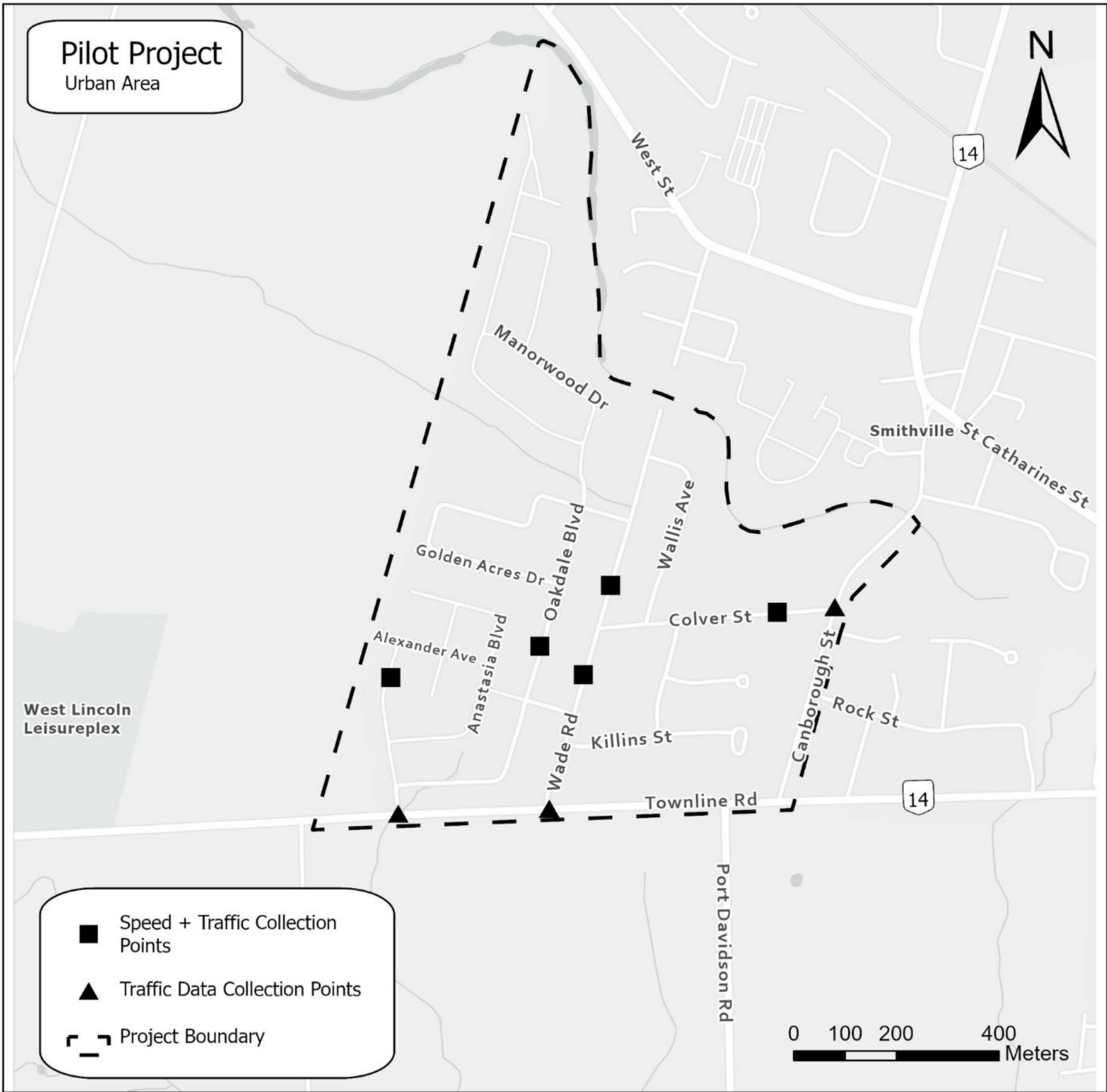


Township of West Lincoln Road Safety Action Plan

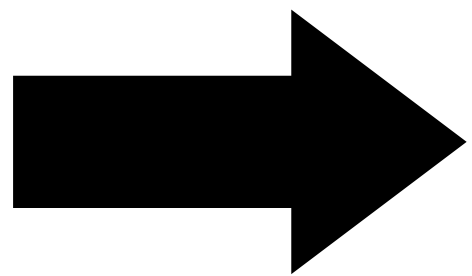
Pilot Project: Findings and Outcome

Overall Pilot Project Interventions

Urban Area



Before



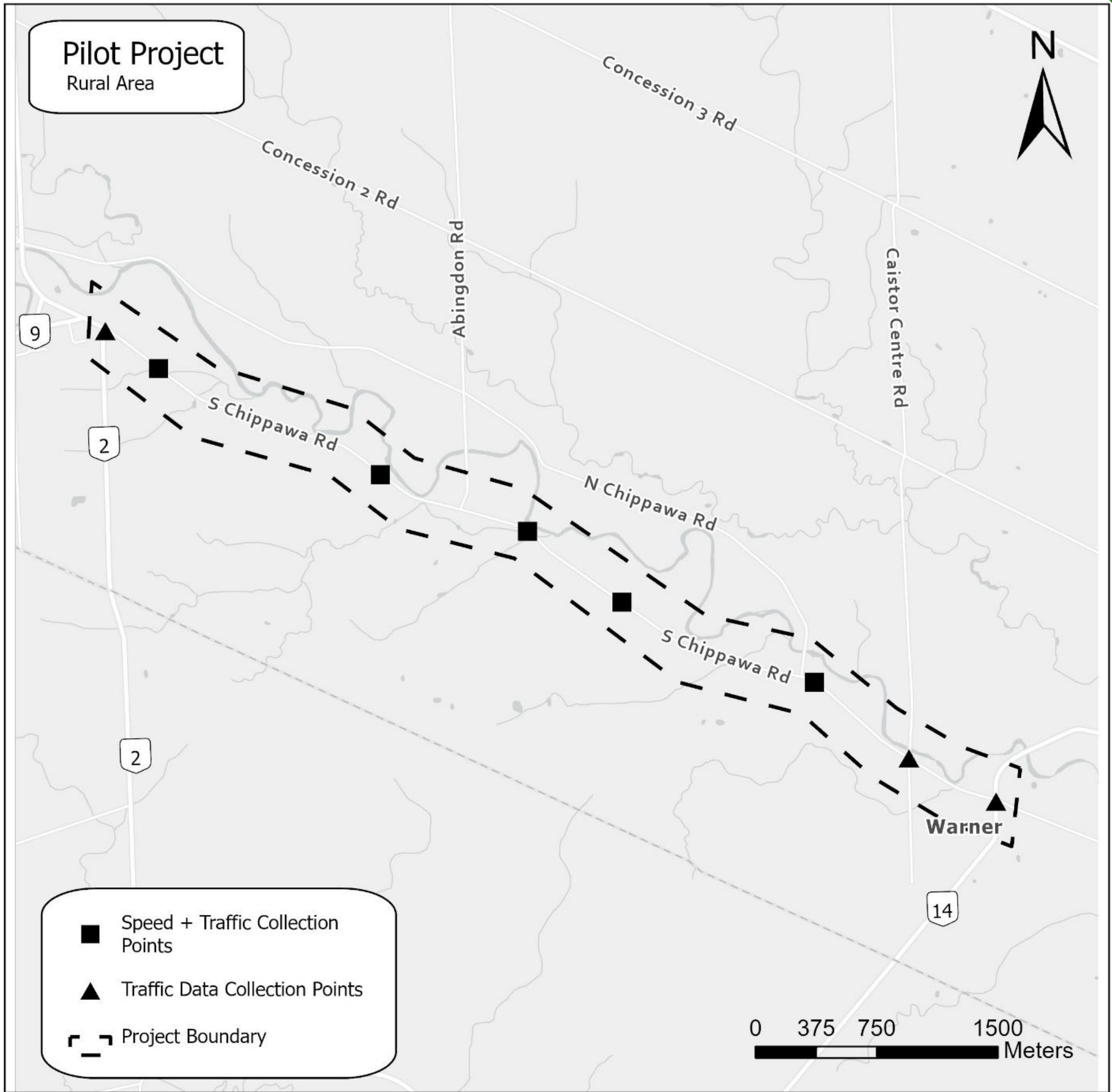
During
Pilot Project



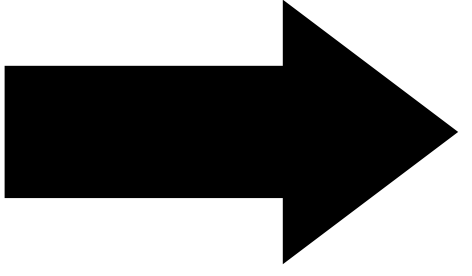
Additional Pilot Measures:

