

# Scenario 1:

**Residential Streets – 30 km/h**  
**Collector Roads – 30 km/h**

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## Key Considerations:

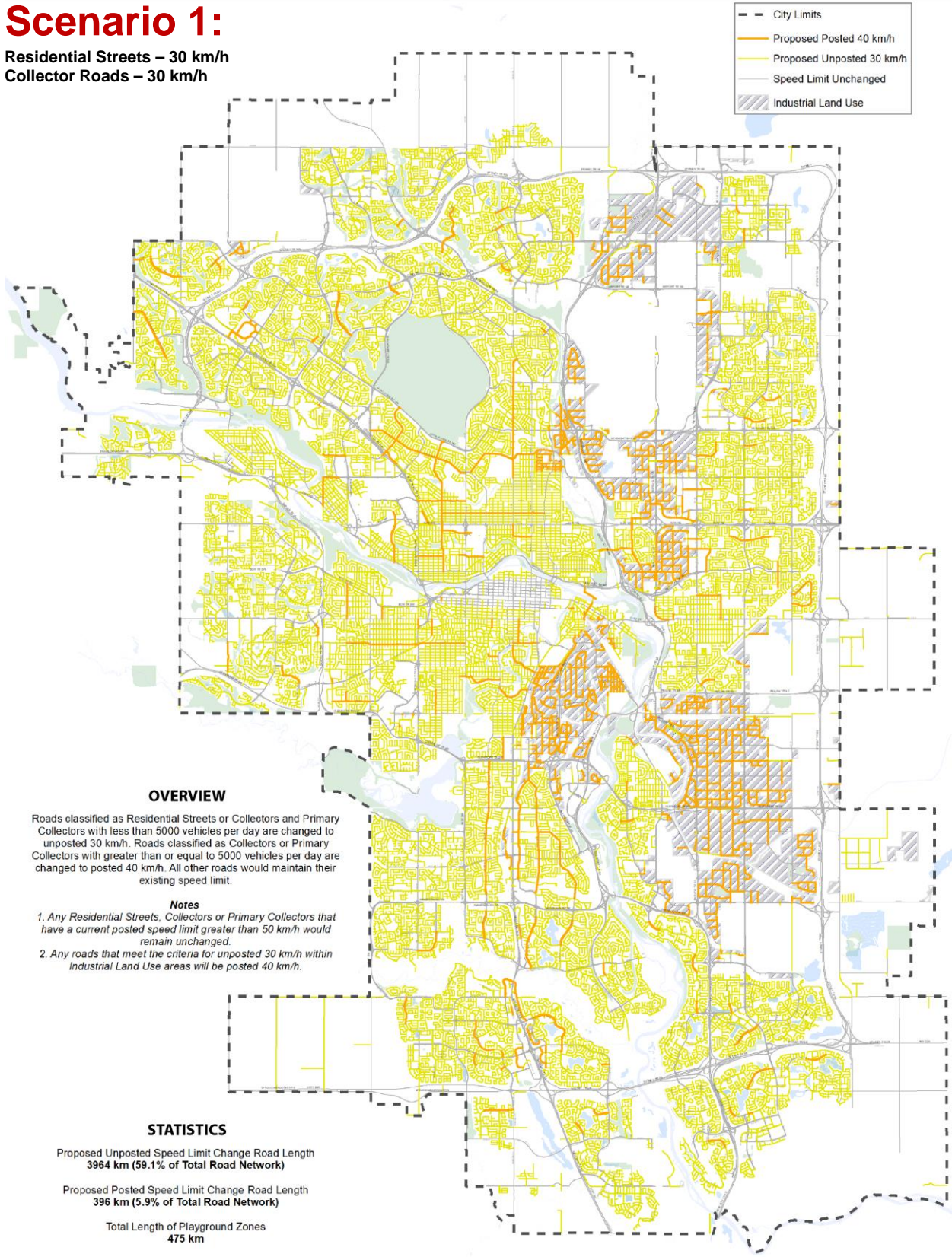
- Largest change from today
- Largest expected reduction in collisions, injuries and fatalities
- Largest impact to travel times
- Highest cost to implement
- Requires a significant modification to the geometric design of roadways
- Consistent speeds across residential neighbourhoods
- May diminish prominence of playground zones
- Allows for design standards to 30 km/h in new communities / traffic calming
- Consistent with international best practice

