

**CITY OF VAUGHAN**  
**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 22, 2021**

Item 1, Report No. 31, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 22, 2021.

**1. ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**The Committee of the Whole (Working Session) recommends:**

- 1) That the recommendation contained in the following report of the Deputy City Manager, Public Works, dated June 2, 2021, be approved;**
- 2) That staff bring back a further report with reference to traffic rules enforcement and education with all available options for Council consideration;**
- 3) That the Road Watch Program be promoted as soon as possible via the Corporation Communication channels in order to bring awareness during the Summer;**
- 4) That Communication C19, presentation material, entitled, *“MoveSmart Speed Limit Policy”*, be received; and**
- 5) That the comments by Robert A. Kenedy, MacKenzie Ridge Ratepayers Association, Giorgia Crescent, be received.**

**Recommendations**

1. That Council approve the proposed policy for establishing speed limits in the City of Vaughan as shown in Attachment 1;
2. That Council approve the speed limit changes listed for the 40 km/h speed limit for school zones in Attachment 2;
3. That Council approve the speed limit changes listed for the 30km/h speed limit for public laneways in Attachment 3;
4. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing the speed limit changes listed for 40km/h speed limits for school zones and for 30km/h speed limits for public laneways;
5. That Council approve the implementation of 40km/h Neighbourhood Areas;
6. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing to set the maximum rate of speed at 40km/h for Neighbourhood Areas;
7. That staff be authorized to administer the proposed policy for establishing speed limits as outlined in Attachment 1; and
8. That the City Clerk forward a copy of this report to the Regional Municipality of York, York Regional Police, York Region Public District School Board and York Region Catholic District School Board.

## Committee of the Whole (Working Session) Report

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**DATE:** Wednesday, June 02, 2021

**WARD(S):** ALL

**TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

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**Purpose**

To seek Council approval on a speed limit policy that addresses the safety of all road users by establishing a framework for the determination of speed limits on the City's road network.

**Report Highlights**

- At the November 3, 2015 Committee of the Whole meeting, Council directed staff to establish a speed limit policy for the City of Vaughan.
- Vaughan citizens have identified motorist speeds as one of the City's key traffic issues.
- The *Safer School Zones Act* (Bill 65), provides more tools for municipalities to set speed limits lower than 50km/h for bounded neighbourhood areas.
- The proposed policy is comprised of primary zones for rural roads, built up/urban areas inclusive of school zones, public laneways and neighbourhood areas.

**Recommendations**

1. That Council approve the proposed policy for establishing speed limits in the City of Vaughan as shown in Attachment 1;
2. That Council approve the speed limit changes listed for the 40 km/h speed limit for school zones in Attachment 2;

3. That Council approve the speed limit changes listed for the 30km/h speed limit for public laneways in Attachment 3;
4. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing the speed limit changes listed for 40km/h speed limits for school zones and for 30km/h speed limits for public laneways;
5. That Council approve the implementation of 40km/h Neighbourhood Areas;
6. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing to set the maximum rate of speed at 40km/h for Neighbourhood Areas;
7. That staff be authorized to administer the proposed policy for establishing speed limits as outlined in Attachment 1; and
8. That the City Clerk forward a copy of this report to the Regional Municipality of York, York Regional Police, York Region Public District School Board and York Region Catholic District School Board.

## **Background**

**Vaughan citizens continue to express interest in both safer roadways with appropriate speed limits as well as the ability to be able to travel efficiently to get to their destinations within the City.**

With the continued growth and urbanization of the City the characteristics of our roadways continue to change and there is an increasing need to balance the requirements of all road users including pedestrians, cyclists, motorists and transit users.

**Vaughan's practices regarding speed limits is based on the Highway Traffic Act (HTA) statutory speed limits and the Transportation Association of Canada (TAC) guidelines.**

The Traffic By-law (Bylaw 284-94) Section 9, Subsection (1) indicates that speed limits on roads shall be 50 km/h in built-up areas and 80 km/h in rural areas as per the HTA, unless otherwise posted. A 40 km/h speed limit has been used on roadways where a school abuts the roadway as specified in the HTA.

**The HTA does not consider the particular roadway environment and this can lead to inconsistent speed limits.**

The practice of setting speed limits based on the HTA does not explicitly consider roadway geometry, development activity, pedestrians, cyclists or transit corridors which can lead to inconsistent speed limits. In performing speed limit review requests on City roadways, staff have been using the Transportation Association of Canada (TAC)

Guidelines for establishing speed limits. For example, road reconstruction or development activities can result in significant changes to the roadside environment and consequently speed limits that are no longer appropriate; in these instances, speed limits are reviewed and revised according to the TAC guidelines. The TAC guidelines take several characteristics into account, including: roadway geometry, pavement width, roadside hazards, pedestrian and cyclist exposure, number of intersections and on-street parking.

**Council provided direction for staff to develop a comprehensive Speed Limit Policy to address the safety of all road users, specifically pedestrians and cyclists.**

At the Committee of the Whole meeting of November 3, 2015, Council directed staff to initiate the development of a comprehensive speed limit policy addressing the safety of all road users that accounts for the increase in the number of pedestrians and cyclists, and ensures speed limits are consistent with future growth (as outlined in Item 15, Report No. 40, of the Committee of the Whole November 17, 2015).