- School area pedestrian crossing

Rural Area



Before



During
Pilot Project



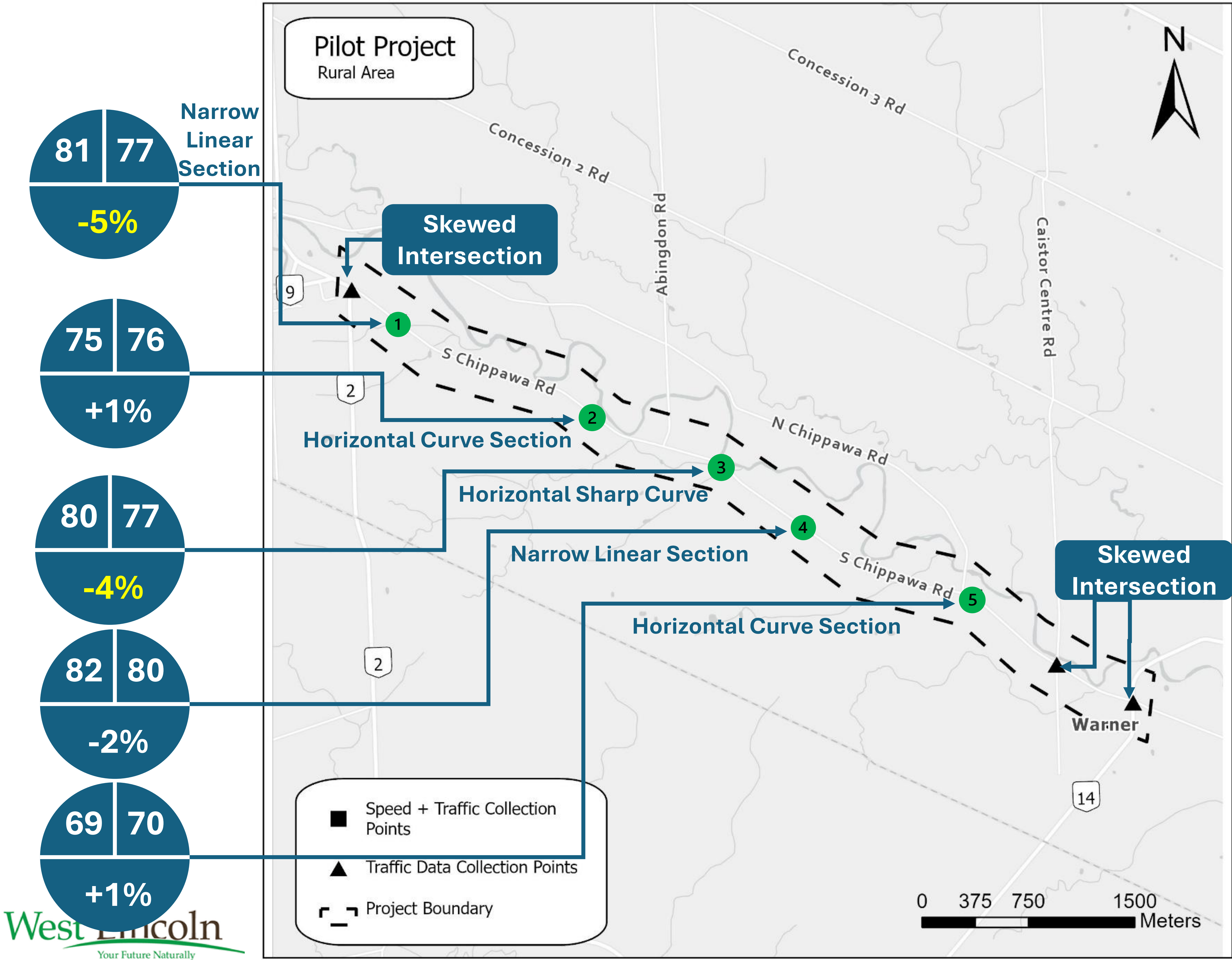
Additional Pilot Measures:

- New advisory speed 40km/h at curves
- New warning signs
- Centre single/double yellow lines

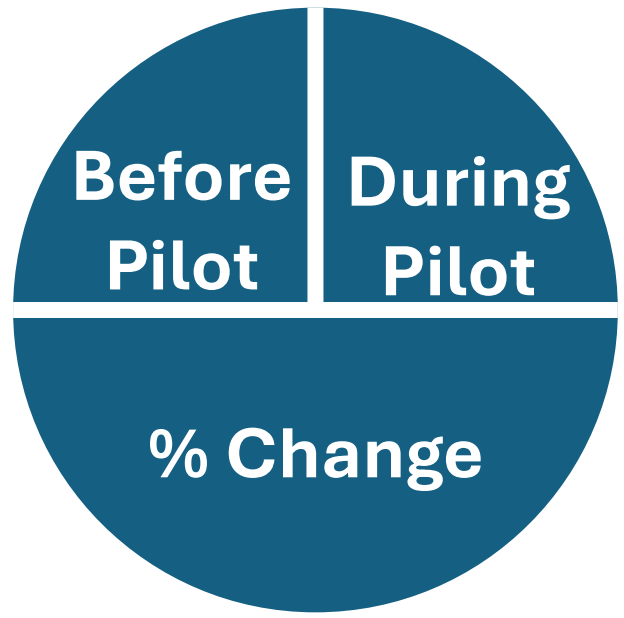
Rural Area

Pilot Project Summary: Traffic Volume, Speed and Other Findings

Average Speed Change: Rural Pilot Project



Legend: Road Segment Change in Average Speed (km/h)



Results display average speed before and during the pilot project and percent between these two periods

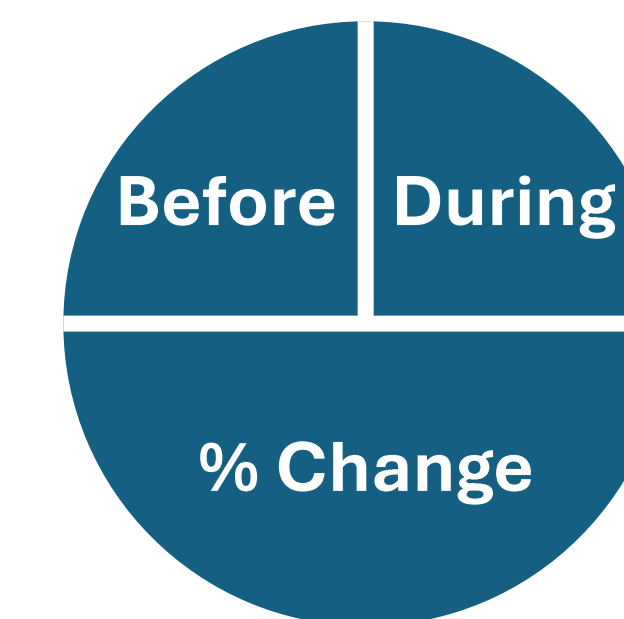
Summary/Findings:

- Greater speed reduction observed at/near Settlement Entrance (#1) and Sharp Curve Segments (#3)
- At curved sections, average speed was lower than posted speed limit (80km/h)

Operating Speed Change: Rural Pilot Project

Township of West Lincoln
Road Safety Action Plan

Legend: Road Segment Change in 85th Percentile Speed (km/h)