## Safety Considerations:

|                                   | Total Collisions   | Casualty Collisions                        | Vulnerable User Casualty Collisions        |
|-----------------------------------|--|--|--|
| Collision History                 | 10,250 / year  | 680 / year                                 | 260 / year                                 |
| Anticipated Reduction in Speed    | Residential streets 5-10 km/h<br>Collector roads 8-15 km/h |  |  |
| Reduction in Collisions (Percent) | Residential 10 - 20%<br>Collector 16 - 30%                 | Residential 15 - 30%<br>Collector 24 - 45% | Residential 15 - 30%<br>Collector 24 - 45% |
| Reduction in Collisions (Number)  | 1,320 - 2,530 / year                                       | 140 - 270 / year                           | 50 - 100 / year                            |
| Value of Collision Reduction      | \$38.5 - 74.3 M / year                                     | \$32.2 – 61.7 M / year                     | \$12.3 – 23.5 M / year                     |

# Scenario 1:

Residential Streets – 30 km/h  
Collector Roads – 30 km/h



# Scenario 2:

Residential Streets – 30 km/h  
 Collector Roads – 50 km/h

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## Key Considerations:

- Smallest change from today
- Moderate expected reduction in collisions, injuries and fatalities
- Least impact to travel times
- Lowest cost to implement
- Requires some traffic calming
- Differing speeds across residential neighbourhoods
- Allows for design standards to 30 km/h in new communities / traffic calming
- Consistent with international best practice on residential streets only

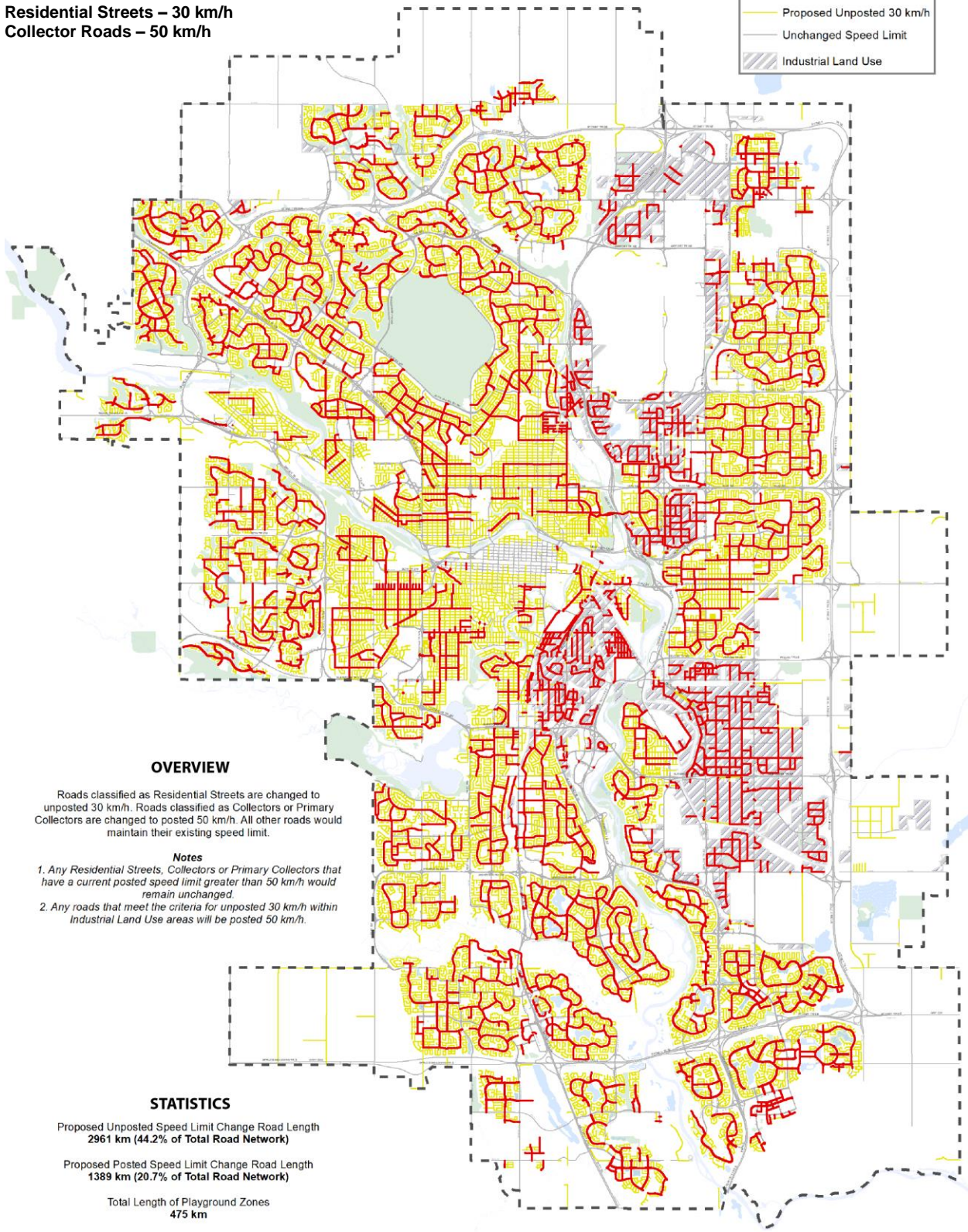
## Safety Considerations:

|                                   | Total Collisions  | Casualty Collisions                       | Vulnerable User Casualty Collisions       |
|-----------------------------------|---|---|---|
| Collision History                 | 10,250 / year   | 680 / year                                | 260 / year                                |
| Anticipated Reduction in Speed    | Residential streets 5-10 km/h<br>Collector roads 2-4 km/h |   |   |
| Reduction in Collisions (Percent) | Residential 10 - 20%<br>Collector 4 - 8%                  | Residential 15 - 30%<br>Collector 6 - 12% | Residential 15 - 30%<br>Collector 6 - 12% |
| Reduction in Collisions (Number)  | 750 - 1,490 / year  | 70 - 140 / year                           | 30 - 50 / year                            |
| Value of Collision Reduction      | \$21.9 – 43.7 M / year                                    | \$15.4 – 30.8 M / year                    | \$5.9 – 11.7 M / year                     |



# Scenario 2:

Residential Streets – 30 km/h  
Collector Roads – 50 km/h



### OVERVIEW

Roads classified as Residential Streets are changed to unposted 30 km/h. Roads classified as Collectors or Primary Collectors are changed to posted 50 km/h. All other roads would maintain their existing speed limit.

#### Notes

1. Any Residential Streets, Collectors or Primary Collectors that have a current posted speed limit greater than 50 km/h would remain unchanged.
2. Any roads that meet the criteria for unposted 30 km/h within Industrial Land Use areas will be posted 50 km/h.

### STATISTICS

Proposed Unposted Speed Limit Change Road Length  
2961 km (44.2% of Total Road Network)

Proposed Posted Speed Limit Change Road Length  
1389 km (20.7% of Total Road Network)

Total Length of Playground Zones  
475 km

# Scenario 3:

Residential Streets – 40 km/h  
Collector Roads – 40 km/h

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## Key Considerations:

- Moderate change from today
- Moderate expected reduction in collisions, injuries and fatalities
- Moderate impact to travel times
- Moderate cost to implement
- Requires a significant modification to the geometric design of roadways
- Consistent speeds across residential neighbourhoods
- Maintains playground zones
- Designing new communities / traffic calming to 30 km/h would require significant signage
- Not aligned with international best practice