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

**Previous Reports/Authority**

Traffic By-law 284-94:

[Consolidated Traffic By-Law 284-94](#)

Committee of the Whole (Working Session) Report March 3, 2021 – MoveSmart Mobility management Strategy:

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=62111>

Item 15, Report No. 40, of the Committee of the Whole November 17, 2015 - Council direction to develop Speed limit policy:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW1103\\_15\\_15.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1103_15_15.pdf)

Committee of the Whole Report May 16, 2005 – Statutory speed limit in Vaughan is 50km/h (urban area) and 80 km/h (rural area):

[http://meetingarchives.vaughan.ca/committee\\_2005/pdf/CWA0516\\_14.pdf](http://meetingarchives.vaughan.ca/committee_2005/pdf/CWA0516_14.pdf)

Committee of the Whole Report October 1, 2001- Designation of a 40km/h School Speed Zone:

[http://meetingarchives.vaughan.ca/committee\\_2001/pdf/CWA20011001\\_37.pdf](http://meetingarchives.vaughan.ca/committee_2001/pdf/CWA20011001_37.pdf)

## **Analysis and Options**

**The proposed Speed Limit Policy was completed through a comprehensive review of peer municipalities, statutory requirements and guidelines, stakeholder consultation, and with considerations for vulnerable road users.**

A comprehensive review of peer municipalities was conducted. Staff consulted with 15 municipalities on speed limit policies/guidelines including City of Markham, Town of Newmarket, Town of Richmond Hill, City of Kingston, Town of Milton, Town of Halton Hills, City of Brantford, Town of East Gwillimbury, City of Toronto, City of Hamilton, Town of Caledon, City of Brampton, City of Mississauga, Peel Region, and York Region.

**Similar to neighbouring municipalities, the proposed Speed Limit Policy will be based on HTA regulations and TAC Guidelines.**

Most of these municipalities have established a customized speed limit policy/guideline using the regulations outlined in the HTA and the TAC Guidelines for establishing speed limits with a focus on reducing speed limits within school zones. The 40km/h speed limit is used in school zones, local and minor residential collectors and/or where traffic calming measures have been utilized.

To be proactive and responsive to our citizens it is beneficial to establish a method to set speed limits that considers the growth, urbanization, and specific roadway environment and characteristics. The proposed policy will address the needs of our most vulnerable road users, such as pedestrians and cyclists, particularly in areas where pedestrian sensitivity is at its highest. Proximity to schools, parkland areas adjacent to schools, roadways without sidewalks, local residential roads, minor collectors, and narrow roads/laneways where two-way traffic flow is constricted by parked vehicles were other important considerations in the development of this policy.

**The principles of the proposed policy are centered around safety, mobility and sustainability.**

The three main principles of the speed limit policy are to ensure safety, mobility, and sustainability. The policy needs to address the road safety of all road users, including pedestrians and cyclists. The proposed policy aims to establish appropriate speed limits based on roadway characteristics, roadway geometry, and the pedestrian environment. Appropriate speed limits will provide an environment where road users

feel secure and safe. The policy also accounts for multi-modes of transportation and ensures speed limit consistency.

The relationship between speed and injury severity is particularly critical for vulnerable road users. Published studies have shown that incidents involving the most vulnerable road users (pedestrians and cyclists) with vehicles travelling at a higher rate of speed increase the potential for a fatality.

The York Region Associate Medical Officer of Health was consulted regarding speed limits and advised, “the evidence is convincing that lowering speed limits – especially in residential areas can be very effective in reducing the risk of severe injury or death.” Additionally, according to the World Health Organization, an increase of 1 km/h in vehicle speed results in an increase of 3% in the incidence of crashes resulting in injury and an increase of 4-5% in the incidence of fatal crashes.

**The policy framework categorizes four zones within the road network – rural, urban, laneways, and neighbourhood areas.**

Four primary zones have been established for the proposed speed limit policy framework:

1. Rural roadways
2. Built-Up/Urban Areas, inclusive of school zones
3. Public Laneways
4. Neighbourhood Areas with speed limits of 40km/h

*The Safer School Zone Act* (Bill 65) enables municipalities to designate areas where by-lawed speed limits can be imposed lower than 50km/h. Therefore, municipalities have the authority to establish a speed limit lower than 50 km/h within neighbourhoods using specialized speed limit signage (Attachment 6).

**The speed limit on Rural Roadways will be evaluated based on the TAC Guidelines.**

For rural roads, the 80 km/h statutory speed limit is prescribed by the *HTA unless otherwise posted*. The Speed limits on rural roads can be assessed using the TAC guidelines upon request from the public or as part of a review associated with new development or in conjunction with major road rehabilitation work. The TAC Guideline parameters - Canadian Guide for Establishing Posted Speed Limits (2009) - are summarized below and outlined in Attachment 4.

The TAC Guideline considers the following roadway elements:

- |                       |                           |
|-----------------------|---------------------------|
| - Road Classification | - Roadside Hazards        |
| - Divided/Undivided   | - Pedestrian Exposure     |
| - Urban/Rural         | - Cyclist Exposure        |
| - Number of Lanes     | - Pavement Surface        |
| - Length of Corridor  | - Number of Intersections |
| - Design Speed        | - Number of driveways     |
| - Horizontal Geometry | - Interchanges            |
| - Vertical Geometry   | - On-Street parking       |
| - Lane Width          |                           |

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.

**The speed limit in Built-up/Urban Areas of 40 km/h on roadways will be evaluated according to elements in the TAC guideline including roadway width, operating speeds, on-street parking and pedestrian and cycling infrastructure elements.**

For built-up/urban roads, the 50 km/h statutory speed limit is prescribed by the HTA, unless otherwise posted. This policy provides the ability to assess all urban roads for reduced posted speed limits of 40 km/h when certain criteria are met.