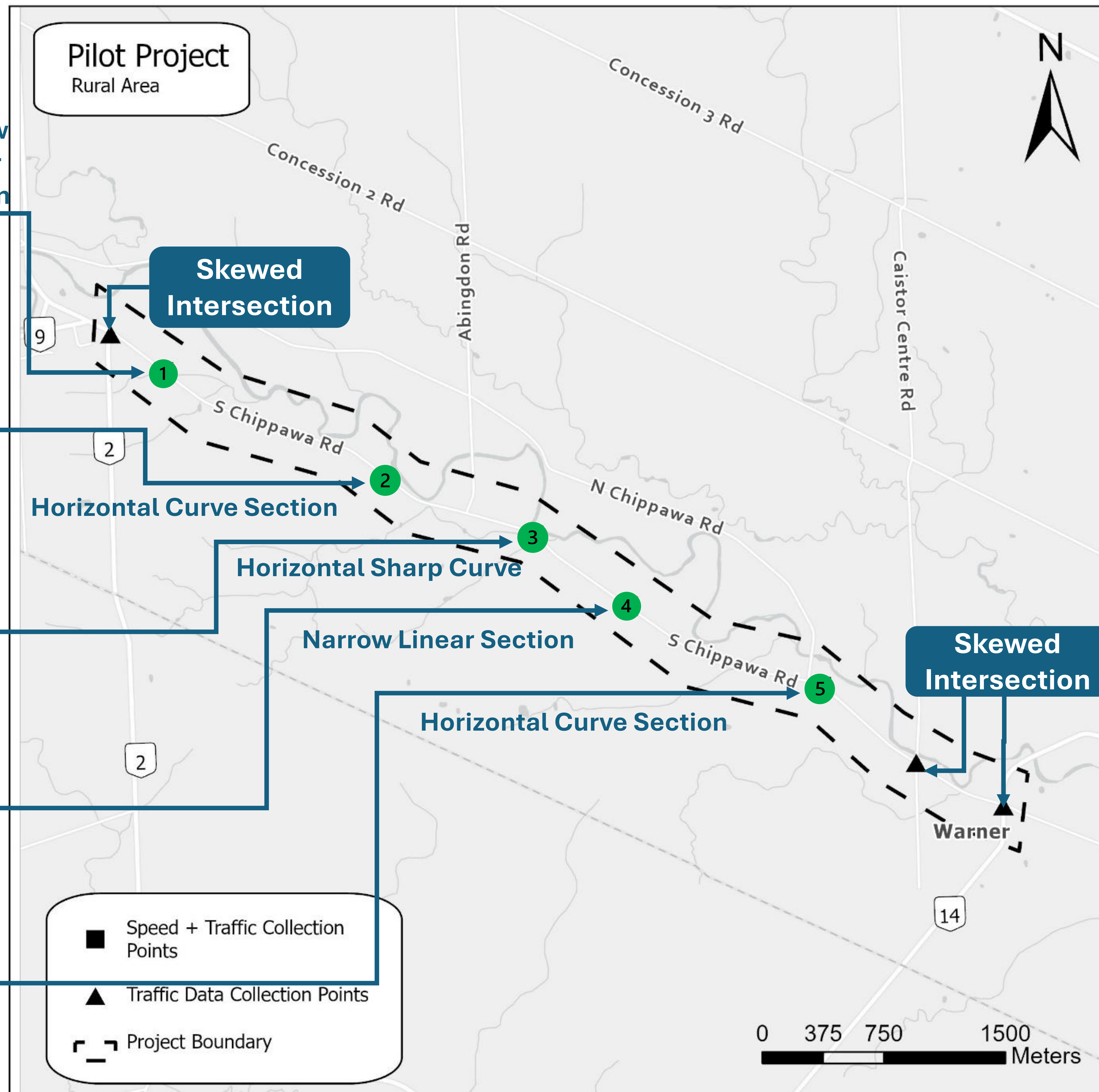


Summary/Findings:

- Greater speed reduction overseed at/near Settlement Entrance (#1) and Sharp Curve Segment (#3)
- At curved sections, operating speed was roughly ~10km/h higher than posted speed limit (80km/h)

Recommendations:

- Posted Speed Reduction is Recommended at/near Settlement Entrance (#1) and Sharp Curve Segments (#3)
- Wider shoulder with white edge line & chevron/curve sign is Recommended at/near Sharp Curve Segments (#3)



Narrow Linear Section

92 88

-4%

87 88

+1%

90 87

-3%

93 90

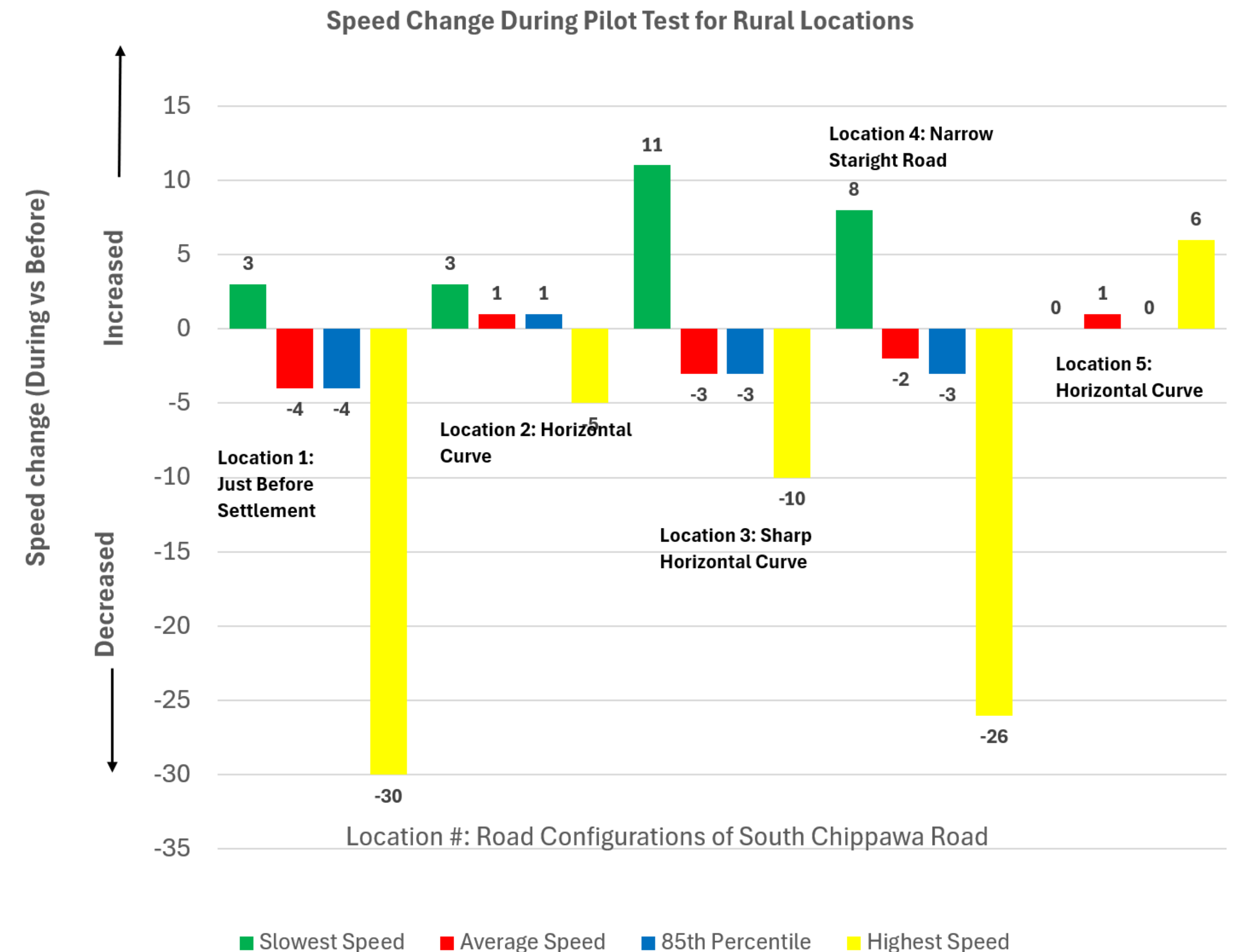
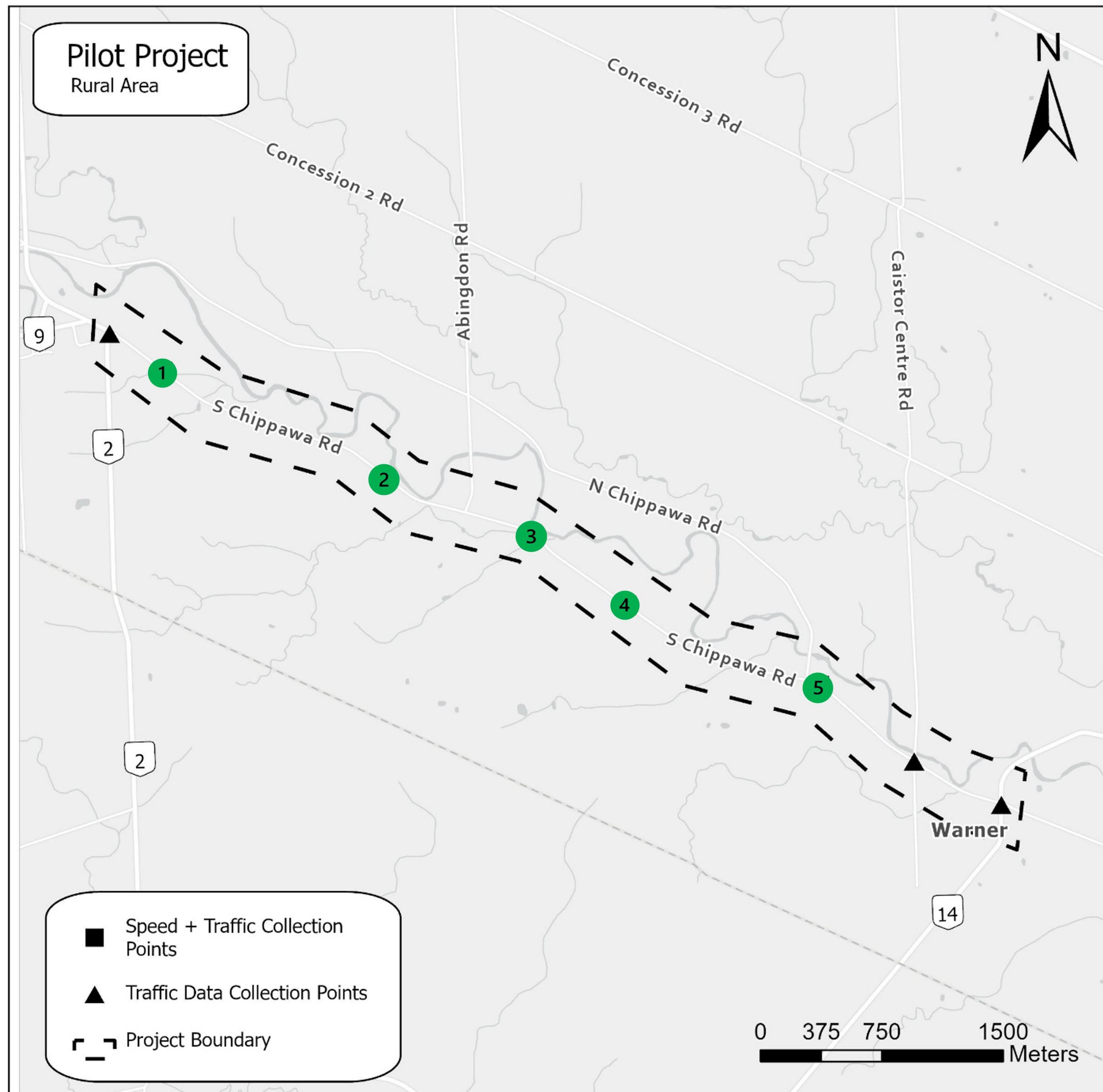
-3%

