

# Scenario 1:

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

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## Key Considerations:

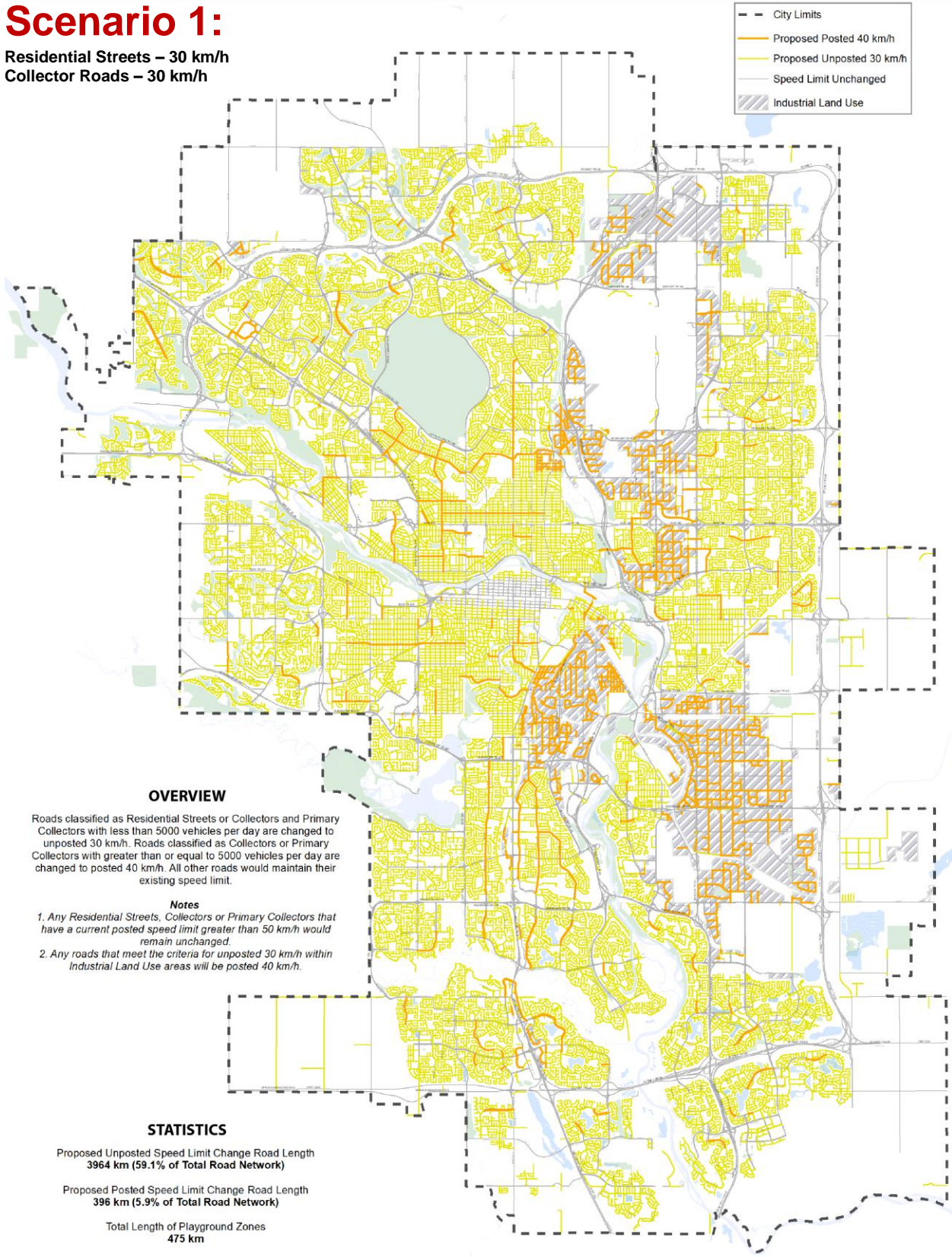
- Largest change from today
- Largest expected reduction in collisions, injuries and fatalities
- Largest impact to travel times
- Highest cost to implement
- Requires a significant modification to the geometric design of roadways
- Consistent speeds across residential neighbourhoods
- May diminish prominence 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 Collector roads 8-15 km/h		
Reduction in Collisions (Percent)	Residential 10 - 20% Collector 16 - 30%	Residential 15 - 30% Collector 24 - 45%	Residential 15 - 30% 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:

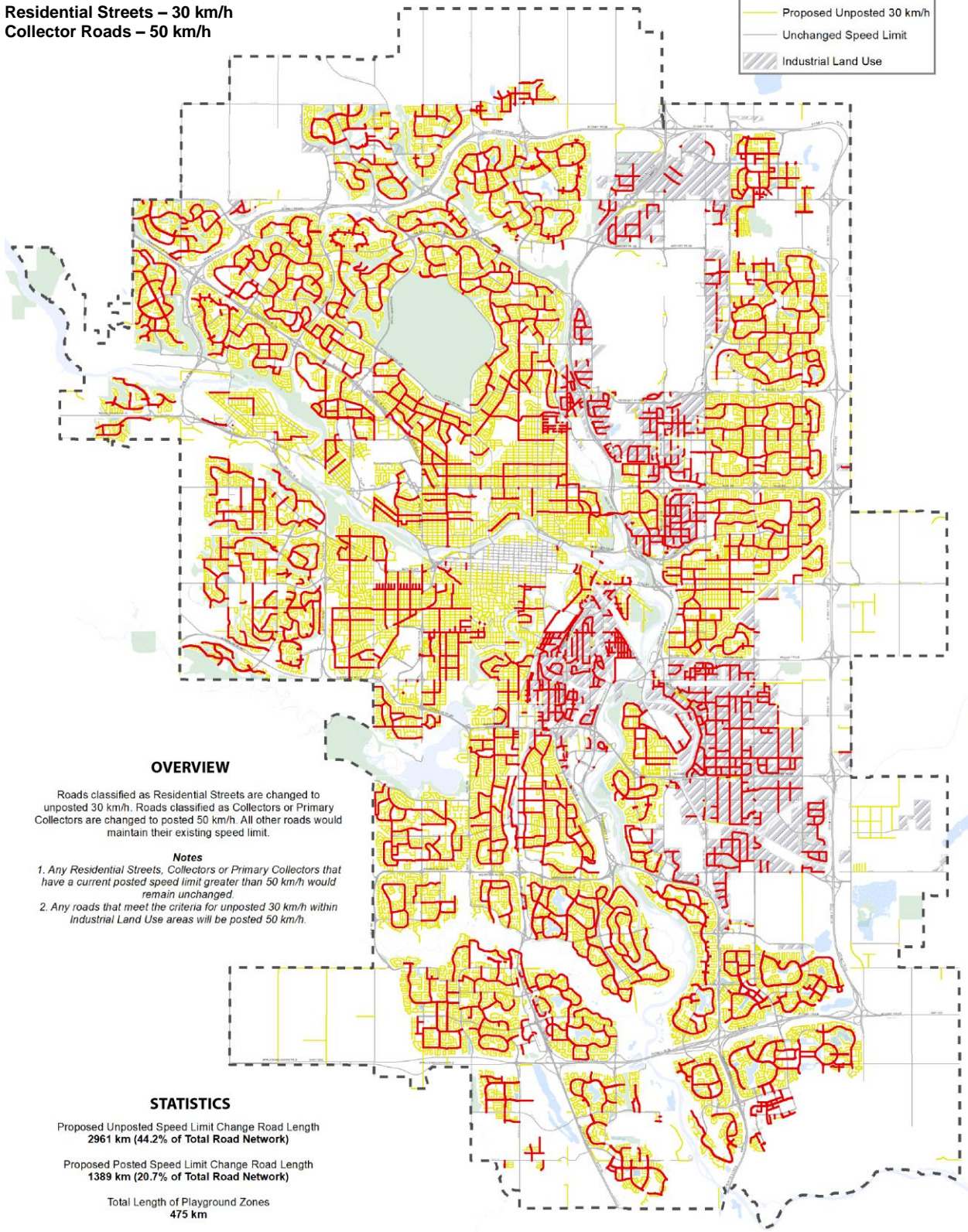
- Smallest change from today
- Moderate expected reduction in collisions, injuries and fatalities
- Least impact to travel times
- Lowest cost to implement
- Requires some traffic calming
- Differing speeds across residential neighbourhoods
- Allows for design standards to 30 km/h in new communities / 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 Collector roads 2-4 km/h		
Reduction in Collisions (Percent)	Residential 10 - 20% Collector 4 - 8%	Residential 15 - 30% Collector 6 - 12%	Residential 15 - 30% 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:

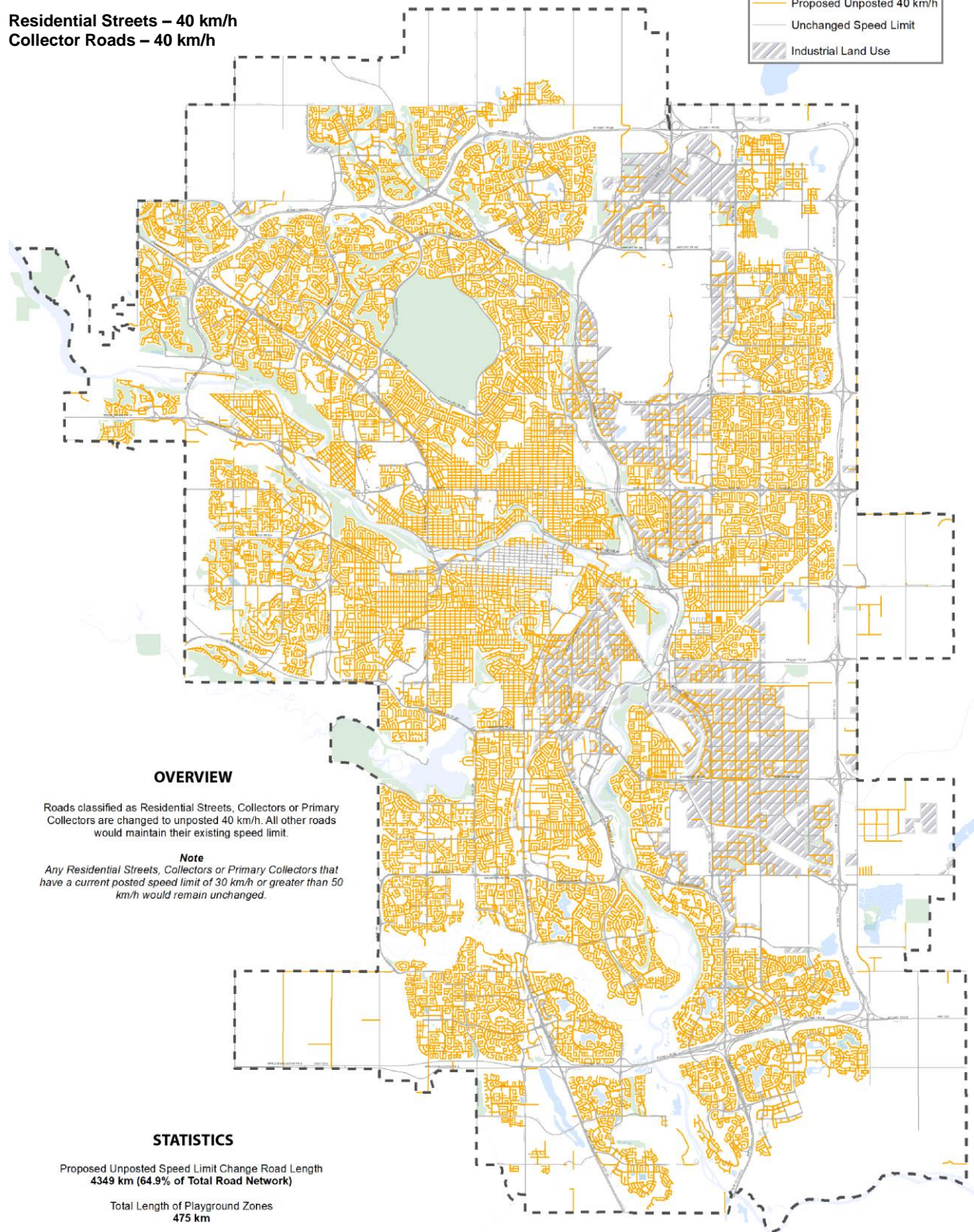
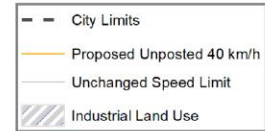
- Moderate change from today
- Moderate expected reduction in collisions, injuries and fatalities
- Moderate impact to travel times
- Moderate cost to implement
- Requires a significant modification to the geometric design of roadways
- Consistent speeds across residential neighbourhoods
- Maintains 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 Collector roads 4-8 km/h		
Reduction in Collisions (Percent)	Residential 2 - 10% Collector 8 - 16%	Residential 3 - 15% Collector 12 - 24%	Residential 3 - 15% 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