

**TOWN OF EAST GWILLIMBURY**  
**SPEED LIMIT REDUCTION WARRANT POLICY**  
**Revised: January 2013**

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**Basic Speed Limits**

The following speed limits shall generally be adhered to:

- School and Park Zones           40 kph
- Local Roads                       50 kph
- Collector Roads                 50 and 60 kph
- Arterial Roads                  50 to 80 kph

Note: in Rural Areas, speed limit reduction requests in School and Park Zones will be assessed on an individual basis.

**Speed Limit Study**

Procedure

1. Upon receipt of a written request for a speed limit reduction, staff will carry out a preliminary review and, if possible, resolve the issue without further study. The person making the request will be notified of the results by Town Staff.
2. If the preliminary review indicates that a speed limit reduction is technically warranted without further study, staff will proceed with a report to Council to amend the Uniform Traffic By-law accordingly. The person making the request will be notified of the results by Town Staff.
3. If the preliminary review indicates that the request warrants further investigation, staff will proceed to carry out a detailed speed limit study. Upon completion of the study, staff will determine if a speed limit reduction is warranted and will inform the person making the request of the outcome. If warranted, a report to Council will be prepared and the Uniform Traffic By-Law will be revised accordingly.
4. If the preliminary review or detailed speed limit study indicates that a speed limit reduction is not warranted, staff will notify the person making the request accordingly. If they want to pursue the request, they will be advised that they can do so by providing a "Successful Petition" accompanied by supporting information to the Engineering Department.
5. "Successful Petition"
  - In the event that a speed limit reduction request has been denied, the proponent will be required to submit a "Successful Petition" from residents of the affected area (as determined by the Town Engineer) before additional studies will commence. They

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will also be required to provide additional information supporting the need to reassess the original request.

- A "Successful Petition" requires that at least 65% of the residents in the affected area have signed in favor of the requested speed limit reduction.
6. Upon receipt of a "Successful Petition", staff will carry out a more detailed speed limit study within the pre-defined affected area and subsequently report back to Council.
  7. The proponent of the petition will be notified of the resulting recommendations.
  8. The affected area is defined as the road sections(s) directly affected by a speed limit.
  9. Staff will implement any necessary changes as directed by Council.

**Establishing Speed Limits**

1. Speed limits should be set in accordance with the most favourable environmental and traffic conditions.
2. Speed limits should comply with the Highway Traffic Act.
3. Speed limits should not exceed the design speed of the roadway.
4. Isolated speed adjustments may be made with advisory speed signage without amending the Uniform Traffic By-law.
5. Speed limits should be set as close as possible to the 85<sup>th</sup> percentile speed of free flowing traffic unless other technical criteria noted herein warrant a further reduction.
6. A speed limit reduction from the 85<sup>th</sup> percentile speed may be considered if one or more of the following criteria can be applied:
  - i. If, within an eight hour period, the vehicular volume exceeds 2000 and the pedestrian volumes exceed 500 (pedestrian volumes include pedestrians crossing the road, and if no sidewalks, include pedestrians walking along the side of the road). If a pedestrian walks along the road and then crosses the road or visa versa, then that pedestrian should only be counted in the crossing volume. The pedestrian count for the elderly and unassisted children under 10 years old should be doubled.
  - ii. If the driveways on any one side of the road exceed 13/km.
7. Speed limits in school and park zones on local or collector roads should not exceed 40 kph and 40 to 60 kph on arterial roads unless a traffic study can show otherwise. Speed limits in school zones may be higher during times when the school is not occupied by school children and appropriately signed.
8. The desired length of a speed zone shall be:

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- a) Rural Areas – 2000 meters (with 1000 meters being the minimum)
  - b) Urban Areas – 1000 meters (with 500 meters being the minimum)
  - c) School Zones and Park Zones – a minimum of 150 meters beyond school property.  
Consideration may be given to extending this to the closest intersections or compatible adjacent speed zones.
9. There may be up to a 20 kph difference between speed limits on abutting road sections.
10. Speed related collision experiences may be a factor in determining speed limits.
11. The Town Engineer, using sound engineering principles, may exercise his discretion in establishing speed limits.