83 83

0%

Speed Change: Rural Pilot Project

Township of West Lincoln
Road Safety Action Plan



Type of Speed:

- Slowest Speed
- Average Speed
- 85th Percentile Speed*
- Extreme Speeding

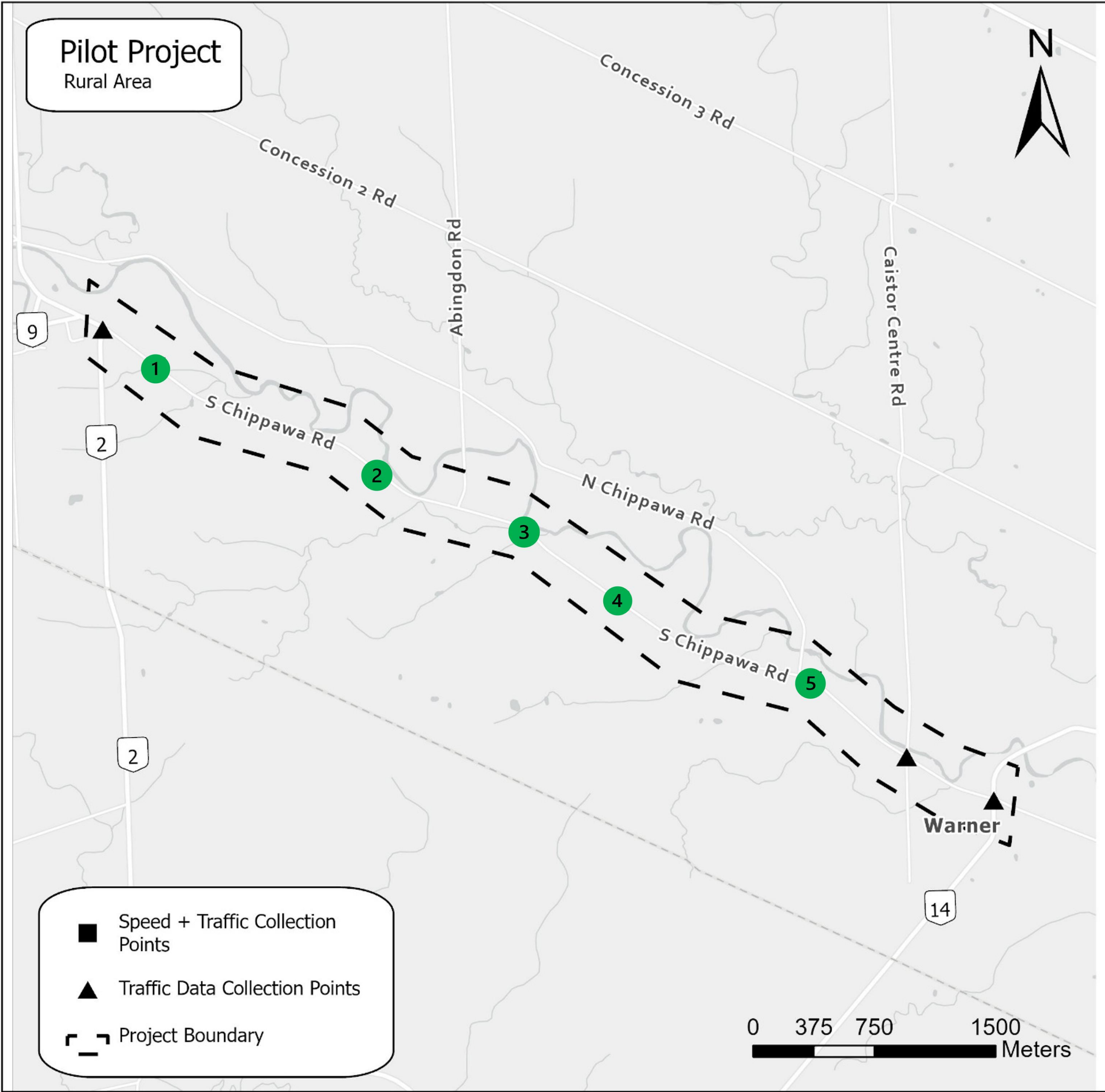
***85th Percentile Speed:** The speed at or below which 85% of vehicles travel on a roadway segment, typically measured under free-flow conditions.

Summary/Findings: Extreme speeding reduced significantly at most locations, particularly at long straight road segments and before entering the built-up settlement (transition) areas.

- Speed reduction was not effective on relatively straight or regular curve locations.

Recommendations: Reduction of posted speed limit without additional mitigation measures are still effective at rural settlement transition areas and very sharp curve or very steep vertical hill locations

Speed Changes: Rual Pilot Project – Additional Data



Type of Speed:

- Slowest Speed
- Average Speed
- 85th Percentile Speed*
- Extreme Speeding

***85th Percentile Speed:** The speed at or below which 85% of vehicles travel on a roadway segment, typically measured under free-flow conditions.

Before Pilot Project

Location #- Type of Road Configurations	Slowest Speed	Average Speed	85th Percentile	Highest Speed
1 - Just Before Caistorville Settlement	11	81	92	146
2 - Horizontal Curve	11	75	87	118
3 - Sharp Horizontal Curve	14	80	90	129
4 - Narrow Stright Segment	13	82	93	157
5 - Horizontal Curve	11	69	83	124

During Pilot Project

Location #- Type of Road Configurations	Slowest Speed	Average Speed	85th Percentile	Highest Speed
1 - Just Before Caistorville Settlement	14	77	88	116
2 - Horizontal Curve	14	76	88	113
3 - Sharp Horizontal Curve	25	77	87	119
4 - Narrow Stright Segment	21	80	90	131
5 - Horizontal Curve	11	70	83	130

Intersection Turning Traffic Volume Changes (Rural Area)

Time	Corridor	Before Pilot Project	During Pilot Project	% Change
AM Peak	North-South	48	47	-2%
	East-West (S. Chippawa Rd)	188	197	+5%
PM Peak	North-South	62	71	+15%
	East-West (S. Chippawa Rd)	268	338	+26%

Legend

Traffic Volume per hour
XXX (XXX) AM total, (PM total)

