

4

SPEED LIMIT REVISIONS ON REGIONAL ROADS

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated April 4, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit on Highway 7 (Y.R. 7) be reduced to provide a 60-km per hour zone between 100 metres east of Wideman Street/Christman Court and Donald Cousens Parkway, in the Town of Markham.
2. The existing speed limit on Woodbine Avenue (Y.R. 8) be reduced to provide a 50-km per hour zone between Woodbine Avenue By-Pass South and Woodbine Avenue By-Pass North, in the Town of Markham.
3. The existing speed limit on Woodbine Avenue (Y.R. 8) be reduced to provide a 60-km per hour zone between Glenwoods Avenue South (Y.R. 33) and 150 metres north of Church Street, in the Town of Georgina.
4. The existing speed limit on Major Mackenzie Drive West (Y.R. 25) be reduced to provide a 60-km per hour zone between Highway 27 (Y.R. 27) and Islington Avenue (Y.R. 17); a 70-km per hour zone between and Islington Avenue (Y.R. 17) and 75 metres west of Pine Valley Drive (Y.R. 57); a 60-km per hour zone between 75 metres west of Pine Valley Drive (Y.R. 57) and Weston Road (Y.R. 56) and a 60-km per hour zone between 30 metres west of McNaughton Road East/Peter Rupert Avenue and 150 metres west of Bathurst Street (Y.R. 38), in the City of Vaughan.
5. The existing speed limit on Bathurst Street (Y.R. 38) be reduced to provide a 60-km per hour zone between 1350 metres north of Worth Boulevard and Teston Road/Elgin Mills Road West (Y.R. 49) and a 70-km per hour zone between 200 metres north of Shaftsbury Avenue and 375 metres south of King Road (Y.R. 11), in the Town of Richmond Hill and the City of Vaughan.
6. The existing speed limit on Dufferin Street (Y.R. 53) be reduced to provide a 60-km per hour zone between 900 metres north of Centre Street (Y.R. 71) and Rutherford Road (Y.R. 73); a 60-km per hour zone between Major Mackenzie Drive West (Y.R. 25) and Kirby Road and a 70-km per hour zone between Kirby Road and 1050 metres south of King Road (Y.R. 11), in the City of Vaughan and the Township of King.

7. The existing speed limit on Rutherford Road (Y.R. 73) be increased to provide a 60-km per hour zone between 563 metres west of Highway 27 (Y.R. 27) and 1000 metres east of the east limit of Highway 27 (Y.R. 27); be reduced to provide a 60-km per hour zone between 650 metres east of Islington Avenue (Y.R. 17) and 200 metres west of Creditstone Road/Melville Avenue and between 375 metres east of Barrhill Road/Westburne Drive and 1160 metres west of Bathurst Street (Y.R. 38), in the City of Vaughan.
8. The existing speed limit on Keele Street (Y.R. 6) be reduced to provide a 70-km per hour zone between 500 metres north of Teston Road (Y.R. 49) and King Vaughan Road and a 50-km per hour zone between Teston Road (Y.R. 49) and 945 metres south of Teston Road (Y.R. 49), in the City of Vaughan.
9. The existing speed limit on Fourteenth Avenue (Y.R. 71) be reduced to provide a 50-km per hour zone between Box Grove By-Pass and Reesor Road, in the Town of Markham.
10. The existing speed limit on 15th Sideroad (Y.R. 40) be increased to provide a 60-km per hour zone between Dufferin Street (Y.R. 53) and Bathurst Street (Y.R. 38), in the Township of King.
11. The existing speed limit on Islington Avenue (Y.R. 17) be reduced to provide a 60-km per hour zone between Rutherford Road (Y.R. 73) and Major Mackenzie Drive (Y.R. 25), in the City of Vaughan.
12. The Regional Solicitor prepare the necessary by-laws.
13. The Regional Clerk circulate this report to the Clerks of the Towns of Georgina, Richmond Hill, Markham, the City of Vaughan, the Township of King and to the Chief of York Regional Police.

2. PURPOSE

This report requests Council authorization to change the existing speed limit regulations for specific Regional roads.

3. BACKGROUND

On April 21, 2011, Council adopted a report entitled Speed Limit Policy for Regional roads

Revisions to existing speed limits take into account a number of factors to ensure the regulatory speed is appropriate for the existing roadway characteristics and roadside

environment. To address speed limit requests, Regional staff use the approved Speed Limit Policy to determine whether or not a specific Regional road passes through an urban or rural or hamlet area. Regional staff has applied the Transportation Association of Canada (TAC) guidelines for establishing speed limits.

The TAC guidelines consider the following roadway elements to define the urban or rural nature of a particular roadway.

- Number of access driveways
- Visibility
- Traffic volumes
- Number of lanes
- Roadside hazards
- Pedestrian and cyclist exposure
- Presence of on-street parking
- Number and frequency of properties that front onto the roadway
- Number and frequency of signalized intersections
- Presence of public transit

The approved policy recommends Regional staff follow a four-step process when proposing speed limit revisions on Regional roads

This report is a result of Regional staff efforts through this approved four step process:

1. Regional road section presented to Regional staff for consideration of potential speed limit change.
2. Regional staff review the road section in accordance with the Transportation Association of Canada guidelines and this policy to make a recommendation regarding the appropriate posted speed limit.
3. Regional staff consult with local municipal staff on the proposed changes and obtain their input.
4. Regional staff report to Transportation Services Committee on a bi-annual basis with any speed limit changes that are proposed through this process prior to implementation.

4. ANALYSIS AND OPTIONS

The Region routinely investigates the need for speed limit revisions at various locations on the Regional road network. These investigations are generally initiated by requests

from the public, members of Council or proactively as part of ongoing monitoring of roadways.

During the development of the new speed limit policy, a back-log of speed limit change requests accumulated

During the speed limit policy development Regional staff received numerous requests to revise speed limits across the Regional road network.

Since the policy was under development, their requests were put on hold until a clear policy framework was established. This report addresses the remaining back-log of requests.

Regional staff applied the Council endorsed criteria for setting speed limits on Regional Roads.

In response to complaints from members of the public and municipal staff, Regional staff has reviewed the posted speed limit for the following road sections:

- Highway 7 from Wideman Street/Christman Court to Donald Cousens Parkway, in the Town of Markham. (*Attachment 1*)
- Woodbine Avenue from Woodbine Avenue By-Pass South to Woodbine Avenue By-Pass North, in the Town of Markham. (*Attachment 2*)
- Woodbine Avenue from Glenwoods Avenue South to Old Homestead Road, in the Town of Georgina. (*Attachment 3*)
- Major Mackenzie Drive West from Highway 27 to Bathurst Street, in the City of Vaughan. (*Attachment 4*)
- Bathurst Street from Worth Boulevard to King Road, in the Town of Richmond Hill and the City of Vaughan. (*Attachment 5*)
- Dufferin Street from Centre Street to King Road, in the City of Vaughan and the Township of King. (*Attachment 6*)
- Rutherford Road from Huntington Road to Bathurst Street, in the City of Vaughan. (*Attachment 7*)
- Keele Street from Major Mackenzie Drive West to King Vaughan Road, in the City of Vaughan. (*Attachment 8*)
- Fourteenth Avenue from Box Grove By-Pass to Reesor Road, in the Town of Markham. (*Attachment 9*)
- 15th Sideroad from Dufferin Street to Bathurst Street, in the Township of King. (*Attachment 10*)
- Islington Avenue from Rutherford Road to Major Mackenzie Drive West, in the City of Vaughan. (*Attachment 11*)

The roadway characteristics on Highway 7 west of Donald Cousens Parkway support a lower speed limit of 60 kilometres per hour

Highway 7, between Wideman Street/Christman Court and Donald Cousens Parkway is a four-lane urban roadway with the posted speed limits of 70 and 80 kilometres per hour, approximately 3.1 kilometres in length carrying 20,000 vehicles daily. There are two signalized intersections and sidewalks on both sides mostly covering this section of Highway 7. In addition, a new residential community will be located at the north-east corner of the intersection of Highway 7 and Ninth Line, which is expected to increase traffic volume and pedestrian activity. A location plan is appended to this report as *Attachment 1*.

