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SPEED LIMIT REVISION GREEN LANE, WEST OF YONGE STREET TOWN OF EAST GWILLIMBURY

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated February 18, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 80 kilometres per hour on Green Lane (Y.R. 19), from the east limit of Yonge Street (Y.R. 1) to 100 metres west of the west limit of Woodspring Avenue, be reduced to 70 kilometres per hour in the Town of East Gwillimbury.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward this report to the Clerk of the Town of East Gwillimbury and to the Chief of York Regional Police.

2. PURPOSE

This report is to obtain Regional Council authorization to change the existing speed limit regulation on Green Lane from the east limit of Yonge Street westerly. 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

Regional staff receives requests to review posted speed limits on Regional roads from residents and from staff of local municipalities. 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. Where instances occur that reconstruction or development 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 roadway's characteristics and surrounding area.

The current policy on setting speed limits on Regional roads was adopted by Regional Council on September 23, 2004. 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.

On February 18, 2010 Regional Council adopted a report entitled “*Policy Update Establishing Speed Limits on Regional Roads*”. The report, as adopted by Council, requested the local municipalities and York Regional Police to review the proposed draft policy by the Fall of 2010 and requested staff to report back in 2011 on the results of that review.

At the request of a resident, Regional staff have reviewed the posted speed limit on Green Lane west of Yonge Street using the proposed draft policy and the existing policy as adopted by Regional Council in 2004.

4. ANALYSIS AND OPTIONS

In general, the goal of a speed limit review is to establish the regulatory speed limit 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 determination of roadway characteristics
- Speed studies to determine the operating speeds
- A summary of the recent collision history and potential safety issues
- A review of existing and proposed development in the area

Staff reviewed the road characteristics, the speed study, collision history and other potential safety issues on Green Lane. The results of this review are provided as follows.

The roadway characteristics on Green Lane east of Yonge Street support a lower speed limit of 70 kilometres per hour

Green Lane, in the vicinity of Yonge Street, (*see Attachment 1*) is a five-lane roadway with a semi-urban cross section that carries approximately 16,000 vehicles per day west of Yonge Street and 33,000 vehicles per day east of Yonge Street. The existing speed limit on Green Lane west of Yonge Street is 80 kilometres per hour. The existing speed limit on Green Lane east of Yonge Street is 70 kilometres per hour up to a point 500 metres east of Yonge Street. The speed limit then increases to 80 kilometres per hour through to Woodbine Avenue.

Transit stops are located on the east and west side of the intersection of Yonge Street and Green Lane which are part of the Yonge Street transit route. At this time, there is no bus route on Green Lane between Yonge Street and Bathurst Street.

The roadway characteristics on Green Lane immediately east of Yonge Street (where the existing posted speed limit is 70 kilometres per hour) are similar to the roadway characteristics on Green Lane immediately west of Yonge Street (where the current posted speed limit is 80 kilometres per hour).

A speed study was conducted, collision history reviewed and potential safety issues were identified for the roadway

A recent speed review indicated that the mean speed of traffic on Green Lane west of Yonge Street is 80 kilometres per hour and that 85% of vehicles are travelling at or below 87 kilometres per hour.

Available collision data for this road section identified no patterns or trends attributed to high speeds.

A review of potential safety issues for the area indicated that current operating speeds are problematic due to the busy commercial access, proposed signalized intersection and increased residential development resulting in increased pedestrian activity from the residential community to the commercial area.

Recent development in the area also supports a lower speed limit of 70 kilometers per hour for this road section

A commercial plaza which directly fronts Green Lane is located on the south side of Green Lane west of Yonge Street that has one signalized main access and one secondary access to Green Lane. In addition, there are residential homes that have been recently constructed on the lands further west and south of the commercial development. As part of the development of this area, a new local roadway named Woodspring Avenue has been recently constructed which intersects with Green Lane approximately 500 metres west of Yonge Street. In the near future, this intersection will be signalized.

Roadway characteristics, operating speeds, collision history, potential safety issues and proposed development all suggest that a lower speed limit of 70 kilometres per hour for this road section is appropriate

Based on our review, it is proposed that the existing posted speed limit of 80 kilometres per hour on Green Lane be reduced to 70 kilometres per hour. It is anticipated the reduction in the posted speed limit will lower current operating speeds in the area and improve safety. The location where the speed limit is recommended to be changed is summarized in *Table 1*.

Table 1
Comparison Summary of Existing Speed Limits Using Existing and Proposed Draft Policy

Roadway	Existing Speed Limit	Speed Limit Using Existing Policy	Speed Limit Using Draft policy	Recommended Speed Limit
Green Lane – from east limit of Yonge Street to 100 metres west of the west limit of Woodspring Avenue	80	70	70	70

The speed limit on Green Lane west of Yonge Street was assessed using the recently presented proposed draft policy on setting speed limits on the Regional Road network and the previous policy adopted in 2004

The speed limit discussed in this report has been assessed using the draft policy entitled *Policy Update Establishing Speed Limits on Regional Roads* that was recently adopted by Regional Council and the policy that was adopted in 2004. The recommended revision to the speed limit described in this report complies with both of these policies.

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 speed limit, 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 Green Lane, from the east limit of Yonge Street to 100 metres west of the west limit of Woodspring Avenue, is based on a request from a resident and a review conducted by staff and is related to increased development in the area and consistency to an existing 70 kilometres per hour speed limit on Green Lane east of Yonge Street.

The recommended revision to this speed limit relates to the Regional road system with no direct impact on the local municipality. The revision reflects the changes stemming from development in the area and local concerns for a consistent speed limit in the area.

7. CONCLUSION

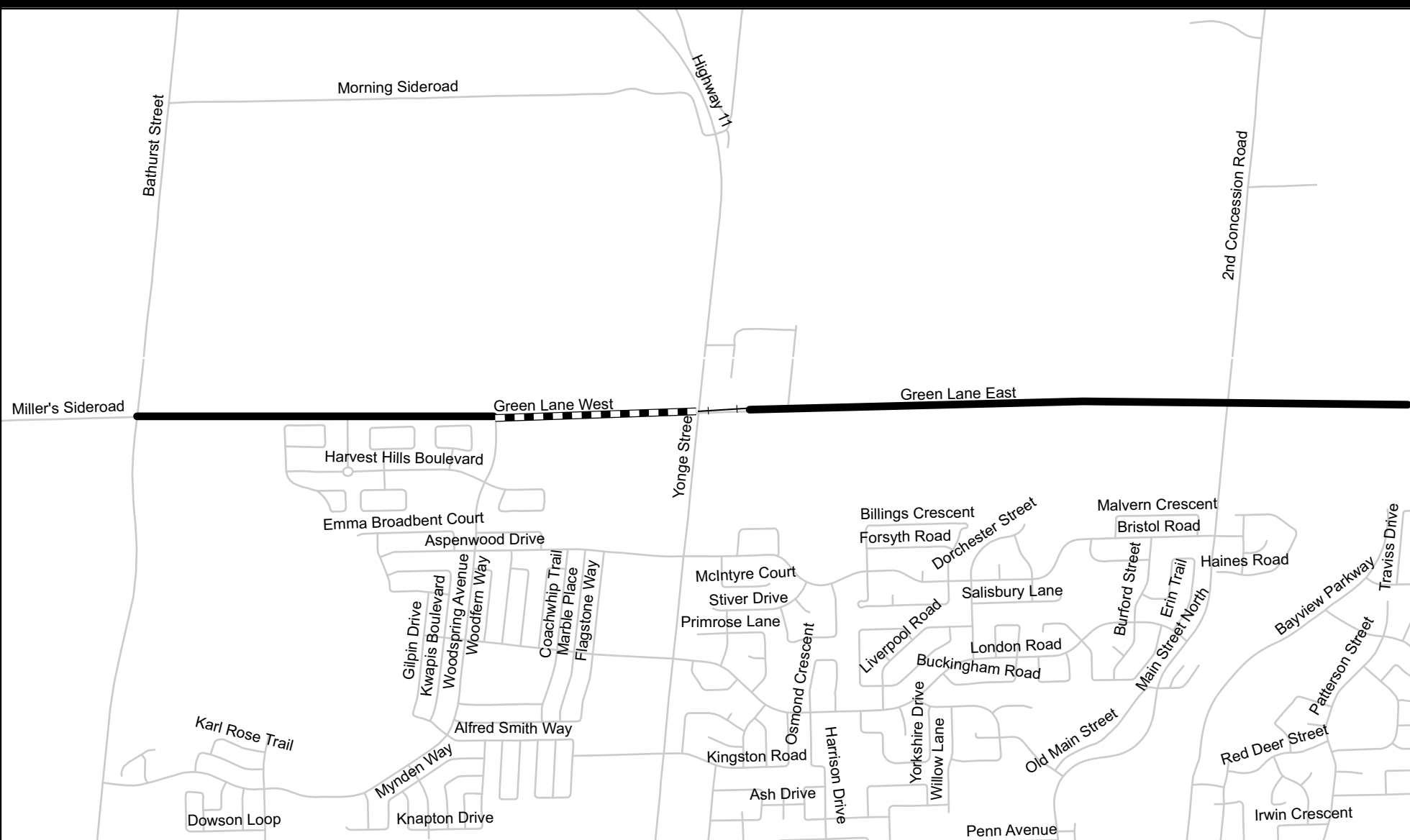
Regional staff initiated a review of the existing speed limit regulation on Green Lane west of Yonge Street based on a request from a resident. It is recommended to decrease the speed limit on Green Lane, from the east limit of Yonge Street to 100 metres west of the west limit of Woodspring Avenue. The recommended speed limit change will assist in standardizing the regulatory speed limit on Green Lane east and west of Yonge Street ensuring the 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-law and this report should be forwarded to the Clerk of the Town of East Gwillimbury 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 attachment referred to in this clause is attached to this report).



LOCATION PLAN

Speed Limit Revisions
Green Lane, West of Yonge Street
Town of East Gwillimbury



TRANSPORTATION SERVICES

-  Existing 80-km-per hour
-  Existing 80-km-per hour;
Proposed 70-km per hour
-  Existing 70-km-per hour