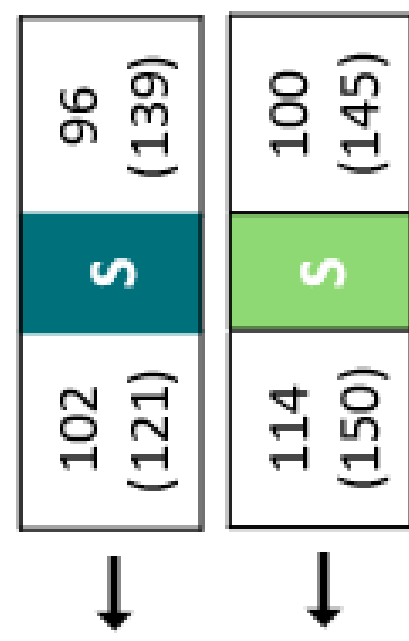
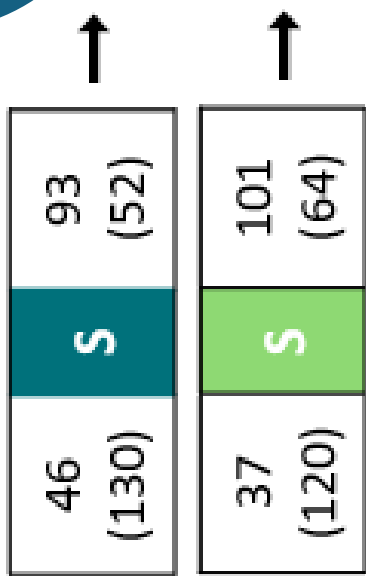
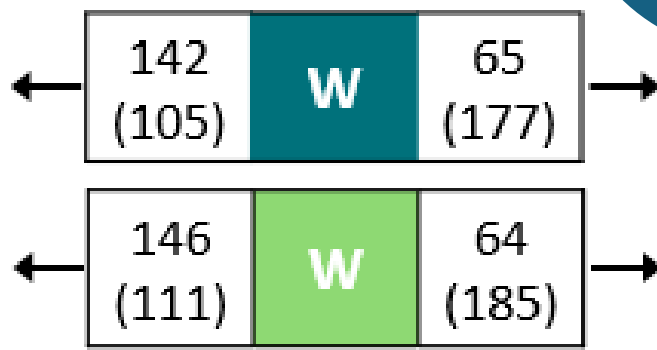
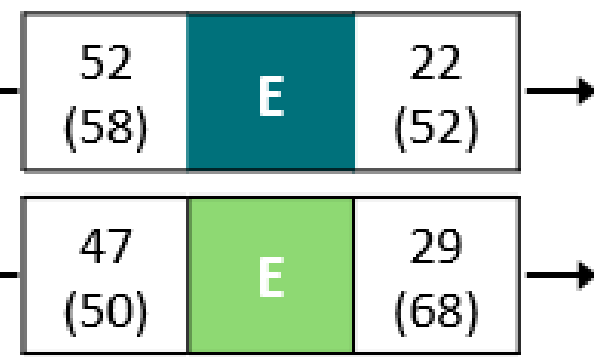
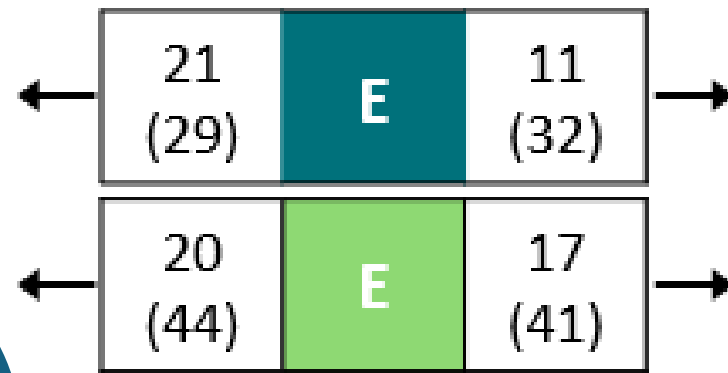
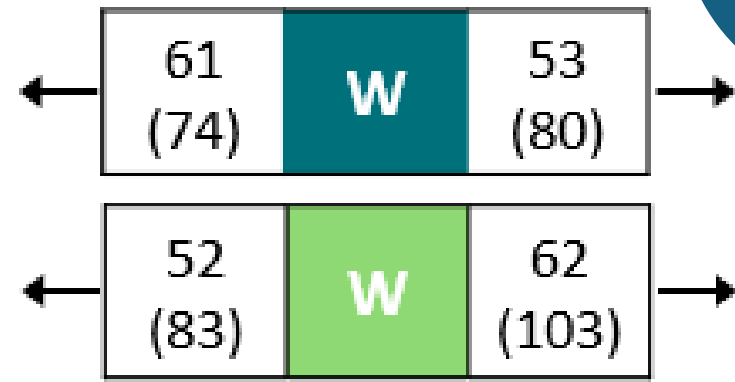
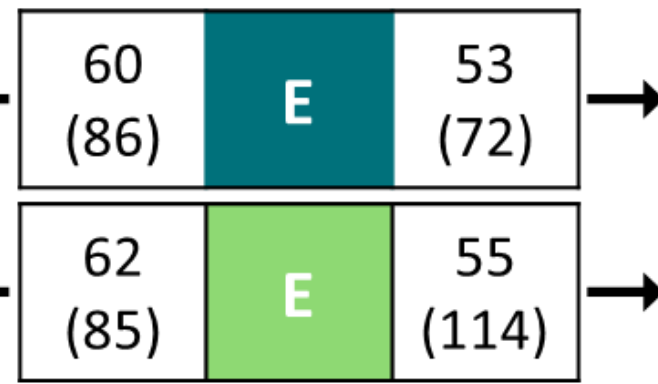
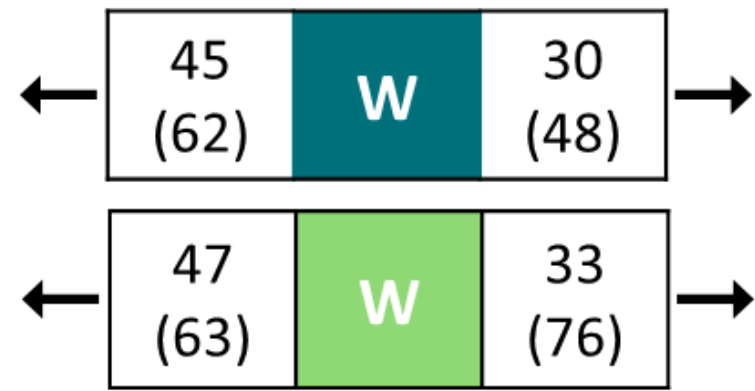
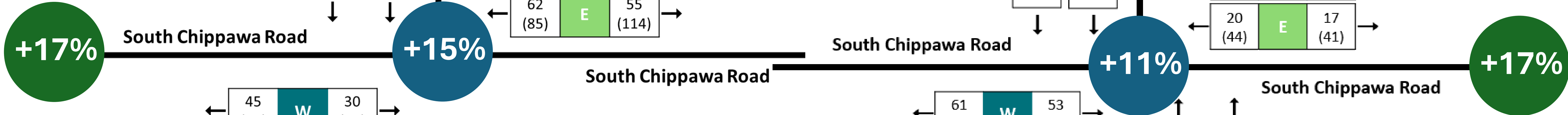
Week 1 – Before Pilot Project

Week 2 – During Pilot Project

Legend: Change in Traffic Volume

% Change at Intersections

% Change on South Chippawa



Time	Corridor	Before Pilot Project	During Pilot Project	% Change
AM Peak	North-South	394	421	+7%
	East-West (S. Chippawa Rd)	146	151	+3%
PM Peak	North-South	527	585	+11%
	East-West (S. Chippawa Rd)	215	271	+26%

Time	Corridor	Before Pilot Project	During Pilot Project	% Change
AM Peak	North-South	139	138	-1%
	East-West (S. Chippawa Rd)	281	392	+39.5%
PM Peak	North-South	182	184	+1%
	East-West (S. Chippawa Rd)	392	414	+6%

Summary/Findings:

- Volume increase was likely not related to pilot project. This may reflect mostly seasonal traffic demand changes.