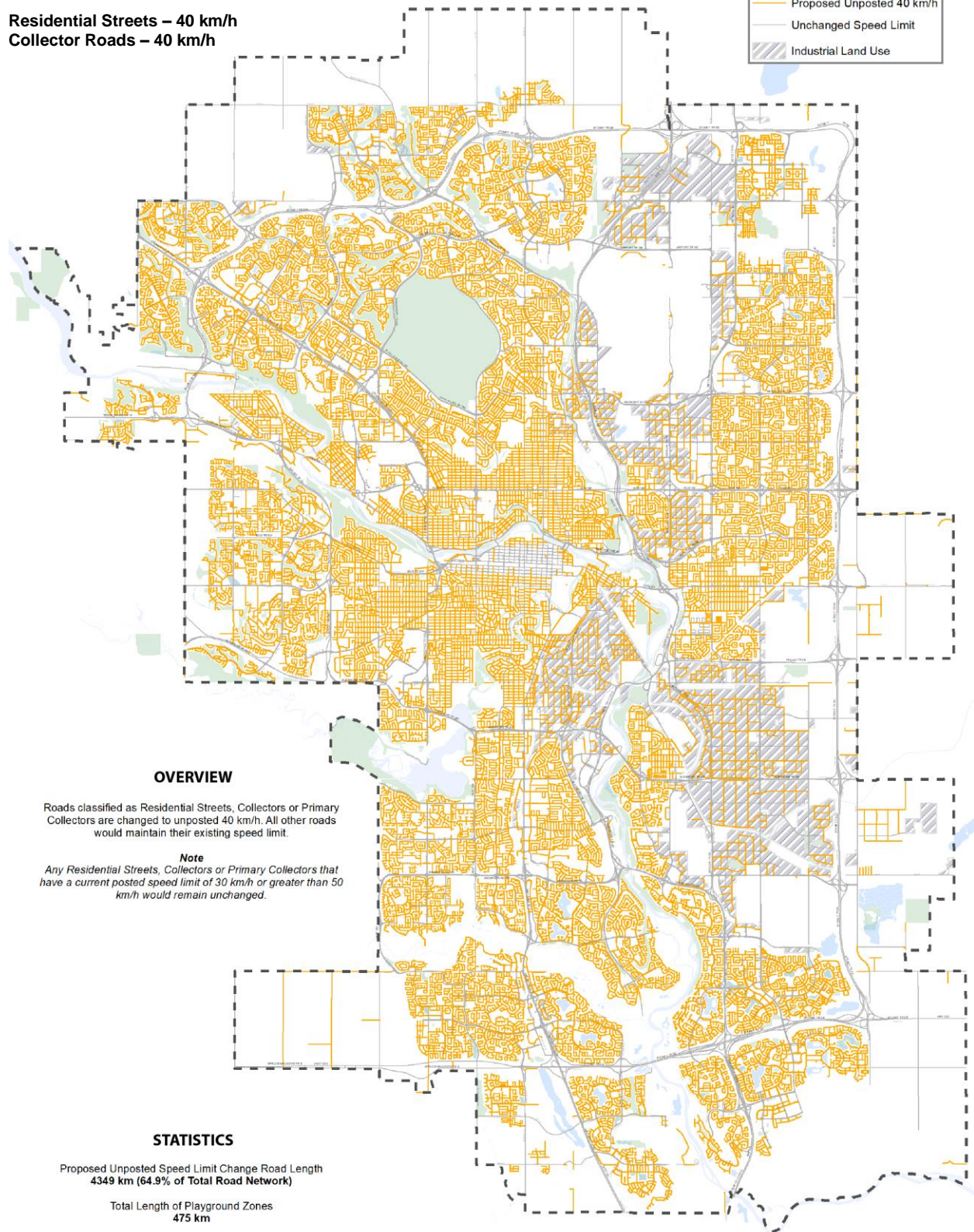
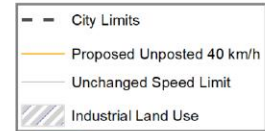
## Safety Considerations:

|                                   | Total Collisions   | Casualty Collisions                       | Vulnerable User Casualty Collisions       |
|-----------------------------------|--|---|---|
| Collision History                 | 10,250 / year  | 680 / year                                | 260 / year                                |
| Anticipated Reduction in Speed    | Residential streets 1-5 km/h<br>Collector roads 4-8 km/h |   |   |
| Reduction in Collisions (Percent) | Residential 2 - 10%<br>Collector 8 - 16%                 | Residential 3 - 15%<br>Collector 12 - 24% | Residential 3 - 15%<br>Collector 12 - 24% |
| Reduction in Collisions (Number)  | 500 - 1,320 / year                                       | 60 - 140 / year                           | 20 - 60 / year                            |
| Value of Collision Reduction      | \$14.4 – 38.5 M / year                                   | \$13.2 – 32.2 M / year                    | \$5.0 – 12.3 M / year                     |



# Scenario 3:

Residential Streets – 40 km/h  
Collector Roads – 40 km/h



## OVERVIEW

Roads classified as Residential Streets, Collectors or Primary Collectors are changed to unposted 40 km/h. All other roads would maintain their existing speed limit.

### Note

Any Residential Streets, Collectors or Primary Collectors that have a current posted speed limit of 30 km/h or greater than 50 km/h would remain unchanged.

## STATISTICS

Proposed Unposted Speed Limit Change Road Length  
4349 km (64.9% of Total Road Network)

Total Length of Playground Zones  
475 km