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SPEED LIMIT REVISIONS ON REGIONAL ROADS

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated April 15, 2011 from the Commissioner of Transportation Services, with Recommendation 7 amended to read as follows:

- 7. The Regional Clerk forward this report, including revised Attachments #1 and #4, to the Clerks of the Towns of Richmond Hill and Whitchurch-Stouffville, Township of King and to the Chief of York Regional Police.**

1. RECOMMENDATIONS

It is recommended that:

1. The existing 80-km per hour speed limit on Jane Street (Y.R.55) between Lloydtown/Aurora Road (Y.R.16) and Davis Drive West (Y.R.31) be reduced to 70-km per hour, in the Township of King.
2. The existing 60-km per hour speed limit on King Road (Y.R.11) east of King/Caledon Town Line be extended easterly by 500 metres to a location 200 metres east of the 11th Concession, in the Township of King.
3. The existing 60-km per hour speed limit on Lloydtown/Aurora Road (Y.R.16) through the community of Pottageville be extended easterly by 250 metres to a location 700 metres west of Weston Road (Y.R.56) in the Township of King.
4. The existing 60-km per hour speed limit on King Road (Y.R.11) immediately west of Yonge Street (Y.R.1) be extended 850 metres west to Bathurst Street (Y.R.38) in the Town of Richmond Hill.
5. The existing 40-km per hour speed limit on Ninth Line (Y.R.69) through the community of Musselman Lake be extended southerly by 350 metres to a location south of Hillsdale Drive, in the Town of Whitchurch-Stouffville.
6. The Regional Solicitor prepare the necessary by-laws as described in Council Attachment 6.
7. The Regional Clerk forward this report to the Clerks of the Towns of Richmond Hill and Whitchurch-Stouffville, Township of King and to the Chief of York Regional Police.

2. PURPOSE

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

3. BACKGROUND

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

As adopted by Regional Council on April 21, 2011, Regional staff is applying the Transportation Association of Canada (TAC) guidelines to establish speed limits on Regional roads.

The Canadian Guidelines for Establishing Posted Speed Limits were developed by the Transportation Association of Canada to provide guidance for the evaluation of posted speed limits. The guidelines were developed through the review of current domestic and international best practices, technical documentation and testing.

Since road safety is enhanced through posted speed limits that match the expectation of drivers for a given roadway and its surrounding area; the guidelines provide engineers with an evaluation tool to assess appropriate posted speed limits based primarily on the classification, function and physical characteristics of a roadway. It is an objective assessment based on measurable criteria.

The new Transportation Association of Canada guideline considers the following roadway elements:

- 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

1. Road section identified to Regional staff for consideration of potential speed limit revision.
2. Regional staff review the road section in accordance with the Transportation Association of Canada guidelines and the Speed Limits on Regional Roads Policy, and 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 through the Transportation Services Committee to Regional Council, on a bi-annual basis, with recommended speed limit changes for Council's consideration.

This report is a result of staff efforts through this approved process.

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 by Regional staff.

Over the past couple of years while Regional staff were in the process of developing a new speed limit policy, staff received numerous requests to reduce speed limits on various Regional roads. These requests were put on hold and are now being applied to the Region's new speed limit policy. Thus far staff has identified five road sections for a speed reduction as outlined in this report and potentially additional road sections that will be presented to Transportation Service Committee on September 7, 2011.

Regional staff applied the Council endorsed criteria for setting speed limits on Regional Roads to five specific road sections

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

- Jane Street from Lloydtown/Aurora Road to Davis Drive West in the Township of King
- King Road from King/Caledon Town Line to 200 metres east of the 11th Concession, in the Township of King

- Lloydtown/Aurora Road from west of Weston Road to 1312 metres west of 7th Concession, in the Township of King
- King Road from Yonge Street to Bathurst Street in the Town of Richmond Hill
- Ninth Line from south of Hillsdale Drive to north of Cedarvale Boulevard, in the Town of Whitchurch-Stouffville

The roadway characteristics on Jane Street south of Davis Drive West support lowering the speed limit to 70 kilometres per hour

Jane Street, between Davis Drive West and Lloydtown/Aurora Road is a two-lane rural roadway with a posted speed limit of 80 kilometres per hour approximately four kilometres in length. This section of road carries 2,000 vehicles per day and has continuous vertical curves throughout the section. There are no signalized intersections or sidewalks on this section of Jane Street. There are limited residential entrances on both sides of this section of Jane Street. A location plan is appended to this report as *Attachment 1*.

Regional staff was requested by area residents to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit on Jane Street, from Davis Drive West to Lloydtown/Aurora Road, be decreased to 70 kilometres per hour. This speed reduction will provide lower operating speeds which will provide safer gaps for residents entering and exiting driveways in the vertical curves. The proposed speed limit reduction from 80 to 70-kilometre per hour along this three kilometre road section will represent a travel time increase of 19 seconds per vehicle.

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

The roadway characteristics on King Road east of the King/Caledon Town Line support lowering the speed limit to 60 kilometres per hour

King Road, between the King/Caledon Town Line and the 11th Concession is a two-lane rural roadway with a posted speed limit of 80 kilometres per hour approximately one kilometre in length. This section of road carries 12,000 vehicles per day. There are no signalized intersections or sidewalks on this section of King Road. There are very limited residential entrances on both sides of King Road. A location plan is appended to this report as *Attachment 2*.

Regional staff was requested by area residents and a Township of King Councillor to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit of 60 kilometres on King Road, from King/Caledon Town Line be extended easterly by 500 metres to a location 200 metres east of the 11th

Concession due to the limited visibility through the intersection of the 11th Concession caused by the combination of a horizontal and vertical curve in the road. This speed reduction will provide lower operating speeds through the intersection. The proposed speed limit reduction from 80 to 60-kilometre per hour along this 500 metre road section will represent a travel time increase of eight seconds per vehicle.

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

The roadway characteristics on Lloydtown/Aurora Road west of Weston Road support lowering the speed limit to 60 kilometres per hour

Lloydtown/Aurora Road, between Weston Road and the 7th Concession is a two-lane rural roadway with a posted speed limit of 80 kilometres per hour approximately one kilometre in length. This section of road carries 4,600 vehicles per day. There are limited residential entrances on both sides of the road. A location plan is appended to this report as *Attachment 3*.

Regional staff was requested by area residents to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing 60 kilometres per hour posted speed limit on Lloydtown/Aurora Road through the community of Pottageville be extended easterly by 250 metres to a location 700 metres west of Weston Road. This speed reduction will provide lower operating speeds prior to entering the community limit which is designated by a community sign. The proposed speed limit reduction from 80 to 60-kilometre per hour along this 250 metre road section will represent a travel time increase of four seconds per vehicle.

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

The roadway characteristics on King Road west of Yonge Street support lowering the speed limit to 60 kilometres per hour

King Road, between Yonge Street and Bathurst Street is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour and 60 kilometres per hour for approximately two kilometres in length. This section of road carries 18,000 vehicles per day. There are sidewalks on both sides of the road for approximately one-kilometre and then terminates on this section of King Road. There are frequent residential entrances on both sides of the road with signalized and stop controlled intersections throughout the section. This section of King Road has recently been developed with a residential development on the south side extending to Bathurst Street. A location plan is appended to this report as *Attachment 4*.

Regional staff was requested by area residents to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit of 60 kilometres per hour on King Road, west of Yonge Street be extended to Bathurst Street. This speed reduction will provide a consistent speed limit through the recently constructed residential developments. The proposed speed limit reduction from 70 to 60-kilometre per hour along this 850 metre road section will represent a travel time increase of seven seconds per vehicle.

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

The roadway characteristics on Ninth Line north of Bloomington Road support lowering the speed limit to 40 kilometres per hour

Ninth Line, between Bloomington Road and Hillsdale Drive is a two-lane rural roadway with a posted speed limit of 60 kilometres per hour approximately one kilometre in length. This road section carries 5,600 vehicles per day and reduces to 40 kilometres per hour immediately north of the Gateway Signage installed as you are entering the community of Musselman Lake. There are no signalized intersections or sidewalks on this section of Ninth Line. There are limited residential entrances on both sides of the Road. A location plan is appended to this report as *Attachment 5*.

Regional staff was requested by area residents and a local Councillor to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit of 40 kilometres per hour on Ninth Line, through the community of Musselmans Lake be extended southerly by 350 metres to a location south of Hillsdale Drive. This speed reduction will provide lower operating speeds prior to entering the community limit which is designated by a gateway sign. The proposed speed limit reduction from 60 to 40-kilometre per hour along this 350 metre road section will represent a travel time increase of ten seconds per vehicle.

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

5. FINANCIAL IMPLICATIONS

The cost associated with the installation and maintenance of new speed limit signs is included within the 2011 Transportation Services Budget. The cost of staff time to review speed limits is also included in the Transportation Services 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

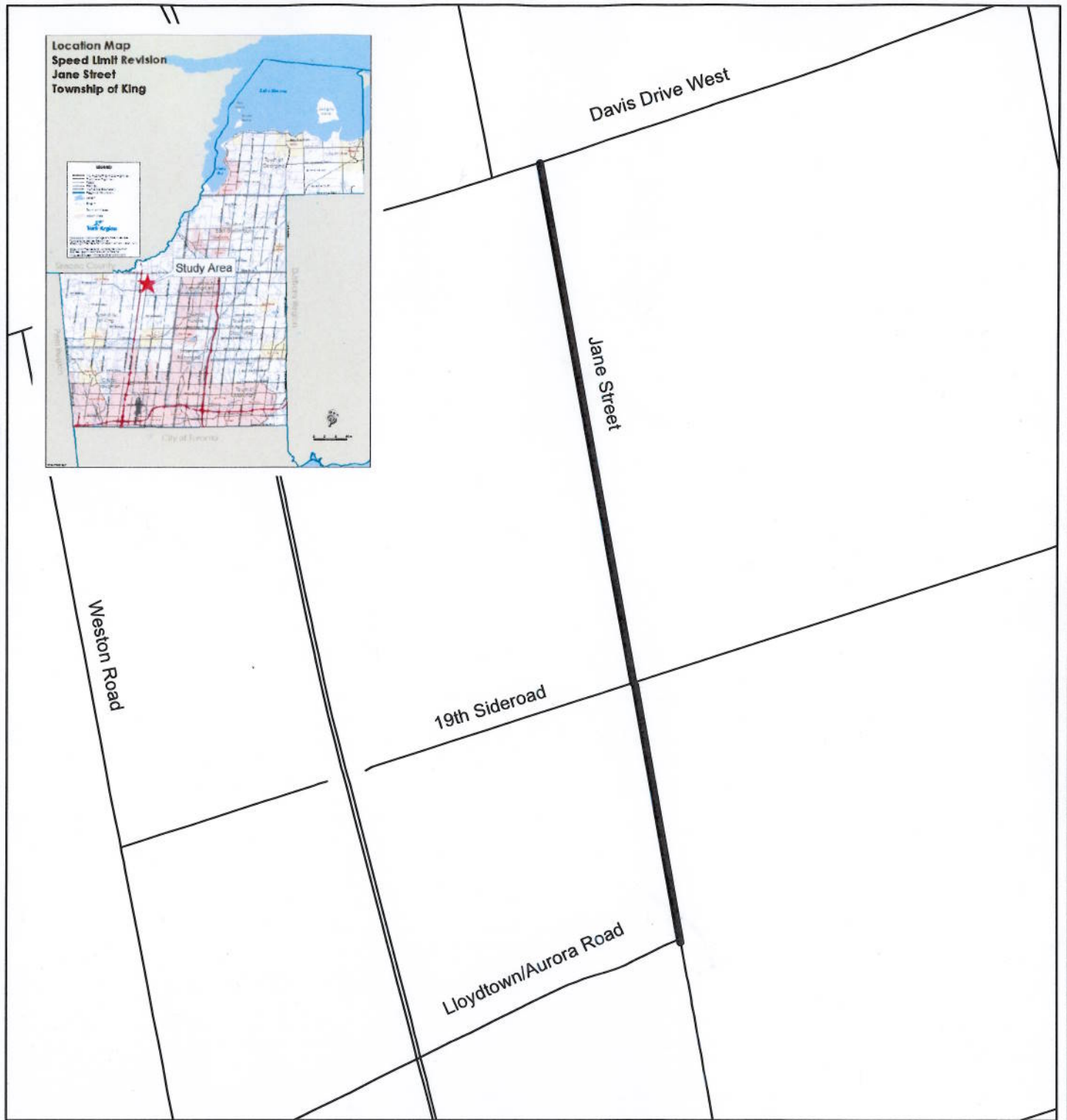
Regional staff has been requested to initiate a review of the existing speed limit regulations on several road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current posted speed limit is in accordance with the approved Speed Limit Policy for Regional roads.

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 Towns of Richmond Hill, Whitchurch-Stouffville, the Township of King, 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 six attachments referred to in this clause are attached to this report.)



LOCATION PLAN

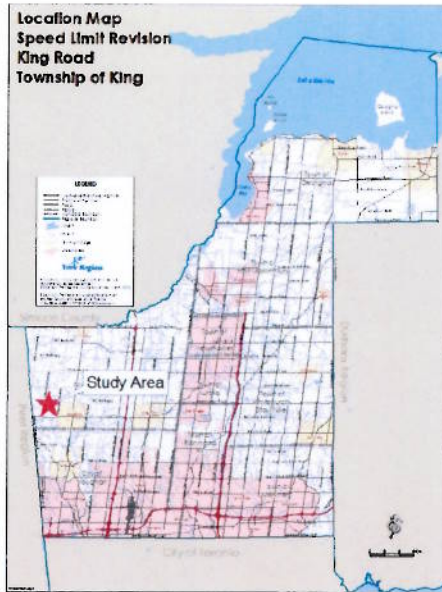
Speed Limit Revisions
Jane Street
Township of King



Speed Reduction 80 km/h to 70 km/h



TRANSPORTATION SERVICES



15th Sideroad

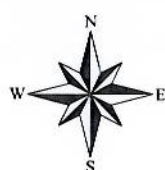
11th Concession

King/Caledon Town Line

King Road

LOCATION PLAN

Speed Limit Revisions
King Road
Township of King



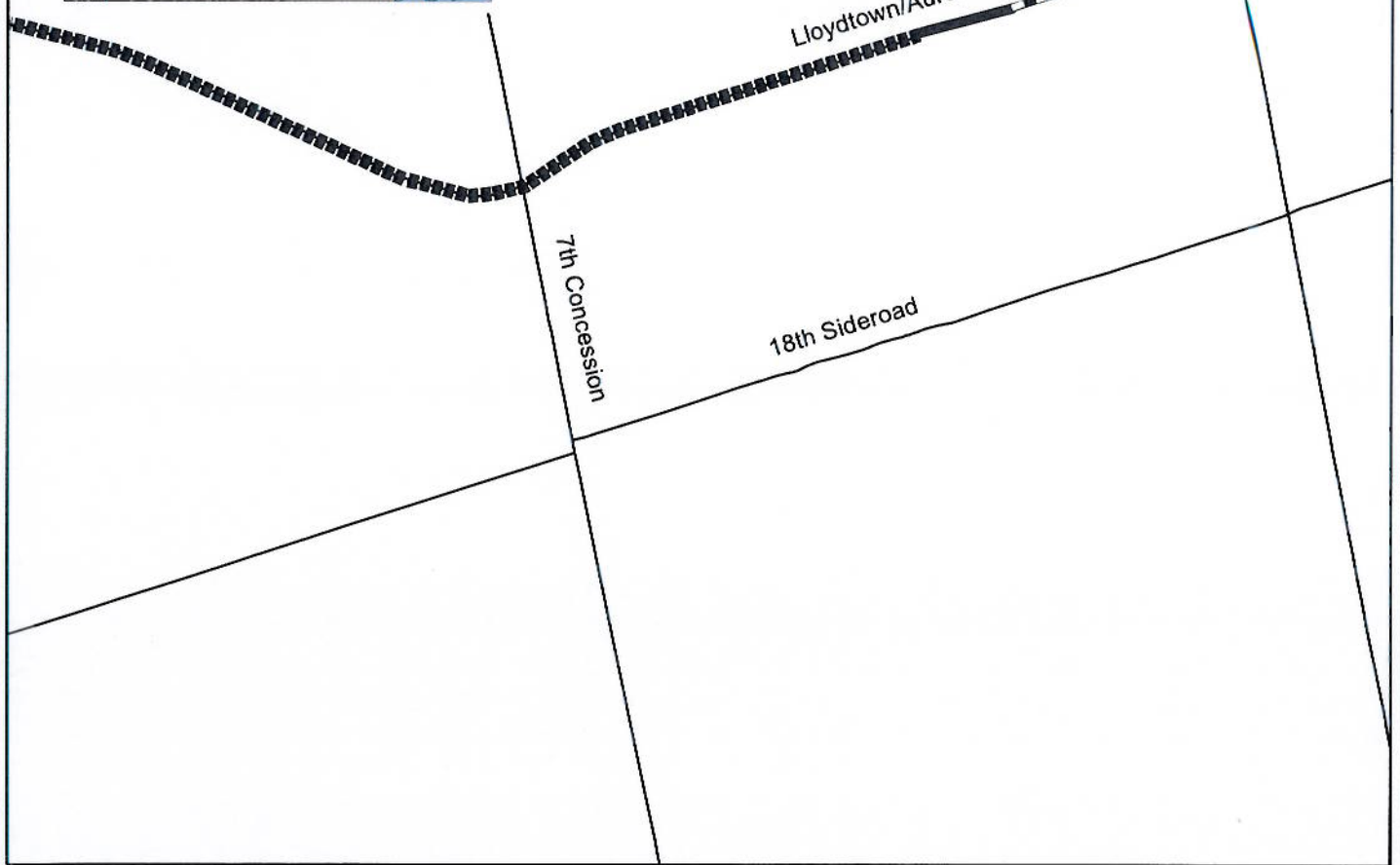
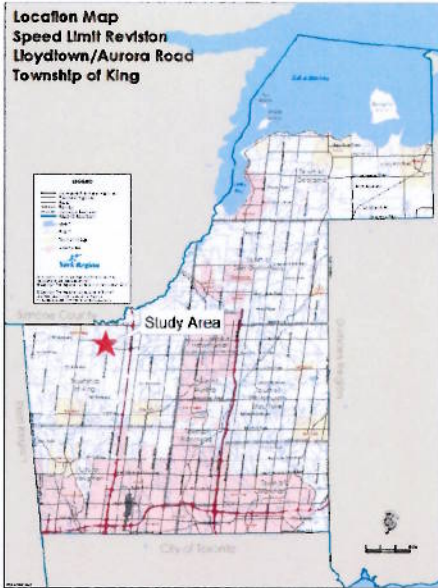
Speed Reduction 80 km/h to 60 km/h

Existing 60 km/h

Existing 80 km/h

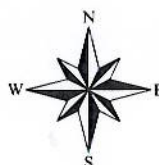


TRANSPORTATION SERVICES



LOCATION PLAN

Speed Limit Revisions
Lloydtown/Aurora Road
Township of King



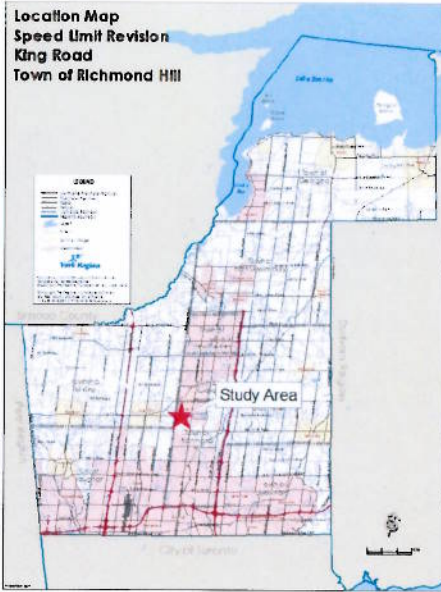
Speed Reduction 80 km/h to 60 km/h

Existing 60 km/h

Existing 80 km/h



Location Map
Speed Limit Revision
King Road
Town of Richmond Hill



Bloomington Road

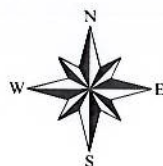
Yonge Street

Bathurst Street

King Road

LOCATION PLAN

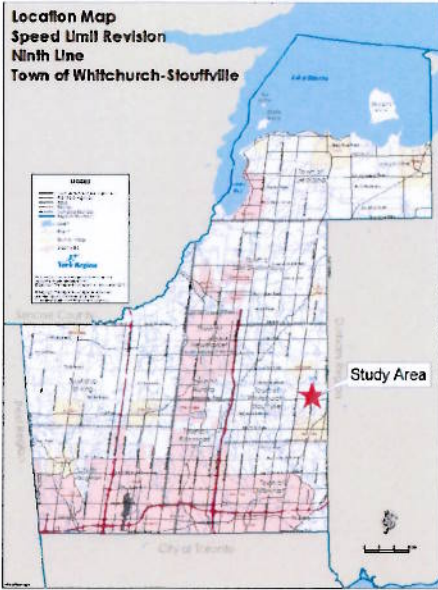
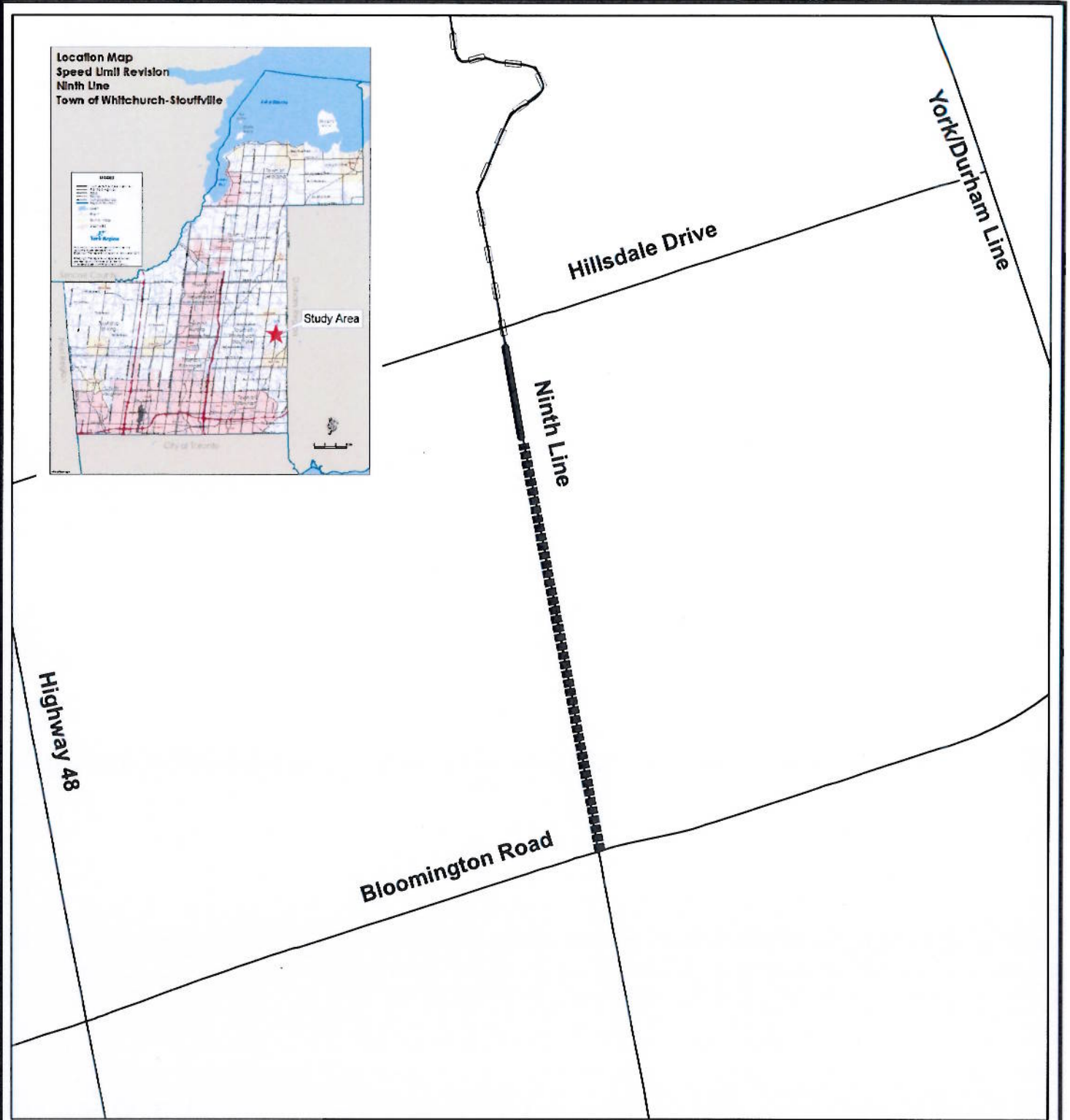
Speed Limit Revisions
King Road
Town of Richmond Hill



Speed Reduction 70 km/h to 60 km/h
Existing 60 km/h



TRANSPORTATION SERVICES



LOCATION PLAN

Speed Limit Revisions
Ninth Line
Town of Whitchurch-Stouffville



Speed Reduction 60 km/h to 40 km/h

Existing 40 km/h

Existing 60 km/h



**SPEED LIMIT REVISIONS
ON REGIONAL ROADS**

Speed Limit By-law

Proposed Speed Limit Regulations	Roadway	Limits of Regulation
“Maximum 70” km/h	Jane Street (Y.R. 55)	from Lloydtown/Aurora Road (Y.R. 16) (west intersection) to Davis Drive West (Y.R. 31)
“Maximum 60” km/h	King Road (Y.R.11)	from the King/Caledon Town Line to 200 metres east of the 11 th Concession
“Maximum 60” km/h	Lloydtown/Aurora Road (Y.R. 16)	from 700 metres west of Weston Road (Y.R.56) to 1312 metres west of 7 th Concession
“Maximum 60” km/h	King Road (Y.R. 11)	from Yonge Street (Y.R.1) to Bathurst Street (Y.R.38)
“Maximum 40” km/h	Ninth Line (Y.R. 69)	from 280 metres south of Hillsdale Drive to 130 metres north of Cedarvale Boulevard,