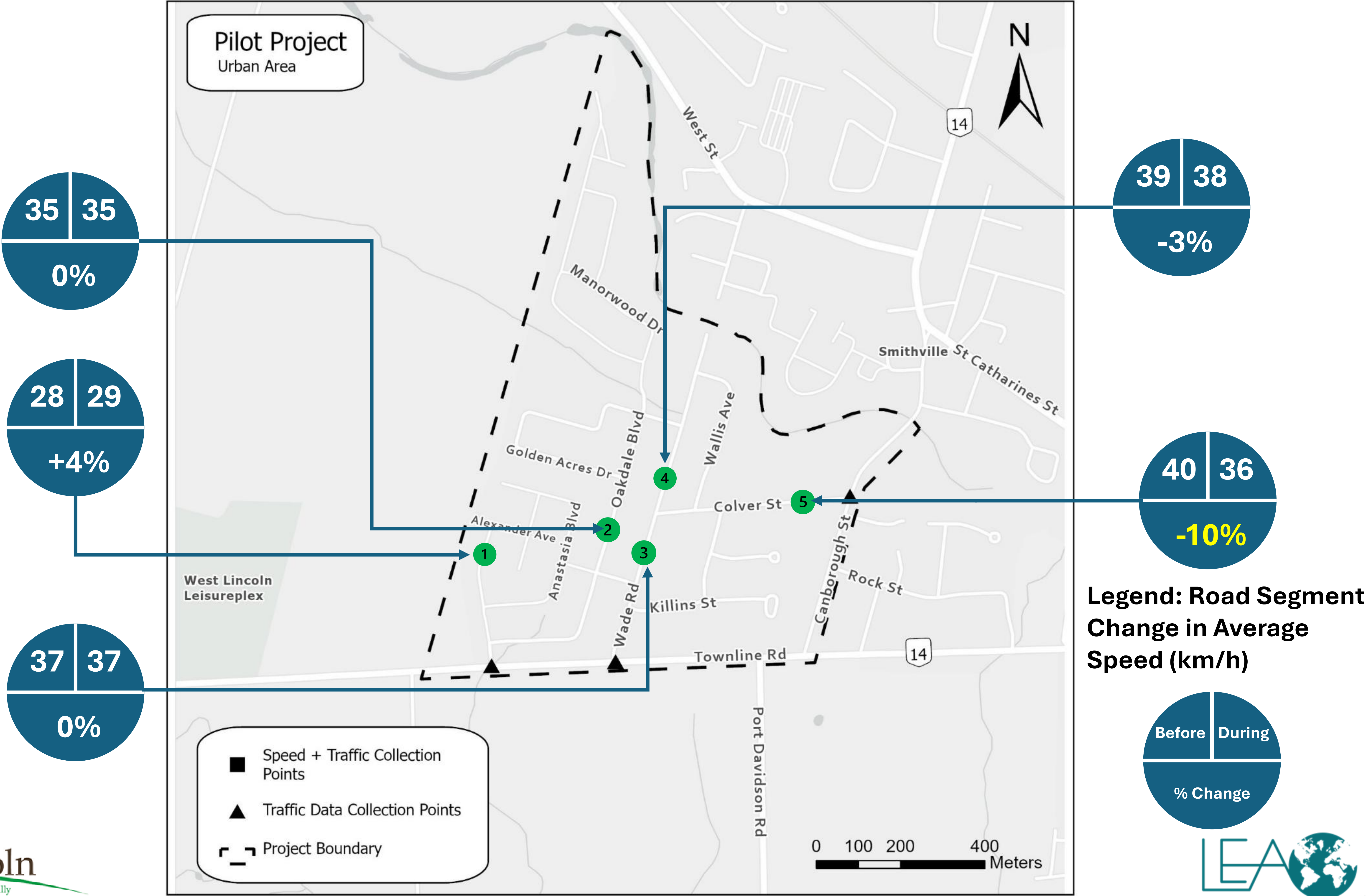
Recommendations:

- Traffic volume is relatively low (less than 500- 600 vehicles/hour) to warrant any additional traffic diversion measures related to traffic safety conditions.

Urban Area

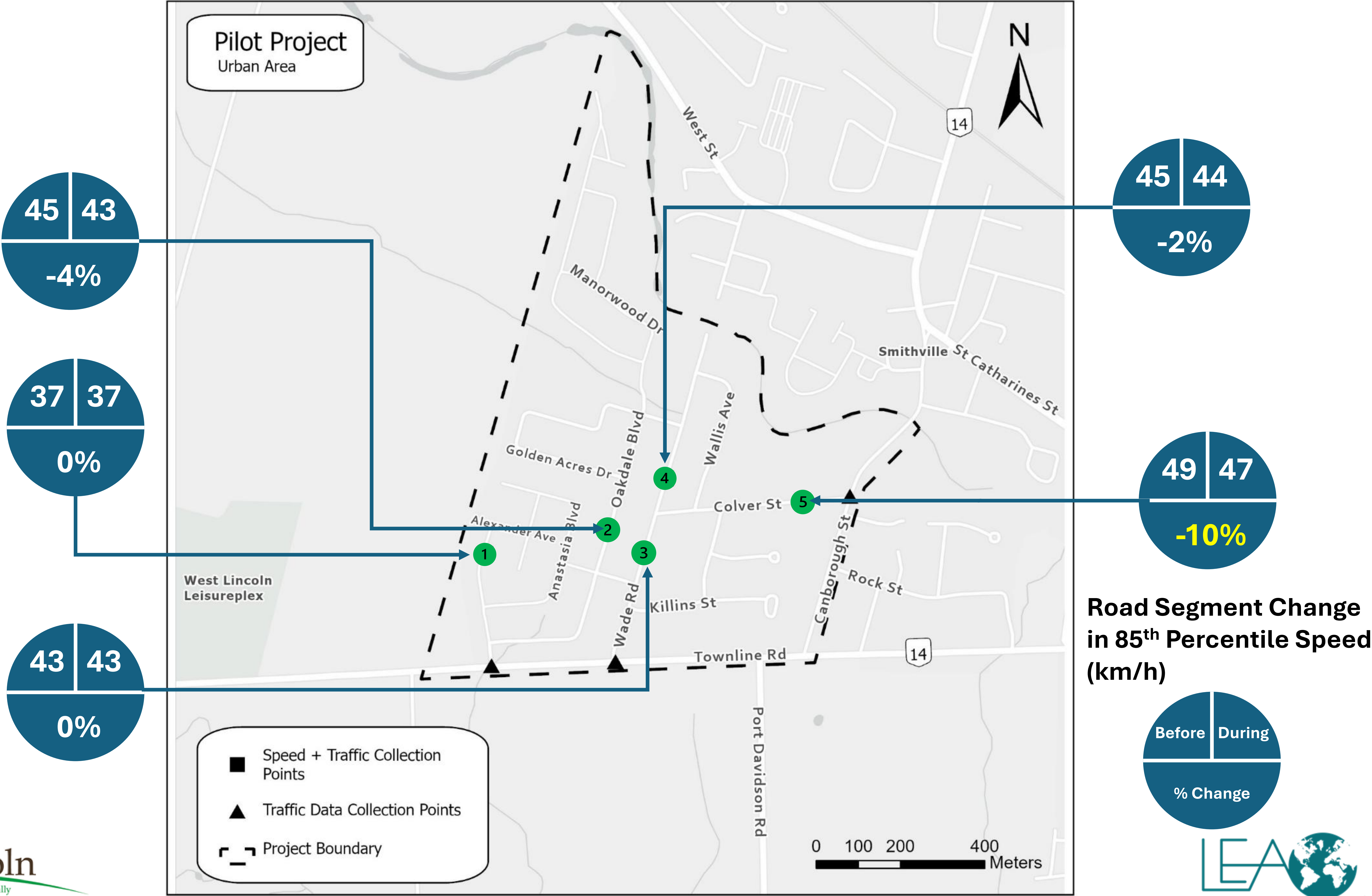
Pilot Project Summary: Traffic Volume, Speed and Other Findings