Based on the TAC Guidelines, the proposed policy identifies the following key elements in determining appropriate roadway speed limits:

- Roadway widths
- Operating speeds
- On-street parking
- Pedestrian Environment
- Cycling Environment

The policy proposes a reduced speed limit of 40 km/h, generally associated with school zones, local streets and minor collectors.

Communities in other municipalities, included in the City's jurisdictional scan, restricted the use of the 40 km/h speed limits to school zones, local and minor residential collectors and/or where traffic calming measures have been utilized. It was determined that to promote compliance and improve driver awareness of their surroundings, the

speed limit chosen should be representative of the pedestrian environment, roadway width, and operating speeds. A 40 km/h limit in these areas was determined to be appropriate based on the above.

Speed limits in Built-up/Urban areas will be reviewed on a case-by-case basis as required and subject to this Policy/criteria. A speed limit should be set that promotes compliance and driver awareness.

**The speed limit in School Zones will be set at 40 km/h.**

Schools and adjacent parks continue to be areas with increasing pedestrian, cycling and vehicular traffic even during evenings and weekends. The presence of vulnerable road users in school areas need to be considered in the implementation of the City's Speed Limit policy.

The proposed policy addresses school areas as follows:

- School zone areas will be set at a maximum of 40 km/h for the section of road contiguous to the school and for no less than 150 metres along the road on either side of the school property.
- Consistent with the Region's speed policy, a school is typically required to have a minimum of 200 registered students to be eligible for a 40 km/h school zone speed limit. The intent is to minimize the creation of school zones for locations that have small geographic footprints.
- Where there is a park contiguous to the school boundary limits, the parkland will be considered as part of the school zone and the 40 km/h maximum speed control zone shall extend no less than 150 metres beyond the parkland.
- At locations where there is a roadway that is not directly adjacent to the school but provides direct access to a school via a walkway, a 40 km/h maximum speed control zone will be applied and must extend no less than 150 metres beyond the limits of the walkway.

All school zones within the City of Vaughan, will be signed in accordance with the *HTA* and the Ontario Traffic Control Manual. The speed limit changes listed for the 40 km/h speed limit for school zones is contained in Attachment 2.

**The speed limit for Public Laneways will be set at 30 km/h.**

Public laneways within the City typically have a right-of-way width of 8.0 metres and a pavement width of 6.0 metres. Laneways do not typically contain pedestrian



infrastructure. Laneways often have a high volume of turning movements and reduced sightlines. As a result of these design characteristics, the safe vehicle operation in laneways necessitates the ability to stop quickly, which in turn equates to the need for lower operating speeds.

Given the narrow width (typically with a right-of-way width of 8.0 metres and a pavement width of 6.0 metres), lack of sidewalks and numerous tightly spaced access points, it is recommended public laneways be posted at a 30 km/h maximum speed limit.

All public laneways shall be signed in accordance with the *HTA* and Ontario Traffic Control Manual. The speed limit changes listed for the 30km/h speed limit for public laneways is contained in Attachment 3.

**The speed limit in Neighbourhood Areas of 40km/h will be set using specialized signage.**

The Province passed the *Safer School Zones Act* (Bill 65) in 2017 which resulted in amendments to the *HTA* in 2018. The amendments allow municipalities to designate areas with speed limits lower than 50km/h. Municipalities may designate areas within a bounded neighbourhood area using specialized speed limit signage. Specialized area speed limit signs (attachment 5) are to be used in accordance with the Provincial Guidelines (Ontario Traffic Manual Book 5), with signs required at all entry and exit points of a neighbourhood area.

A benefit of the amendments in the *HTA* is that speed signage no longer needs to be installed on a street by street basis within an identified neighbourhood where speeds are being lowered below 50 km/h. To increase driver awareness when entering these zones, entry points to each of these communities will be signed and accompanied with roadway stenciled pavement markings illustrating the regulatory speed limit.

Staff will be assessing the application of this regulation in existing neighbourhoods by piloting one “40 km/h Neighbourhood area Speed Zone” per ward. Attachment 6 illustrates an example of a 40 km/h Neighbourhood Speed Zone.

Based on the current block/community layouts, there are approximately 90 Neighbourhood areas that can be considered for implementation. Each area will typically have four or more entry points to the community. Eligible roadways will generally include local roads and minor collector roads posted at 40 km/h. Neighbourhood area speed limits are not suitable for major collector roadways and speed limits on these roads will continue to be reviewed on a case-by-case basis.

Staff will consult with local Councillors to define and prioritize potential neighbourhoods for a neighbourhood area 40 km/h speed limit and determine a communication/public consultation plan. The public consultation with Councillors is imperative to ensure community needs are met and that there is a clear understanding of the program. Based on the program monitoring results, additional measures and resources for traffic calming to address speeding in neighbourhoods with 40 km/h posted speed limits may be required.

**Stakeholders support the proposed Speed Limit Policy as a balanced approach with consideration of all road users.**

Staff met with York Regional Police, York Region Transportation and Public Health, York Region Public District School Board and York Regional Catholic District School Board to present an outline of the proposed speed limit policy. A joint presentation on the proposed speed limit policy was made to the York Region Traffic Technical Advisory Committee with York Region Public Health staff in August 2020. Staff has consulted with various City departments, including: Development Engineering, Vaughan Metropolitan Centre Program, Legal Services, Infrastructure Planning and Corporate Asset Management (Transportation Planning), and Bylaws & Compliance Licensing and Permit Services. Staff have received support for the proposed Speed Limit Policy.

Key stakeholders (York Regional Police, Fire Services, Emergency Services, York Region Transit, and School Boards) will be informed of the speed limit changes. Staff will work with the Corporate and Strategic Communications team to develop a public communication plan to raise public awareness of the speed limit changes. Staff will develop a work plan to implement the required signage. New signage in the School Zone areas will be prioritized and installation is planned to be undertaken in 2021. Signage for Public Laneways and Neighbourhood Areas is planned to follow in the Spring and Fall of 2022, respectively.

