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POLICY UPDATE ESTABLISHING SPEED LIMITS ON REGIONAL ROADS

The Transportation and Works Committee recommends:

- 1. Receipt of the presentation by Paul Jankowski, General Manager, Roads Branch, and Zoran Postic, Manager, Traffic Engineering and Road Safety, Transportation Services Department; and**
- 2. Referral of the recommendations contained in the following report dated June 4, 2009, from the Commissioner of Transportation Services to staff for a more comprehensive report to the October 2009 Committee meeting that addresses speed limits on both rural and urban regional roads.**

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council adopt the amended speed limit policy, shown on *Attachment 1, entitled “Establishing Speed Limits on Regional Roads”*.
2. Regional Council adopt the speed limit changes listed in *Attachment 2, titled “Proposed Speed Limits”* and shown on *Attachment 3, titled “York Region Speed Zones”*, subject to the approval of the Regional Solicitor as to form and content.
3. Regional Council adopt the implementation plan and process to implement the speed limit changes as described in this report.
4. The Regional Solicitor prepare the necessary by-law.
5. The Regional Clerk forward this report to the Clerks of the local municipalities in York Region, the Region of Durham and to the Chief of York Regional Police.

2. PURPOSE

This report presents the details of a proposed revised policy for establishing speed limits on the Regional road network. This policy is an update to the existing speed limit policy that was approved by Regional Council in September of 2004. This revised speed limit policy allows speed limits within urban areas, urban fringe areas and rural hamlets to be reviewed using the Region’s Official plan as a guideline. Speed limits within rural areas will be reviewed using a technical review process, in accordance with national guidelines,

that is a component of the existing speed limit policy and continues to be a component of this revised policy.

In accordance with the *Highway Traffic Act*, a Regional by-law is required, in addition to the posting of appropriate speed limit signs, before these revised speed limits can be enforced.

3. BACKGROUND

With the urbanization of York Region, there is an increasing desire to transform the urban arterial roads, where traditionally the emphasis has been on moving traffic efficiently and effectively, into urban main streets that balance the functional requirements of pedestrians, cyclists, transit users, motorists and the adjacent communities.

To facilitate this transformation process, several strategic initiatives have already been endorsed by Regional Council and are in various stages of implementation. These initiatives include:

- Transit improvements (e.g. VIVA)
- Transit / high occupancy vehicle (HOV) lanes
- New design standards for six-lane roadways
- Bike lanes
- Streetscaping

These initiatives are altering the character of our roadways, improve safety and are more accommodating facilities for all users.

It is evident from the number of speed enforcement requests received by York Regional Police and Regional staff for lower speed limits, that York Region residents are increasingly concerned about high vehicle speeds in their communities. However, the same residents also want to be able to travel at a reasonable speed to get to work, shopping areas and other destinations. An appropriate balance reflecting expectations of the residents and the travelling public, from both a safety and mobility perspective, is required.

3.1 OTHER JURISDICTIONS AND STANDARDS

Currently, there are no national guidelines for road authorities to use to set speed limits on roadways. However, the Transportation Association of Canada is in the process of developing the *Canadian Guide for Establishing Posted Speed Limits* which will be a national guideline for road authorities to use in setting speed limits. It is expected this guideline will be complete by June of 2009. A preliminary recommendation of this study

is that the 85th percentile method may not be a suitable method to set speed limits in urban areas, however; it is suitable for setting speed limits in rural areas.

The most common practice used globally by traffic engineers is the 85th percentile method which involves the use of a hand held radar unit or traffic tubes to collect operating speeds of traffic under free flow conditions (not within the congested peak periods). Some national studies indicate that setting the speed limit at the 85th percentile speed is the safest speed for a given road section. There are many methods used by road authorities ranging from the 85th percentile speed to expert systems (proprietary systems used in Australia and Europe) that take into consideration many factors such as roadside parking, geometry and number of lanes.

3.2 YORK REGION'S CURRENT SPEED SETTING POLICY USES THE 85TH PERCENTILE SPEED METHOD FOR ESTABLISHING THE APPROPRIATE SPEED LIMIT ON A SPECIFIC ROAD

Current speed limits on Regional roads have been established using a process where individual road sections were reviewed on a periodic basis and reports were submitted to Regional Council to revise speed limits where necessary. The speed limit on these road sections was reviewed based on the geometric characteristics of the road, speed studies, collision history, driveway frequencies and potential safety issues.

In August 2003, Intus Road Safety Engineering Incorporated was retained to review common practices in setting speed limits throughout North America. The consultant was requested to produce a specific policy to establish speed limits on the Regional road network. The consultant conducted comparative research of the practices of other road jurisdictions and analyzed statistical data, for example vehicle versus pedestrian collisions within a variety of speed zones, in the creation of the policy. This information was finalized by Intus Road Safety Engineering Incorporated in a report entitled "Policy on Setting Speed Limits for the Regional Municipality of York".

This report was formalized in the current speed limit policy and subsequently adopted by Regional Council in September 2004. The current policy is principally based on the 85th percentile speed method for establishing the appropriate speed limit on a specific road. The current Regional policy makes allowance for schools, pedestrians and access points where lower posted speed limits may result.

The existing Regional speed limit policy creates inconsistent speed limits in the urban areas of the Region

It has become apparent that the existing policy has resulted in increasingly inconsistent speed limits in the urban areas of the Region. For example, both Rutherford Road and Major Mackenzie Drive from Pine Valley Drive to Yonge Street are 12-kilometres in length and the speed limit changes at least six times on each roadway. Currently, the posted speed limit on Yonge Street, in the vicinity of St. John's Sideroad, includes a 70

kilometres-per-hour zone situated between two 60 kilometres-per-hour zones. These inconsistencies create driver confusion and general disregard for posted speed limits on the Regional road network, ultimately resulting in low compliance.

Furthermore, the existing speed limit policy used by Regional staff does not explicitly consider:

- Maturing communities
- Corridors with transit
- Pedestrians/cyclists
- Roadway geometry (horizontal and vertical alignment)
- Roadside development/urbanization

Some of the existing posted speed limits on Regional roads are too high for the new urban streetscapes that the Region is striving for.

The 85th percentile method is still an acceptable method for setting posted speed limits in rural areas

The Transportation Association of Canada is in the process of developing the *Canadian Guide for Establishing Posted Speed Limits* which will be a national guideline for road authorities to use in setting speed limits. It is expected this guideline will be complete by June of 2009. A preliminary recommendation of this study is that the 85th percentile method may not be a suitable method to set speed limits in urban areas, however; it is suitable for setting speed limits in rural areas. For comparison purposes, staff has requested a copy of this guideline once it is finalized.

3.3 SPEED LIMIT REVIEWS IN SPECIFIC LOCATIONS HAVE ALSO BEEN CARRIED OUT

Transportation Services staff regularly reviews posted speed limits on Regional roads and receives requests to revise speed limits based on development related growth. Where instances occur, such as reconstruction or development, and the roadside environment and alignment changes to such a degree that existing speed limits are no longer appropriate, steps are taken to ensure the regulatory speed limit is reviewed and revised if appropriate. As roadside environments change, through development or reconstruction, speed limits must be periodically reviewed to ensure they are suitable.

Over the last year, Regional staff has reviewed five specific requests from local municipalities to review the posted speed limit on a Regional road within their municipalities. The Town of Georgina requested a review of the posted speed limit on Park Road north of Black River Road and on Kennedy Road north of Baseline Road and another request was received from a resident of the Town of Markham to review the speed limit on 16th Avenue west of Highway 48. The Town of Richmond Hill also

requested a review of the posted speed limit on Bayview Avenue, south of Elgin Mills Road, in the vicinity of Windhurst Gate, and on Yonge Street from Highway 7 to Elgin Mills Road.

4. ANALYSIS AND OPTIONS

Regional staff considered three scenarios for establishing the principles of a proposed speed limit policy

Scenario 1 – Status Quo which leads to inconsistencies in speed limits in urban areas

In the past 10 years, York Region has used many principle-based methods to set speed limits. In 2004, a specialized consultant was retained to develop a technically sound and community-responsive policy in setting speed limits. This resulted in the use of the 85th percentile method as a base condition, then including driveway density and presence of schools, etc., for setting speed limits on all Regional roads. It has become increasingly clear that the policy is effective in rural areas; however, maintaining this policy would lead to further inconsistencies in speed limits within urban areas and would not address all of the issues noted in Section 3.0.

Scenario 2 – Introducing consideration of further technical and road characteristic data into the Region's current speed-setting methodology requires a great deal of technical data, yet is not community responsive or linked to urbanization and growth

In the absence of national guidelines, Regional staff conducted researched methods used to set speed limits in other jurisdictions across North America. There are many systems used by other road authorities that range from simple methods of setting the speed limit at the 85th percentile speed to expert proprietary methods that require a great deal of technical data to establish a resultant speed limit. This technical data includes, but is not limited to:

- Motor vehicle collision records
- Road design standards such as horizontal and vertical curvature, sight distance, location of sidewalks, type of shoulder
- Traffic volume characteristics such as A.A.D.T., truck percentages, pedestrian activity especially pedestrians crossing the road
- The roadside characteristics including the intensity and type of roadside development and whether adjacent properties are “front-lotted” or “rear-lotted”
- The intensity of traffic generation

The review of the industry guidelines identified that York Region already takes into consideration many of the factors identified as best practices for setting speed limits.

However, in order to be proactive and responsive to the needs of communities, particularly in areas where growth is anticipated, it is beneficial to establish a method to set speed limits that is linked to urbanization and growth. In order to create a community responsive method in setting speed limits, it was determined that adopting a technically-based method used by other road authorities would not be effective. Another opportunity to set speed limits that provides a blend between a technical method and a community-responsive method was required to meet the needs of York Region.

Scenario 3 – Using the Region’s Official Plan as a base for setting consistent speed limits in urban areas and rural hamlets is unique and proactive

Urban areas in York Region are rapidly transforming from rural arterial roads that move traffic, to urban streets that provide service for all road users and adjacent communities. The Region’s Official Plan identifies areas where urbanization exists or is expected. Such urbanization results in increased traffic volumes, additional side friction such as new streets and driveways as well as more active transportation users such as pedestrians and cyclists creating a need for reduced speed limits.