Average Speed Change: Urban Pilot Project



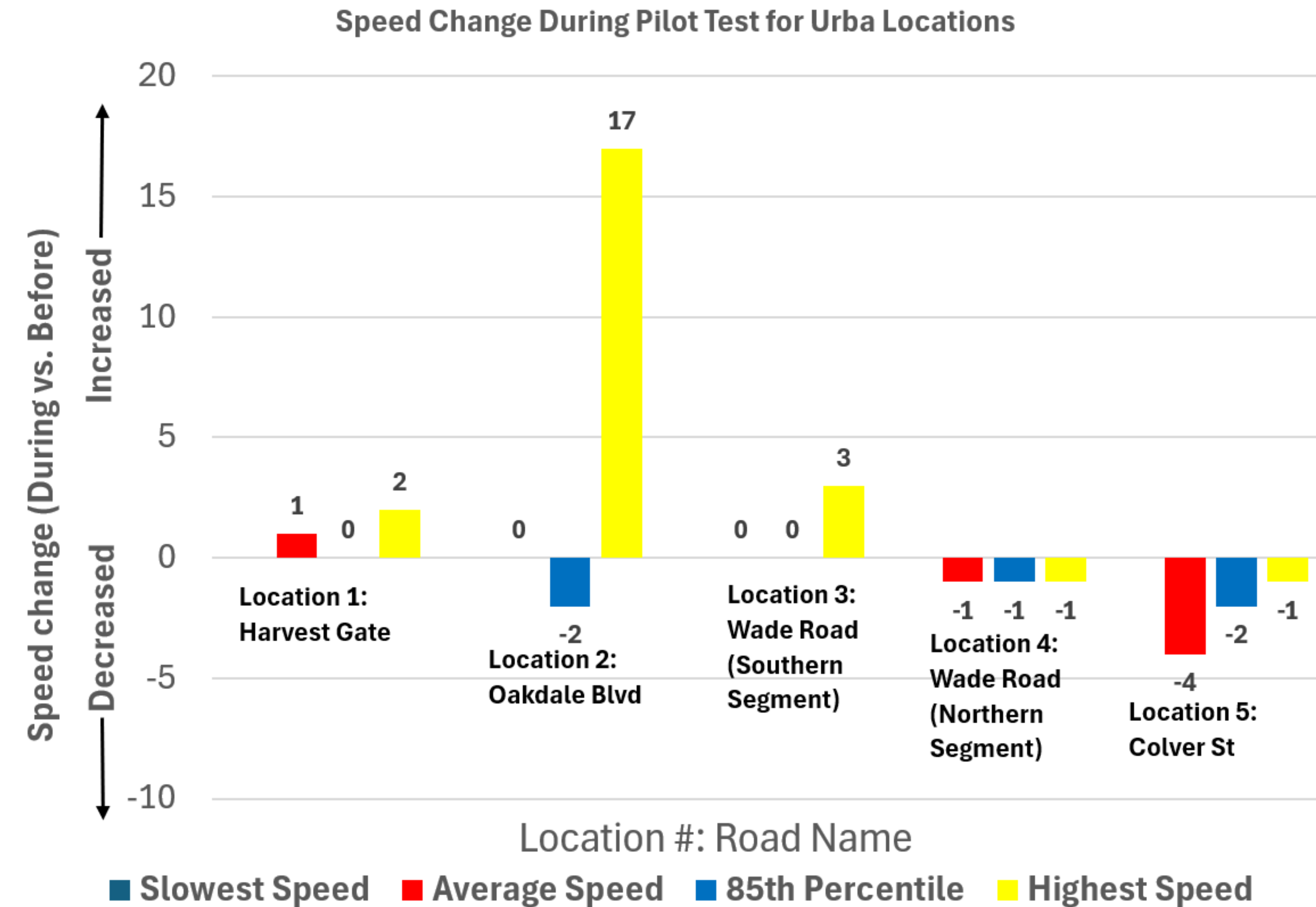
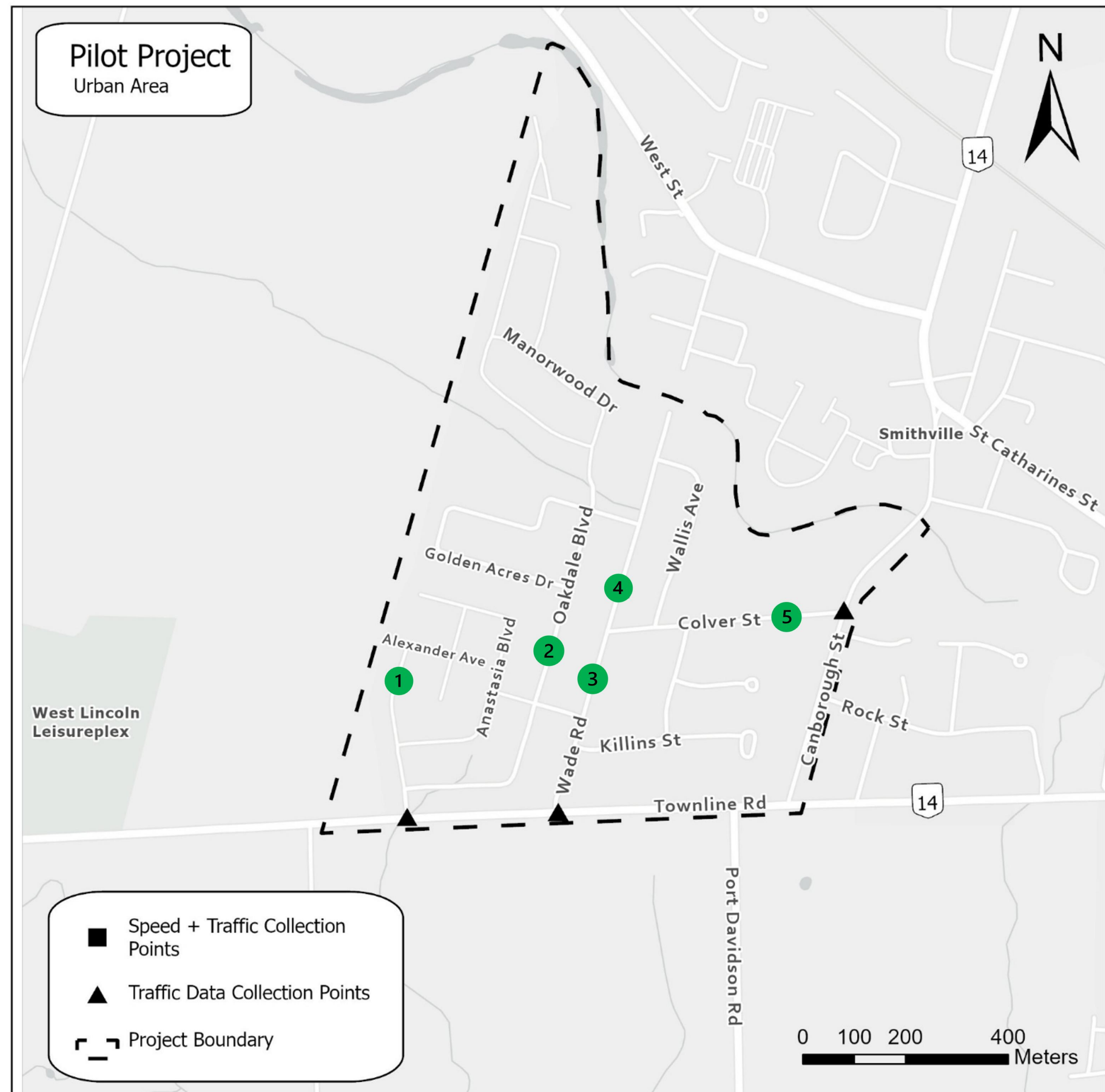
Operating Speed Change: Urban Pilot Project

Township of West Lincoln
Road Safety Action Plan



Speed Changes: Urban Pilot Project

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Type of Speed:

- Slowest Speed
- Average Speed
- 85th Percentile Speed*
- Extreme Speeding

***85th Percentile Speed:** The speed at or below which 85% of vehicles travel on a roadway segment, typically measured under free-flow conditions.