**Financial Impact**

The estimated costs associated with the approval of this report and implementation of the policy are as follows:

1. The installation of 40 km/h signage at each school zone area is approximately \$2,100. With approximately 84 school zone areas throughout the City, the total estimated cost is \$176,400.

2. The installation of 30 km/h signage at each public laneway is approximately \$520. With approximately 70 public laneways throughout the City, the total estimated cost is \$36,400.
3. The installation of the 40 km/h Neighbourhood areas speed limit signage will be subject to the number of entry points to each community. Each entry/exit point will consist of 2 signs and 1 stencil pavement marking at an estimated cost of \$1,100. Five 40km/h Neighbourhood areas are anticipated be part of the pilot project.
4. The installation of new signs for streets with a speed reduction to 40 km/h is \$1,100 per street, based on a minimum of four (4) signs per street.

Staff will develop a work plan to implement the required signage for the school zones, public laneways, and the pilot projects for the 40km/h Neighbourhood Areas. Funding for the work plan is included in the approved 2021 capital budget.

In the future, new subdivisions will require an evaluation based on the proposed Speed policy and signage installation will be required as part of the construction of each new subdivision.

The proposed policy meets all the components of the council resolution requesting the development of a comprehensive speed limit policy to determine speed limits that address the safety of all road users and accounts for the increase in the number of pedestrians and cyclists while ensuring speed limits are consistent with the future growth of the City. The proposed policy has been endorsed by key stakeholders and staff will continue working closely with key partners during the implementation phases.

### **Broader Regional Impacts/Considerations**

Staff have consulted with York Regional Police, York Region Public Health, York Region Transportation staff, York Region Public District School Board, and York Regional Catholic District School Board on the outline of the proposed Speed Policy. These stakeholders are supportive of the proposal.

York Regional Police will be responsible for enforcing speed limit compliance. Staff will continue working closely with York Regional Police to develop both public education and enforcement strategies as both are essential components to achieve compliance.

## **Conclusion**

Council directed staff in November 2015 to develop a speed limit policy. An assessment of the City's road network, an environmental scan of peer municipalities, and research into applicable regulations and technical guidelines has been performed to ensure the development of a policy that accounts for and accommodates multi-modes of transportation, considers vulnerable road users, and addresses growing urbanization. It is recommended that this report, and the proposed Speed Limit Policy be approved.

**For more information**, please contact Peter Pilateris, P.Eng., Director, Transportation and Fleet Management Services, ext. 6141.

## **Attachments**

1. Proposed Speed Limit Policy
2. By-law listing – 40 km/h Speed Limit (School Zones)
3. By-law listing – 30 km/h Speed Limit (Public laneways)
4. TAC Guidelines for Establishing Posted Speed Limits – Data Sheet
5. New Speed Limit Area Signs
6. Example of Neighbourhood Area 40 km/h

## **Prepared by**

Margie Chung, Manager of Traffic Services, 6173  
Mark Ranstoller, Senior Traffic Technologist, 6117

## **Approved by**



Nadia Paladino for Zoran Postic,  
Deputy City Manager, Public Works

## **Reviewed by**



Jim Harnum, City Manager

## CORPORATE POLICY

**POLICY TITLE:** ESTABLISHING SPEED LIMITS ON CITY ROADWAYS

**POLICY NO.:** XX.X.XX

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

**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**POLICY NO.:** Policy number assigned by Policy Coordinator.

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.

**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**POLICY NO.:** Policy number assigned by Policy Coordinator.

**9. Operating Speed/85<sup>th</sup> 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.

**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**POLICY NO.:** Policy number assigned by Policy Coordinator.

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

<b>CRITERIA "A" – ROADWAY ENVIRONMENT</b>	
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 <sup>th</sup> 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	
<b>CRITERIA "B" – PEDESTRIAN / CYCLING ENVIRONMENT</b>	
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
<b>OVERALL CRITERIA RESULTS</b>	
<b>Criteria "A" and "B" must be satisfied</b>	<b>Yes /No</b>

**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.



**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS**

**POLICY NO.:** Policy number assigned by Policy Coordinator.

- 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 (85<sup>th</sup> percentile) along the road which shall not be greater than 10 km/h over the recommended 40km/h speed limit.

**POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS****POLICY NO.:** Policy number assigned by Policy Coordinator.

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.*

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

<b>Date:</b>	<b>Description:</b>
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Click or tap to enter a date.	
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**ATTACHMENT NO.2**  
**40 Km/h School Zone Areas Listing**

