Introduction and Background

The “Guidelines for Establishing Posted Speed Limits” were created to provide a framework to standardize posted speed limits within the City of Kingston. These Guidelines outline methodologies to be utilized in the City to establish appropriate posted limits in urban and rural areas as well as in school zones. The intent of the Guidelines is to reduce posted speed limits where necessary, not to increase posted speed limits.

To establish speed limits in both the urban and rural areas of the City, the methodology from the “Canadian Guidelines for Establishing Posted Speed Limits” published by the Transportation Association of Canada (TAC), has been incorporated into the City’s Guidelines. It will be used along with good engineering judgment to determine appropriate posted speed limits.

Within the urban areas of the City south of Highway 401, the Guidelines will be used to assess roadways with an existing posted speed limit of 60 km/h or greater. Urban roads with speed limits of 50 km/h or less will not be considered for speed limit reductions in the context of these Guidelines unless within a school zone.

In the rural areas of the City north of Highway 401, there are numerous roadways with significant residential developments, numerous sharp curves or narrow pavement widths, where reduced speed limits will be considered. A key component of these Guidelines will be to assess all roadways in the rural areas in order to determine appropriate posted speed limits.

Traffic within school zones is an ongoing and serious concern throughout the City. These Guidelines will facilitate the development of reduced speed limit zones adjacent to primary schools where young children are present.

Police presence will be essential to enforce the reduced posted speed limits, especially within school zones.

Posted Speed Limits in Urban and Rural Areas

In accordance with the Highway Traffic Act (HTA) of Ontario, unless signage is posted, the defacto speed limit is 50 km/h in urban areas and 80 km/h in rural areas. Within Kingston, unless posted signs state otherwise, the maximum speed limit is 50 km/h on roadways south of the 401 and 80 km/h on roadways north of the 401. Without the HTA defacto speed limit provision, municipalities would be required to provide an excessive amount of signage which would be unsightly and cost prohibitive to install and maintain.
The TAC Guidelines include an automated data sheet that considers roadway geometry, pavement width, roadside hazards, pedestrian and cyclist exposure, number of intersections and on-street parking. A detailed description of the information required for the spreadsheet is included in Appendix A. When the required data is entered into the spreadsheet, a recommended posted speed limit is provided for the particular road being assessed. An example of a completed spreadsheet for Latimer Road and Highway 15 is shown in Appendix B.

Although numerous requests are received to establish 40 km/h zones on residential streets, local studies have shown this to be ineffective at reducing speeds. The City has instead been utilizing traffic calming measures such as speed humps, curb extensions, raised crosswalks, mini-roundabouts and driver feedback signs in order to reduce speeds. Since signs must be posted in the rural area if the speed limit is anything other than 80 km/h, there may however be circumstances where a speed limit of 40 km/h could be deemed appropriate.

As part of these Guidelines, the length of individual speed zones will also be reviewed such that where the posted speed limit is 70 km/h or higher, the minimum length for any speed zone will be 1000 metres. Where the posted speed is less than 70 km/h, the minimum length for any speed zone will be 500 metres.

Changes to the posted speed limit will not be considered on any roadway in the City with an existing posted speed limit of 40 km/h.

**School Zones**

While posted speed limits adjacent to secondary schools (grades 9 to 12) will be considered, the focus of these Guidelines is to implement reduced speed zones adjacent to primary schools (Junior Kindergarten to grade 8) where young children are present. As part of these Guidelines, primary school zones with an existing posted speed limit of 50 km/h will be posted with a maximum speed limit of 40 km/h. The length of the reduced speed limit zone will include the school frontage plus 150 metres on either side of the frontage. If a school has frontage on more than one public street, student access and traffic patterns will be studied in order to determine where the speed limit should be reduced.

In order to reduce motorist confusion and simplify enforcement, the 40 km/h speed limit will be in effect at all times as opposed to during school hours only. Police enforcement will be essential to enforce the reduced posted speed limits, especially during school hours.