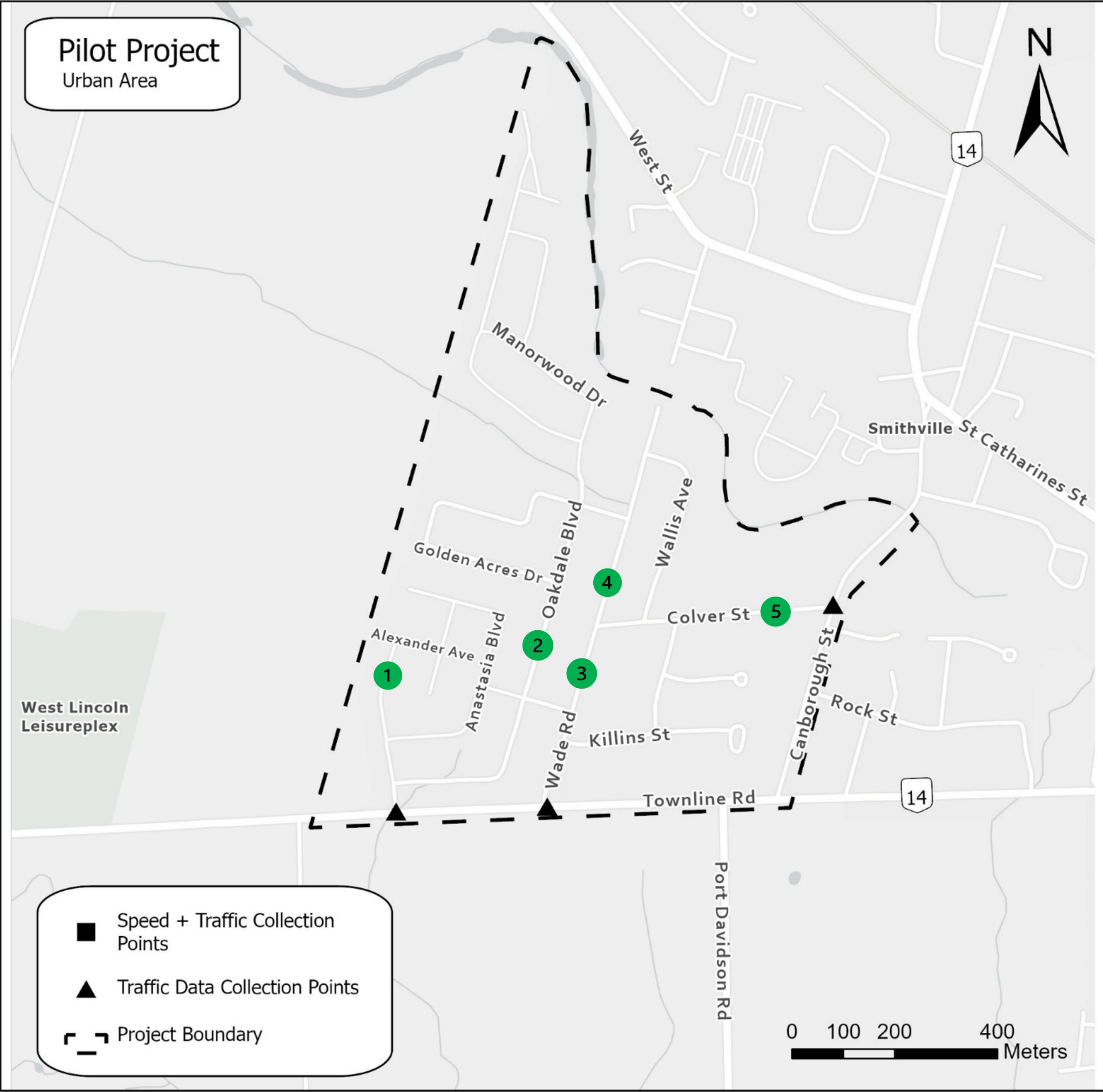
Summary/Findings:

- Greater speed reduction was observed near School Area (Colver Street) and Long Road Segment Locations (Wade Road)
- At all urban pilot locations, average speed is already lower than pre-pilot (50km/h) and temporary (40km/h) posted speed limits

Recommendations:

- “Areawide Posted Speed Reduction” to 40km/h is recommended at all “Urban Area Local Township” Roadways
- Additional Measures (such as narrower lanes, more school crossings, designated school bus stops in loading bays, physical traffic calming installations) are recommended at School Area, Senior Concentration Area, Recreation and Other Sensitive Areas. Avoid traditional vertical deflection traffic measures (such as speed bumps) to accommodate the needs for vulnerable users and reduce negative impacts

Speed Changes: Urban Pilot Project – Additional Data



Type of Speed:

-  Slowest Speed
-  Average Speed
-  85th Percentile Speed*
-  Extreme Speeding

***85th Percentile Speed:** The speed at or below which 85% of vehicles travel on a roadway segment, typically measured under free-flow conditions.

Before Pilot Project

Location # - Road Name	Slowest Speed	Average Speed	85th Percentile	Highest Speed
1 - Havest Gate	11	28	37	46
2 - Oakdale Blvd	11	35	45	75
3 - Wade Road (Southern Segment)	11	37	43	58
4 - Wade Road (Northern Segment)	11	39	45	63
5 - Colver Street	11	40	49	72

During Pilot Project

Location # - Road Name	Slowest Speed	Average Speed	85th Percentile	Highest Speed
1 - Havest Gate	11	29	37	48
2 - Oakdale Blvd	11	35	43	92
3 - Wade Road (Southern Segment)	11	37	43	61
4 - Wade Road (Northern Segment)	11	38	44	62
5 - Colver Street	11	36	47	71

Intersection Turning Traffic Volume Changes(Urban Area)

Legend

XXX (XXX) AM total, (PM total)

Week 1 – Before Pilot Project

Week 2 – During Pilot Project

Legend: Change in Traffic Volume

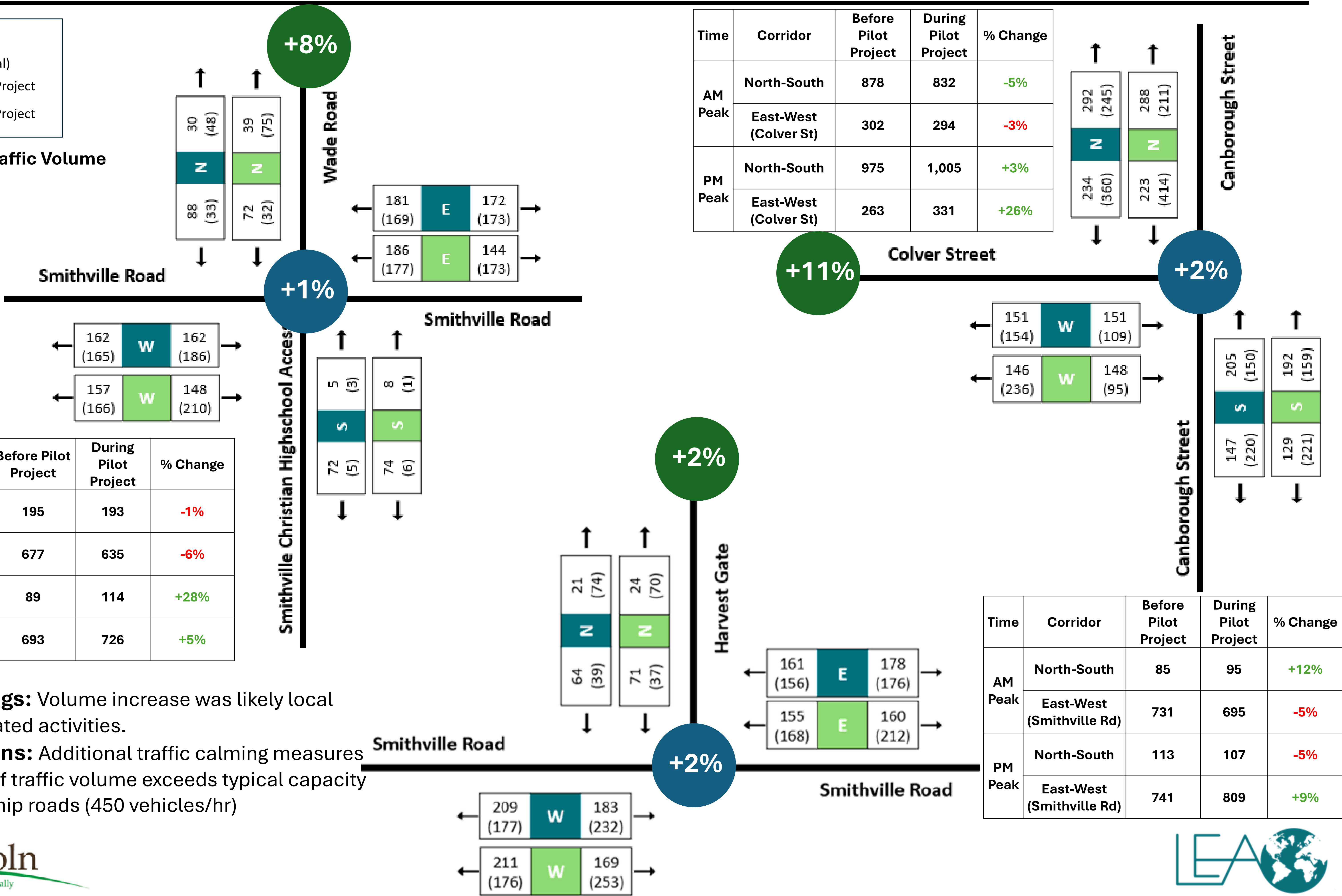
% Change at Intersections

% Change on South Chippawa

Time	Corridor	Before Pilot Project	During Pilot Project	% Change
AM Peak	North-South	195	193	-1%
	East-West (Smithville Rd)	677	635	-6%
PM Peak	North-South	89	114	+28%
	East-West (Smithville Rd)	693	726	+5%

Summary/Findings: Volume increase was likely local street or school related activities.

Recommendations: Additional traffic calming measures are recommended if traffic volume exceeds typical capacity limit of local township roads (450 vehicles/hr)



We Want To Hear From You

Township of West Lincoln
Road Safety Action Plan

Please submit any questions or comments to one of the Project Team members noted below by the
end of the day on September 4, 2026.

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Director, Infrastructure
Township of West Lincoln
318 Canborough Street

📞 905-957-3346 ext.5142

✉ mdipaola@westlincoln.ca

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✉ dkarim@lea.ca

On behalf of all Project Team members, we thank you for your time.