<b>SPEED LIMIT</b>	<b>STREET</b>	<b>DESCRIPTION</b>
40 km/h	Hilda Avenue	North limit of York Hill Boulevard to the south limit of Clark Avenue
40 km/h	Highcliffe Drive	North limit of Atkinson Avenue to the south limit of Flamingo Road
40 km/h	Clark Avenue	East limit of Dufferin Street to the west limit of Joseph Aaron Boulevard/Brownridge Drive
40 km/h	Clark Avenue	150 metres west of New Westminster Drive to the west limit of South Promenade
40 km/h	Coulter's Mill Gate	West limit of New Westminster Drive to the east limit of Mill Arbour Lane
40 km/h	New Westminster Drive	150 metres north of Joseph Aaron Boulevard/Mullen Drive to the north limit of Steeles Avenue West
40 km/h	New Westminster Drive	150 metres south of Clark Avenue to south limit of Centre Street
40 km/h	New Westminster Drive	West limit of Bathurst Street to north limit of Beverly Glen Boulevard
40 km/h	Apple Blossom Drive	West limit of Thornhill Woods Drive to east limit of Pleasant Ridge Avenue
40 km/h	Mistysugar Trail	East limit of Pleasant Ridge to the west limit of Thornhill Woods Drive
40 km/h	Thomas Cook Avenue	North limit of Randolph Drive/Wallenberg Drive to north limit Golden Trail (north leg)
40 km/h	Farrell Road	West limit of Sir Stevens Road to west limit of Via Romano Boulevard
40 km/h	Via Romano Boulevard	North limit of Straw Cutter Gate to south limit of Dimarino Drive
40 km/h	Forest Run Boulevard	South limit of Belvia Drive to the north limit of Derrywood Crescent
40 km/h	Grand Trunk Avenue	North limit of Pullman Road to south limit of Riverhill Drive / Muret Crescent
40 km/h	Sir Sandford Fleming Way	East limit of Grand Trunk Avenue to 100 metres east of Coupler Drive
40 km/h	Peter Rupert Avenue	South limit of Major Mackenzie

		Drive to 25 metres south of Jazz Drive / Ascalon Drive
40 km/h	Jack Pine Road	North limit of Ascalon Drive to south limit of Petticoat Road
40 km/h	Petticoat Road	West limit of Peter Rupert Avenue to east limit of Craigvale Street
40 km/h	Peter Rupert Avenue	South limit of Lauderdale Drive to north limit of Maverick Crescent (North leg)
40 km/h	Ravineview Drive	40 metres north of Bottero Drive to north limit of Bestview Crescent (west leg)
40 km/h	Country Drive Lane	South limit of Ravineview Drive to north limit of Lodgeway Drive
40 km/h	Village Vista Way	East limit of Ravineview Drive to south limit of Country Drive Lane
40 km/h	Peak Point Boulevard	North limit of Meadow Ridge Court to south limit of Ravineview Drive
40 km/h	Naylon Street	East limit of Netherford Road to a point 57 metres east of Netherford Road
40 km/h	Springside Road	East limit of Jane Street to west limit of Whitefaulds Road / Tracie Court
40 km/h	Cranston Park Avenue	North limit of Cunningham Drive to south limit of Ridgeway Court / Princeton Gate
40 km/h	St. Joan of Arc Avenue	North limit of Drummond Drive to south limit of Teston Drive
40 km/h	St. Joan of Arc Avenue	North limit of McNaughton Road to south limit of Shetland Crescent (north leg)
40 km/h	Drummond Drive	East limit of Cranston Park Avenue to 110 metres east of Cranston Park Avenue
40 km/h	Melville Avenue	West limit of Cranston Park Avenue to 65 metres north of Brandon Gate
40 km/h	Comdel Boulevard	East limit of Weston Road to west limit of Vellore Woods Boulevard
40 km/h	Fox Hound Crescent	East limit of Starling Boulevard to 133 metres north of Ashberry Boulevard
40 km/h	Julliard Drive	South limit of Sweetriver Boulevard to North limit of Rutherford Road
40 km/h	Starling Boulevard	South limit of Teal Crescent / Oxbow Court to 150 metres south of

		Fox Hound Crescent
40 km/h	Discovery Trail	South limit of America Drive to north limit of Adventure Crescent / Domingo Street
40 km/h	Santa Maria Trail	West limit of Discovery Trail to Windy Way
40 km/h	Mast Road	North limit of Del Francesco Way to south limit of Tierra Avenue
40 km/h	Domingo Street	East limit of Mast Road to west limit of Discovery Trail
40 km/h	Murray Farm Lane	East limit of John Deisman Boulevard to north limit of Portsmouth Road
40 km/h	Vellore Park Avenue	North limit of Aidan Drive to north limit of Shelbourne Drive
40 km/h	Highmark Drive	East limit of Vellore Park Avenue to east limit of Highmark Drive
40 km/h	Stark Crescent	West limit of Vellore Park Avenue (north leg) to 150 metres west of Vellore Park Avenue
40 km/h	Keystar Court	North limit of Highmark Avenue to 150 metres north of Highmark Drive
40 km/h	Venice Gate Drive	East limit of Vellore Park Avenue to west limit of Summit Drive
40 km/h	Via Campanile	North limit of Davos Road to south limit of Ferrazzano Lane / Noce Way
40 km/h	Via Campanile	South limit of Grand Vellore Crescent (south leg) to north limit of Pieta Place
40 km/h	Corso Garibaldi Road	West limit of Via Campanile to north limit of Davos Road
40 km/h	Cartwright Avenue	East limit of Bayside Court/Malden Street to west limit of Woolacott Road
40 km/h	Bayside Court	South limit of Cartwright Avenue to south limit of Bayside Court
40 km/h	Firenza Road	West limit of Fossil Hill Road to east limit of Kingsview Drive
40 km/h	Maria Antonia Road	West limit of George Gale Road to west limit of Mazzone Drive
40 km/h	Chatfield Drive	East limit of Antorisa Avenue to 150 metres east of Lawford Road
40 km/h	Lawford Road	North limit of Major Mackenzie Drive

