

Version: 10-Apr-09

							•		
Na	ame of Corridor:	Hickory Beach Road							
Se	egment Evaluated:	nent Evaluated: CKL Rd 30			to	50 Zone			
Ge	eographic Region:	CKL			,				
Road Agency:									
Road Classification: Local		Length of Corridor:			1,500	m			
Urban / Rural:		Rural		Design Speed: (Required for Freeway, Expressway, Highway)				km/h	
Di	vided / Undivided:	Undivided		Current Post	ent Posted Speed: nformation only) ailing Speed: Percentile - for information only)	80	km/h		
Ma	ajor / Minor:	Major				nformation only)	89.3	km/h	
# Through Lanes Per Direction:		1 lane		Policy: (Maximum Posted Speed)		,			
			RISK	Score					
A1 GEOMETR		Y (Horizontal)	Lower	2					

		RISK	Score	
A 1	GEOMETRY (Horizontal)	Lower	2	
A2	GEOMETRY (Vertical)	Lower	2	
А3	AVERAGE LANE WIDTH	Medium	2	
В	ROADSIDE HAZARDS	Medium	6	
C1	PEDESTRIAN EXPOSURE	Higher	3	
C2	CYCLIST EXPOSURE	Higher	3	
D	PAVEMENT SURFACE	Lower	3	
	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences		
	STOP controlled intersection	1		
	Signalized intersection	0	1	
E1	Roundabout or traffic circle	0		
	Crosswalk	0		
	Active, at-grade railroad crossing	0		
	Sidestreet STOP-controlled or lane	0		
1	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences		
E2	Left turn movements permitted	5	2	
	Right-in / Right-out only	0		
E 3	NUMBER OF INTERCHANGES	Number of Occurrences	0	
	Number of interchanges along corridor	0		
F	ON-STREET PARKING	Lower	1	

Total Risk Score:	
25	

Recommended Posted Speed Limit (km/h):

As c	letermined by road characteris	stics
	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.



Version: 10-Apr-09

Name of Corridor:	Kenhill Beach Rd						
Segment Evaluated:	Thurstonia Rd			end			
Geographic Region:	CKL						
Road Agency:							
Road Classification:	Local	Length of C	orrido	or:	712	m	
Urban / Rural:	Urban	Design Speed: (Re Expressway, Highway) Current Posted Spe (For information only)				km/h	
Divided / Undivided:	Undivided			Current Posted Speed:		eed:	
Major / Minor:	Major	Prevailing Sp (85th Percentile		nformation only)		km/h	
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Pos	ted Spe	eed)			

		RISK	Score	
A 1	GEOMETRY (Horizontal)	Lower	1	
A2	GEOMETRY (Vertical)	Lower	1	
А3	AVERAGE LANE WIDTH	Higher	6	
В	ROADSIDE HAZARDS	Higher	3	
C1	PEDESTRIAN EXPOSURE	Higher	9	
C2	CYCLIST EXPOSURE	Higher	9	
D	PAVEMENT SURFACE	Lower	1	
	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences		
	STOP controlled intersection	1		
	Signalized intersection	0	_	
E1	Roundabout or traffic circle	0	1	
	Crosswalk	0		
	Active, at-grade railroad crossing	0		
	Sidestreet STOP-controlled or lane	0		
	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	45	
E2	Left turn movements permitted	35	15	
	Right-in / Right-out only	0		
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0	
	Number of interchanges along corridor	0		
F	ON-STREET PARKING	Lower	3	

Total Risk Score:	
49	

Recommended Posted Speed Limit (km/h):

As determined by road characteristics 40 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:

Appropriate to use urban requirments due to density and potential for pedestrian crossing thoughout (to get to accessory structures)



Version: 10-Apr-09

Name of Corridor:	Laidlaw Dr, Sentennial Dr, Bexley Place						
Segment Evaluated:	a point 685 m south of Balsam Lake Dr			end			
Geographic Region:	CKL. Bexley						
Road Agency:							
Road Classification:	Local	Length of Corridor:			500	m	
Urban / Rural:	Urban	Design Spe Expressway, Hi	eed: (Required for Freeway,			km/h	
Divided / Undivided:	Divided	Current Post (For information		eed:	50	km/h	
Major / Minor:	Major	Prevailing Sp (85th Percentile		nformation only)		km/h	
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posi	ted Spe	eed)			

		RISK	Score	
A 1	GEOMETRY (Horizontal)	Lower	1	
A2	GEOMETRY (Vertical)	Lower	1	
А3	AVERAGE LANE WIDTH	Higher	6	
В	ROADSIDE HAZARDS	Higher	3	
C1	PEDESTRIAN EXPOSURE	Higher	9	
C2	CYCLIST EXPOSURE	Higher	9	
D	PAVEMENT SURFACE	Lower	1	
	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences		
	STOP controlled intersection	1		
	Signalized intersection	0	_	
E1	Roundabout or traffic circle	0	2	
	Crosswalk	0		
	Active, at-grade railroad crossing	0		
	Sidestreet STOP-controlled or lane	2		
	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	44	
E2	Left turn movements permitted	11	11	
	Right-in / Right-out only	0		
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0	
	Number of interchanges along corridor	0		
F	ON-STREET PARKING	Medium	6	

Total Risk Score:	
49	

Recommended Posted Speed Limit (km/h):

As determined by road characteristics 40 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:

Appropriate to use urban requirements due to usage (rural subdivision, shorline community)