Regional staff was requested by area residents to review two sections of Highway 7 and the recently approved speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing posted speed limits on Highway 7 between Wideman Street/Christman Court and Donald Cousens Parkway, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds for motorists and pedestrians travelling along this section of Highway 7. The proposed speed limit reductions will represent a combined travel time increase of approximately 35 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Woodbine Avenue between Woodbine Avenue By-Pass South and Woodbine Avenue By-Pass North support a lower speed limit of 50 kilometres per hour

Woodbine Avenue, between Woodbine Avenue By-Pass North and Woodbine Avenue By-Pass South is a two-lane urban roadway with the posted speed limits of 80 and 60 kilometres per hour, approximately 2.8 kilometres in length carrying 9, 000 vehicles daily. There is one signalized intersection and limited sidewalks on this section of Woodbine Avenue. This section of road is adjacent to Sir Wilfrid Laurier Public School which is located on the east side of Woodbine Avenue with residential developments on the west side. A location plan is appended to this report as *Attachment 2*.

Woodbine Avenue By-Pass is currently within the jurisdiction of the Town of Markham, however this road section will be transferred to the Region upon expiry of the warranty period, which is anticipated to occur in July of 2014. As part of the transfer of Woodbine Avenue By-Pass to the Region, Woodbine Avenue will be transferred to the Town of Markham, as this road currently operates as a local road.

Regional staff was requested by the Town of Markham staff to review this section of road. The recently approved speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing posted speed limits on Woodbine Avenue, between Woodbine Avenue By-Pass South and

North, be reduced to 50 kilometres per hour. This speed reduction will provide lower operating speeds through the residential and school area. The proposed speed limit reductions will represent a combined travel time increase of approximately 50 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Woodbine Avenue south of Old Homestead Road support a lower speed limit of 60 kilometres per hour

Woodbine Avenue, between Glenwoods Avenue South and Old Homestead Road is a five-lane semi-urban roadway with the posted speed limits of 80 and 70 kilometres per hour, approximately 3.6 kilometres in length carrying 15,000 vehicles daily. There are five signalized intersections and limited sidewalks on this section of Woodbine Avenue. A new commercial development has recently been constructed on the west side of Woodbine Avenue north of Glenwoods Avenue South. A location plan is appended to this report as *Attachment 3*.

Regional staff was requested by area residents to review this section of road. The recently approved speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing speed limits, between Glenwoods Avenue South and Old Homestead Road, be reduced to 60 kilometres per hour.

This speed reduction will provide lower operating speeds going through the commercial and residential development north of Glenwoods Avenue. The proposed speed limit reduction will represent a travel time increase of approximately 35 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Major Mackenzie Drive east of Highway 27 support a lower speed limit of 60 and 70 kilometres per hour and 60 kilometres per hour west of Bathurst Street

Major Mackenzie Drive West, between Highway 27 and Weston Road is a two-lane semi-urban roadway with the posted speed limits of 80 and 70 kilometres per hour, approximately 6.2 kilometres in length carrying 19,000 vehicles daily. Through out this section there is one signalized intersection and no sidewalks on this section of Major Mackenzie Drive West.

Major Mackenzie Drive West, between McNaughton Road East/Peter Rupert Avenue and Bathurst Street is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour, approximately 3 kilometres in length carrying 33,000 vehicles daily with some

residential and commercial development through out this section. There are two signalized intersections and no sidewalks on this section of Major Mackenzie Drive West. A location plan is appended to this report as *Attachment 4*.

Regional staff was requested by area residents to review these sections of road and the speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 80 kilometres per hour posted speed limit on Major Mackenzie Drive West, between Highway 27 and Islington Avenue, be reduced to 60 kilometres per hour; Islington Avenue and Pine Valley Drive, be reduced to 70 kilometres per hour; the existing 70 kilometres per hour posted speed limit on Major Mackenzie Drive West between Pine Valley Drive and Weston Road, be reduced to 60 kilometres per hour; and the existing 70 kilometres per hour posted speed limit on Major Mackenzie Drive West, between McNaughton Road East/Peter Rupert Avenue and Bathurst Street, be reduced to 60 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reductions will represent a combined travel time increase of approximately 90 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Bathurst Street south of Teston Road support a lower speed limit of 60 kilometres per hour and 70 kilometres per hour south of King Road

Bathurst Street, between Worth Boulevard and King Road is a four-lane semi-urban roadway with the posted speed limits of 80 and 70 kilometres per hour, approximately 10.2 kilometres in length carrying 30,000 vehicles daily with some residential and commercial development through out this section. There are fifteen signalized intersections and sidewalks on this section of Bathurst Street. A location plan is appended to this report as *Attachment 5*.

Regional staff was requested by area residents to review these sections of road and the speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Bathurst Street, between Worth Boulevard and Teston Road/Elgin Mills Road West, be reduced to 60 kilometres per hour; and the existing 80 kilometres per hour posted speed limit on Bathurst Street, between Shaftsbury Avenue and King Road, be reduced to 70 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reductions

along this road section will represent a travel time increase of approximately 80 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Dufferin Street south of Rutherford Road support a lower speed limit of 60 kilometres per hour and 70 kilometres per hour north of Kirby Road

Dufferin Street, between Centre Street and Rutherford Road is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour, approximately 3.3 kilometres in length carrying 37,000 vehicles daily with residential and commercial developments through out this section. There are five signalized intersections and sidewalks on this section of Dufferin Street.

Dufferin Street, between Major Mackenzie Drive West and Kirby Road is a two-lane semi-urban roadway with a posted speed limit of 80 kilometres per hour, approximately 4.1 kilometres in length carrying 20,000 vehicles daily with residential and commercial developments through out this section. There are no sidewalks and one signalized intersection on this section of Dufferin Street.

Dufferin Street, between Kirby Road and King Road is a two-lane rural roadway with a posted speed limit of 80 kilometres per hour, approximately 3 kilometres in length carrying 10,000 vehicles daily with no residential and commercial development through out this section. There are no sidewalks on this section of Dufferin Street. A location plan is appended to this report as *Attachment 6*.

Regional staff was requested by area residents to review these sections of road. The speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Dufferin Street, between Centre Street and Rutherford Road, be reduced to 60 kilometres per hour; the existing 80 kilometres per hour posted speed limit on Dufferin Street, between Major Mackenzie Drive West and Kirby Road, be reduced to 60 kilometres per hour; the existing 80 kilometres per hour posted speed limit on Dufferin Street, between Kirby Road and King Road, be reduced to 70 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reduction along this road sections will represent a travel time increase of approximately 110 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Rutherford Road east of Islington Avenue support a lower speed limit of 60 kilometres per hour and increase to 60 kilometres per hour west of Huntington Road

Rutherford Road, between Huntington Road and Islington Avenue is a four-lane urban roadway with a posted speed limit of 50 kilometres per hour, approximately 1.6 kilometres in length carrying 28,000 vehicles daily with some residential development through out this section. There is one signalized intersection and some sidewalks on both sides of this section of Rutherford Road.

Rutherford Road, between Islington Avenue and Creditstone Road/Melville Avenue is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour, approximately 5.7 kilometres in length carrying 50,000 vehicles daily with some residential and commercial development through out this section. There are twelve signalized intersection and continuous sidewalks on both sides of this section of Rutherford Road.

Rutherford Road, between Barrhill Road/Westburne Drive and Bathurst Street is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour, approximately 2.2 kilometres in length carrying 27,000 vehicles daily with residential and commercial developments through out this section. There are two signalized intersections and no sidewalks on this section of Rutherford Road. A location plan is appended to this report as *Attachment 7*.

Regional staff was requested by area residents to review these sections of road. The speed limit policy was applied to determine if the proposed speed limit changes are satisfied. Based on the review, it is recommended that the existing 50 kilometres per hour posted speed limit on Rutherford Road, between Huntington Avenue and Islington Avenue, be increased to 60 kilometres per hour; the existing 70 kilometres per hour posted speed limit on Rutherford Road, between Islington Avenue and Creditstone Road/Melville Avenue, be reduced to 60 kilometres per hour; the existing 70 kilometres per hour posted speed limit on Rutherford Road, between Barrhill Road/Westburne Drive and Bathurst Street, be reduced to 60 kilometres per hour.

