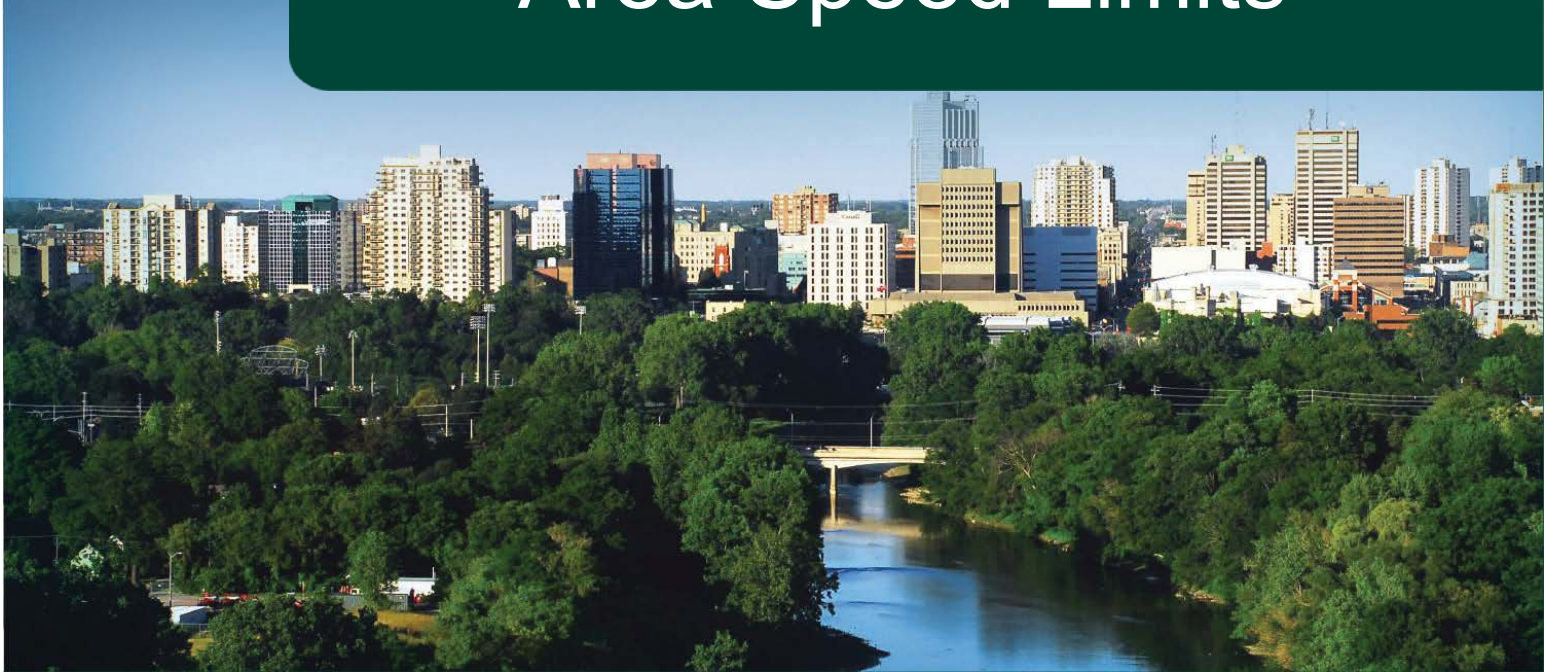


Area Speed Limits



Civic Works Committee – September 24, 2019



Area Speed Limits

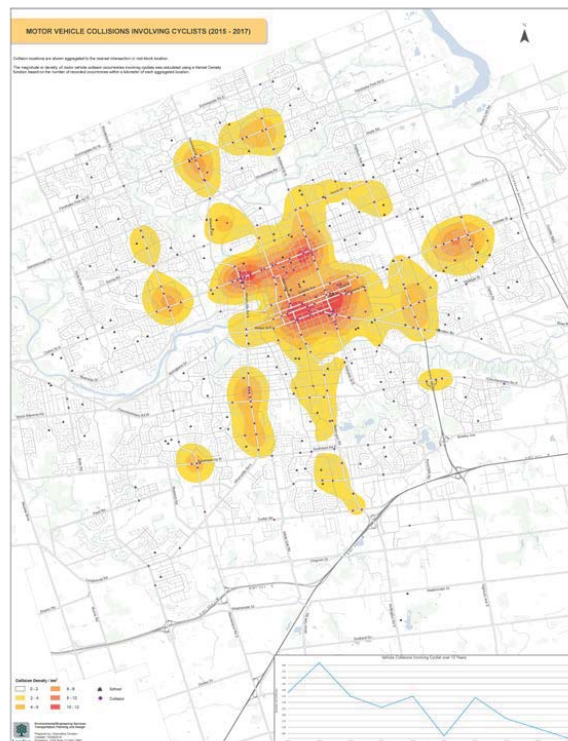
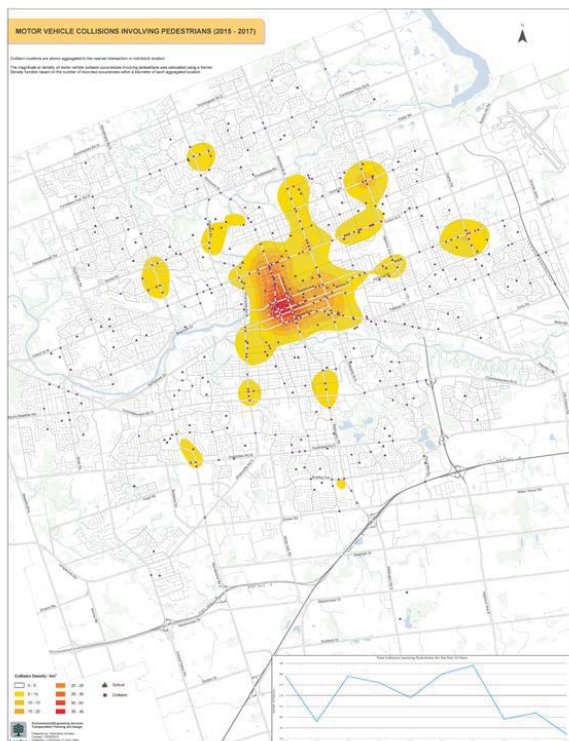
- New legislations allows municipalities to set a speed limit lower than 50 km/h for defined areas.
- Collisions involving vulnerable road users from 2015 to 2017
 - 161 on minor residential streets; and
 - 86 on major downtown roads.

Goals

- Improve safety in residential areas and areas with high volumes of vulnerable road users; and
- Support community building by making walking and cycling more appealing.



Pedestrian and Cyclist Collisions (2015 to 2017)



Rate of Speed

Factors impacting the rate of speed:

- Roadway classification (minor vs. major)
- Roadway geometry (horizontal and vertical);
- Left-turn & right-turn lanes;
- Roadway width;
- Pedestrian/cyclist volumes and facilities;
- Vehicle volumes;
- Land use;
- Intersection spacing;
- Driveway spacing; and
- On-street parking.

Rate of Speed (cont'd)