As mentioned previously in this report, the Transportation Association of Canada is in the process of developing a national guideline for road authorities to use in setting speed limits. Regional staff discussed the use of an official plan as a base to use in setting speed limits within urban areas and rural hamlets with a technical committee of the Transportation Association of Canada. This approach is considered as a unique and proactive method to set speed limits and is being considered in the development of the national guideline in setting speed limits. Based on these discussions, Regional staff pursued this scenario for the proposed speed limit policy.

4.1 PRINCIPLES OF PROPOSED POLICY

The use of the Region’s Official Plan as the base condition to evaluate the speed limit on Regional roads has resulted in three distinct groupings of roadway. These groupings are: roadways within urban areas; roadways adjacent to urban areas or on the fringe of an urban area; and roadways that are rural in nature and are not located within or adjacent to an urban area. There are exceptions to each of these groupings such as school zones and park areas, higher speed roads where the roadway functions as a controlled access roadway, and areas where development is expected but has not commenced.

The speed limit on Regional roads in urban areas and Towns and villages will be set at 60 kilometres-per-hour with some exceptions

These areas are designated by the Region’s Official Plan and are within the boundaries of designated towns and villages, in accordance with Map 5 the Region’s Official Plan. This map identifies areas throughout the Region which are urban and where towns and villages are located. This map also identifies greenbelt and conservation areas and other

geographic features of the Region. For the purposes of this report, the areas of Map 5 considered in this revised policy are those areas where roads are within urban areas and roads that abut urban areas; however, they may still be located within urban “fringe” areas. Roads of this nature have been termed “fringe” roads.

The base speed limit on roads in the urban areas of the Region would to be set at **60 kilometres-per-hour**; however, there are some exceptions proposed:

- Existing 50 kilometres-per-hour zones would remain at 50 kilometres-per-hour in areas where there are high generators of pedestrians such as schools, recreation areas and parks
- Existing 40 kilometres-per-hour zones would remain posted at 40 kilometres-per-hour
- Existing 40 kilometres-per-hour zones in school zones achieved by the use of programmable flashing beacons which operate during school hours, would remain in place
- Highway 7 between Centre Street and Bayview Avenue, which is more reflective of a controlled access highway would remain at 70 kilometres-per-hour and 80 kilometres-per-hour
- Speed limits on roads within urban areas, where development has not taken place or is at the draft plan of subdivision stage, would be set at 70 kilometres-per-hour. This speed limit will remain in place until construction of the development generates additional:
 - 1) Traffic
 - 2) Access points or intersections to the Regional road network
 - 3) Pedestrian traffic

at which time the road will be urban in nature and the speed limit will be set at 60 kilometres-per-hour.

Urban “fringe” roads located on the edges of designated urban areas, or on the fringe of a new development, would have a posted speed limit of 70 kilometres-per-hour.

A map of the Regional road network is appended to this report as *Attachment 3, entitled “York Region Speed Zones”* showing existing and proposed speed limits on Regional roads, including any exception areas and areas where construction of adjacent development has not yet started or is not expected in the near future.

The net outcome will be that most roads currently posted with 70 kilometres-per-hour speed limits in urban areas and towns and villages will be lowered to 60 kilometres-per-hour.

Speed limits on rural roads will continue to be set using existing 85th percentile methods and these existing speed limits are unaffected by the proposed policy

The existing method for setting speed limits in rural areas, the 85th percentile method, should be retained. The proposed policy will include the existing method to set speed limits on roads that are outside of urban areas and that are not within an *Urban Corridor* or *Regional Corridor* as identified in the Region's Official Plan. In most cases, the speed limit on rural roads will be 80 kilometres-per-hour.

In certain cases the speed limit on rural roads may be reduced. For example, in areas where there are frequent access points or a high volume of pedestrians, the speed limit may be set at the 85th percentile speed of free flowing traffic provided that the speed limit does not exceed the design speed of the roadway.

The speed limit may also be decreased to less than the 85th percentile speed when the driveway density on any one side of the road is greater than 13 driveways per kilometre **or** if the combined vehicle and pedestrian volumes meet the criteria shown in Figure 1 of *Attachment 1, entitled "Establishing Speed Limits on Regional Roads"*.

Speed limits on Regional Roads within school areas will be set using specific criteria

To be eligible for a school zone speed limit, the road must be contiguous to a school with a minimum of 200 registered students. A school zone speed limit *may be* up to 20 kilometres per hour lower than the speed limit on the adjacent road sections. The lowest maximum speed limit that is permitted under the Highway Traffic Act of Ontario (RSO 1990) is 40 kilometres-per-hour. The lower speed limit will be applicable to the section of road that is contiguous to the school and for 150 metres along the road on either side of the school property. The lowered speed limit may be extended if it results in an adjacent speed limit zone that is too short to adequately enforce.

A school zone speed limit should be implemented if the collision record of the road section contiguous to the school indicates that the safety performance of the road is worse than expected or predicted. A reduced school zone speed limit should be implemented after trying all other alternative countermeasures, including a Community Safety Zone.

Other than the above criterion, the need for a school zone speed limit will be determined by the Regional staff by considering the specific situation.

If a school zone speed limit is warranted, the school zone speed limit shall be in effect during the times of the day that students are walking to and from school. The school zone speed limit will be delineated using standard signage and devices as shown in Figure 2 of *Attachment 1, entitled “Establishing Speed Limits on Regional Roads”*. The maximum speed limit, at times of the day when the 40 kilometres-per-hour is not in effect, will be determined using the applicable component of this revised policy.

The speed limit on many Regional roads will be revised based on this proposed policy and requires various speed limit by-law modifications

The required by-laws are appended to this report as *Attachment 2, entitled “Proposed Speed Limits”* and shows all locations, where speed limits are to be revised based on this proposed policy.

As mentioned previously, the current process for setting speed limits on Regional roads has lead to inconsistencies particularly in urban areas. For example, during the past several years considerable development has taken place abutting Yonge Street between the Towns of Aurora and Newmarket, in the vicinity of St. John’s Sideroad and Savage Road.

The current posted speed limit on Yonge Street near St. John’s Sideroad includes a 70 kilometres-per-hour zone situated between two 60 kilometres-per-hour zones. After application of the revised speed limit policy, the resultant speed limit on Yonge Street, from 800 metres south of the south limit of St. John’s Sideroad to 200 metres north of the north limit of Green Lane, essentially spanning from the north limit of the Town of Aurora to the north limit of the Town of Newmarket, will be 60 kilometres-per-hour. The respective by-law noted on *Attachment 2* removes the 70 kilometres-per-hour zone and implements a 60 kilometres-per-hour zone. Similar by-laws are included for each location where new speed limits are to be implemented.

A map of the Regional road network is appended to this report as *Attachment 3, entitled “York Region Speed Zones”* and shows the existing and proposed speed limits throughout the Regional road network, including any exception areas. This map demonstrates where new speed limits will be implemented, based on this proposed policy, and how those speed limits link to existing speed limits on the road network. This map provides an overview of the entire road network after application of this policy.

4.2 ANTICIPATED IMPACT OF PROPOSED POLICY

The proposed initial reaction from drivers and communities will be mixed

Although communities through which Regional roads traverse will generally support lower speed limits, drivers using these roads on a daily basis commuting to and from work may initially voice concerns about the lower speed limits. It should be noted however, that the operating speeds on many of these same sections of roadway in the

peak commuting travel hours, are already lower than the posted speed limit. As such, peak hour travel times on these sections of roadway are not expected to vary significantly. There will be some travel time increases in the non-peak periods. It is expected that driver compliance to the new speed limits may not be immediate and a public education program should be implemented as recommended in Section 4.3.

Travel times may increase marginally during off-peak traffic periods

The increase in travel time for commercial truck routes to and from the 400-series highways was investigated. The 2004 Transportation Fact Book “Truck Volumes on Regional Roads” identified road segments with low, medium and high truck volumes. Travel time analysis, during the off-peak period, was completed along seven of the road segments with high truck volumes that lead to and from the 400-series highways. This analysis is included on the following table and shows no impact on one road to minimal impact on several other roads. The results indicate the largest calculated increase in travel time is one minute and 20 seconds on the section of Highway 7 between Centre Street and Highway 400, in the City of Vaughan, and the impact outside of the congested peak periods would be very minimal, if any.

Table 1
Travel Time Analysis Based on Truck Traffic on Regional Roads
in the Vicinity of Highway 400

Location	Existing Travel Time	Travel Time After Policy	Difference
Highway 7			
- Centre Street to Highway 400	8m 28s	9m 48s	1m 20s
- Highway 50 to Highway 400	13m 16s	13m 38s	0m 22s
- Warden Avenue to Highway 404	6m 18s	6m 45s	0m 27s
- Yonge Street to Highway 404	6m 43s	7m 16s	0m 33s
Keele Street			
- Steeles Avenue to Langstaff Road	6m 15s	6m 15s	None
Rutherford Road			
- Keele Street to Highway 400	4m 57s	5m 12s	0m 15s
- Highway 50 to Highway 400	11m 16s	11m 58s	0m 40s

Although the above analysis shows there will be very little impact on travel times, it is expected that commercial truck drivers and their associations could have concerns about the lower speed limits and longer travel times.

The new urban arterial road speed limits will improve safety and consistency on the Regional road network

The proposed policy will result in a safer and more consistent speed limit on Regional roads in urban areas. The safety benefits of lower travel speeds are well documented. Not only will the frequency of collisions be reduced, but the severity of collisions, especially those between vehicles and vulnerable road users (i.e. pedestrians and cyclists), will be reduced significantly. Lower vehicular travel speeds will also provide a feeling of security and safety for pedestrians and cyclists using Regional roads and may promote and increase these modes of transportation.

York Regional Police acknowledged the demand for law enforcement will increase initially; however, they are in full support of the proposed policy. It is expected that having a consistent speed limit on similar roads will eventually result in higher compliance with the posted speed limit and eventually reduce the requirement and demand for police enforcement.

