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SPEED LIMIT REVIEW
ISLINGTON AVENUE AND RUTHERFORD ROAD
CITY OF VAUGHAN

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, March 31, 2004, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 80-km per hour on Islington Avenue (Y.R. 17), from the north limit of Rutherford Road (Y.R. 73) to the south limit of Major Mackenzie Drive (Y.R. 25) in the City of Vaughan, be reduced to 70-km per hour.
2. The existing speed limit of 70-km per hour on Rutherford Road (Y.R. 73) from Islington Avenue (Y.R. 17) to 650 metres east, in the City of Vaughan, be reduced to 60-km per hour.
3. The Regional Solicitor be directed to prepare the necessary by-laws.
4. The Regional Clerk forward a copy of this report to the clerk of the City of Vaughan, and to the Chief of York Regional Police.
5. York Regional Police be requested to assist with enforcement of the reduced speed limit, as their resources permit.

2. PURPOSE

This report presents the results of a speed limit review of the section of Islington Avenue from Rutherford Road to Major Mackenzie Drive and on the section of Rutherford Road from Islington Avenue to Pine Valley Drive, in the City of Vaughan. A location plan is provided as *Attachment 1*.

3. BACKGROUND

Regional staff received a request from residents to reduce the existing speed limit on Islington Avenue, from Rutherford Road to Major Mackenzie Drive, and on Rutherford Road from Islington Avenue to Pine Valley Drive.

4. ANALYSIS AND OPTIONS

The speed review takes into account a number of factors to find a safe and reasonable speed limit for specific sections of road. In this regard, Regional staff conducted a number of traffic studies which included a five-year collision review, a traffic study to measure vehicular, truck and pedestrian traffic volumes, and studies to measure vehicle speeds.

4.1 Islington Avenue, Between Rutherford Road and Major Mackenzie Drive

This two kilometre road section is classified as a two-lane urban arterial carrying approximately 19,000 vehicles per day. The existing speed limit is posted at 80-km per hour. This section of Islington Avenue has limited driveway access with, for the most part, reverse frontage homes.

Regional staff received requests to reduce the posted speed limit due to the increase in development and park land usage.

A five-year collision review revealed an average of two collisions per year. No collision patterns or trends were identified. A speed study was conducted on February 23, 2004 to determine the average speed and the 85th percentile (the speed at which 85% of vehicles travel at or below). The results indicated that the speed is 66-km per hour and the 85th percentile is 74-km per hour. The results of the speed studies are lower than other similar 80-km per hour road sections. It was also noted that pedestrian activity has increased due to the newly opened Emily Carr Secondary School located on Rutherford Road, east of Islington Avenue and the commercial plaza.

Based on the development in the area and increase of pedestrian activity, it is recommended, that the existing 80-km per hour speed limit on Islington Avenue between Rutherford Road and Major Mackenzie Drive be reduced to 70-km per hour. The location of the proposed speed zone change is shown in *Attachment 1*.

Future capital works indicates that Islington Avenue is scheduled to be widened to five lanes from Rutherford Road to Major Mackenzie Drive in 2004.

4.2 Rutherford Road, Between Islington Avenue and Pine Valley Drive

This one and half kilometre road section is a five lane urban arterial carrying approximately 40,000 vehicles per day. The existing speed limit is 70-km per hour. This section of Rutherford Road has limited driveway access points with a sidewalk on the south side.

Regional staff received requests to reduce the posted speed limit to 60-km per hour in the vicinity of Emily Carr Secondary School located east of Islington Avenue on the south side of Rutherford Road. The high school opened in August 2003.

A five-year collision review revealed an average of 3.2 collisions per year. No collision patterns or trends were identified. A speed study was conducted on February 23, 2004 to

determine the average speed and the 85th percentile (the speed at which 85% of vehicles travel at or below). The results indicated that the speed is 70-km per hour and the 85th percentile is 88-km per hour. It was also noted that the pedestrian activity has increased due to the school.

With the newly opened school and increase of pedestrian activity, it is recommended, that the existing speed limit of 70-km per hour on Rutherford Road, be reduced to 60-km per hour from Islington Avenue to 650 metres east of the east limit of Islington Avenue. It is anticipated that this proposed speed reduction will provide a safer speed throughout the road section located adjacent to Emily Carr Secondary School. The location of the proposed speed zone change is shown in *Attachment 1*.

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacture and installation of the speed limit signage is included within the 2004 Road Transportation Program Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended change to the regulatory speed limit relates only to the Regional Road system and has no direct local municipal impact.

7. CONCLUSION

It is recommended that the existing 80-km per hour speed limit on Islington Avenue, from the north limit of Rutherford Road to the south limit of Major Mackenzie Drive, be reduced to 70-km per hour and that the existing 70-km per hour speed limit on Rutherford Road be reduced to 60-km per hour from Islington Avenue to 650 metres east of Islington Avenue.

A Regional by-law is required before any speed limit can be enforced. It is, therefore, recommended that the Regional Solicitor prepare the necessary by-law and that a copy of this report be forwarded to the Clerk of the City of Vaughan and to the Chief of York Regional Police, with a request to enforce the new regulatory speed limits, as their resources permit.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the April 7, 2004 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)