Reduced posted speed limits in school zones will be considered on a case-by-case basis under the following circumstances:

- Low volume streets (less than 1000 vehicles per day) where the operating speed is already 45 km/h or less;
- Adjacent to secondary schools;
- On arterial roadways with a posted speed limit of 50 km/h; or
- On any roadway with a posted speed limit of 60 km/h or greater.
Within school zones adjacent to high volume roadways with existing posted speed limits of 60 km/h or greater, motorist compliance could be an issue if speed limits are reduced outside of school hours. Under these circumstances, consideration will be given to reduce the posted speed limit during school hours only. In order to increase driver awareness, the reduced speed limit signage may be accompanied with flashing amber beacons and signage that indicates that the reduced speed limit is only applicable when the amber beacon is flashing. When not flashing, the regular posted speed limit would remain in effect. Flashing amber beacons for reduced speed limits in school zones do however, need to be carefully considered since they can be costly and are not always effective at reducing speeds. Within the context of these Guidelines, all attempts will be made to maintain appropriate vehicle speeds by using posted speed limit signage and enforcement before consideration be given to flashing amber beacons.

The City will not consider speed limit reductions in school zones which result in a reduction of more than 20 km/h from the posted speed limit.

Implementation

Since revisions to posted speed limits require Council approval of by-law amendments, the installation of signage and increased enforcement, the proposed changes will be implemented in phases.

In 2011, the Traffic Division intends to complete a speed limit assessment for twenty roadways in the rural area and five roadways in the urban area of the City. The installation of new speed limit signage is expected to begin in the spring of 2012.

Annual assessments for appropriate speed limits will be on-going for both the urban and rural areas of the City until all necessary roadways have been assessed.

There are currently 45 primary schools in Kingston that are operated by the Limestone District School Board and the Algonquin & Lakeshore Catholic District School Board. In order to prioritize primary schools for reduced speed limit zones, information related to student enrolment, traffic volumes and vehicle speeds have been documented. It is expected that 40 km/h zones could be implemented at a minimum of ten school zones in the City by 2012. The assessment and implementation of reduced speed limit zones at schools will be on-going until all relevant school areas have been considered.

When posted speed limits are changed on any roadway in the City, the Kingston Police Force will be informed such that additional enforcement can be considered.
APPENDIX A

Evaluation Criteria
“Canadian Guidelines for Establishing Posted Speed Limits”
Transportation Association of Canada (TAC), 2009

1. **Horizontal Alignment**

   - Driving risks are increased by horizontal curves hence the measure of horizontal alignment is the number of curves per kilometre.
   - A curve is considered to be any part of the roadway which requires steering.

For urban areas:

<table>
<thead>
<tr>
<th>Risk level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>More than 4 curves per kilometre</td>
</tr>
<tr>
<td>Medium</td>
<td>2 to 4 curves per kilometre</td>
</tr>
<tr>
<td>Lower</td>
<td>Less than 2 curves per kilometre</td>
</tr>
</tbody>
</table>

For rural areas:

<table>
<thead>
<tr>
<th>Risk level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>More than 6 curves per kilometre</td>
</tr>
<tr>
<td>Medium</td>
<td>3 to 6 curves per kilometre</td>
</tr>
<tr>
<td>Lower</td>
<td>Less than 3 curves per kilometre</td>
</tr>
</tbody>
</table>

2. **Vertical Alignment**

   - A road with steep grades can decrease sight distance and create a higher risk for motorists than a flat road.
   - Uphill grades increase passing maneuvers and motorist frustration, while downhill grades increase speeds and braking distances.

For urban and rural land areas:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Frequent steep grades (6% or more on 50% of the section or more)</td>
</tr>
<tr>
<td>Medium</td>
<td>Some steep grades (4% or more on 50% of</td>
</tr>
</tbody>
</table>
3. Average Lane Width

- Motorists typically drive at higher speeds on wider roadways due to fewer constraints.
- Narrower lanes allow for less maneuverability which causes motorists to travel at slower speeds in order to avoid adjacent or oncoming traffic and the curb or shoulder of the road.

For urban and rural areas:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Narrow – Available lane width is narrow compared to typical roadways with the same road classification</td>
</tr>
<tr>
<td>Medium</td>
<td>Moderate – Available lane width is similar to typical roadways with the same road classification</td>
</tr>
<tr>
<td>Lower</td>
<td>Wide – available lane width is wide compared to typical roadways with the same road classification</td>
</tr>
</tbody>
</table>

4. Roadside Hazards

- Hazards are defined as non-breakaway fixed objects or non-recoverable risks such as side slopes, rock faces and water hazards.
- Roadways with multiple hazards located close to the driving lane could justify consideration for a reduced speed limit.