These speed limit changes will create more consistent travel speeds along this road section. The proposed speed limit increase from 50 to 60 kilometres per hour and speed limit reduction from 70 to 60 kilometres per hour along this road section will represent a travel time increase of approximately 50 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Keele Street south of King Vaughan Road support a lower speed limit of 70 kilometres per hour

Keele Street, between King Vaughan Road and Teston Road is a two-lane semi-urban roadway with the posted speed limits of 80 and 70 kilometres per hour, approximately 4.2 kilometres in length carrying 15,000 vehicles daily through out this section. There is one signalized intersection and no sidewalks on this section of Keele Street. A location plan is appended to this report as *Attachment 8*.

Regional staff was requested by area residents to review these sections of road. The speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Keele Street, between Major Mackenzie Drive West and Teston Road, be reduced to 60 kilometres per hour; the existing 80 kilometres per hour posted speed limit on Keele Street, between Teston Road and King Vaughan Road, be reduced to 70 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reductions will represent a combined travel time increase of approximately 35 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Fourteenth Avenue east of Box Grove By-Pass support a lower speed limit of 50 kilometres per hour

Fourteenth Avenue, between Box Grove By-Pass and Reesor Road is a two-lane semi-urban roadway with a posted speed limit of 60 kilometres per hour, approximately 1.6 kilometres in length carrying 4,000 vehicles daily with some residential development through out this section. There is one signalized intersection on this section of Fourteenth Avenue. A location plan is appended to this report as *Attachment 9*.

Regional staff are requesting a 50 kilometres per hour speed limit reduction due to the new road design of Fourteenth Avenue. It is recommended that the existing 60 kilometres per hour posted speed limit on Fourteenth Avenue, between Box Grove By-Pass and Reesor Road, be reduced to 50 kilometres per hour. This speed reduction will provide lower operating speeds which will create safer travel speeds and increased sight distance. The proposed speed limit reduction from 60 to 50 kilometres per hour along this road section will represent a travel time increase of approximately 20 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on 15th Sideroad west of Bathurst Street support a higher speed limit of 60 kilometres per hour

15th Sideroad, between Bathurst Street and Dufferin Street is a two-lane rural roadway with the posted speed limit of 40 kilometres per hour, approximately 2.0 kilometres in length carrying 6,000 vehicles daily through out this section. There are no signalized intersection and no sidewalks on this section of 15th Sideroad. A location plan is appended to this report as *Attachment 10*.

Regional staff was requested by area residents to review this section of road. The speed limit policy was applied to determine if a speed limit increase is satisfied. Based on the review, it is recommended that the existing 40 kilometres per hour posted speed limit on 15th Sideroad, between Bathurst Street and Dufferin Street, be increased to 60 kilometres per hour.

This speed increase will create more consistent travel speeds along this road section. The proposed speed limit change will represent a travel time decrease of approximately 60 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Islington Avenue south of Major Mackenzie Drive West support a lower speed limit of 60 kilometres per hour

Islington Avenue, between Major Mackenzie Drive West and Rutherford Road is a five-lane semi-urban roadway with the posted speed limit of 70 kilometres per hour, approximately 2.3 kilometres in length carrying 13,000 vehicles daily through out this section. There are three signalized intersection and sidewalks on both sides on this section of Islington Avenue. A location plan is appended to this report as *Attachment 11*.

Regional staff was requested by area residents to review this section of road. The speed limit policy was applied to determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Islington Avenue, between Major Mackenzie Drive West and Rutherford Road, be reduced to 60 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reductions will represent a travel time increase of approximately 20 seconds per vehicle.

Local municipal staff has been advised of the proposed speed limit change on this road section and have not raised any objection.

Link to Key Council-approved Plans

Vision 2026 — promoting safety on York Region roads through effective policing, education and sensitive design.

5. FINANCIAL IMPLICATIONS

The costs associated with staff review time and the manufacture and installation of the new speed limit signs are included within the 2012 Transportation and Community Planning Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended speed limit revisions relate to the Regional road system with no direct impact on the local municipality. Local municipal staff has been advised of the proposed speed limit changes within this report and they have indicated their support.

7. CONCLUSION

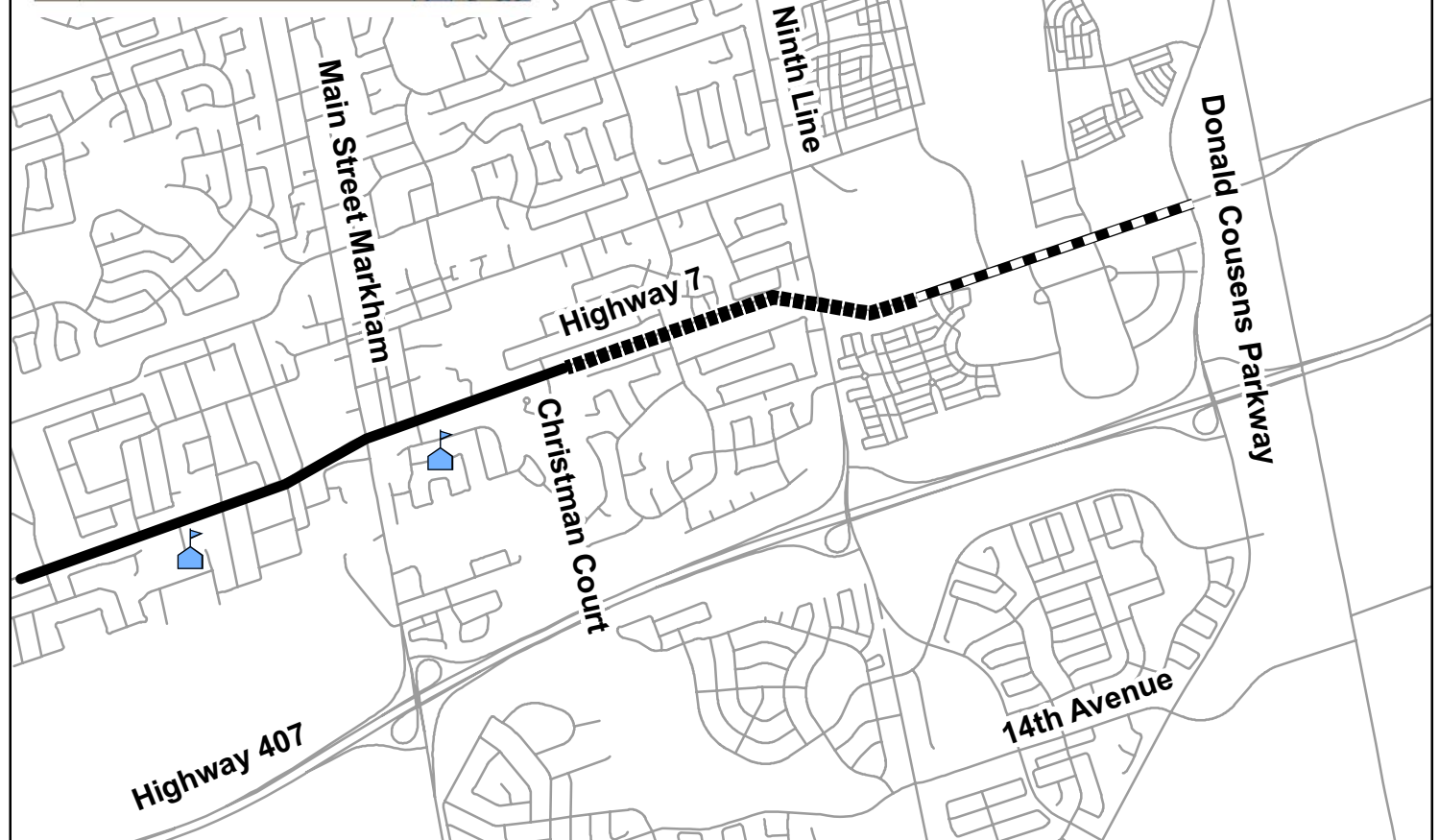
Regional staff has been requested to initiate a review of the existing speed limit regulations on several road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current 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 the Regional Clerk should circulate a copy to the Towns of Georgina, Markham, Richmond Hill, the Township of King, and the City of Vaughan and to the Chief of York Regional Police. (*Attachment 12*)

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.

