

2

SPEED LIMIT REVISIONS AND REVIEW VARIOUS REGIONAL ROADS

(Regional Council at its meeting on February 18, 2010 amended this clause by deferring Recommendation No. 3 relating to the speed limit on 16th Avenue (Y.R. 73) from Highway 48 to Heritage Corners Lane until completion of the review by the local municipalities and the staff report back to the Committee in 2011 as referred to in Clause 1.)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated January 26, 2010, from the Commissioner of Transportation Services, with the following additional recommendation:

- 6. Staff report back to the March 3, 2010 Transportation Services Committee regarding the proposed speed limit on Yonge Street from Highway 7 to Major Mackenzie Drive, in the Town of Richmond Hill.**

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 70 kilometres per hour on Park Road (Y.R. 18) from Black River Road (Y.R. 80) to Hedge Road be reduced to 60 kilometres per hour, in the Town of Georgina.
2. The existing speed limit of 40 kilometres per hour on Bayview Avenue (Y.R. 34) from 50 metres south of the south limit of Windhurst Gate to 50 metres north of the north limit of North Taylor Mills Drive, be increased to 60 kilometres per hour, in the Town of Richmond Hill.
3. The existing speed limit of 70 kilometres per hour on 16th Avenue (Y.R. 73) from Highway 48 to Heritage Corners Lane be decreased to 60 kilometres per hour, in the Town of Markham.
4. The Regional Solicitor prepare the necessary by-law.
5. The Regional Clerk forward this report to the Clerks of the local municipalities and to the Chief of York Regional Police.

2. PURPOSE

This report is to obtain Regional Council authorization to change the existing speed limit regulations for specific Regional roads and to provide information on the review of speed limits on other 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 proposed change to a speed limit can be enforced.

3. BACKGROUND

At its meeting of January 6, 2010 a report entitled *Policy Update Establishing Speed Limits on Regional Roads* was presented to the Transportation Services Committee. The Committee referred this report back to staff with a request for a further report. The Committee also requested staff to “hold” some locations that were listed in the report and review existing posted speed limits on other Regional roads that were not included in the report.

The report entitled *Policy Update Establishing Speed Limits on Regional Roads* was referred back to staff for a more comprehensive report to include:

- a) Further details on the safety-based methodology proposed in the speed limit policy and the impetus for recommending a safety based approach;
- b) More extensive information on other jurisdictions that utilize the safety-based approach and which North American jurisdictions have considered implementing this methodology;
- c) An update that addressed the outstanding speed change requests received from local municipalities as well as the speed change requests on roads identified at the January 6, 2010 meeting; and
- d) An outline of the intended strategy for enforcement to be implemented by York Regional Police.

There are some outstanding requests to review speed limits on Regional roads. Since the policy on setting Regional road speed limits has been referred back to staff and may be forwarded to local municipalities for review and comment, it is appropriate for these outstanding requests be considered by the Transportation Services Committee to provide a more timely response to the requests.

This report provides information on item c) as described above. The update that addresses items a, b and d is provided in a separate report titled “*Policy Update Establishing Speed Limits on Regional Roads*”.

4. ANALYSIS AND OPTIONS

Speed limit reviews were carried out to address requests for speed limit changes on five roadways throughout the Region based on past requests from local municipalities and residents. Four requests came from local Councils and one came from a resident.

The goal of these reviews is to standardize the regulatory speed limit applications with the current roadway characteristics, actual operating speed, and collision history. The speed limit review process for each of the road sections reviewed consists of:

- A classification of the roads characteristics
- Speed studies to determine the operating speeds
- A summary of any available recent collision history
- Identification of any potential safety issues
- Driver expectancy
- Consistency with existing posted speed limits and the surrounding environment
- Compliance to the yet to be adopted proposed speed limit policy

Staff reviewed the speed limit on four Regional roads upon requests by local Councils

The Town of Georgina Council requested a review of the speed limit on Park Road and Kennedy Road. The Town of Richmond Hill Council requested an increased speed limit on Bayview Avenue south of Elgin Mills Road and a review of the speed limit on Yonge Street from Highway 7 to Elgin Mills Road.

Park Road from Black River Road to Hedge Road in the Town of Georgina is a two-lane road located in a rural area of the Region with a posted speed limit of 70 kilometres per hour (*see Attachment 1*). There is residential development on the west side of Park Road. Given the access type and density, and the potential for significant pedestrian traffic from Sibbald Point Provincial Park and the residences, it is recommended that the posted speed limit at this location be decreased to 60 kilometres per hour.