For urban areas:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>10 or more hazards per kilometre or continuous hazards on more than 50% of the segment length; on one or both sides</td>
</tr>
<tr>
<td>Medium</td>
<td>5 to 9 hazards per kilometre or continuous hazards on 25 to 50% of the segment length, on one or both sides</td>
</tr>
<tr>
<td>Lower</td>
<td>Less than 5 hazards per kilometre</td>
</tr>
</tbody>
</table>

For rural areas:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>5 or more hazards per kilometre or continuous hazards on more than 50% of the segment length; on one or both sides</td>
</tr>
<tr>
<td>Medium</td>
<td>5 to 9 hazards per kilometre or continuous hazards on 25 to 50% of the segment length,</td>
</tr>
</tbody>
</table>
5. **Pedestrian Exposure**

- The presence of pedestrians in combination with the facility provided are used to measure the risk on a roadway.
- A roadway with high pedestrian volumes but no sidewalks or shoulders could justify consideration for a reduced speed limit.

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Roadway is used by pedestrians and no pedestrian facilities are provided</td>
</tr>
<tr>
<td>Medium</td>
<td>Roadway is used by pedestrians and a shoulder or trail adjacent to the roadway and at the same elevation as the roadway is provided</td>
</tr>
<tr>
<td>Lower</td>
<td>Roadway is used by pedestrians and physically separated pedestrian facilities (sidewalks; trails away from the road) are available; or, roadway has negligible pedestrian demand</td>
</tr>
<tr>
<td>N/A (no risk)</td>
<td>Pedestrians are legally prohibited on the roadway</td>
</tr>
</tbody>
</table>

6. **Cyclist Exposure**

- The presence of cyclists in combination with the facility provided are used to measure the risk on a roadway.
- A roadway with high cyclist volumes but no designated cycling lanes or wide curb lanes might justify consideration for a reduced speed limit.

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Roadway is used by cyclists and no road space is allocated to bikes</td>
</tr>
<tr>
<td>Medium</td>
<td>Roadway is used by cyclists and wide curb lane or paved shoulder is provided</td>
</tr>
<tr>
<td>Lower</td>
<td>Roadway is used by cyclists and a designated bike lane is provided; or, roadway is used by cyclists and no road space is allocated to bikes but roadway has very low traffic volumes; or the roadway has negligible traffic volumes</td>
</tr>
</tbody>
</table>
7. **Pavement Surface**

   - Rough pavement surface conditions can affect motorist maneuverability which results in greater risks at high speeds.

For urban and rural areas:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Poor or unpaved / gravel</td>
</tr>
<tr>
<td>Medium</td>
<td>Fair or rough pavement (significant sections with pot holes, rutting, large cracks, etc)</td>
</tr>
<tr>
<td>Lower</td>
<td>Good or smooth</td>
</tr>
</tbody>
</table>

8. **Number of Intersections with Public Roads & Private Driveways**

   - A high number of intersections with public roads and private driveways results in increased potential conflicts.
   - Consideration for a reduced speed limit could be justified where motorists might encounter a high number of conflicts with cross traffic and left-turning vehicles.
   - The required input for the spreadsheet includes the actual number of intersecting public roads or private driveways per segment length.

9. **On-Street Parking**

   - On-street parking may create conflicts between moving traffic and parked vehicles.
   - The risk associated with on-street parking can be influenced by time restrictions.
   - Consideration for a reduced speed limit could be justified when parking is allowed all day on both or one sides of the roadway.

For urban and rural land uses:

<table>
<thead>
<tr>
<th>Risk Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher</td>
<td>Parking permitted all day on one or both sides of the roadway</td>
</tr>
<tr>
<td>Medium</td>
<td>Parking permitted during part of the day on one or both sides of the roadway</td>
</tr>
<tr>
<td>Lower</td>
<td>Parking is permitted but rarely if ever actually utilized</td>
</tr>
</tbody>
</table>
## Characteristics of Urban Roads