4.3 CONSULTATION AND EDUCATION

Regional staff met with representatives from local municipalities and other stakeholders to present an outline of the proposed speed policy and obtained a general agreement

On separate occasions, Regional staff met with the Mayors and staff of Vaughan, Richmond Hill, Markham, Newmarket and Aurora to discuss the proposed speed limit policy. Although there was general agreement or desire to introduce more consistency, many of those consulted had different opinions on speed limits on Regional roads within their municipality. Some recommended that speed limits on some road sections should be increased, while others wanted lower speed limits.

Regional staff also met with other local stakeholders and their comments also varied. For example, trucking associations did not want lower speed limits while the Smart Commute Committee wanted lower speed limits within central business areas.

Regional staff consulted with York Regional Police and they are in full support of the speed policy

York Regional Police were also consulted and, although they agreed with the principles of lowering speed limits in urban areas to 60 kilometres-per-hour, they were in support of using the Region's current speed limit policy in other areas outside of urban pockets. York Regional Police were concerned with the perception of lowering speed limits in areas that have no physical geometric changes and recommended that if the Region adopts this policy, a public consultation process be initiated to inform motorists of the revised policy.

An education program will mitigate the impact of speed limit changes and promote public support

It is recognized lowering speed limits on Regional roads to promote consistency within urban areas will be met with support from local communities; however, there may be some resistance from the motoring public at large, for example, those travelling along other Regional roads outside of their immediate community. In order to promote public and community acceptance, the development of a media release in the York Region Media Group is recommended. In advance of the new speed limits being implemented, in the month of July, this media release will be distributed throughout all communities within the Region to advise residents of the changes to the speed limits.

4.4 IMPLEMENTATION PLAN

A revised speed limit policy requires a comprehensive implementation plan that will be completed by July 30, 2009 in accordance with Attachment 2

Typically, traffic patterns and volumes are different during summer months. Road users are traveling to and from different destinations outside of their normal route. Based on the required timeline to manufacture signs and prepare for the installation of these signs, the physical installation of the signs will occur during the summer months. Roads maintenance staff, which will be installing the signs, will have completed the “spring cleaning” of our road network and will be able to concentrate their efforts on installing signage and ensuring the new speed zones, are signed correctly. Although other road maintenance items will require attention, during staff discussions, it has been determined that this will be the best time to complete the physical changes to the speed zones that are to be changed as a result of this revised speed limit policy.

Regional staff will implement the proposed speed limit changes using a comprehensive implementation plan where the installation of the required signage will be completed as follows:

- The installation of new speed limit signs will commence on July 6, 2009
- Existing posts will be utilized for mounting the new signs
- Locations where speed limits are to be changed have been categorized geographically to ensure efficiency and effect use of resources
- The installation of signs will commence in different areas of the Region simultaneously

On average, it is estimated that two days per affected road will be required to install the signs. For example, the installation of signs on Highway 27 from the north limit of Steeles Avenue to the north limit of Rutherford Road in the City of Vaughan will commence on July 6, 2009. Speed limit signs on this road, and other roads in the area, will be changed simultaneously and in conjunction with roads in other parts of the

Region. Each road where speed limits are to be changed, and the respective implementation date, is shown on *Attachment 2*.

Stakeholders across the Region will be advised of the revised speed limit policy and changes to existing speed limits through local media groups

Upon adoption of this report, newspaper advertisements will commence to advise motorists and residents of the revised speed limit policy and changes to existing speed limits. It is proposed that paid advertisements (*see Attachment 4*) be published in the York Region Media Group during the month of July within the markets and on the dates noted below. These advertisements would ensure widespread coverage of the upcoming changes to the speed limits on Regional roads.

Table 2
Distribution Area and Dates for York Region Media Group

Market/Community	July
Newmarket/Aurora	9, 12, 14, 16, 19, 21, 23, 26, 28, 30
Richmond Hill	9, 12, 16, 19, 23, 26, 30
Thornhill	9, 12, 16, 19, 23, 26, 30
Vaughan	9, 12, 16, 19, 23, 26, 30
Markham	9, 11, 16, 18, 23, 25, 30
Stouffville	9, 11, 16, 18, 23, 25, 30
Georgina	9, 16, 23, 30

Key stakeholders within the Region will be advised of upcoming changes to speed limits on Regional roads

In conjunction with the external notification addressed above, emergency services groups, (police, fire, EMS) and transit companies, including school bus companies will be advised via e-mail communication. This communication will ensure all road users are informed of the changes to posted speed limits prior to changes being made on the road network.

Staff has estimated that approximately 500 new speed limit signs are required on the Regional road network

It is estimated that approximately 500 new speed limit signs will be installed on the Regional road network as a result of this revised speed limit policy.

The impact of installing this quantity of signage on the Regional road system must be considered. In order to meet the timelines as described in this report, staff will be required to install the required signage utilizing multiple work crews working through out the Region. This approach will ensure efficiency.

4.5 SEPARATE REQUESTS HAVE BEEN RECEIVED TO REVISE SPEED LIMITS ON OTHER REGIONAL ROADS

The safest posted speed limits recommended for roadways must reflect both the roadway characteristics and the anticipated operations of traffic. In addition to the broad policy considerations summarized above, during 2008 and 2009, Regional staff also evaluated specific roadway locations identified through requests by local municipalities or otherwise. All requests have also been assessed using the revised speed limit policy.

Park Road, from Black River Road to Hedge Road, Town of Georgina

Park Road, from Black River Road to Hedge Road is a two-lane roadway that carries approximately 2,700 vehicles per day and is located outside of the urban area as identified on Map 5 of the Region's Official Plan. The existing speed limit on Park Road at this location is 70 kilometres-per-hour and was reduced, through a Council report in January of 2008, from 80 kilometres-per-hour.

This location has again been identified for a potential speed reduction due to the changing roadside environment and the proximity of Sibbald Point Provincial Park. This park attracts many visitors during the summer and winter months for various recreational activities and there is substantial pedestrian traffic in the area.

Therefore, it is recommended that the existing posted speed limit of 70 kilometres-per-hour on Park Road, from Black River Road to the north limit of Hedge Road, be reduced to 60 kilometres-per-hour. This reduction in the posted speed limit concurs with the speed limit policy as this section of Park Road is conducive to a 60 kilometres-per-hour speed as identified in the revised speed limit policy. The required by-law to implement this lower speed limit is also included on *Attachment 2, entitled "Proposed Speed Limits"* with all other locations, where speed limits are to be revised based on this proposed policy.

Kennedy Road, from Baseline Road to Mahoney Road, Town of Georgina

Kennedy Road, from Baseline Road to Mahoney Road is a two-lane roadway that carries approximately 1,500 vehicles per day and is located outside of the urban area as identified on Map 5 of the Region's Official Plan. The existing speed limit on Kennedy Road at this location is 80 kilometres-per-hour. The speed limit on Kennedy Road north of Mahoney Road is 50 kilometres-per-hour where the roadside environment becomes urban.

It is proposed that the existing posted speed limit of 80 kilometres-per-hour on Kennedy Road, from Baseline Road to the south limit of Mahoney Road, remain as posted. The area is rural with very few access points or pedestrians and is conducive to an 80 kilometres-per-hour speed zone in accordance with the revised speed limit policy.

16th Avenue, from Highway 48 to Heritage Corners Lane, Town of Markham

16th Avenue from Highway 48 to Heritage Corners Lane is a four-lane roadway that carries approximately 16,000 vehicles per day and is located within an urban area as identified on Map 5 of the Region's Official Plan. The existing speed limit on 16th Avenue at this location is 70 kilometres-per-hour.

This location has been identified for a potential speed reduction due to the proximity of a senior's centre and a horizontal curve in the road alignment based on a request from an area resident. Although this location was identified separately, it has been included in the overall changes to speed limits on the Regional road network. This decrease in the posted speed limit concurs with the speed limit policy as this section of 16th Avenue is conducive to a 60 kilometres-per-hour speed as identified in the revised speed limit policy. The required by-law to implement this lower speed limit is included on *Attachment 2, entitled "Proposed Speed Limits"* with all other locations, where speed limits are to be revised based on this proposed policy.

It is proposed that the existing posted speed limit of 70 kilometres-per-hour on 16th Avenue, from Highway 48 to the west limit of Heritage Corners Lane, be reduced to 60 kilometres-per-hour as part of other speed reductions on 16th Avenue. It is anticipated the reduction in the posted speed limit will assist in improving the overall safety along this road section.

A specific request has been received to increase the speed limit on Bayview Avenue south of Elgin Mills Road

Bayview Avenue, south of Elgin Mills Road is a four-lane urban roadway that carries approximately 35,000 vehicles per day and is located within an urban area as identified on Map 5 of the Region's Official Plan. The existing speed limit on Bayview Avenue at this location is 40 kilometres-per-hour. An elementary school is located on the west side of Bayview Avenue and has direct frontage on the Regional road. As a result of the location of the school, a 40 kilometres-per-hour speed zone was established several years ago. This 40 kilometres-per-hour speed zone is approximately 400 metres long and exists solely because of the proximity of the elementary school to the Regional road. The school has recently closed and the reduced speed limit is no longer required. Written confirmation has been submitted by Town of Richmond Hill staff that this school facility will be used as a teacher training site and is no longer attended by school age children.

Regional staff have received a request to increase the speed limit on Bayview Avenue, south of Elgin Mills Road, from a point 50 metres south of the south limit of Windhurst Gate to 50 metres north of the north limit of North Taylor Mills Drive, from 40 kilometres-per-hour per hour to 60 kilometres-per-hour.

Therefore, it is recommended that the existing posted speed limit of 40 kilometres-per-hour on Bayview Avenue be increased to 60 kilometres-per-hour. This increase in the

posted speed limit concurs with the speed limit policy as this section of Bayview Avenue is urban and compliments the existing 60 kilometres-per-hour speed zone in the area. The required by-law to implement this higher speed limit is included on *Attachment 2, entitled "Proposed Speed Limits"* with all other locations, where speed limits are to be revised based on this proposed policy.

A specific request has been received to reduce the speed limit on Yonge Street between Highway 7 and Major Mackenzie Drive

Regional staff received a request to reduce the speed limit on Yonge Street between Highway 7 and Major Mackenzie Drive in the Town of Richmond Hill.

