

7

SPEED LIMIT REVISIONS REGIONAL ROAD NETWORK

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, December 11, 2007, from the General Manager, Roads:

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 80-km per hour on Bloomington Road (Y.R. 40) from 250 metres east of the east limit of Yonge Street (Y.R. 1) to the east limit of Bayview Avenue (Y.R. 34), be reduced to 60-km per hour, in the Town's of Richmond Hill and Aurora.
2. The existing speed limit of 80-km per hour on Bloomington Road (Y.R. 40) from 200 metres west of the west limit of Bloomfield Trail to the east limit of Bathurst Street (Y.R. 38), be reduced to 60-km per hour, in the Town's of Richmond Hill and Aurora.
3. The existing speed limit of 70-km per hour on Vivian Road (Y.R. 74) from the west limit of The King's Highway No. 48 to 520 metres east of the east limit of McCowan Road (Y.R. 67), be reduced to 60-km per hour in the Town of Whitchurch-Stouffville.
4. The existing speed limit of 70-km per hour on Vivian Road (Y.R. 74) from 1,110 metres west of the west limit of McCowan Road to the west limit of Woodbine Avenue (Y.R. 8), be reduced to 60-km per hour, in the Town of Whitchurch-Stouffville.
5. The existing speed limit of 80-km per hour on Park Road (Y.R. 18) from The King's Highway No. 48 to the north limit of Park Road (Y.R. 18), be reduced to 70-km per hour, in the Town of Georgina.
6. The existing speed limit of 80-km per hour on Lloydtown/Aurora Road (Y.R.16) from Jane Street (Y.R. 55) to Keele Street (Y.R. 6), be reduced to 60-km per hour, in the Township of King.
7. The Regional Solicitor prepare the necessary by-law.
8. The Regional Clerk forward this report to the Clerks of the Towns of Whitchurch-Stouffville, Georgina, Richmond Hill, Aurora, Township of King and to the Chief of York Regional Police.

9. York Regional Police be requested to assist with the enforcement of these speed zones, as their resources permit.

2. PURPOSE

The purpose of this report is to obtain Council authorization to change existing speed limit regulations for certain sections of roads within the Regional road system.

In accordance with the *Highway Traffic Act*, a Regional by-law is required in addition to the posting of appropriate speed limit signs before any of the proposed changes can be enforced.

3. BACKGROUND

Regional Council, at its meeting on September 23, 2004, adopted a new policy on setting speed limits on the Regional road system. This policy is based on a number of factors including completion of field studies to determine operating speed; analysis of collision history to identify any relevant patterns or trends; assessment of physical roadway characteristics; and evaluation of any existing or proposed adjacent land use.

The Roads Branch regularly reviews posted speed limits on Regional roads. Revisions to the existing speed limits take into account a number of factors to ensure the regulatory speed is applicable to the existing roadway characteristics and roadside environment, and is in accordance with actual operating speeds and collision history. Where instances occur that reconstruction changes the roadside environment and alignment to such a degree that existing speed limits are no longer appropriate, steps are taken to ensure the regulatory speed limit is appropriate with the new roadway characteristics.

Regional staffs are reviewing the existing speed limit policy for establishing speed limits on the Regional road network, specifically in urban areas to support ongoing Regional initiatives to transform high speed, high volume urban arterial highways into urban main streets. Rural roads will be assessed through the existing policy. The locations included in this report are considered rural areas, therefore a future speed limit policy will not have an impact on the road sections identified in this report.

4. ANALYSIS AND OPTIONS

Speed limit reviews were carried out to address requests for speed limit reductions on a number of roadways throughout the Region. The goal of these reviews is to standardize the regulatory speed limit applications for each section of road in accordance with the

current roadway characteristics, actual operating speed, and collision history.

The speed limit review process for each of the road sections consists of:

- A classification of the roads characteristics.
- Speed studies to determine the operating speeds.
- A summary of the recent collision history.
- Identification of any potential safety issues.

The results of the road characteristics, the speed study, collision history and potential safety issues for each of the proposed speed regulation changes are discussed below.

4.1 Bloomington Road, from Bathurst Street to Bayview Avenue, Towns of Richmond Hill and Aurora

Bloomington Road, from 250 metres east of the east limit of Yonge Street to the east limit of Bayview Avenue and Bloomington Road from 200 metres west of the west limit of Bloomfield Trail to the east limit of Bathurst Street, carries approximately 12,000 vehicles per day. The existing speed limit on Bloomington Road is 80-km per hour throughout this area.

This location has been identified for a potential speed reduction due to the increase in residential developments and the introduction of a new school fronting Bloomington Road east of Bathurst Street. In addition, to accommodate constraints presented by the right-of-way, the vertical alignment west of Bayview Avenue, a design speed of 80-km per hour was adopted for the re-design of Bloomington Road. To provide a margin of safety, the practice in York Region is to set the speed limit at 10 to 20-km per hour below the design speed.