Kennedy Road from Baseline Road to Mahoney Road in the Town of Georgina is a two-lane road located in a rural area of the Region with a posted speed limit of 80 kilometres per hour. The area has few access points and low pedestrian traffic. It is suggested that a reduction in the speed limit is not warranted and that an 80 kilometres per hour speed limit is appropriate for this roadway.

Bayview Avenue south of Elgin Mills Road in the Town of Richmond Hill is a four-lane road located in an urban area (*see Attachment 2*). There is a short section of Bayview Avenue posted with a speed limit of 40 kilometres per hour whereas the majority of the roadway is posted at 60 kilometres per hour. A public elementary school, which is no longer in use, is located on the west side of Bayview Avenue necessitating the need for the existing 40 kilometres per hour speed limit. Regional staff received written

confirmation from staff of the Town of Richmond Hill that the school has been closed and the facility is currently being used as a private Montessori school where the majority of students no longer walk to school. It is recommended that the posted speed limit at this location be increased to 60 kilometres per hour.

Yonge Street from Highway 7 to Major Mackenzie Drive in the Town of Richmond Hill is a four-lane road located in an urban area with a posted speed limit of 60 kilometres per hour. Yonge Street north of Major Mackenzie Drive is under the jurisdiction of the Town of Richmond Hill with a posted speed limit of 50 kilometres per hour. This section of roadway has a relatively narrow right-of-way with minimal property setbacks, on-street parking with higher intensity commercial development and a few high rise residential properties. South of Major Mackenzie Drive, Yonge Street is under the jurisdiction of York Region. Given the relatively good management of access points in this area, no permitted on-street parking and a wider right-of-way with substantial property setbacks, it is suggested that a reduction in the speed limit is not warranted and that a 60 kilometres per hour speed limit is appropriate for this roadway. In the future, as part of the implementation of the planned bus rapid transit way on Yonge Street, the posted speed limit on this section of roadway will be reviewed.

Staff reviewed the speed limit on one Regional road upon request by a resident

In the Town of Markham, during a review of the area as requested by a resident, Regional staff identified a section of 16th Avenue where, due to roadside geometrics and the proximity of a seniors' home, a lower speed limit would be beneficial to the operation of this road section.

Sixteenth Avenue from Highway 48 to Heritage Corners Lane is a four-lane road located in an urban area with a posted speed limit of 70 kilometres per hour (*see Attachment 3*). Given the surrounding environment and the potential for pedestrian traffic, it is recommended that the posted speed limit at this location be decreased to 60 kilometres per hour.

Of the five locations reviewed by staff, it is recommended the speed limit at three of these locations be changed

Based on the reviews conducted by Regional staff, it is recommended the speed limit be decreased on Park Road, from Black River Road to Hedge Road, in the Town of Georgina and on 16th Avenue, from Highway 48 to Heritage Corners Lane, in the Town of Markham and increased on Bayview Avenue, south of Elgin Mills Road, in the Town of Richmond Hill.

At the other two locations, Kennedy Road from Baseline Road to Mahoney Road, in the Town of Georgina and Yonge Street, from Highway 7 to Major Mackenzie Drive, in the Town of Richmond Hill, the current posted speed limit is appropriate at this time.

The locations where speed limit changes are recommended are summarized in *Table 1*.

Table 1
Summary of Recommended Speed Limit Changes

Roadway	Segment	Existing Speed Limit	Requested Speed Limit	Requested by	Recommended Speed Limit
Park Road	Black River Road to Hedge Road	70	60	Georgina Council	60
Bayview Avenue	Windhurst Gate to Taylor Mills Road	40	60	Richmond Hill Council	60
16 th Avenue	Highway 48 to Heritage Corners Lane	70	60	Resident	60

Although there is a yet to be an adopted speed limit policy in the approval process, these locations have been assessed using that draft proposed policy

All locations considered in this report have been assessed using the proposed policy entitled *Policy Update Establishing Speed Limits on Regional Roads*. The recommended revisions to the speed limits described in this report comply with the proposed policy. *Table 2* lists the roadways which were considered in this report and the resultant speed limit after application of the existing and proposed speed limit policy.

Table 2
Comparison of Existing Speed Limits Using Existing and Proposed Policy

Roadway	Existing Speed Limit	Speed Limit Using Existing Policy	Speed Limit Using Proposed Policy	Recommended Speed Limit
Park Road	70	70	60	60
Kennedy Road	80	80	80	80
Bayview Avenue	40	60	60	60
16 th Avenue	70	70	60	60
Yonge Street	60	60	60	60

5. FINANCIAL IMPLICATIONS

The cost associated with the manufacture and installation of the new speed limit signs for the recommended speed limit change is included within the current Transportation Services Budget. The cost to review and assess the current posted speed limits on the other Regional roads, as discussed previously in this report, are part of the day-to-day operations for staff.