		to south limit of Stanton Road
40 km/h	Templewood Crescent	North limit of Stanton Road (west leg) to north limit of Stanton Road (east leg)
40 km/h	Stanton Road	West limit of Drake Street to west limit of Silver Sterling Crescent (east leg)
40 km/h	Terra Road	South limit of Pine York Avenue to north limit of Guery Crescent (north leg)
40 km/h	Guery Crescent	West limit of Terra Road (north leg) to west limit of Terra Road (south leg)
40 km/h	Fredrick Street	North limit of Wigwoss Drive to east limit of Riverview Avenue
40 km/h	Gamble Street	West limit of Islington Avenue to west limit of Gamble Street
40 km/h	Burwick Avenue	East limit of Kipling Avenue to east limit of Burwick Avenue
40 km/h	Lansdowne Avenue	North limit of Highway 7 to south limit of Burwick Avenue
40 km/h	Crofters Road	North limit of Paddington Place to south limit of Alpha Court
40 km/h	Martin Grove Road	200 metres south of south limit of Royson Road to 230 metres north of Royson Road
40 km/h	Martin Grove Road	115 metres east of Castlepoint Drive / Dolores Crescent to west limit of Highway 27
40 km/h	Andrew Park	80 metres west of North Humber Drive to north limit of Button Road
40 km/h	Dunstan Crescent	East limit of Forest Drive (north leg) to 100 metres east
40 km/h	Barons Street	South limit of East's Corners Boulevard to north limit of Mactier Drive
40 km/h	Richler Avenue	West limit of Pelee Avenue to east limit of Killington Avenue
40 km/h	Killington Avenue	South limit of East's Corners Boulevard to north limit of Moody Drive (south intersection)
40 km/h	Secord Avenue	East limit of Moody Drive to west limit of Barons Street

40 km/h	Danby Street	East limit of Barons Street to 150 metres east.
40 km/h	Maple Sugar Lane	East limit of Pleasant Ridge Avenue to west limit of Thornhill Woods Drive
40 km/h	Bentwood Crescent	West limit of Thornhill Woods Drive (north Leg) to west limit of Thornhill Woods Drive (south leg)
40 km/h	Butterfield Crescent	West limit of Barrhill Road to west limit of Fifefield Drive
40 km/h	Fieldcroft Court	North limit of Butterfield Crescent to the north limit of Fieldcroft Court
40 km/h	Gram Street	North limit of Goodman Crescent to south limit of Church Street
40 Km/h	Deepsprings Crescent	West limit of Komura Road to the west limit of Sweetriver Boulevard
40 km/h	Kingsview Drive	South limit of Maria Antonia Road to the north limit of Firenze Road
40 km/h	Hawstone Road	East limit of Starling Boulevard to the west limit of Tern Drive
40 km/h	Balsamwood Road	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
40 km/h	Zahavy Drive	South limit of Brownridge Drive to the north limit of Chelwood Drive
40 km/h	Chelwood Drive	East limit of Brownridge Drive to the west limit of Zahavy Drive
40 km/h	Gilmore Crescent	West limit of Mullen Drive (north leg) to the west limit of Mullen Drive (south leg)
40 km/h	Flourish Street	East limit of Poetry Drive (north leg) to the east limit of Poetry Drive (south leg)
40 km/h	Treasure Road	North limit of Grand Valley Boulevard to the south limit of Santa Maria Trail
40 km/h	Andy Crescent	North limit of Martin Grove Road to the north limit of Iona Crescent
40 km/h	Silverado Trail	West limit of Forest Fountain Drive to the east limit of Arrowood Crescent
40 km/h	Lio Avenue	North limit of Fontesalva Avenue to the west limit of Monte Carlo Avenuekillington
40 km/h	Ironside Drive	North limit of Chatfield Drive to the south limit of Stanton Avenue

40 km/h	Needle Point Road	South limit of Clover Leaf Street (north leg) to the north limit of Clover Leaf Street (south leg)
40 km/h	Trudeau Drive	South limit of Venice Gate Drive to the north limit of Lormel Gate
40 km/h	Golden Forest Road	From west limit of Peter Rupert Avenue to east limit of Margarita Road
40 km/h	Lisa Crescent	North limit of York Hill Boulevard to the east limit of Lisa Crescent
40 km/h	Quaker Ridge Road	East limit of Glen Shields Avenue to the north limit of Quaker Ridge Road
40km/h	Michael Court	North limit of York Hill Boulevard to the north limit of Michael Court
40km/h	Matthew Drive	North limit of Blue Willow Drive to the west limit of Matthew Drive
40 km/h	Lavender Place	South limit of Matthew Drive to the north limit of Matthew Drive
40 km/h	Michelle Drive	North limit of Blue Willow Drive (west leg) to the north limit of Blue Willow Drive (east leg)
40km/h	Princeton Gate	East limit of Cranston Park to south limit of Isaac Murray Ave
40 km	Monteith Crescent	North limit of Drummond Drive to entire Crescent
40km/h	Sylwood Cres	West limit of Hawker Road (north leg) to west limit of Hawker Road (south leg)
40km/h	Broomlands Drive	North limit of Springside Road to west limit of Whitefaulds Road
40km/h	Falkirk Crescent	North limit of Roseheath Drive to west limit of Glenkindie Avenue
40km/h	Glenkindie Avenue	North limit of Oban Avenue to south limit of Cunningham Drive
40 km/h	Fossil Hill Road	North limit of Amparo Drive to the south limit of Mediterra Drive
40 km/h	Jade Crescent	West limit of Coronation Street (north leg) to the west limit of Coronation Street (south leg)
40 km/h	Castillian Drive	South limit of Sonoma Boulevard to the north limit of Royal Pine Avenue
40 km/h	Martin Grove Road	North limit of Triton Avenue to the south limit of Forest Drive