Yonge Street, from Highway 7 to Major Mackenzie Drive is a four-lane roadway that carries approximately 37,000 vehicles per day and is located in the urban area as identified on Map 5 of the Region's Official Plan. The existing speed limit on Yonge Street at this location is 60 kilometres-per-hour.

It is proposed that the existing posted speed limit of 60 kilometres-per-hour on Yonge Street, between Highway 7 and Major Mackenzie Drive, remain as posted. The area is urban and is conducive to a 60 kilometres-per-hour speed zone in accordance with the revised speed limit policy.

5. FINANCIAL IMPLICATIONS

The cost of manufacturing and installing the required speed limit signs and the advertising in local newspapers, in accordance with the implementation plan, are included in the current Roads Operations budget.

6. LOCAL MUNICIPAL IMPACT

Regional staff discussed the proposed speed limit policy with staff from the local municipalities most affected by the policy which includes the City of Vaughan and the Towns of Richmond Hill, Aurora and Markham. Each of these local municipalities is generally in support of the need to revise the speed limit policy; however, not all municipalities agree that speed limits should be lowered. Regional staff will ensure the appropriate staff of the respective local municipality is advised of the revised speed limits, as a result of this proposed policy, on Regional roads within their municipality.

Other revisions to speed limits have been requested by local municipalities or are required based on reviews by Regional staff and compliance to the revised speed limit policy. Based on changes to the roadside environment and the existing speed zones, the Town of Georgina Council has requested a review of the speed limit on Park Road and Kennedy Road. In the Town of Markham, during a review of the area as requested by a

resident, staff identified a section of 16th Avenue where, due to roadside geometrics and the proximity of a senior's home, a lower speed limit would be beneficial to the operation of this road section. The Town of Richmond Hill Council requested an increased speed limit on Bayview Avenue south of Elgin Mills Road based on a change to the use of an existing school where a reduced speed limit is no longer required and a review of the speed limit on Yonge Street from Highway 7 to Elgin Mills Road.

All these requests have been assessed using, and comply with, the revised speed limit policy.

7. CONCLUSION

With the growing urbanization of York Region, there is an increasing need for Regional urban arterial roads, where traditionally the emphasis has been on speed and vehicular efficiency, to be transformed into urban streetscapes providing equal priority to pedestrians, cyclists and transit users.

This report proposes an amended policy for establishing speed limits on the Regional road network that will compliment and support ongoing Regional initiatives to transform high speed, high volume urban arterial highways into urban streets that are more accommodating of pedestrians, cyclists and transit users.

It is proposed that the speed limit on urban roads in urban areas and in towns and villages be 60 kilometres-per-hour, except on certain urban fringe roads and exception roads within the urban areas. In addition, the existing method for setting speed limits on rural Regional arterial roads should be retained. Accordingly, the proposed policy includes this existing method to set speed limits on roads that are outside of urban areas and that are not within an *Urban Corridor* or *Regional Corridor* as identified in the Region's Official Plan.

It is also proposed the Region initiate a driver and community education program to promote public acceptance, given the likelihood of resistance by commuters and to inform the public of expected safety and environmental benefits of the proposed policy.

The Council of the Town of Georgina has requested a reduced speed limit on Park Road and Kennedy Road. Based a request from an area resident, a reduced speed limit on 16th Avenue west of Highway 48, in the Town of Markham, is required. Also, the Town of Richmond Hill has requested an increased speed limit on Bayview Avenue south of Elgin Mills Road based on the closure of a school facility and a review of the speed limit on Yonge Street between Highway 7 and Major Mackenzie Drive.

In all locations considered by Regional staff, including those requested by the local municipalities, the revisions to existing speed limits will compliment the existing speed limit in the area and conform to the revised Regional speed limit policy.

The Regional Clerk should circulate this report to the Clerks of the local municipalities and the Region of Durham, and to the Chief of York Regional Police.

For more information on this report, contact Paul Jankowski, General Manager, Roads at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

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

Policy Update Establishing Speed Limits on Regional Roads

Presentation to
Transportation and Works
Committee

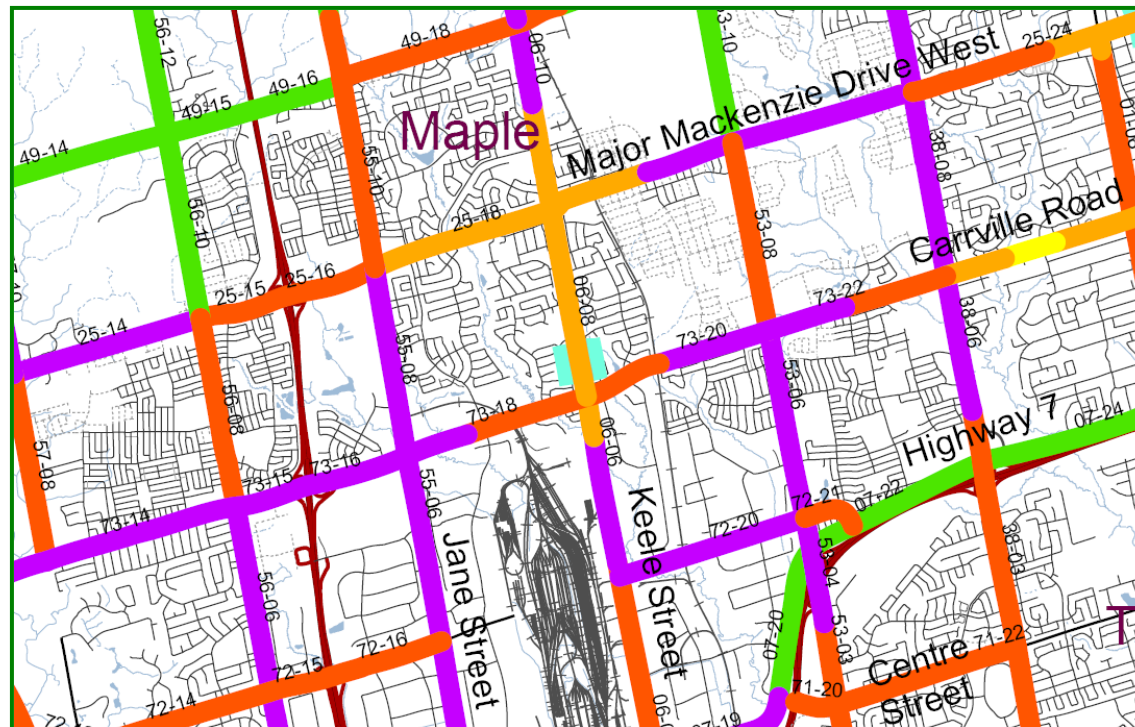
Paul Jankowski, General Manager Roads
June 17, 2009



Speed Limit

Safe Speed under Ideal Conditions

Issue - Existing Speed Limits are Inconsistent

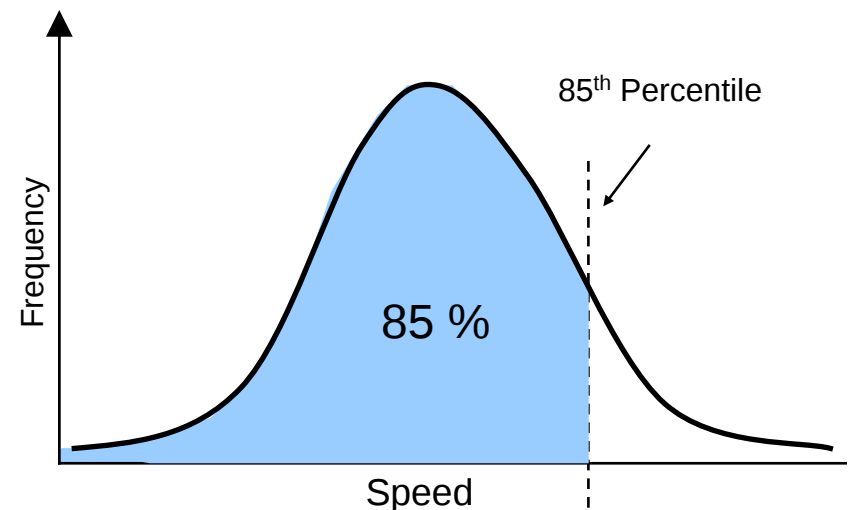


Existing Policy - Background

- ❑ 2003 & 2004 - Study of Speed Limit approaches
 - ❑ 85th Percentile Method
 - ❑ Institute of Transportation Engineers (ITE)
 - ❑ Northwestern University Procedure
 - ❑ Expert Systems

Existing Policy - Background

- Approved by Council in Sept. 2004
 - Endorsed by area municipalities, school boards and York Regional Police
 - 85th Percentile Method



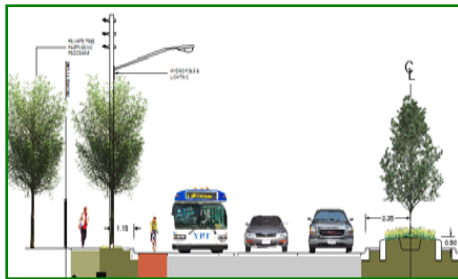
Existing Policy - Challenges

- ❑ No distinction between URBAN “Main Streets” and RURAL “Highways”
- ❑ 85th Percentile – not suitable for URBAN “Main Street” areas
- ❑ Does not explicitly consider:
 - ❑ Urban Fabric & Maturing Communities
 - ❑ Transit
 - ❑ Pedestrians & Cyclists
 - ❑ Roadway Geometry
 - ❑ Roadside Development
- ❑ Result:
 - ❑ Inconsistent speed limits



York Region Roads are becoming “Main Streets”

- ❑ York Region roads are rapidly changing based on
 - ❑ New Design Standards
 - ❑ Rapid Transit (VIVA)
 - ❑ Transit/HOV Lanes
 - ❑ Cycling Master Plan



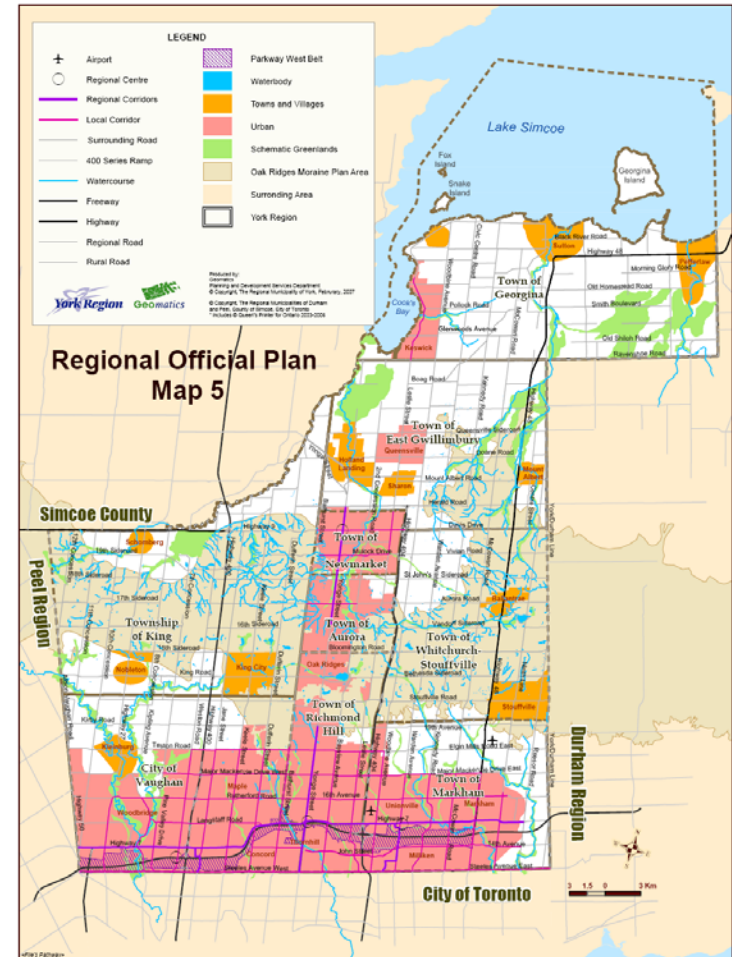
Regional Streets Now

- ❑ Allow multiple transportation choices
- ❑ Are the front door for adjacent uses
- ❑ Allow for attractive medians and boulevards
- ❑ Reflect the character of the community



Proposal

- ❑ Urban areas including towns & villages
 - ❑ Speed Limit = 60 km/h
 - Except for existing 50 km/h zones
- ❑ Urban Fringe Roads
 - ❑ Speed Limit = 70 km/h
 - ❑ Markham By-pass
 - ❑ Green Lane
 - ❑ Bathurst Street
- ❑ Controlled Access
 - ❑ Speed Limit = 80 km/h
 - ❑ Portions of Highway 7



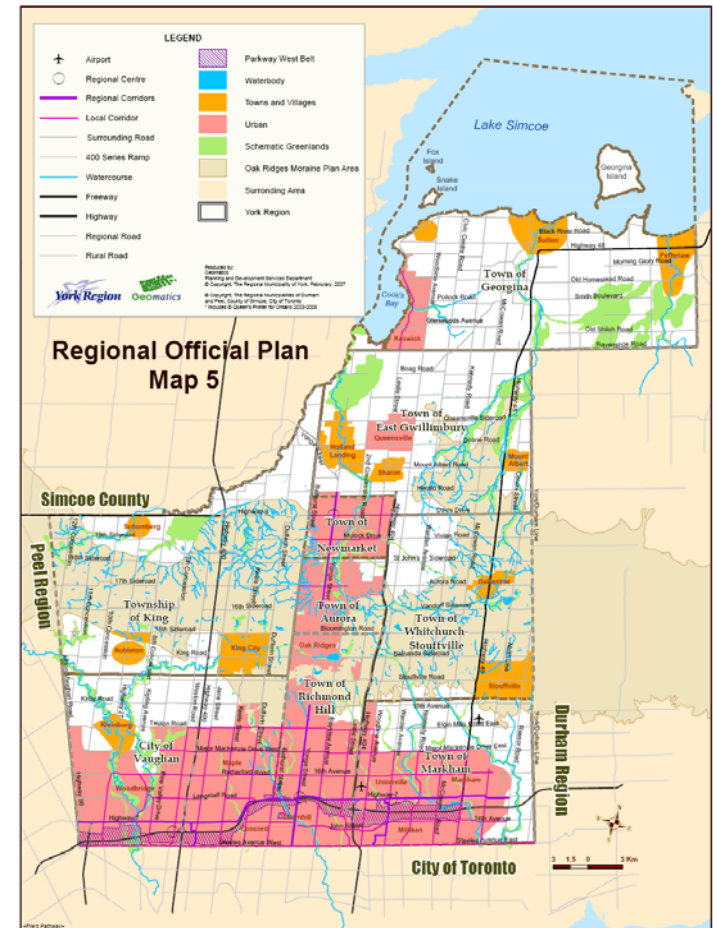
Proposal

❑ Rural Areas

- ❑ Base condition using 85th percentile speed

Exceptions are areas of:

- ❑ High driveway densities
- ❑ High pedestrian volume



Anticipated Impact

- ❑ Initial reaction from drivers and communities will be mixed
 - ❑ Communities will support this policy while some commuters will object
- ❑ Travel times may increase marginally during off-peak traffic periods
 - ❑ Largest expected travel time increase is one minute and 20 seconds
- ❑ The new urban road speed limits will improve safety on roads
 - ❑ Safety benefits of lower speed limits are well documented

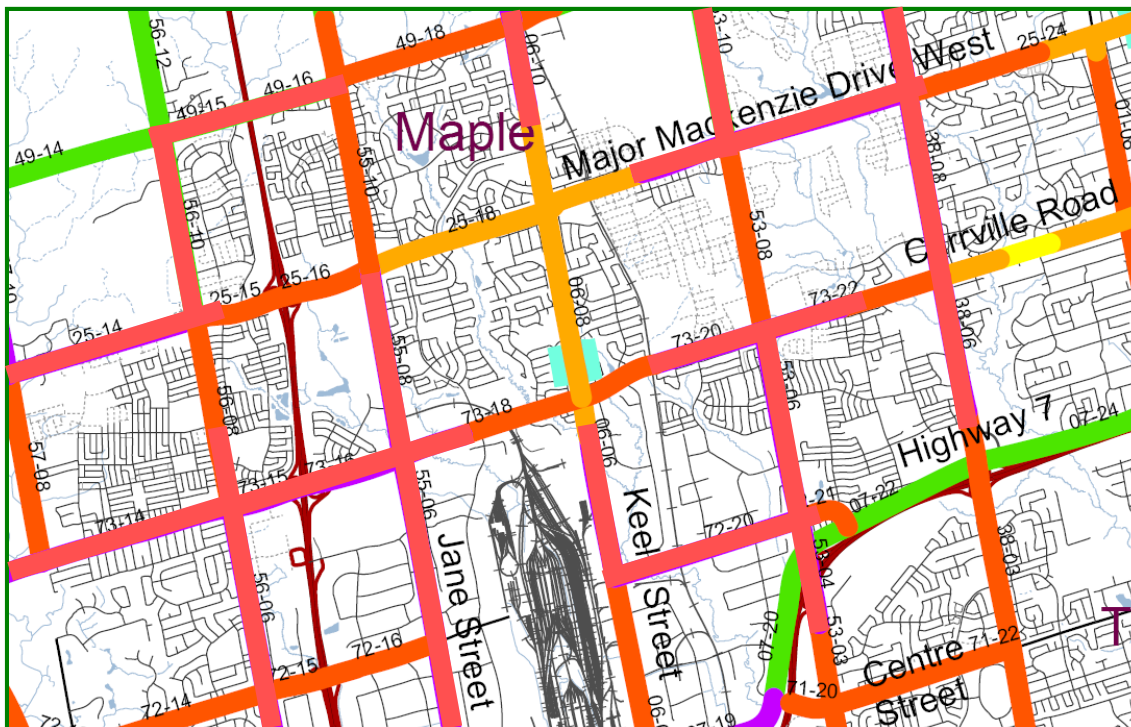
Estimated Travel Times

- ❑ Road Segments identified with High Truck Volumes as found in the “2004 Transportation Fact Book”
- ❑ Travel Time Runs completed during off peak period
- ❑ Largest Increase in travel time of 1 minute and 20 seconds on a 4-km section of Highway 7 from Centre Street to Highway 400
- ❑ The following table lists the estimated increased travel time along the identified road segments

Travel Time Increase

Minor	From	To	Existing Travel Time	Increased Travel Time from Proposed Posted Speed	Increase in Travel Time
Highway 7	Centre Street	Highway 400	8 min 28 sec.	9 min 48 sec.	1 min 20 sec.
Highway 7	Highway 50	Highway 400	13 min 16 sec.	13 min 38 sec.	22 sec.
Highway 7	Warden Avenue	Highway 404	6min 18 sec.	6 min 45 sec.	27 sec.
Highway 7	Yonge Street	Highway 404	6 min 43 sec.	7 min 16 sec.	33 sec.
Keele Street	Steeles Avenue	Langstaff Road	6 min 15 sec.	6 min 15 sec.	No Change
Major Mackenzie Drive	Keele Street	Highway 400	4 min 40 sec.	4 min 40 sec.	No Change
Rutherford Road	Keele Street	Highway 400	4 min 57 sec.	5 min 12 sec.	15 sec.
Rutherford Road	Highway 50	Highway 400	11 min 16 sec.	11 min 58 sec.	No Change
Woodbine Avenue	Steeles Avenue	Highway 7	AM: 3 min 35 sec. PM: 5 min 23 sec.	AM: 3 min 35 sec. PM: 5 min 23 sec.	No Change

Proposed Policy – Consistent Speed Limits



Consultation to date

❑ **York Region stakeholders**

- ❑ Mayors and elected officials
- ❑ York Region Area Municipalities – Engineering staff
- ❑ York Region Transit
- ❑ York Regional Police (front line traffic staff and senior staff)
- ❑ Traffic Safety Advisory Committees
- ❑ Smart Commute 404-7
- ❑ Richmond Hill Chamber of Commerce
- ❑ Trucking Associations

❑ **Technical organizations**

- ❑ Road Safety Committee of Ontario (Durham, Peel, Toronto)
- ❑ Ontario Good Roads Association
- ❑ Transportation Association of Canada

❑ **Met with all stakeholders to discuss implementation :**

- ❑ Details of education campaign
- ❑ Region-wide roll-out of new speed limits
- ❑ Police resources to effectively monitor and enforce the new speed limits within urban areas and rural hamlets

Proposed Communication / Education Program

- ❑ Key stakeholders will be advised via e-mail communications (Emergency, transit including school bus companies)
- ❑ A public education program will consist of newspaper advertisements on these dates in July
 - ❑ Newmarket 9, 12, 14, 16, 19, 21, 23, 26, 28, 20
 - ❑ Aurora 9, 12, 14, 16, 19, 21, 23, 26, 28, 20
 - ❑ Richmond Hill 9, 12, 16, 19, 23, 26, 30
 - ❑ Thornhill 9, 12, 16, 19, 23, 26, 30
 - ❑ Vaughan 9, 12, 16, 19, 23, 26, 30
 - ❑ Markham 9, 11, 16, 18, 23, 25, 30
 - ❑ Stouffville 9, 11, 16, 18, 23, 25, 30
 - ❑ Georgina 9, 16, 23, 30

Proposed Implementation Plan

June 2009

- Bylaw enactment (to be effective as new signs are installed)

July 2009

- Replacement of all affected signs (road by road)
- estimated 500 new signs will be installed by roads maintenance staff
- Ideal time to implement public education program and change signs
 - Spring cleaning is complete for roads staff
 - Traffic volumes are lighter in the summer months
 - Opportunity for staff to analyze public reaction during summer months
- All consistent speed zones in place well before school starts in September

Report Recommendations

It is recommended that:

1. Regional Council adopt the amended speed limit policy, shown on *Attachment 1, entitled “Establishing Speed Limits on Regional Roads”*.
2. Regional Council adopt the speed limit changes listed in *Attachment 2, titled “Proposed Speed Limits”* and shown on *Attachment 3, titled “York Region Speed Zones”*, subject to the approval of the Regional Solicitor as to form and content.
3. Regional Council adopt the implementation plan and process to implement the speed limit changes as described in this report.
4. The Regional Solicitor prepare the necessary by-law.
5. The Regional Clerk forward this report to the Clerk of the local municipalities in York Region, the Region of Durham, and the Chief of York Regional Police.

Thank You



STATUS

Council Approved

N

N

CAO Approved:

N

N

TITLE: ESTABLISHING SPEED LIMITS ON REGIONAL ROADS	NO.: Effective Date: Latest Revision Date:
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POLICY STATEMENT:

A policy to establish speed limits on the Regional road network, which introduces consistent speed limits on Regional roads in the following four areas:

1. urban areas
2. urban “fringe” areas
3. rural hamlets
4. rural areas

APPLICATION:

To all Regional Transportation Services Roads staff

PURPOSE:

Provincial policy
Intensified growth
Protection of rural areas

There are several strategic initiatives, endorsed by Regional Council, that are altering the character of the Regional Road network. These initiatives include transit, high occupancy vehicle lanes, new standard designs for multi-lane roadways, bike lanes and streetscaping.

With the many ongoing capital and planning initiatives to urbanize York Region, there is an increasing desire to transform urban arterial roads, where traditionally the emphasis has been on moving traffic efficiently and effectively, into urban main streets that balance the functional requirements of pedestrians, cyclists, transit users, motorists and the adjacent communities.

All these initiatives are in varying stages of implementation; however, all are intended to improve safety and to create more accommodating facilities for all users. This policy compliments and supports these ongoing initiatives where Regional roads will reflect the urban fabric of the surrounding communities within urban limits.

Despite the changing communities in York Region, developments remain in other areas which are still very rural in nature. This policy also provides a consistent approach to determine appropriate speed limits on Regional roads outside the urban envelope, namely urban “fringe” areas and rural areas, where there are limited pedestrians, cyclists and development.

DEFINITIONS:**Urban Road**

A road is considered to be an urban road when it has been designated by the Region's Official Plan to be either an Urban Corridor or a Regional Corridor as noted on Map 5 of the Official Plan.

Urban Fringe Road

Roads located on the border of designated urban areas and new developments and on the fringe of rural areas.

Rural Hamlet Road

A hamlet is a grouping of houses, businesses and public uses where development may be permitted with limited growth, but not to exceed a population of 500.

Rural Road

Any road that is not designated by the Region's Official Plan as either an Urban Corridor or a Regional Corridor.

85th percentile speed

The speed at or below which 85 percent of vehicles travel.

DESCRIPTION:

The speed limit is intended to be the *maximum* speed that one can safely travel along a section of road. Speed limits are set on Regional roads in order to:

- Respond to community safety concerns
- Provide safety equity among road users
- Provide consistency among similar road sections
- Provide a benchmark for police enforcement

POLICY FOR SETTING SPEED LIMITS ON URBAN ROADS AND RURAL HAMLET ROAD

A road is considered to be an urban road when it has been designated by the Region's Official Plan to be either an *Urban Corridor* or a *Regional Corridor* as noted on Map 5 of the Official Plan. To support the ongoing initiatives to transform Regional Roads to place a greater emphasis on accommodating people versus traffic, and maintain safe pedestrian oriented areas, the speed limit on urban roads shall be **60 kilometres per hour**. Exceptions to this are:

- Existing 50 kilometres per hour zones would remain at 50 kilometres per hour in areas where there are high generators of pedestrians such as schools, recreation areas and parks

- Highway 7 between Centre Street and Bayview Avenue, which is more reflective of a controlled access highway would remain at 70 kilometres per hour and 80 kilometres per hour
- Existing 40 kilometre per hour zones, achieved by the use of programmable flashing beacons which operate during school hours, in school zones would remain in place

POLICY FOR SETTING SPEED LIMITS ON URBAN FRINGE ROADS

The speed limit on urban fringe roads, located on the edges of designated urban areas or on the fringe of new developments, shall be **70 kilometres per hour** until such time as development generates:

- 1) Additional pedestrian, bicycle and vehicular traffic
- 2) Additional access points or intersections to the Regional road network
- 3) Increased pedestrian traffic

at which time the road will be considered as urban in nature and the speed limit will be set at 60 kilometres per hour.

POLICY FOR SETTING SPEED LIMITS ON RURAL ROADS

National studies indicate that setting the speed limit at the 85th percentile speed is the safest and most appropriate speed for a given road section. The speed limit on rural roads that are outside of urban and urban fringe areas will be subject to a technical speed limit review that considers the following:

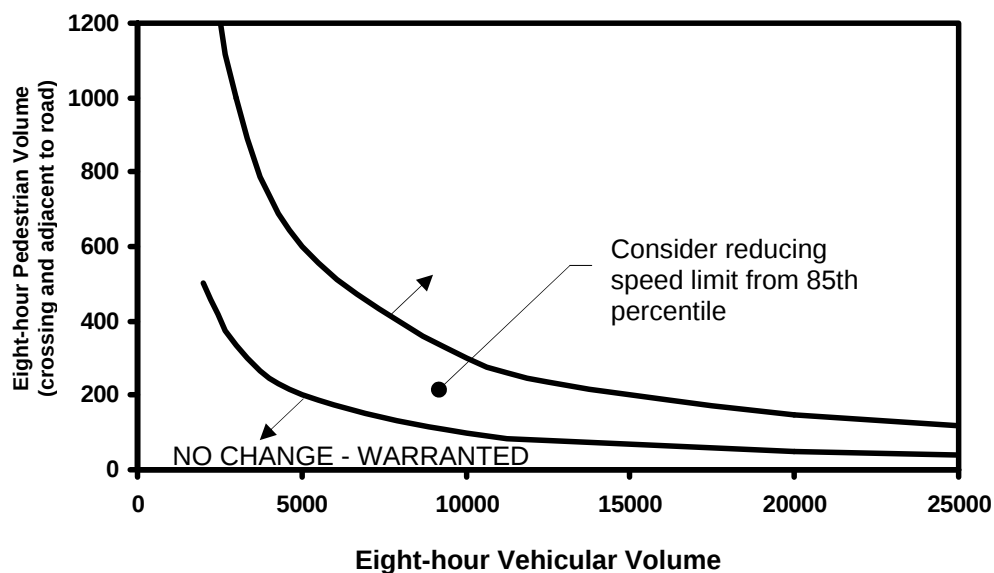
- 85th percentile speed of free flow traffic
- Driveway density
- Pedestrian and vehicular conflicts
- School areas

As a base condition in rural areas the speed limit should be set at the 85th percentile speed of traffic. The posted speed limit should not exceed the design speed of the roadway.

The speed limit may also be decreased to less than the 85th percentile speed when any of the following conditions are met:

- The driveway density on any one side of the rural road is greater than 13 driveways per kilometre
- If the combination of the vehicular and pedestrian volumes meet the criterion of Figure 1

Figure 1 *
Pedestrian Criterion for a Reduced Speed Limit on a Rural Road



*derived from Book 12 – Ontario Traffic Manual

- Pedestrian volumes should include pedestrians crossing the road, and in the instance of roads with no sidewalks, include pedestrians walking along the traveled edge of the road. The pedestrian count total should be adjusted by counting elderly pedestrians and unassisted children as two (2) pedestrians each.
- The desirable minimum length of a speed zone in a rural area is two kilometres and an absolute minimum length one kilometre under the following conditions:
 - When conditions that warrant a lower speed limit are site specific or apply only to a short section of road, and are of such a nature that warning signs, along with an advisory tab, are expected to be ineffective or inappropriate
 - As a transition between two speed limit zones that is different by 20 kilometres per hour or more

POLICY FOR SETTING SPEED LIMITS IN SCHOOL AREAS

This policy is not intended for establishing speed limits on roadways in non-public school areas where few students walk to school. To be eligible for a school zone speed limit, the road must be contiguous to a school with a minimum of 200 registered students. A school zone speed limit *may be* up to 20 kilometres per hour lower than the speed limit on the adjacent road sections. The lowest maximum speed limit that is permitted under the Highway Traffic Act of Ontario (RSO 1990) is 40 kilometres per hour. The lower speed limit will be applicable to the section of road that is contiguous to the school and for 150 metres along the road on either side of the school property. The lowered speed limit may be extended if it results in an adjacent speed limit zone that is too short to adequately enforce.

A school zone speed limit should be implemented if the collision record of the road section contiguous to the school indicates that the safety performance of the road is worse than expected or predicted. A reduced school zone speed limit should be implemented after trying all other alternative countermeasures, including a Community Safety Zone.

Other than the above criterion, the need for a school zone speed limit will be determined by the Roads Transportation, Traffic Operations staff by considering the specific situation. However, qualifying schools should be ranked based on the potential conflicts and safety of pedestrians using the following method, in accordance with the report titled “Policy on Setting Speed Limits for the Regional Municipality of York”, authored by Intus Road Safety Engineering Incorporated:

1. Measure the peak hour pedestrian volume on the road in front of the school and calculate the pedestrian factor as:

$$PF = W * X + 2.9 C$$

Where:

PF =	Pedestrian Factor
W =	Number of pedestrians walking along the road
X =	1.08 if walking on a sidewalk or separate path 1.00 if walking on the shoulder
C =	Number of pedestrians crossing the road

Each pedestrian that is less than 10 years old should be counted as 1.38 pedestrians. Also, if a pedestrian walks along the road and then crosses the road, or crosses the road and then walks along the road, that pedestrian should be included only in the crossing volume.

2. Measure the vehicular volume during the same hour as the peak pedestrian volume and calculate the vehicular factor as:

$$VF = V * X$$

Where:

VF =	Vehicle factor
V =	Number of vehicles
X =	1.00 if the existing speed limit is 50 km/h
	1.73 if the existing speed limit is 60 km/h
	2.20 if the existing speed limit is 80 km/h

3. Calculate the total priority points by:

$$\text{Total Priority Points} = PF * VF$$

4. Rank the schools by total priority points from highest to lowest.

Source of all formulae - "Policy on Setting Speed Limits for the Regional Municipality of York", Intus Road Safety Engineering Incorporated

If a school zone speed limit is warranted, the school zone speed limit shall be in effect during the times of the day that students are walking to and from school, as prescribed by municipal bylaw. The maximum speed limit, at times of the day when the 40 km/h is not in effect, will be determined using the remainder of this policy.

CONTACT:

General Manager, Roads, Transportation Services Department.

APPROVAL INFORMATION

CAO Approval Date:

Committee:

Clause:

Report No:

Council Approval:

Minute No.

Page:

Date:

PROPOSED SPEED LIMITS

Proposed Speed Limit	Roadway	Limits of Regulation	Effective Date
“Maximum 50” km/h	King Road (Y.R. 11)	458 metres east of the east limit of William Street / Banner Lane and 688 metres west of the west limit of Charles Street	July 9, 2009
“Maximum 60” km/h	Yonge Street (Y.R. 1)	The north limit of Elgin Mills Road (Y.R. 49) to 185 metres north of the north limit of Industrial Parkway	July 9, 2009
“Maximum 60” km/h	Yonge Street (Y.R. 1)	800 metres south of the south limit of St. John's Sideroad (Y.R. 26) to 200 metres north of the north limit of Green Lane (Y.R. 19)	July 9, 2009
“Maximum 60” km/h	Kennedy Road (Y.R. 3)	The north limit of Steeles Avenue to 300 metres north of the north limit of Major Mackenzie Drive East (Y.R. 25)	July 6, 2009
“Maximum 60” km/h	Keele Street (Y.R. 6)	The north limit of Steeles Avenue and 200 metres south of the south limit of Alberta Drive	July 7, 2009
“Maximum 60” km/h	Keele Street (Y.R. 6)	490 metres north of the north limit of McNaughton Road to 100 metres north of Teston Road (Y.R. 49)	July 7, 2009
“Maximum 60” km/h	Highway 7 (Y.R. 7)	The west limit of Highway 27 to the east limit of Centre Street (Y.R. 71)	July 13, 2009
“Maximum 60” km/h	Highway 7 (Y.R. 7)	The west limit of the Bayview Avenue Ramp to 40 metres west of the west limit of Sciberras Road	July 9, 2009
“Maximum 60” km/h	Highway 7 (Y.R. 7)	200 metres east of the east limit of Main Street (Old Kennedy Road) to 100 metres west of the west limit of McCowan Road (Y.R. 67)	July 20, 2009
“Maximum 60” km/h	Highway 7 (Y.R. 7)	100 metres east of Wideman Street to the east limit of Donald Cousens Parkway (Y.R. 48)	July 20, 2009
“Maximum 60” km/h	Woodbine Avenue (Y.R. 8)	The north limit of Steeles Avenue and 392 metres north of the north limit of Elgin Mills Road East (Y.R. 49)	July 20, 2009

PROPOSED SPEED LIMITS

Proposed Speed Limit	Roadway	Limits of Regulation	Effective Date
“Maximum 60” km/h	King Road (Y.R. 11)	The west limit of Yonge Street (Y.R. 1) and the west limit of Bathurst Street (Y.R. 38)	July 9, 2009
“Maximum 60” km/h	King Road (Y.R. 11)	The east limit of Dufferin Street (Y.R. 53) to 458 metres east of the east limit of William Street / Banner Lane	July 9, 2009
“Maximum 60” km/h	King Road (Y.R. 11)	688 metres west of the west limit of Charles Street to the west limit of Jane Street (Y.R. 55)	July 9, 2009
“Maximum 60” km/h	Leslie Street (Y.R. 12)	The north limit of John Street to 250 metres south of the east leg of 19th Avenue	July 9, 2009
“Maximum 60” km/h	Leslie Street (Y.R. 12)	The south limit of Wellington Street (Y.R. 15) to 536 metres north of Green Lane East (Y.R. 19)	July 9, 2009
“Maximum 60” km/h	The Queensway (Y.R. 12)	The south limit of Ravenshoe Road (Y.R. 32) to 100 metres south of Glenwoods Drive	July 9, 2009
“Maximum 60” km/h	Mount Albert Road (Y.R. 13)	285 metres west of the west limit of Birchard Boulevard to the east limit of Highway 48	July 9, 2009
“Maximum 60” km/h	Wellington Street East (Y.R. 15)	The east limit of the 404 northbound off ramp to the east limit of Bayview Avenue (Y.R. 34)	July 15, 2009
“Maximum 60” km/h	Islington Avenue (Y.R. 17)	150 metres south of the south limit of Langstaff Road (Y.R. 72) to the south limit of Major Mackenzie Drive (Y.R. 25)	July 15, 2009
“Maximum 60” km/h	Park Road (Y.R. 18)	The south limit of Black River Road to the north limit of Park Road (Y.R. 18)	July 15, 2009
“Maximum 60” km/h	Pefferlaw Road (Y.R. 21)	229 metres west of the west limit of Florence Drive and the south limit of King's Highway No. 48	July 15, 2009
“Maximum 60” km/h	Major Mackenzie Drive E. (Y.R. 25)	The west limit of Woodbine Avenue (Y.R. 8) to the west limit of Bayview Avenue (Y.R. 34)	July 15, 2009

PROPOSED SPEED LIMITS

Proposed Speed Limit	Roadway	Limits of Regulation	Effective Date
“Maximum 60” km/h	Major Mackenzie Drive E. (Y.R. 25)	92 metres west of the west limit of Arnold Street to the east limit of Hill Street	July 15, 2009
“Maximum 60” km/h	Major Mackenzie Drive E. (Y.R. 25)	The west limit of Jane Street (Y.R. 55) to the West limit of Pine Valley Drive (Y.R. 57)	July 15, 2009
“Maximum 60” km/h	Highway 27 (Y.R. 27)	The north limit of Steeles Avenue to the north limit of Rutherford Road (Y.R. 73)	July 6, 2009
“Maximum 60” km/h	Highway 27 (Y.R. 27)	535 metres south of the north limit of King Road (Y.R. 11) to 315 metres south of the north limit of King Road (Y.R. 11)	July 15, 2009
“Maximum 60” km/h	Glenwoods Drive (Y.R. 33)	The west limit of Woodbine Avenue (Y.R. 8) to 1068 metres east of the east limit of The Queensway (Y.R. 12)	July 15, 2009
“Maximum 60” km/h	Bayview Avenue (Y.R. 34)	50 metres south of the south limit of Windhurst Gate to 50 metres north of the north limit of North Taylor Mills Drive	July 15, 2009
“Maximum 60” km/h	Bayview Avenue (Y.R. 34)	1079 metres north of the north limit of Stouffville Road (Y.R. 14) to north limit of Bloomington Road (Y.R. 40)	July 15, 2009
“Maximum 60” km/h	Bayview Avenue (Y.R. 34)	The south limit of Stone Road North to 250 metres south of the south limit of Mulock Drive (Y.R. 74)	July 15, 2009
“Maximum 60” km/h	Bathurst Street (Y.R. 38)	The north limit of Steeles Avenue and the north limit of Elgin Mills Road (Y.R. 49)	July 15, 2009
“Maximum 60” km/h	Elgin Mills Road (Y.R. 49)	The west limit of Woodbine Avenue (Y.R.8) and the east limit of Yonge Street (Y.R. 1)	July 15, 2009
“Maximum 60” km/h	Teston Road (Y.R. 49)	500 metres east of the east limit of Keele Street to the west limit of Jane Street (Y.R. 55)	July 15, 2009
“Maximum 60” km/h	Dufferin Street (Y.R. 53)	The north limit of Steeles Avenue to the north limit of Major Mackenzie Drive (Y.R. 25)	July 15, 2009