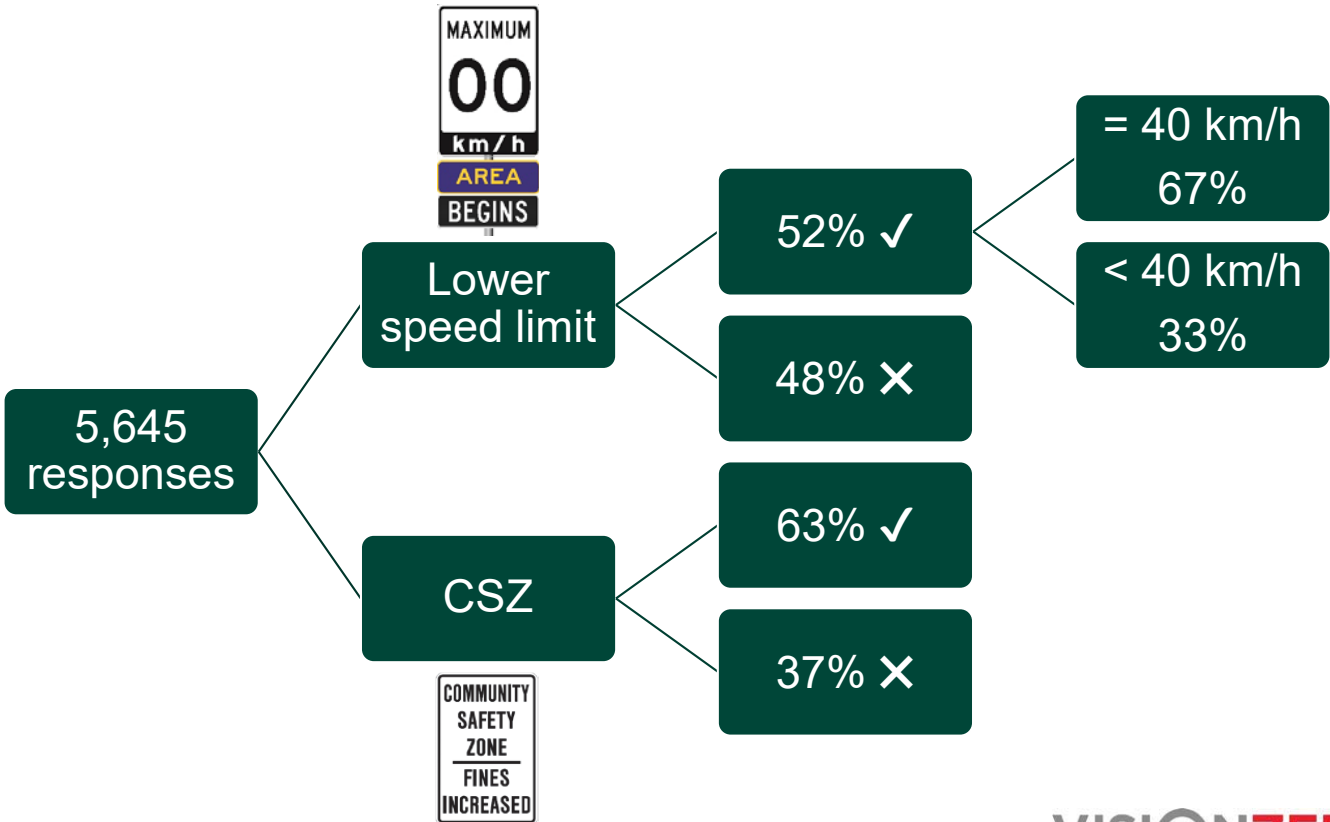
A rate of speed of 40 km/h is appropriate for residential roads and some major roads in the downtown:

- Narrow residential roads;
- Intended use of the road;
- Frequent driveways; and
- High volume of vulnerable road users.

A speed limit lower than what drivers perceive as appropriate could result in significant non-compliance, greater speed differentials and increased enforcement resources.

- Speed differentials can result in pedestrians, cyclists and other drivers misjudging the speed of approaching vehicles.

Area Speed Limit Get Involved London Survey





Proposed Area Speed Limit Program

1. Reduce the speed limit in residential areas and at high vulnerable user volumes in the downtown to 40 km/h by area;
2. Implement Community Safety Zones as the speed limit is reduced to 40 km/h;
3. Maintain the speed limit in school zones at 40 km/h and review the potential to reduce the speed limit to 30 km/h; and
4. Invest approximately \$1,000,000 over four years for 2,000 sets of signs to implement the above.