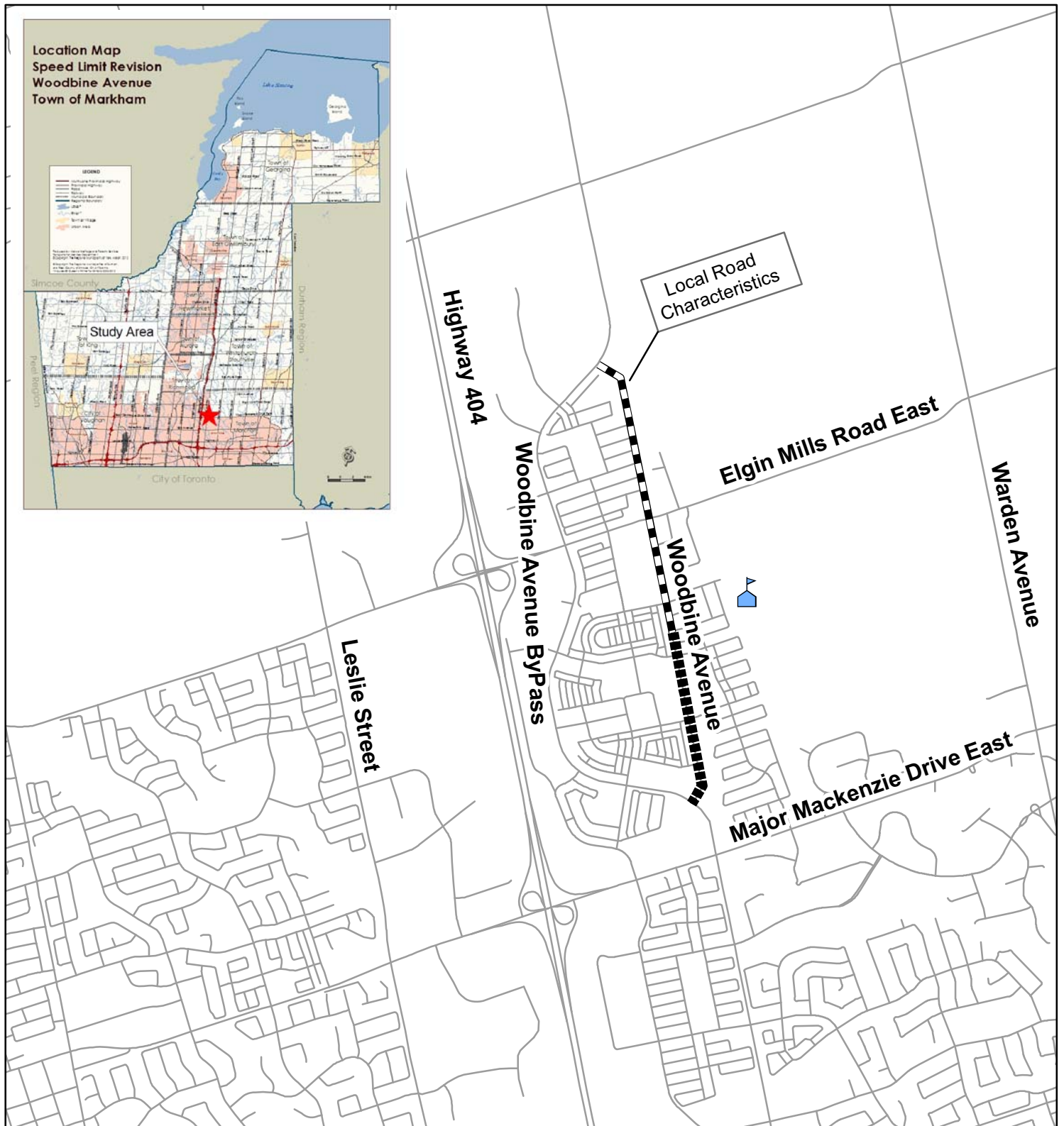
(The 12 attachments referred to in this clause are attached to this report.)