*Transportation Association of Canada (TAC), 2009*

### Public Lanes

<table>
<thead>
<tr>
<th>TRAFFIC SERVICE FUNCTION</th>
<th>LAND SERVICE / ACCESS</th>
<th>TRAFFIC VOLUME (VEH/DAY) TYPICAL</th>
<th>FLOW CHARACTERISTICS</th>
<th>DESIGN SPEED (KM/H)</th>
<th>AVERAGE RUNNING SPEEDS (KM/H) (OFF-PEAK)</th>
<th>VEHICLE TYPE</th>
<th>DESIRABLE CONNECTIONS</th>
<th>TRANSIT SERVICE</th>
<th>ACCOMMODATION OF CYCLISTS</th>
<th>ACCOMMODATION OF PEDESTRIANS</th>
<th>PARKING (TYPICALLY)</th>
<th>MIN. INTERSECTION SPACING (m)</th>
<th>RIGHT-OF-WAY WIDTH (m) (TYPICALLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Residential</td>
<td>&lt;500</td>
<td>interrupted flow</td>
<td>30 - 40</td>
<td>20 - 30</td>
<td>passenger and service vehicles</td>
<td>public lanes, locals</td>
<td>not permitted</td>
<td>no restrictions or special facilities</td>
<td>sidewalks provided one or both sides where required</td>
<td>some restrictions</td>
<td>as needed</td>
<td>6 - 10</td>
</tr>
<tr>
<td>Commercial</td>
<td>Commercial</td>
<td>&lt;1000</td>
<td>interrupted flow</td>
<td>30 - 50</td>
<td>20 - 40</td>
<td>passenger and service vehicles</td>
<td>public lanes, locals, collectors</td>
<td>generally avoided</td>
<td>no restrictions or special facilities</td>
<td>sidewalks provided both sides where required</td>
<td>no restrictions or restrictions one side only</td>
<td>60</td>
<td>15 - 22</td>
</tr>
<tr>
<td>Residential</td>
<td>Industrial / Commercial</td>
<td>&lt;8000</td>
<td>interrupted flow</td>
<td>50 - 80</td>
<td>30 - 70</td>
<td>passenger and service vehicles</td>
<td>locals, collectors, arterials</td>
<td>permitted</td>
<td>no restrictions or special facilities</td>
<td>sidewalks provided both sides where required</td>
<td>few restrictions other than peak hour</td>
<td>60</td>
<td>20 - 24</td>
</tr>
<tr>
<td>Commercial</td>
<td>Industrial / Commercial</td>
<td>1000 - 12 000</td>
<td>uninterrupted flow except at signals and crosswalks</td>
<td>50 - 70</td>
<td>40 - 60</td>
<td>all types</td>
<td>collectors, arterials, expressways, freeways</td>
<td>express and local buses permitted</td>
<td>lane widening or separate facilities desirable</td>
<td>sidewalks, may be provided, separation for traffic lanes preferred</td>
<td>peak hour restrictions</td>
<td>200</td>
<td>800</td>
</tr>
<tr>
<td>Residential</td>
<td>Industrial / Commercial</td>
<td>10 000 - 30 000</td>
<td>uninterrupted flow except at signals and crosswalks</td>
<td>60 - 100</td>
<td>50 - 90</td>
<td>all types up to 20% trucks</td>
<td>arterials, expressways, freeways</td>
<td>express buses only</td>
<td>prohibited</td>
<td>prohibits</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>Industrial / Commercial</td>
<td>&gt;10 000</td>
<td>free-flow (grade separated)</td>
<td>80 - 110</td>
<td>60 - 90</td>
<td>all types up to 20% trucks</td>
<td>arterials, expressways, freeways</td>
<td>express buses only</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
</tr>
<tr>
<td>Industrial / Commercial</td>
<td>Commercial</td>
<td>&gt;20 000</td>
<td>free-flow (grade separated)</td>
<td>80 - 120</td>
<td>70 - 110</td>
<td>all types up to 20% trucks</td>
<td>arterials, expressways, freeways</td>
<td>express buses only</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
</tr>
</tbody>
</table>

### Characteristics of Urban Roads

#### Public Lanes

- **Residential**
  - Traffic movement not a consideration
  - Land access only function
  - <500
  - 30 - 40
  - Passenger and service vehicles
  - Public lanes, locals
  - Not permitted
  - Some restrictions
  - As needed
  - 6 - 10

- **Commercial**
  - Traffic movement secondary consideration
  - Land access primary function
  - <1000
  - 30 - 50
  - Passenger and service vehicles
  - Public lanes, locals, collectors
  - Generally avoided
  - No restrictions or restrictions one side only
  - 15 - 22