6. LOCAL MUNICIPAL IMPACT

The recommended decrease to the speed limit on Park Road, from Black River Road to Hedge Road, is based on a request from the Town of Georgina Council and is related to increased pedestrian activity in the area. The Town of Georgina Council also requested a review of the posted speed limit on Kennedy Road north of Baseline Road. The review conducted by Regional staff determined the current posted speed limit at this location is appropriate at this time.

The recommended increase to the speed limit on Bayview Avenue south of Elgin Mills Road is based on a request from the Town of Richmond Hill Council and is directly related to a change of use of a former public elementary school.

The recommended decrease to the speed limit on 16th Avenue, from Highway 48 to Heritage Corners Lane, is based on a request from a resident and is related to the proximity of a seniors' facility.

The change to the posted speed limits on these Regional roads is intended to improve the level of speed compliance in the area and to provide consistency on the affected roadway.

7. CONCLUSION

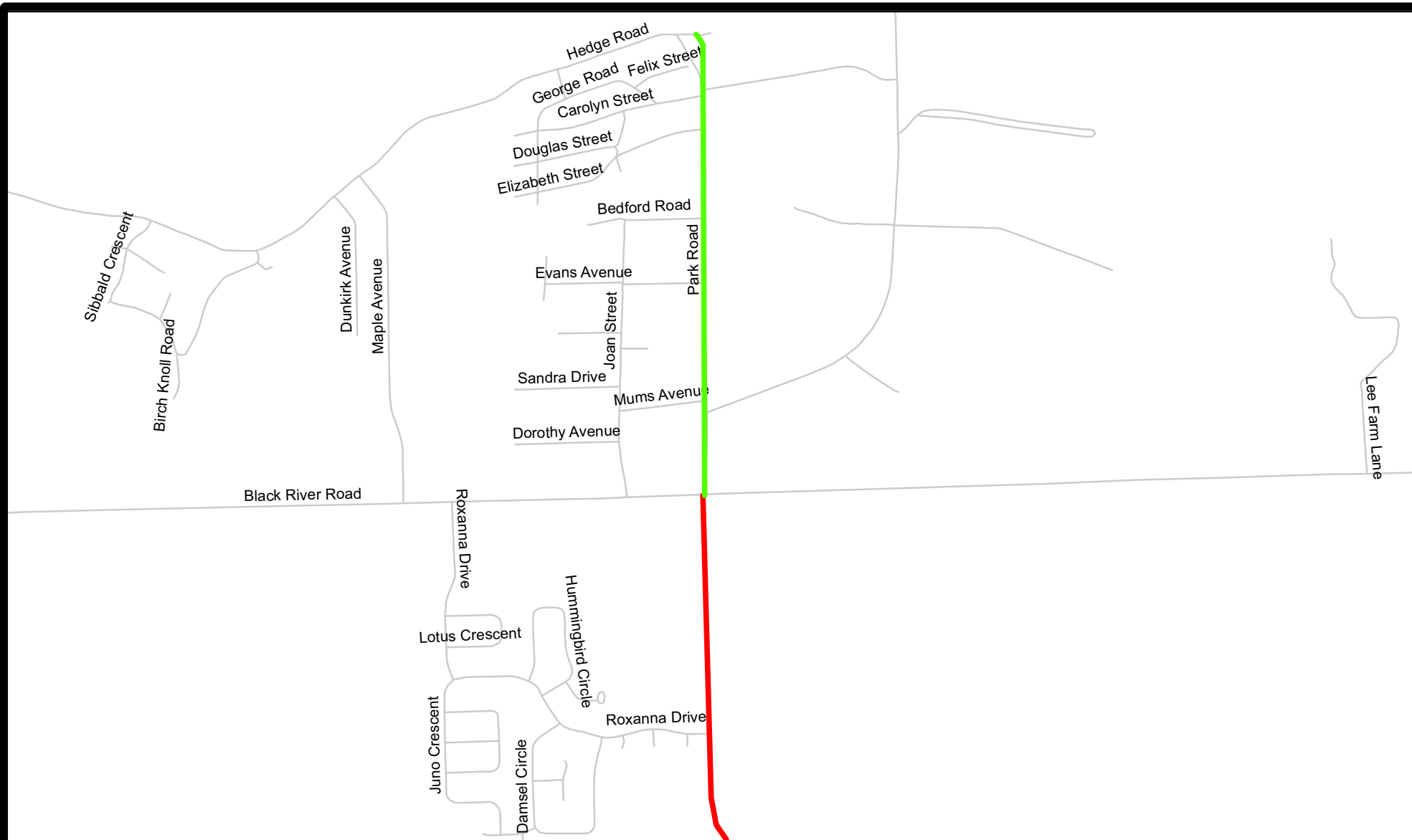
Regional staff initiated a review of the existing speed limit regulations on specific Regional roads as requested by the Councils of the Towns of Georgina and Richmond Hill and the Transportation Services Committee. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current posted speed limit is in accordance with the current roadway characteristics and surrounding environment.