ON-STREET PARKING

Number of interchanges along corridor

E3

F

Automated Speed Limit Guidelines

Version:

		FORI	VI A - Automate	d Speed	Limit Guidelines Spreadsh	neet	10-Apr-09
Nam	ne of Corridor:	Laidlaw Dr					
Seg	Segment Evaluated: Balsam Lake Dr				to built up area		
Geo	graphic Region:	CKL. Bexley					
Roa	d Agency:						
Roa	d Classification:	Local		Length	of Corridor:	650	m
Urba	an / Rural:	Rural			Speed: (Required for Freeway,		km/h
Divid	ded / Undivided:	Divided		Current	vay, Highway) Posted Speed:	50	km/h
Maio	or / Minor:	Major		Prevaili	mation only) ng Speed:		km/h
# Th	rough Lanes	1 lane		Policy:	centile - for information only)		
Per [Direction:	Tidile		,	m Posted Speed)		
			RISK	Score	1		
A 1	GEOMETR	Y (Horizontal)	Lower	2			
A2 GEOMETRY (Vertical) A3 AVERAGE LANE WIDTH		RY (Vertical)	Lower	2			
		Higher	3		:		
В	ROADSIDI	E HAZARDS	Higher	9		28	
C1	PEDESTRIA	N EXPOSURE	Higher	3			
C2	CYCLIST	EXPOSURE	Higher	3			
D	PAVEMEN	T SURFACE	Lower	3		Recommended Pos Speed Limit (km/h	
		NTERSECTIONS BLIC ROADS	Number of Occurrences		As	determined by road char	
	STOP	controlled intersection	1				
		Signalized intersection	0			60	
E1	Rou	ndabout or traffic circle	0	1		As determined by po	licy
		Crosswalk	0				
	Active, at-	grade railroad crossing	0				
	Sidestreet S	TOP-controlled or lane	0			ded posted speed limit may be	
		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences		checked against the prevailing speeds of roadway and the road's safety performant Comments:		
E2	Left turn	movements permitted	0	0			
	F	Right-in / Right-out only	0				
E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0			

2

0

Medium



Version: 10-Apr-09

Name of Corridor:	North Bay Drive					
Segment Evaluated:	Just before curve		to	end (park gate)	ıd (park gate)	
Geographic Region:	CKL. Bexley					
Road Agency:						
Road Classification:	Local	Length of Corridor: Design Speed: (Required for Freeway, Expressway, Highway) Current Posted Speed: (For information only) Prevailing Speed: (85th Percentile - for information only)		or:	2,290	m
Urban / Rural:	Urban					km/h
Divided / Undivided:	Undivided			eed:	50	km/h
Major / Minor:	Major			nformation only)	54	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Pos	ted Spe	eed)		

		DIOI	•	
		RISK	Score	
A 1	GEOMETRY (Horizontal)	Lower	1	
A2	GEOMETRY (Vertical)	Lower	1	
А3	AVERAGE LANE WIDTH	Higher	6	
В	ROADSIDE HAZARDS	Higher	3	
C1	PEDESTRIAN EXPOSURE	Higher	9	
C2	CYCLIST EXPOSURE	Higher	9	
D	PAVEMENT SURFACE	Lower	1	
	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences		
	STOP controlled intersection	0		
E1	Signalized intersection	0	1	
	Roundabout or traffic circle	0		
	Crosswalk	0		
	Active, at-grade railroad crossing	0		
	Sidestreet STOP-controlled or lane	1		
F 6	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences		
E2	Left turn movements permitted	57	12	
	Right-in / Right-out only	0		
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0	
	Number of interchanges along corridor	0		
F	ON-STREET PARKING	Lower	3	

Total Risk Score:				
	46			

Recommended Posted Speed Limit (km/h):

As determined by road characteristics 40 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:

Appropriate to use urban requirments due to density and potential for pedestrian crossing thoughout (to get to water)



Version: 10-Apr-09

Name of Corridor:	Raven Lake Rd					
Segment Evaluated:	South Mountain Rd		to	North End		
Geographic Region:	CKL					
Road Agency:						
Road Classification:	Local	Length of Corridor:		or:	1,300	m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)				km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only) Prevailing Speed: (85th Percentile - for information only)		eed:	80	km/h
Major / Minor:	Major			nformation only)	52.6	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Pos	ted Spe	eed)		

1 61 1	Direction.		(Maximul	
		RISK	Score	
A1	GEOMETRY (Horizontal)	Lower	2	
A2	GEOMETRY (Vertical)	Higher	6	
А3	AVERAGE LANE WIDTH	Higher	3	
В	ROADSIDE HAZARDS	Higher	9	
C1	PEDESTRIAN EXPOSURE	Higher	3	
C2	CYCLIST EXPOSURE	Higher	3	
D	PAVEMENT SURFACE	Higher	9	
	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences		
	STOP controlled intersection	1		
	Signalized intersection	0		
E1	Roundabout or traffic circle	0	1	
	Crosswalk	0		
	Active, at-grade railroad crossing	0		
	Sidestreet STOP-controlled or lane	1		
	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences		
E2	Left turn movements permitted	20	8	
	Right-in / Right-out only	0		
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0	
	Number of interchanges along corridor	0		
F	ON-STREET PARKING	Lower	1	

Total Risk Scor	e:
45	

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:

Built-up with large rural lots. For that reason staff recommends a 50 zone.