- **Industrial / Commercial**
  - Traffic movement and land access of equal importance
  - Land access primary function
  - <8000
  - 50 - 80
  - Passenger and service vehicles
  - Locals, collectors, arterials
  - Permitted
  - No restrictions or restrictions one side only
  - 20 - 24

- **Major**
  - Traffic movement major consideration
  - Traffic movement and land access of equal importance
  - Land access primary function
  - 1000 - 12 000
  - 50 - 70
  - Passenger and service vehicles
  - Collectors, arterials, expressways
  - Express and local buses permitted
  - Few restrictions other than peak hour
  - 200

- **Minor**
  - Traffic movement major consideration
  - Traffic movement and land access of equal importance
  - Land access primary function
  - >10 000
  - 60 - 100
  - Passenger and service vehicles
  - Collectors, arterials, expressways, freeways
  - Express buses only
  - Peak hour restrictions prohibited
  - 400

#### Design Speed (KM/H)

- **Public Lanes**
  - 30 - 40
- **Locals**
  - 30 - 50
- **Collectors**
  - 50 - 80
- **Arterials**
  - 50 - 70
- **Expressways**
  - 60 - 100
- **Freeways**
  - 80 - 120

#### Average Running Speeds (KM/H) (Off-Peak)

- **Public Lanes**
  - 20 - 30
- **Locals**
  - 20 - 40
- **Collectors**
  - 30 - 70
- **Arterials**
  - 40 - 60
- **Expressways**
  - 50 - 90
- **Freeways**
  - 60 - 90
- **Arterials, Expressways, Freeways**
  - 70 - 110

#### Vehicle Type

- **Passenger and Service Vehicles**
  - All types
  - Public lanes, locals
  - Not permitted
  - Some restrictions
  - As needed
  - 6 - 10

- **Expressways**
  - All types up to 20% trucks
  - Articulated, expressways
  - Express buses only
  - Peak hour restrictions prohibited
  - 400

- **Freeways**
  - All types up to 20% trucks
  - Articulated, expressways
  - Express buses only
  - Peak hour restrictions prohibited
  - 70 - 110

#### Transit Service

- **Public Lanes**
  - Not permitted
- **Locals**
  - Generally avoided
- **Collectors**
  - Permitted
- **Arterials**
  - Express and local buses permitted
- **Expressways**
  - Articulated expressways
  - Express buses only
- **Freeways**
  - Articulated expressways
  - Express buses only

#### Accommodation of Cyclists

- **Public Lanes**
  - No restrictions or special facilities
- **Locals**
  - No restrictions or special facilities
- **Collectors**
  - No restrictions or special facilities
- **Arterials**
  - Lane widening or separate facilities desirable
- **Freeways**
  - Prohibited
- **Arterials, Expressways, Freeways**
  - Prohibited

#### Accommodation of Pedestrians

- **Public Lanes**
  - No restrictions or special facilities
- **Locals**
  - No restrictions or special facilities
- **Collectors**
  - No restrictions or special facilities
- **Arterials**
  - Sidewalks provided both sides where required
  - Pedestrians prohibited
  - 400
- **Freeways**
  - Pedestrians prohibited
  - 1600 (between interchanges)

#### Parking (Typically)

- **Public Lanes**
  - Some restrictions
- **Locals**
  - No restrictions or restrictions one side only
- **Collectors**
  - Few restrictions other than peak hour
- **Arterials**
  - Peak hour restrictions prohibited
  - 200
- **Expressways**
  - Peak hour restrictions prohibited
  - 400
- **Freeways**
  - Peak hour restrictions prohibited
  - 800

#### Min. Intersection Spacing (m)

- **Public Lanes**
  - As needed
- **Locals**
  - 60
- **Collectors**
  - 60
- **Arterials**
  - 200
- **Expressways**
  - 400
- **Freeways**
  - 800

#### Right-Of-Way Width (m) (Typically)

- **Public Lanes**
  - 6 - 10
- **Locals**
  - 15 - 22
- **Collectors**
  - 20 - 24
- **Arterials**
  - 20 - 45
- **Expressways**
  - 40 - 60
- **Freeways**
  - >60
## Characteristics of Rural Roads
Transportation Association of Canada (TAC), 2009