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 Clerks of the local municipalities and to the Chief of York Regional Police.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at extension 5226.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are attached to this report.)



LOCATION PLAN

Speed Limit Revisions and Review

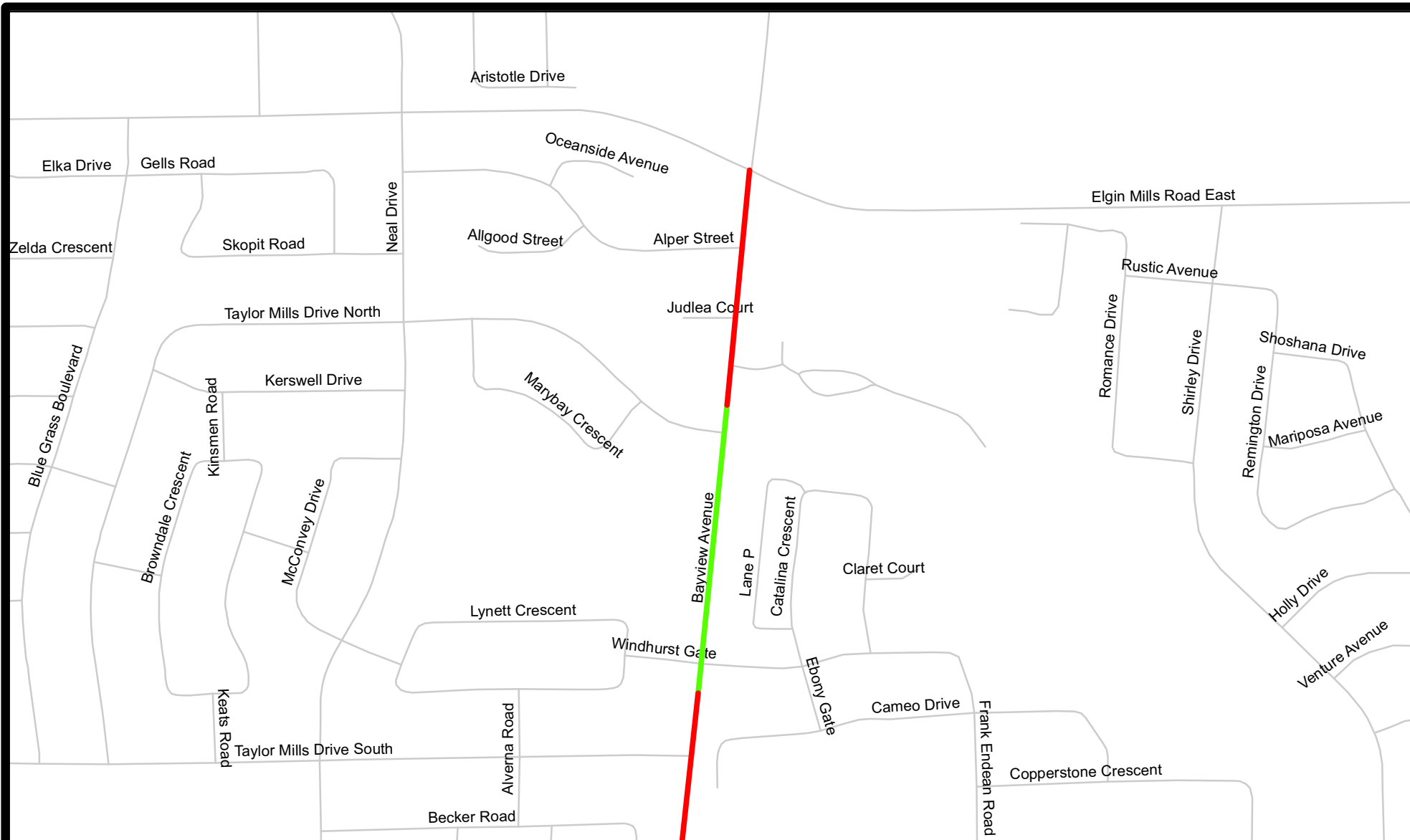
Park Road from Black River Road to Hedge Road

Town of Georgina



TRANSPORTATION SERVICES

- Existing 70-km-per hour
- Existing 70-km-per hour;
Proposed 60-km per hour



LOCATION PLAN

Speed Limit Revisions and Review

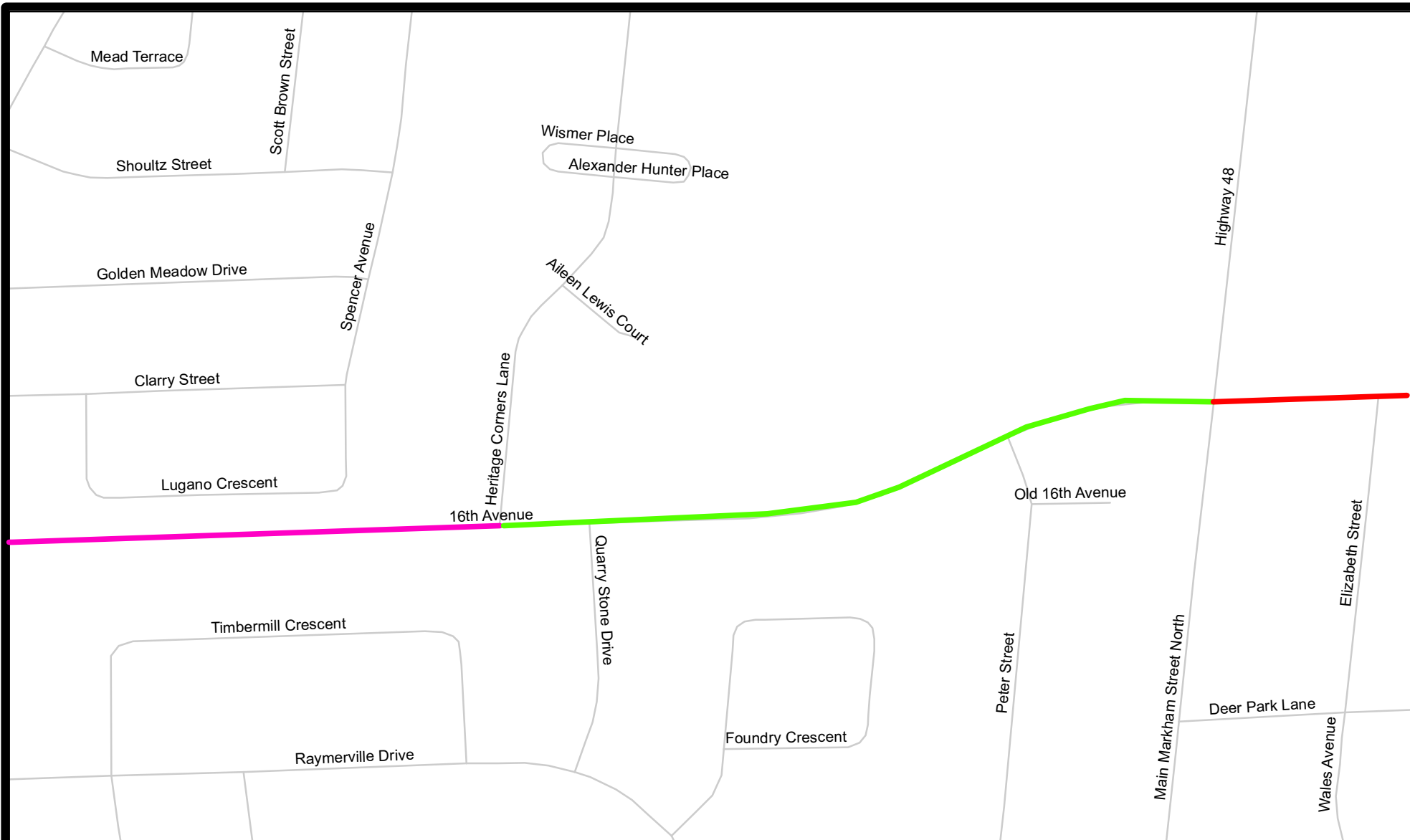
Bayview Avenue from Windhurst Gate to Taylor Mills Drive North

Town of Richmond Hill



TRANSPORTATION SERVICES

- Existing 60-km-per hour
- Existing 40-km-per hour;
Proposed 60-km per hour



LOCATION PLAN

Speed Limit Revisions and Review

16th Avenue from Highway 48 to Heritage Corners Lane

Town of Markham



TRANSPORTATION SERVICES

- Existing 60-km-per hour
- Existing 70-km-per hour;
Proposed 60-km per hour
- Existing 70-km-per hour