Speed Limit Revisions Highway 7 Town of Markham



Speed Reduction 80 km/h to 60 km/h



LOCATION PLAN

Speed Limit Revisions
Woodbine Avenue
Town of Markham



Speed Reduction 60 km/h to 50 km/h

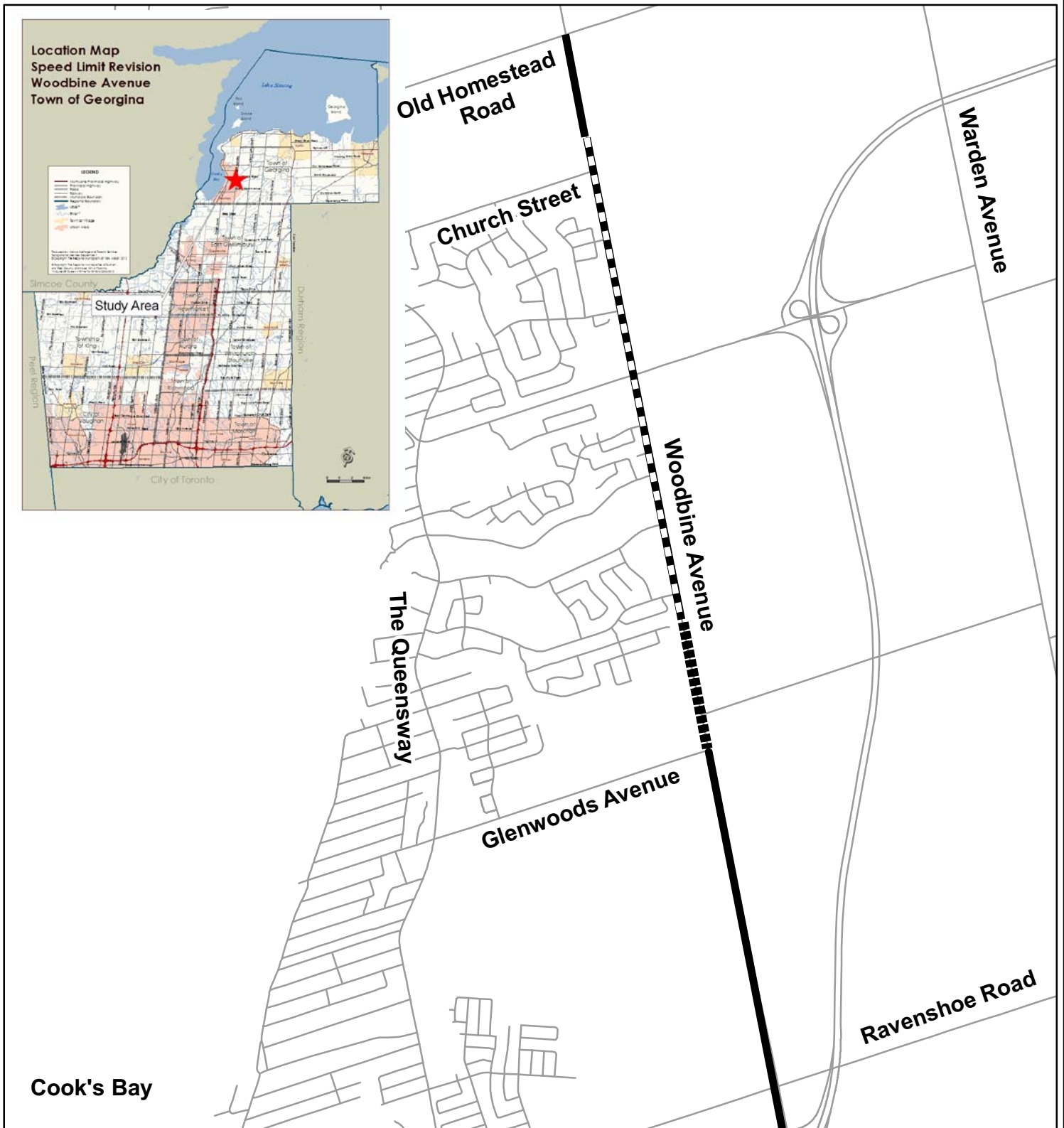


Speed Reduction 80 km/h to 50 km/h



School





LOCATION PLAN

Speed Limit Revisions
Woodbine Avenue
Town of Georgina



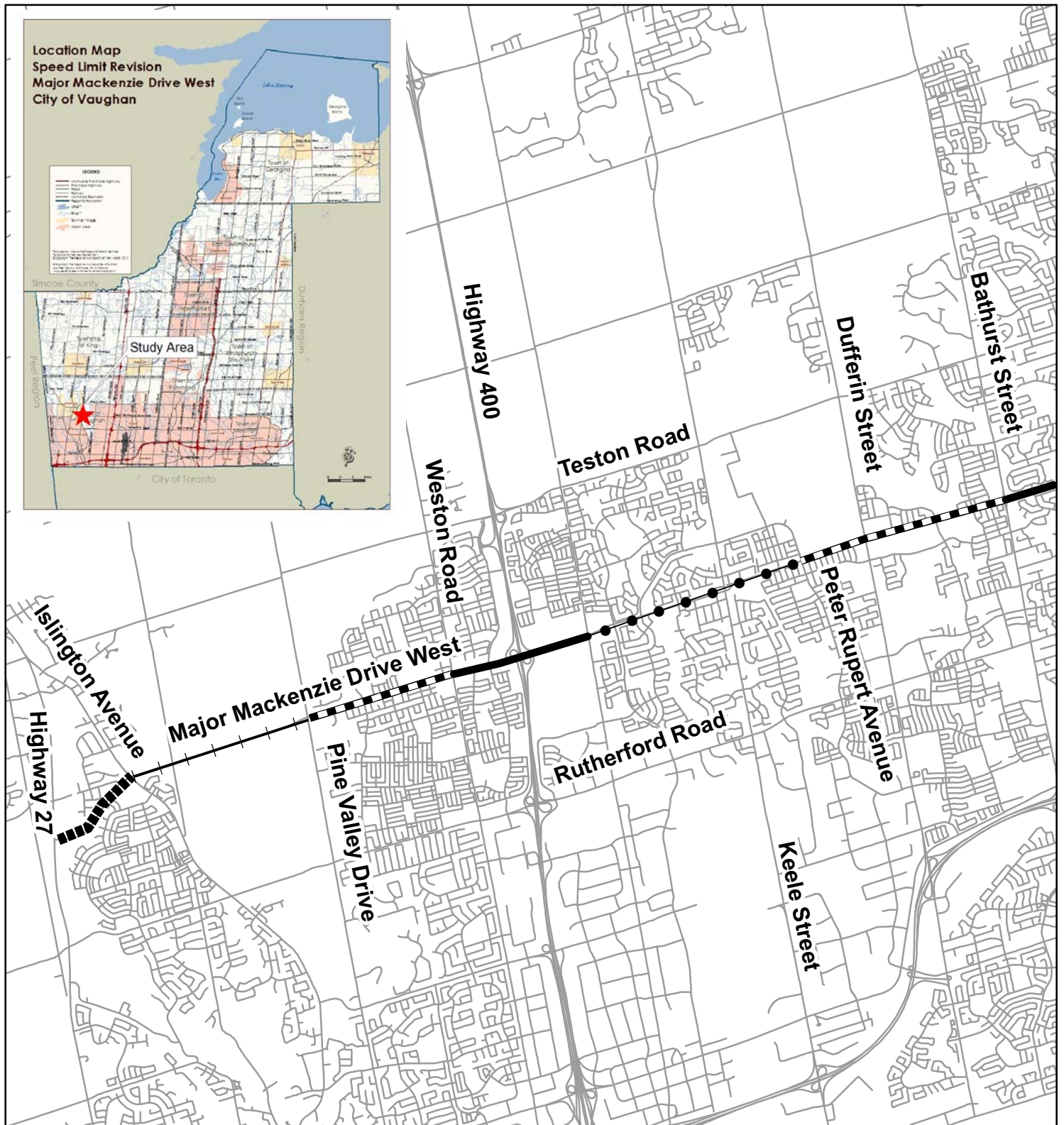
Existing 80 km/h

Speed Reduction 80 km/h to 60 km/h

Speed Reduction 70 km/h to 60 km/h



TRANSPORTATION SERVICES



LOCATION PLAN

Speed Limit Revisions
Major Mackenzie Drive West
City of Vaughan



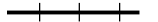
Existing 50 km/h



Existing 60 km/h



Speed Reduction 80 km/h to 70 km/h

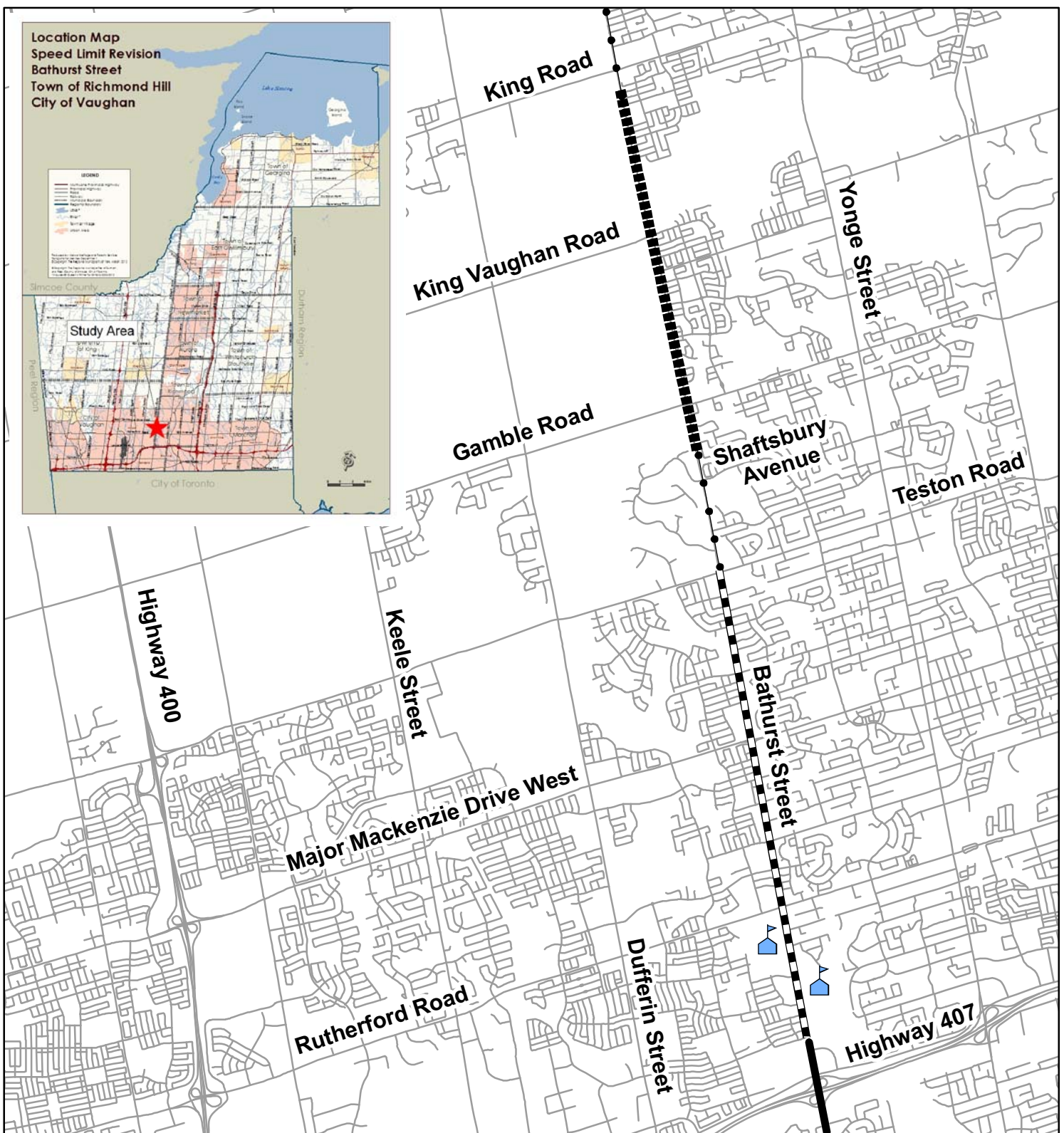


Speed Reduction 80 km/h to 60 km/h



Speed Reduction 70 km/h to 60 km/h



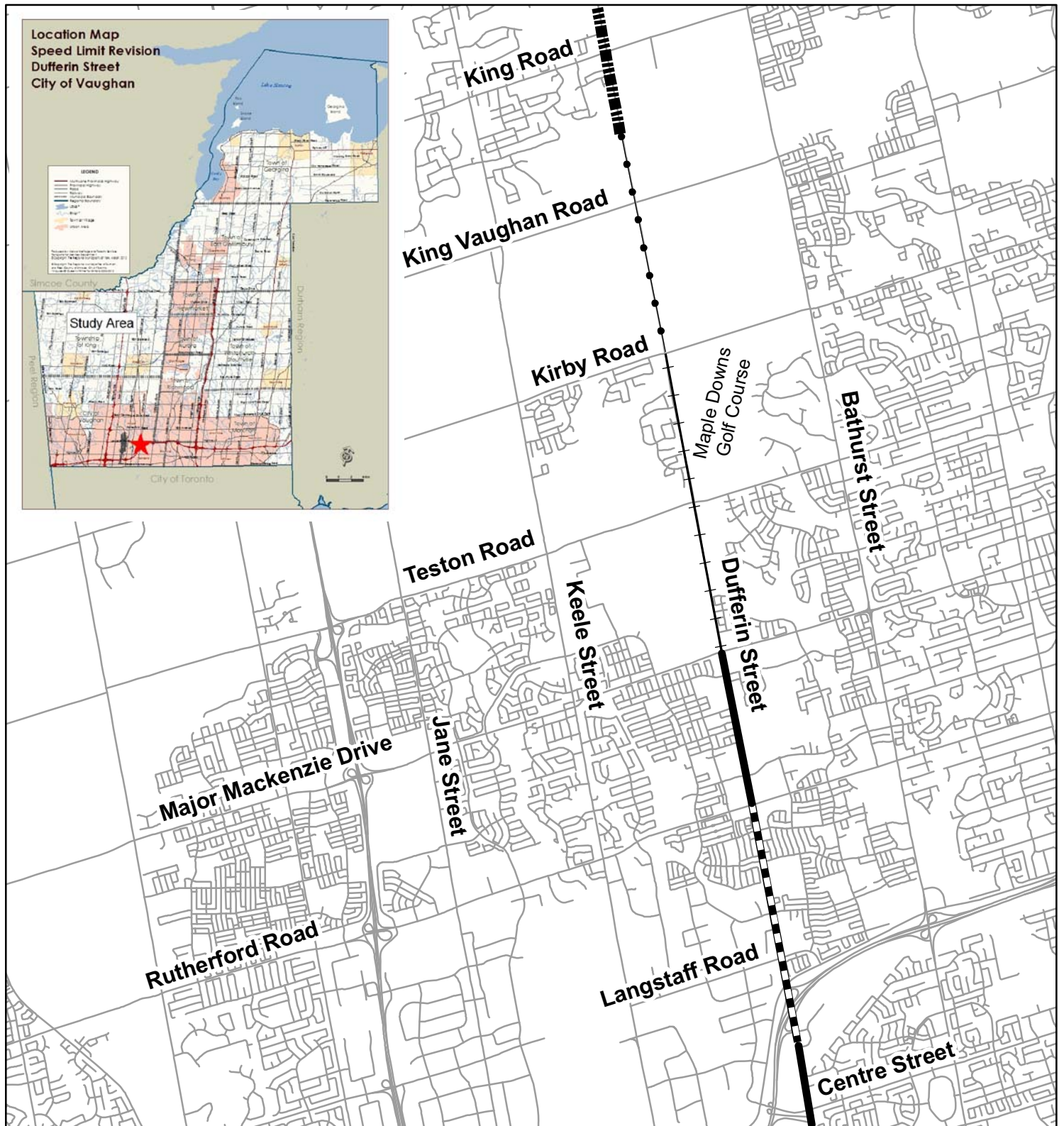


Speed Limit Revisions Bathurst Street Town of Richmond Hill City of Vaughan



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LOCATION PLAN

Speed Limit Revisions
Dufferin Street
City of Vaughan



Existing 60 km/h



Existing 70 km/h



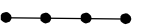
Speed Reduction 80 km/h to 60 km/h

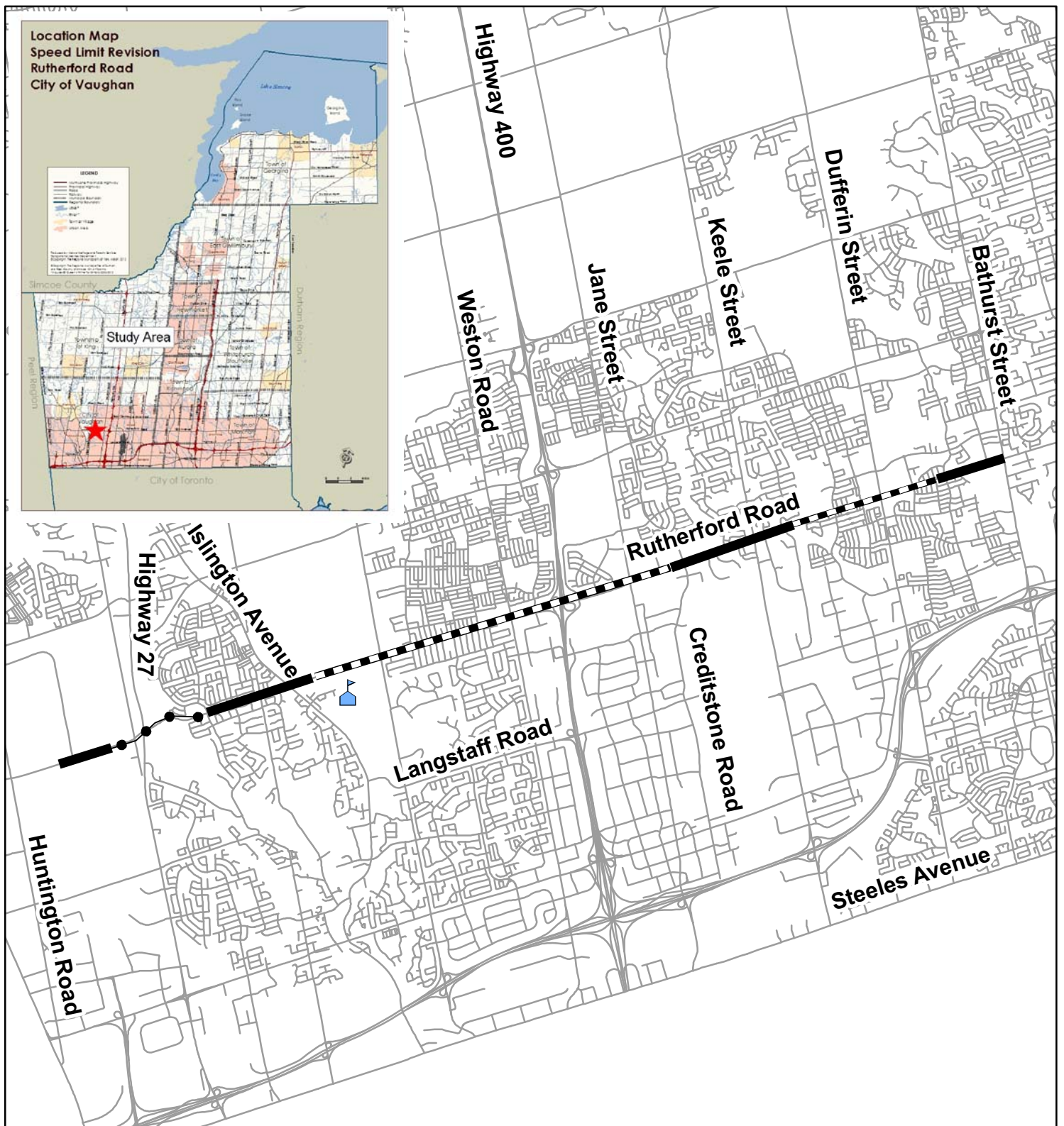


Speed Reduction 70 km/h to 60 km/h



Speed Reduction 80 km/h to 70 km/h





Location Map
Speed Limit Revision
Rutherford Road
City of Vaughan



LOCATION PLAN

Speed Limit Revisions
Rutherford Road
City of Vaughan

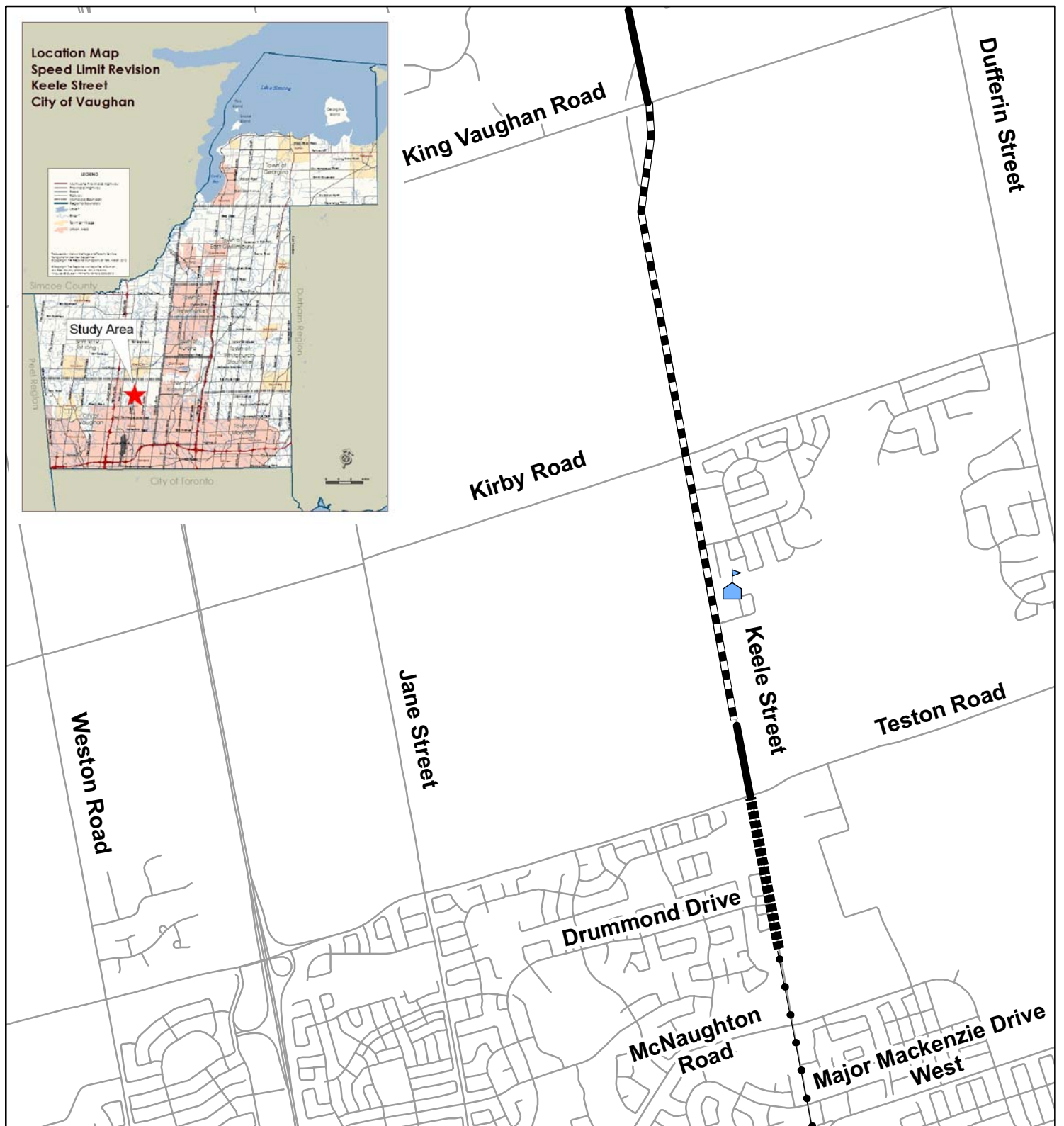


Existing 60 km/h

Speed Increase 50 km/h to 60 km/h

Speed Reduction 70 km/h to 60 km/h

School



Location Map
Speed Limit Revision
Keele Street
City of Vaughan



LOCATION PLAN

Speed Limit Revisions
Keele Street
City of Vaughan



Existing 50 km/h

Existing 70 km/h

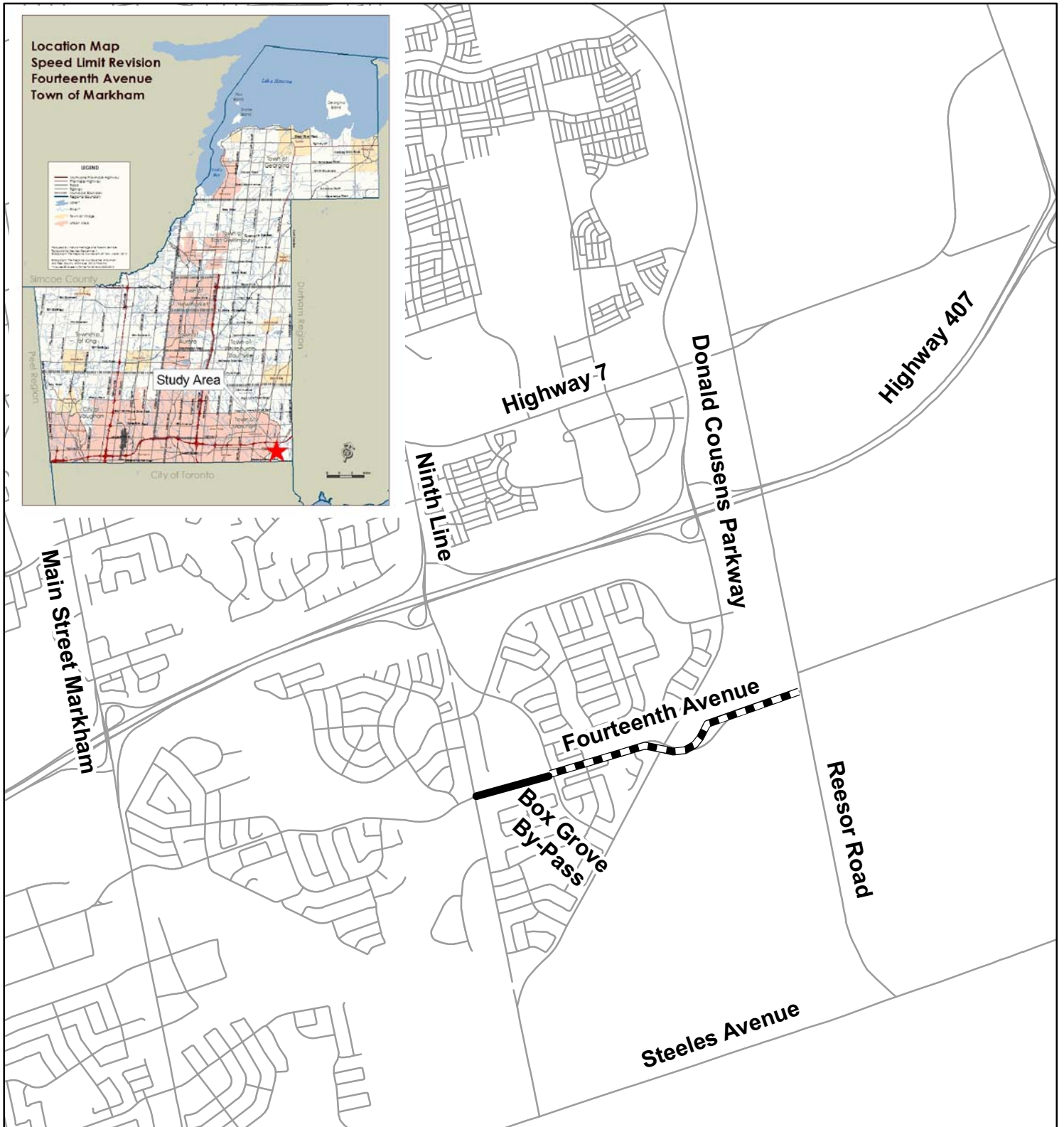
Speed Reduction 70 km/h to 50 km/h

Speed Reduction 80 km/h to 70 km/h

School



TRANSPORTATION SERVICES



LOCATION PLAN

Speed Limit Revisions
Fourteenth Avenue
Town of Markham



Existing 60 km/h 

Speed Reduction 60 km/h to 50 km/h 



LOCATION PLAN

Speed Limit Revisions
15th Sideroad
Township of King

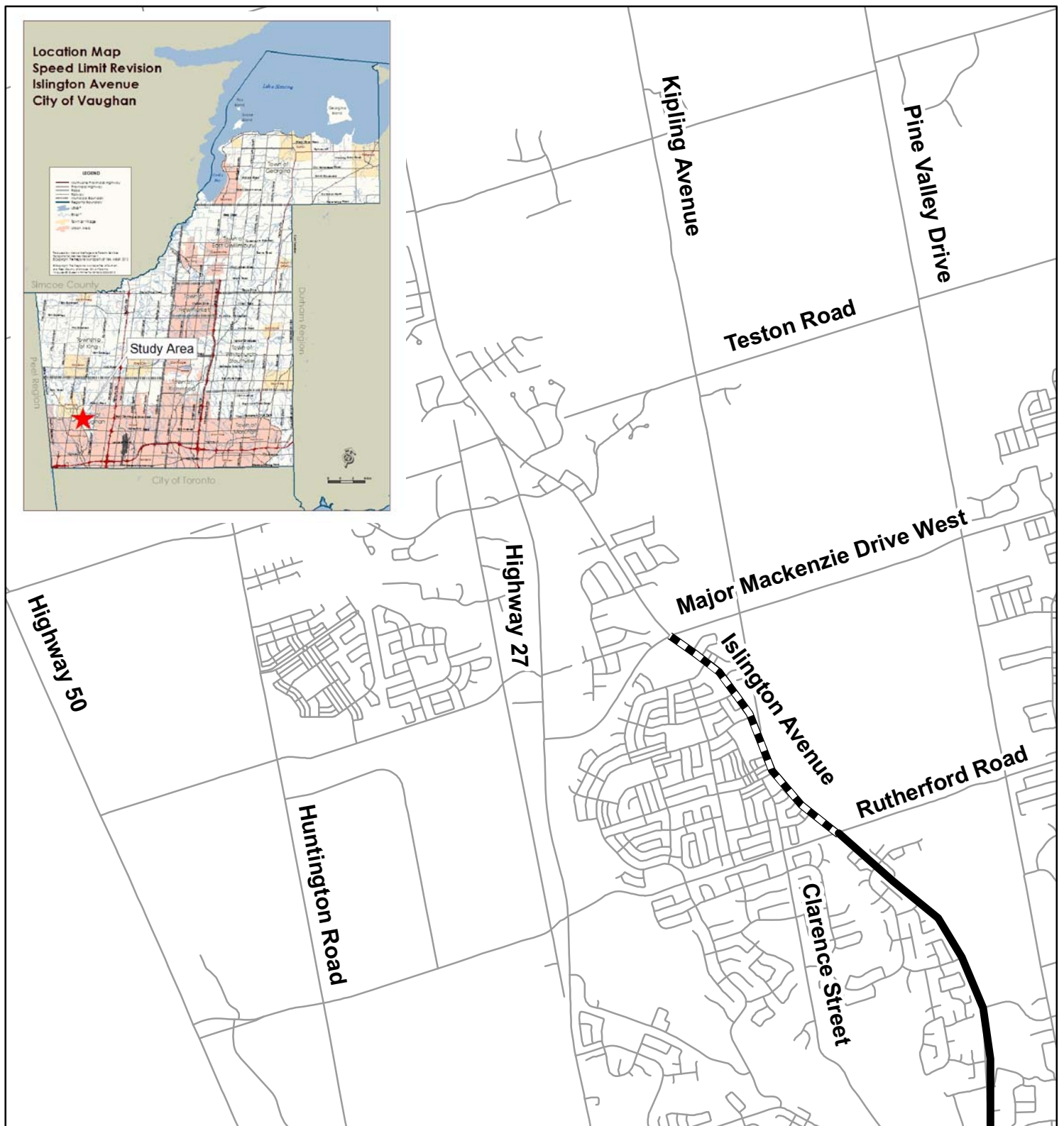


Existing 60 km/h



Speed Increase 40 km/h to 60 km/h





LOCATION PLAN

Speed Limit Revisions
Islington Avenue
City of Vaughan



Existing 60 km/h



Speed Reduction 70 km/h to 60 km/h



SPEED LIMIT REVISIONS ON REGIONAL ROADS

Speed Limit By-law

Proposed Speed Limit Regulations	Roadway	Limits of Regulation
“Maximum 60” km/h	Highway 7 (Y.R. 7)	from 100 metres east of Wideman Street/Christman Court to 450 metres east of Ninth Line (Y.R. 69) and from 450 metres east of Ninth Line (Y.R. 69) to Donald Cousens Parkway (Y.R. 48)
“Maximum 50” km/h	Woodbine Avenue (Y.R. 8)	from Woodbine Avenue By-Pass to 655 metres south of Elgin Mills Road East (Y.R. 49) and from 655 metres south of Elgin Mills Road East (Y.R. 49) to Woodbine Avenue By-Pass
“Maximum 60” km/h	Woodbine Avenue (Y.R. 8)	from Glenwoods Avenue South (Y.R. 33) to 150 metres south of Biscayne Boulevard; from 150 metres south of Biscayne Boulevard to 150 metres north of Church Street
“Maximum 60” km/h	Major Mackenzie Drive West (Y.R. 25)	from Highway 27 (Y.R. 27) to Islington Avenue (Y.R. 17); from 75 metres west of Pine Valley Drive (Y.R. 57) to Weston Road (Y.R. 56) and from 30 metres west of McNaughton Road East/Peter Rupert Avenue to 150 metres west of Bathurst Street (Y.R. 38)
“Maximum 70” km/h	Major Mackenzie Drive West (Y.R. 25)	from Islington Avenue (Y.R. 17) to 75 metres west of Pine Valley Drive (Y.R. 57)
“Maximum 60” km/h	Bathurst Street (Y.R. 38)	from 1350 metres north of Worth Boulevard to Teston Road/Elgin Mills Road West (Y.R. 49)
“Maximum 70” km/h	Bathurst Street (Y.R. 38)	from 200 metres north of Shaftsbury Avenue to 375 metres south of King Road (Y.R. 11)
“Maximum 60” km/h	Dufferin Street (Y.R. 53)	from 900 metres north of Centre Street to Rutherford Road (Y.R. 73) and from Major Mackenzie Drive West (Y.R. 25) to Kirby Road
“Maximum 70” km/h	Dufferin Street (Y.R. 53)	from Kirby Road to 1050 metres south of King Road (Y.R. 11)
“Maximum 60” km/h	Rutherford Road (Y.R. 73)	from 563 metres west of Highway 27 (Y.R. 27) to 1000 metres east of the east limit of Highway 27 (Y.R. 27); from 650 metres east of Islington Avenue (Y.R. 17) to 200 metres west of Creditstone Road/Melville Avenue; and from 375 metres east of Barrhill Road/Westburne Drive to 1160 metres west of Bathurst Street (Y.R. 38)
“Maximum 70” km/h	Keele Street (Y.R. 6)	from 500 metres north of Teston Road (Y.R. 49) to King Vaughan Road
“Maximum 50” km/h	Keele Street (Y.R. 6)	from Teston Road (Y.R. 49) to 945 metres south of Teston Road (Y.R. 49)
“Maximum 50” km/h	Fourteenth Avenue (Y.R. 71)	from Box Grove By-Pass (Y.R. 69) to Reesor Road

“Maximum 60” km/h	15 th Sideroad (Y.R. 40)	from Dufferin Street (Y.R. 53) to Bathurst Street (Y.R. 38)
“Maximum 60” km/h	Islington Avenue (Y.R. 17)	from Major Mackenzie Drive (Y.R. 25) to Rutherford Road (Y.R. 73)