<table>
<thead>
<tr>
<th>CHARACTERISTICS OF RURAL ROADS</th>
<th>RURAL LOCALS</th>
<th>RURAL COLLECTORS</th>
<th>RURAL ARTERIALS</th>
<th>RURAL FREEWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SERVICE FUNCTION</td>
<td>traffic movement secondary consideration</td>
<td>traffic movement and land access of equal importance</td>
<td>traffic movement primary consideration</td>
<td>optimum mobility</td>
</tr>
<tr>
<td>LAND SERVICE</td>
<td>land access primary consideration</td>
<td>traffic movement and land access of equal importance</td>
<td>land access secondary consideration</td>
<td>no access</td>
</tr>
<tr>
<td>TRAFFIC VOLUME VEHICLES PER DAY (TYPICALLY)</td>
<td>&lt; 1000 AADT</td>
<td>&lt; 5000 AADT</td>
<td>&lt; 12 000 AADT</td>
<td>&gt; 8000 AADT</td>
</tr>
<tr>
<td>FLOW CHARACTERISTICS</td>
<td>interrupted flow</td>
<td>interrupted flow</td>
<td>uninterrupted flow except at major intersections</td>
<td>freeflow (grade separated) major intersections</td>
</tr>
<tr>
<td>DESIGN SPEED (KM/H)</td>
<td>50 - 110</td>
<td>60 - 110</td>
<td>80 - 130</td>
<td>100 - 130</td>
</tr>
<tr>
<td>AVERAGE RUNNING SPEED (KM/H) (FREE FLOW CONDITIONS)</td>
<td>50 - 90</td>
<td>50 - 90</td>
<td>60 - 100</td>
<td>70 - 110</td>
</tr>
<tr>
<td>VEHICLE TYPE</td>
<td>predominantly passenger cars, light to medium trucks and occasional heavy trucks</td>
<td>all types, up to 30% trucks in the 3 t to 5 t range</td>
<td>all types, up to 20% trucks</td>
<td>all types, up to 20% heavy trucks</td>
</tr>
<tr>
<td>NORMAL CONNECTIONS</td>
<td>locals, collectors</td>
<td>locals, collectors, arterials</td>
<td>collectors, arterials, freeways</td>
<td>arterials, freeways</td>
</tr>
</tbody>
</table>
APPENDIX B

Example of Automated Speed Limit Guidelines – Latimer Road

Automated Speed Limit Guidelines
FORM A - Automated Speed Limit Guidelines Spreadsheet

<table>
<thead>
<tr>
<th>Name of Corridor:</th>
<th>Latimer Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment Evaluated:</td>
<td>Sydenham Road to Spooner Road (City Limits)</td>
</tr>
<tr>
<td>Geographic Region:</td>
<td></td>
</tr>
<tr>
<td>Road Agency:</td>
<td>City of Kingston</td>
</tr>
<tr>
<td>Road Classification:</td>
<td>Local</td>
</tr>
<tr>
<td>Urban / Rural:</td>
<td>Rural</td>
</tr>
<tr>
<td>Divided / Undivided:</td>
<td>Undivided</td>
</tr>
<tr>
<td>Major / Minor:</td>
<td>Minor</td>
</tr>
<tr>
<td># Through Lanes Per Direction:</td>
<td>1 lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Risk</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 GEOMETRY (Horizontal)</td>
<td>Lower</td>
</tr>
<tr>
<td>A2 GEOMETRY (Vertical)</td>
<td>Lower</td>
</tr>
<tr>
<td>A3 AVERAGE LANE WIDTH</td>
<td>Lower</td>
</tr>
<tr>
<td>B ROADSIDE HAZARDS</td>
<td>Lower</td>
</tr>
<tr>
<td>C1 PEDESTRIAN EXPOSURE</td>
<td>Higher</td>
</tr>
<tr>
<td>C2 CYCLIST EXPOSURE</td>
<td>Higher</td>
</tr>
<tr>
<td>D PAVEMENT SURFACE</td>
<td>Lower</td>
</tr>
<tr>
<td>E1 NUMBER OF INTERSECTIONS WITH PUBLIC ROADS</td>
<td>Number of Occurrences</td>
</tr>
<tr>
<td>E2 NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS</td>
<td>Number of Occurrences</td>
</tr>
<tr>
<td>E3 NUMBER OF INTERCHANGES</td>
<td>Number of Occurrences</td>
</tr>
<tr>
<td>F ON-STREET PARKING</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Total Risk Score: 18

Recommended Posted Speed Limit (km/h):
- As determined by road characteristics: 60
- As determined by policy:

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments: