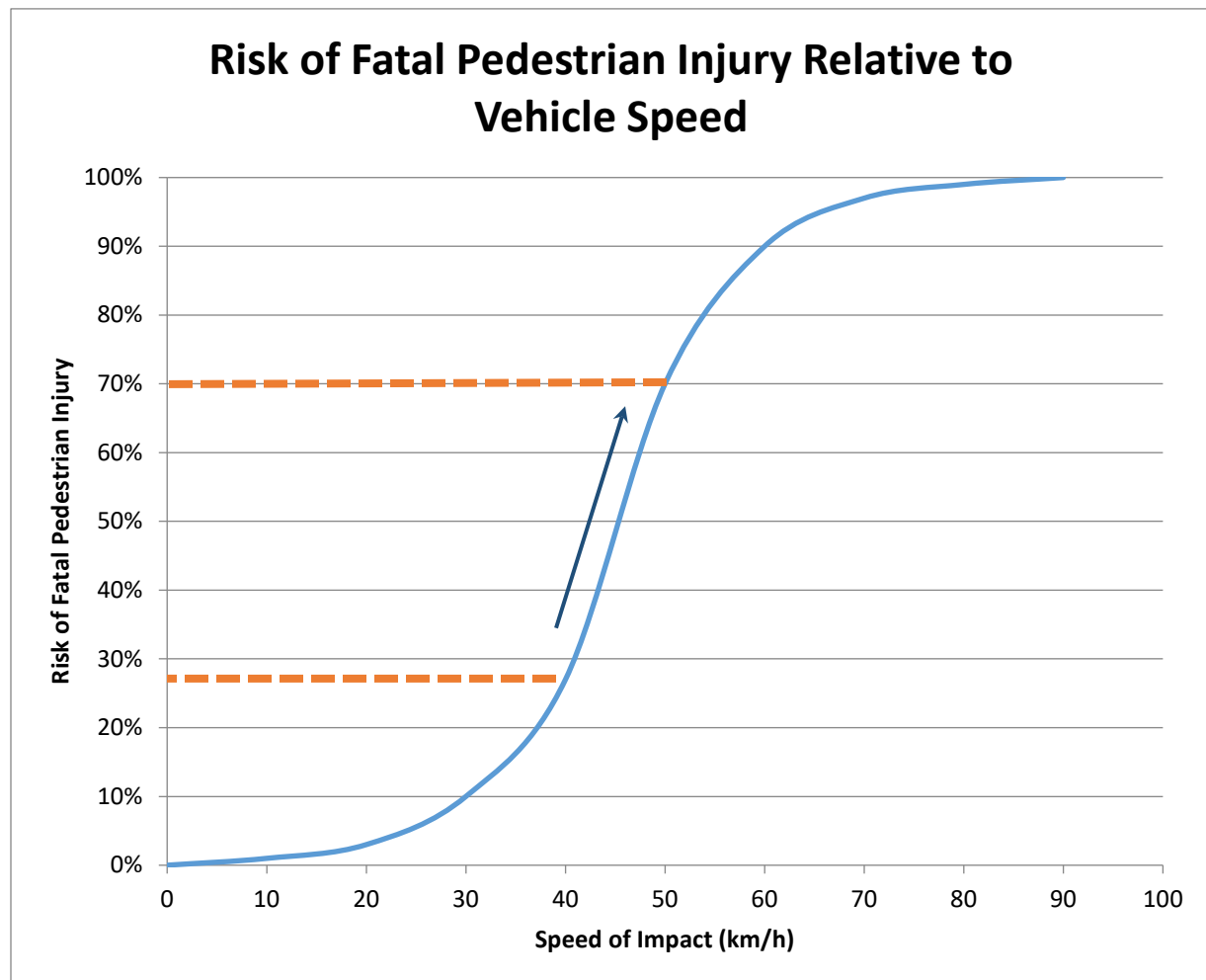


Figure 2: Risk of Fatal Pedestrian Injury Relative to Vehicle Speed

The risk of a fatal pedestrian/vehicle increases significantly when vehicles are travelling over 40 km/h (i.e. the steeper the slope of the curve the greater the change).

The speed limit should be appropriate for the road and roadside environment. Drivers tend to travel at a speed they feel is appropriate for the road. Artificially lowering the speed too far can result in greater speed differentials which come with their own safety issues. Pedestrians and drivers may misjudge the speed of approaching vehicles if a speed limit is set at a level that achieves low compliance. Dramatically lower speed limits can also divert a driver's attention from the road to the vehicle speedometer.

Major (arterial) roads are designed to carry large volumes of traffic at moderate speeds through the city. Lowering the speeds on these roads may result in drivers using Neighbourhood Streets.

Engineering, education and enforcement are all required to effectively reduce the speed of vehicles. Changes to the Traffic Calming Policy are being proposed that would result in measures to reduce vehicle speeds in school zones. Automated speed enforcement should also help reduce vehicle speeds.

## **Consultation**

Consultation on this topic is recommended prior to the finalization of a policy approach. Dialogue is proposed with groups such as the Transportation Advisory Committee, the Community Safety and Crime Prevention Advisory Committee and the London Middlesex Road Safety Committee, which includes education, enforcement and engineering agencies. The Get Involved London website would also be used to solicit feedback from Londoners. It is proposed that the feedback received would subsequently inform a public participation meeting before the Civic Works Committee.

## **Financial Implications**

Implementation of area speed limits throughout the city would require approximately 1,000 of each sign shown in Appendix A to be installed. The estimated cost to manufacture and install these signs across the city is \$400,000. Similar to the School Zone Speed Limit Program, the installation of the signs would need to be phased in over a number of years or additional external resources would be required to accelerate its completion.

## **Automated Speed Enforcement (ASE)**

London is an active participant in the ASE Steering Committee that is developing the Request for Proposals for the “Supply, Installation, Operation, Maintenance and Decommissioning of Automated Speed Enforcement Systems within the City of Toronto and Other Municipalities within Ontario”. The RFP was released to the public on April 17, 2019 with a closing date of May 20, 2019. It is expected that the first deployment of ASE in Ontario will be late in 2019 or early 2020. Council direction will be sought prior to entering into an agreement for ASE operation in London.

<b>CONCLUSION</b>
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The considerations outlined in this report are provided to initiate a dialogue about setting area speed limits. It is recommended that consultation occur with the Transportation Advisory Committee and the Community Safety and Crime Prevention Advisory Committee for their input. Other consultation interfaces would include the London Middlesex Road Safety Committee and the Get Involved London website.

Following the proposed consultation, a public participation meeting is recommended before the Civic Works Committee to guide the development of an Area Speed Limit Policy.

<b>SUBMITTED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING AND TRAFFIC CONTROL</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>	

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May 7, 2019/sm

Attach: Appendix A: Area Speed Limit Signs

c: Community Safety and Crime Prevention Advisory Committee  
Transportation Advisory Committee

APPENDIX A  
Area Speed Limit Signs