It is proposed that the existing speed limit of 80-km per hour on Bloomington Road from 250 metres east of the east limit of Yonge Street to the east limit of Bayview Avenue and Bloomington Road from 200 metres west of the west limit of Bloomfield Trail to the east limit of Bathurst Street, be reduced to 60-km per hour in the Towns of Richmond Hill and Aurora (*see Attachment 1*).

4.2 Vivian Road, from The King's Highway No. 48 to Woodbine Avenue, Town of Whitchurch-Stouffville

Vivian Road, from the west limit of The King's Highway No. 48 to 520 metres east of the east limit of McCowan Road and Vivian Road from 1,110 metres west of the west limit of McCowan Road to the west limit of Woodbine Avenue is a two-lane rural road which carries approximately 2,500 vehicles per day. The existing speed limit on Vivian Road is 70-km per hour throughout this area.

This location has been identified for a speed reduction due to the multiple vertical curves and narrow road width with locations without a paved shoulder. The intersection of

Vivian Road and Warden Avenue is located in the study area. Drivers experience limited sight distance at this intersection on all approaches due to the horizontal curve of the road and property constraints.

It is proposed that the existing posted speed limit of 70-km per hour on Vivian Road from the west limit of The King's Highway No. 48 to 520 metres east of the east limit of McCowan Road and Vivian Road from 1,110 metres west of the west limit of McCowan Road to the west limit of Woodbine Avenue be reduced to 60-km per hour in the Town of Whitchurch-Stouffville (*see Attachment 2*).

4.3 Park Road, from The Kings Highway No. 48 to Black River Road, Town of Georgina

Park Road, from The King's Highway No. 48 to the north limit of Park Road is a two-lane rural roadway that carries approximately 2,700 vehicles per day. The existing speed limit on Park Road at this location is 80-km per hour.

This location has been identified for a potential speed reduction due to the commercial and residential developments and gateway to Sibbald Point Provincial Park. This road section attracts many unfamiliar visitors during the summer and winter months. Due to the increase of recreational activities attributed to the use of the Provincial Park.

It is proposed that the existing posted speed limit of 80-km per hour on Park Road from The King's Highway No. 48 to the north limit of Park Road be reduced to 70-km per hour in the Town of Georgina. It is anticipated the reduction in the posted speed limit will assist in improving the overall safety along this section of Park Road (*see Attachment 3*).

4.4 Lloydtown/Aurora Road, from Jane Street to Keele Street, Township of King

Lloydtown/Aurora Road, from Jane Street to Keele Street (Y.R. 6) carries approximately 6,200 vehicles per day. The existing speed limit on Lloydtown/Aurora Road in this area is 80-km per hour. This road section is comprised of continuous vertical curves. In addition, the major unsignalized intersection of Lloydtown/Aurora Road and Keele Street is situated within the curves.

A local resident is requesting a speed reduction on Lloydtown/Aurora Road west of Keele Street due to the limited sight distance contributed by the vertical curves and high operating speeds.

A recent speed review indicated that the mean speed is 79-km per hour and that 85% of vehicles are travelling at or below 87-km per hour. A three-year collision review identified no patterns or trends.

Regional staff conducted a stopping sight distance measurement (available distance ahead visible to the driver to bring the vehicle to a stop) at several driveways located on Lloydtown/Aurora Road west of Keele Street. The measured stopping sight distance is

125 metres, therefore, in accordance with the Provincial Geometric Design Standards this section of Lloydtown/Aurora Road is conducive to a 60-km per hour posted speed limit.

It is proposed that the existing posted speed limit of 80-km per hour on Lloydtown/Aurora Road from Jane Street to Keele Street be reduced to 60-km per hour (*see Attachment 4*).

5. FINANCIAL IMPLICATIONS

The cost associated with the manufacture and installation of the new speed limit signs is included within the 2007 Roads Branch Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended revisions to the speed limits relate to the Regional road system with no direct impact on the local municipality. The revisions reflect the changes stemming from both existing and proposed adjacent development and local concerns for speeding and safety. The changes to the posted speed limits are intended to improve the level of speed compliance in areas where safety is an issue.

7. CONCLUSION

The Roads Branch initiated a review of the existing speed limit regulations as part of a regular speed limit review process. The proposed speed limit changes will assist in standardizing the regulatory speed limit applications for each section of road, in accordance with the current roadway characteristics, speeds, and collision history. A by-law is required before speed limits can be enforced. Therefore, the Regional Solicitor should prepare the necessary by-laws and this report should be forwarded to the Chief of York Regional Police, with a request to enforce these new regulations, as their resources permit.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the January 16, 2008 Committee meeting.)