40 km/h	Oliver Lane	East limit of Oliver Lane to the west limit of Brice Street
40 km/h	Beatrice Way	East limit of Beatrice Way to north limit of Vera Street
40 km/h	Belair Way	North limit of Trevor Street to south limit of Marieta Street
40 km/h	Trevor Street	South limit of Belair Way to the west limit of Belview Avenue
40 km/h	Villa Royale Avenue	East limit of Fossil Hill Road to the west limit of Weston Road
40 km/h	Solway Avenue	South limit of Kildrummy Gate (west leg) to the south limit of Kildrummy Gate (east leg)
40 km/h	Carmen Crescent	South limit of Belview Avenue to the west limit of Fiori Drive
40 km/h	Judith Avenue	North limit of Clark Avenue to the south limit of Bayhampton Crescent
40 km/h	Brooke Street	South limit of Arnold Avenue to its south limit
40 km/h	Ventura Way	North limit of Beverley Glen Boulevard (east leg) to the north limit of Beverley Glen Boulevard (west leg)
40 km/h	Mulholland Drive	North limit of Beverley Glen Boulevard to the west limit of Mountbatten Road
40 km/h	Hetherington Crescent	North limit of Mullen Drive (east leg) to the north limit of Mullen Drive (west leg)
40 km/h	Colvin Crescent	North limit of Mullen Drive to the west limit of Colvin Crescent
40 km/h	Ramblewood Lane	East limit of Tansley Road (north leg) to the east limit of Tansley Road (south leg)
40 km/h	Coldwater Court	East limit of Beverley Glen Boulevard to the east limit of Coldwater Court
40 km/h	Valley Vista Drive	East limit of Chaya Sara Gardens to the west limit of Bathurst Street
40 km/h	Monte Carlo Drive	South limit of Napa Valley Avenue to the north limit of Adriana Louise Drive
40 km/h	Montcalm Boulevard	East limit of Fossil Hill Road to the west limit of Lucerne Drive

40 km/h	Cherry Hills Road	North limit of Glen Shields Avenue (west leg) to the north limit of Glen Shields Avenue (east leg)
40 km/h	Rota Crescent	East limit of Mira Vista Place to the south limit of Napa Valley Avenue
40 km/h	McCabe Crescent	South limit of Conley Street to the east limit of McCabe Crescent
40 km/h	Dundurn Crescent	South limit of Atkinson Avenue (west leg) to the south limit of Atkinson Avenue (east leg)
40 km/h	Maxwell Court	East limit of Rosedale Heights Drive to the east limit of Maxwell Court
40 km/h	Roseborough Crescent	North limit of Rosedale Height Drive to the north limit of Roseborough Crescent
40 km/h	Badessa Circle	West limit of Charlton Avenue (north leg) to the west limit of Charlton Avenue (south leg)
40 km/h	Bentoak Crescent	East limit of Pleasant Ridge Avenue (north leg) to the east limit of Pleasant Ridge Avenue (south leg)
40 km/h	Parkfield Court	North limit of Highway 7 to the north limit of Parkfield Court
40 km/h	Carrier Crescent	East limit of Peter Rupert Avenue to the west limit of Oberfrick Avenue
40 km/h	Zucchet Court	South limit of Chancellor Drive to the west limit of Zucchet Court
40 km/h	Glenvilla Road	South limit of Chancellor Drive to the east limit of Glenvilla Road
40 km/h	Father Ermanno Crescent	East limit of Fiori Drive (north leg) to the east limit of Fiori Drive (south leg)
40 km/h	Antonella Crescent	North limit of Chancellor Drive (west leg) to the north limit of Chancellor Drive (east leg)
40 km/h	Kayla Crescent	South limit of Eddington Place (west leg) to the south limit of Eddington Place (east leg)
40 km/h	Pentland Crescent	East limit of Greenock Drive to the south limit of Cromwell Road
40 km/h	Castlehill Road	East limit of Greenock Drive to the north limit of Castlehill Road
40 km/h	Hatton Garden Drive	South limit of Flourish Street (west leg) to the south limit of Flourish Street (east leg)

40 km/h

Marieta Street

West limit of Belview Avenue to the  
north limit of Belair Way

**ATTACHMENT NO. 3**  
**30 Km/h Laneway Listing**

<b><u>SPEED LIMIT</u></b>	<b><u>STREET</u></b>	<b><u>DESCRIPTION</u></b>
30 km/h	Laneway V1	South limit of Maple Sugar Lane to east limit of Lander Crescent
30 km/h	Laneway V10	East limit of Genoa Road to west limit of Pinta Way
30 km/h	Laneway V11	West limit of Genoa Road to east limit of Discovery Trail
30 km/h	Laneways V12	West limit of Discovery Trail to east limit of Gully Lane
30 km/h	Laneway V13	West limit of Gulley Lane to east limit of Ocean Avenue
30 km/h	Laneway V14	West limit of Ocean Avenue to east limit of Treasure Road
30 km/h	Laneway V15	West limit of Laneway V16 to east limit of Fiorentina Avenue
30 km/h	Laneway V16	South limit of Davos Road to southerly limit of Laneway V16
30 km/h	Laneway V17	North limit of La Rocca Avenue to south limit of Laurelhurst Crescent
30 km/h	Laneway V18	South limit of La Rocca Avenue to north limit of Legnano Crescent
30 km/h	Laneway V19	West limit of Dybal Street to east limit of Fossil Hill Road
30 km/h	Laneway V2	South limit of Elderbrook Crescent to east limit of Benjamin Hood Crescent
30 km/h	Laneway V20	South limit of La Rocca Avenue to north limit of Battleford Avenue
30 km/h	Laneway V21	North limit of La Rocca Avenue to south limit of Dinsdale Drive
30 km/h	Laneway V22	North limit of La Rocca Avenue to south limit of Dinsdale Drive
30 km/h	Laneway V23	West limit of Saint Clare Boulevard to east limit of Nicholas Crescent
30 km/h	Laneway V24	West limit of St Stephen Crescent to east limit of Saint Clare Boulevard
30 km/h	Laneway V25	West limit of Dybal Street east limit of Fossil Hill Road
30 km/h	Laneway V26	West limit of Fossil Hill Road to east limit of Toulon Crescent

30 km/h	Laneway V27	West limit of Arundel Drive to east limit of Vellore Avenue
30 km/h	Laneway V28	West limit of Vellore Avenue to east limit of Credo Drive
30 km/h	Laneway V29	West limit of Josephine Road to east limit of Via Campanile
30 km/h	Laneway V3	North limit of Dufferin Hill Drive to south limit of Benjamin Hood Crescent
30 km/h	Laneway V30	West limit of Fossil Hill Road to east limit of Lourdes Avenue
30 km/h	Laneway V31	West limit of Casa Nova Drive to east limit Vellore Avenue
30 km/h	Laneway V32	North limit of La Rocca Avenue to south limit of Trinita Avenue
30 km/h	Laneway V33	West limit of Clarence Street to east limit of Castillian Drive
30 km/h	Laneway V34	North limit of Sonoma Boulevard to south limit of Colle Melito Way
30 km/h	Laneway V35	East limit of Laneway V34 to easterly limit of Laneway V35
30 km/h	Laneway V36	North limit of Colle Melito Way to west limit of Via Canala Way
30 km/h	Laneway V37	North limit of Sonoma Boulevard to south limit of Laura Sabrina Drive
30 km/h	Laneway V38	South limit of Napa Valley Avenue to east limit of Monte Carlo Drive
30 km/h	Laneway V39	West limit of Amarone Avenue to east limit of Sunset Ridge
30 km/h	Laneway V4	North limit of Dufferin Hill Drive to south limit of Toscana Boulevard
30 km/h	Laneway V40	North limit of Sonoma Boulevard to south limit of Fonteselva Avenue
30 km/h	Laneway V41	West limit of Vellore Avenue to east limit of Intermezzo Drive
30 km/h	Laneway V42	West limit of Grand Trunk Avenue to south limit of Maple Valley Road
30 km/h	Laneway V43	South limit of District Avenue to north limit of Maple Valley Road
30 km/h	Laneway V45	North limit of Lacrosse Trail to south limit of Faust Ridge

30 km/h	Laneway V46	North limit of Salterton Circle to south limit of Gold Rush Gate
30 km/h	Laneway V47	North limit of Gold Rush Gate to northerly limit of Laneway V47
30 km/h	Laneway V48	North limit of Melville Avenue to south limit of Maple Meadows Lane
30 km/h	Laneway V5	North limit of Novella Road to east limit of Bellagio Crescent
30 km/h	Laneway V50	West limit pf Pelham Drive to east limit of Killington Avenue
30 km/h	Laneway V51	North limit of Secord Avenue to south limit of East's Corners Boulevard
30 km/h	Laneway V52	North limit of Danby Street to south limit of East's Corners Boulevard
30 km/h	Laneway V53	West limit of Danby Street to east limit of Pelee Avenue
30 km/h	Laneway V54	North limit of Richler Avenue to south limit of Danby Street
30 km/h	Laneway V55	North limit of Mactier Drive to south limit of Richler Avenue
30 km/h	Laneway V56	North limit of Hopewell Street to south limit of Mactier Drive
30 km/h	Laneway V57	North limit of Mactier Drive to south limit of Richler Avenue
30 km/h	Laneway V58	West limit of Dunedin Drive to south limit of Avening Drive
30 km/h	Laneway V59	North limit of Moody Drive to south limit of Zita Drive
30 km/h	Laneway V6	North limit of Novella Road to west limit of Bellagio Crescent
30 km/h	Laneway V60	North limit of Zita Drive to south limit of Secord Avenue
30 km/h	Laneway V61	North limit of Secord Avenue to south limit of Moody Drive
30 km/h	Laneway V62	West limit of Bright Land Drive to south limit of Kincardine Street
30 km/h	Laneway V63	West limit of Aster Drive to east limit of Bright Land Drive
30 km/h	Laneway V64	North limit of East's Corners Boulevard to south limit of Red Tree Drive

30 km/h	Laneway V65	West limit of Andreeta Drive to east limit of Desideriu Drive
30 km/h	Laneway V7	South limit of Grand Valley Boulevard to east limit of Melia Lane
30 km/h	Laneway V70	West limit of Laneway V71 to east limit of Carville Woods Circle
30 km/h	Laneway V71	North limit of Carville Woods Circle to south limit of Carville Woods Circle
30 km/h	Laneway V72	West limit of Crimson Forest Drive to east limit of Aylin Crescent
30 km/h	Laneway V8	South limit of Gianmarco Way to east limit of Gianmarco Way
30 km/h	Laneway V9	North limit of Equator Crescent to east limit of Pinta Way

### Canadian Guideline - Establishing Posted Speed Limit (TAC)

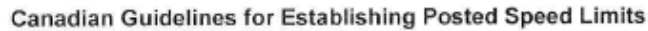


FIGURE 6.1 – FORM A: DATA ENTRY AND CALCULATION OF RECOMMENDED POSTED SPEED LIMIT

FIGURE 6.1 – FORM A: DATA ENTRY AND  
AUTOMATED CALCULATION OF RECOMMENDED POSTED SPEED LIMIT



ATTACHMENT No. 5

40km/h Neighbourhood Area- New Speed Limit Area



# ATTACHMENT No. 6

## Example of 40km/h Neighbourhood Area