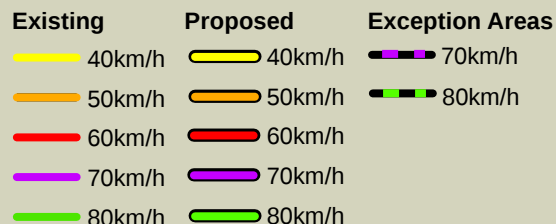
PROPOSED SPEED LIMITS

Proposed Speed Limit	Roadway	Limits of Regulation	Effective Date
“Maximum 60” km/h	Jane Street (Y.R. 55)	The north limit of Steeles Avenue to 671 metres north of the north limit of Teston Road (Y.R. 49)	July 15, 2009
“Maximum 60” km/h	Weston Road (Y.R. 56)	The north limit of Steeles Avenue to the north limit of Teston Road (Y.R. 49)	July 6, 2009
“Maximum 60” km/h	Pine Valley Drive (Y.R. 57)	The north limit of Rutherford Road (Y.R. 73) to the north limit of Teston Road (Y.R. 49)	July 6, 2009
“Maximum 60” km/h	Warden Avenue (Y.R. 65)	The north limit of Steeles Avenue to 244 metres north of the north limit of Major Mackenzie Drive (Y.R. 25)	July 9, 2009
“Maximum 60” km/h	McCowan Road (Y.R. 67)	The north limit of Steeles Avenue to the north limit of Major Mackenzie Drive East (Y.R. 25)	July 9, 2009
“Maximum 60” km/h	McCowan Road (Y.R. 67)	The north limit of Mill Road to the north limit of Doane Road	July 9, 2009
“Maximum 60” km/h	Markham Road (Y.R. 68)	The north limit of Steeles Avenue and 670 metres north of the north limit of 14th Avenue (Y.R. 71)	July 9, 2009
“Maximum 60” km/h	Ninth Line (Y.R. 69)	250 metres north of the north limit of Millard Street and a point approximately 973 metres north of the north limit of Millard Street	July 9, 2009
“Maximum 60” km/h	Langstaff Road (Y.R. 72)	The north limit of Highway No. 7 and the east limit of Keele Street (Y.R. 6)	July 9, 2009
“Maximum 60” km/h	16 th Avenue (Y.R. 73)	The east limit of Donald Cousens Parkway (Y.R.48) to 450 metres east of the east limit of Bayview Avenue (Y.R. 34)	July 9, 2009
“Maximum 60” km/h	Rutherford Road (Y.R. 73)	The west limit of Bathurst Street (Y.R. 38) 1000 metres east of the east limit of Highway 27	July 9, 2009
“Maximum 60” km/h	Mulock Drive (Y.R. 74)	The east limit of Woodbine Avenue (Y.R. 8) to the east limit of Bathurst Street (Y.R. 38)	July 9, 2009

PROPOSED SPEED LIMITS

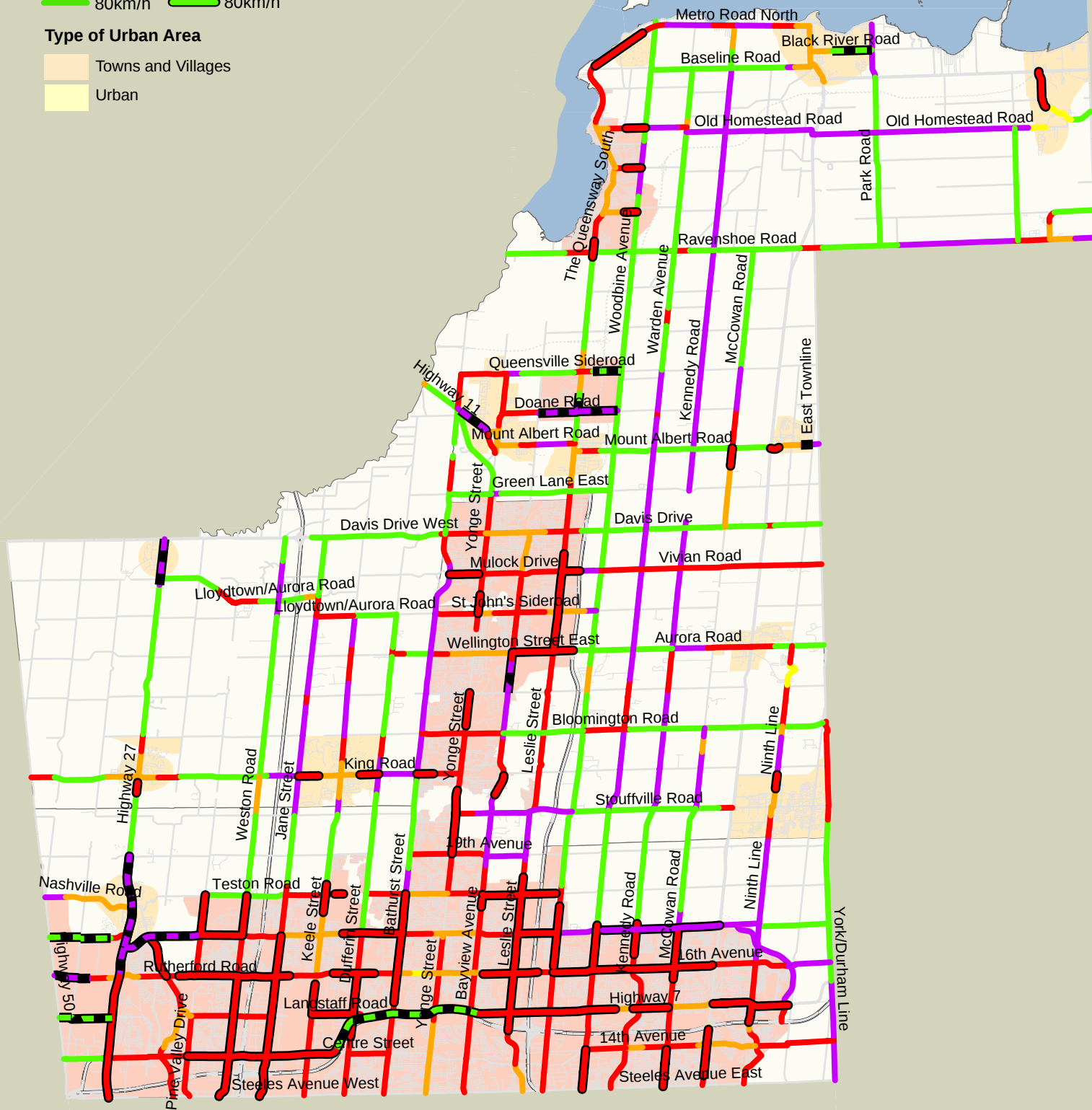
Proposed Speed Limit	Roadway	Limits of Regulation	Effective Date
“Maximum 60” km/h	Morton Avenue (Y.R. 78)	The west limit of Woodbine Avenue to the east limit of The Queensway (Y.R. 12)	July 9, 2009
“Maximum 60” km/h	Metro Road (Y.R. 78)	The north limit of First Avenue to 150 metres east of the east limit of Elmwood Street	July 9, 2009
“Maximum 60” km/h	Old Homestead Road (Y.R. 79)	The east limit of Woodbine Avenue (Y.R. 8) and 100 metres east of the east limit of Broadview Avenue	July 9, 2009
“Maximum 70” km/h	King Road (Y.R. 11)	The west limit of Bathurst Street (Y.R. 38) and the east limit of Dufferin Street (Y.R. 53)	July 9, 2009
“Maximum 70” km/h	King Road (Y.R. 11)	The west limit of Jane Street (Y.R. 55) and 400 metres west of the west limit of Highway 400 southbound off ramp terminal	July 9, 2009
“Maximum 70” km/h	Major Mackenzie Drive E. (Y.R. 25)	The west limit of Woodbine Avenue (Y.R. 8) to the west limit of Ninth Line (Y.R. 69)	July 9, 2009
“Maximum 70” km/h	Highway 27 (Y.R.27)	From the north limit of Rutherford Road (Y.R. 73) to the north limit of Kirby Road	July 9, 2009
“Maximum 70” km/h	Bayview Avenue (Y.R. 34)	1500 metres north of the north limit of Elgin Mills Road (Y.R. 49) to 1079 metres north of the north limit of Stouffville Road (Y.R. 14)	July 9, 2009
“Maximum 70” km/h	Bayview Avenue (Y.R. 34)	From the north limit of Bloomington Road (Y.R. 40) to the south limit of Stone Road North	July 9, 2009
“Maximum 70” km/h	Ninth Line (Y.R. 69)	973 metres north of the north limit of Millard Street and a point approximately 564 metres south of the south limit of Bloomington Road (Y.R. 40)	July 9, 2009
“Maximum 70” km/h	Old Homestead Road (Y.R. 79)	500 metres west of the west limit of Warden Avenue to the east limit of Woodbine Avenue (Y.R. 8)	July 9, 2009

York Region Speed Zones



Type of Urban Area

- Towns and Villages
 Urban



The revised speed limit policy will match strategic initiatives to balance movement of traffic with the requirements of all road users

York Regional roads are undergoing a transformation process from roads where the main emphasis has been to move traffic, to roads which are more urban in nature and balance the requirements of all road users, including pedestrians, cyclists, transit users, motorists and communities. Over the past few years, Regional Council endorsed several strategic initiatives that have transformed Regional roads to be more accommodating for all road users. These initiatives include Transit improvements such as VIVA; high occupancy vehicle lanes; updated design standards for six-lane roadways; bike lanes and streetscaping.

Current speed limits on Regional roads have been established using a technical process and policy endorsed by Regional Council in 2004. It has become apparent that the existing policy has resulted in some inconsistent speed limits in the urban areas of the Region. Residents of York Region continue to be concerned about high vehicle speeds in their communities and some existing posted speed limits on Regional roads are too high for the new urban streetscapes that the Region is striving for.

In order to ensure speed limits on our Regional roads match the strategic initiatives and direction of Regional Council, staff of the Region developed a revised policy on setting speed limits on Regional roads. This policy was endorsed by Regional Council on June 25, 2009.

The revised policy permits posting the base speed limit on roads in the urban areas of the Region at 60 kilometres-per-hour. Existing 50 kilometres-per-hour zones and 40 kilometres-per-hour zones will remain in areas where there are pedestrians, schools, recreation areas and parks. In most cases, the speed limit on rural roads will be set at or remain posted at 80 kilometres-per-hour.

Commencing in July and throughout the summer, Roads Maintenance staff will be installing new speed limit signs on the Regional roads that have been assessed using this new policy. We remind drivers to always comply with posted speed limits and to pay special attention to speed limit signs and all other roadway signage. For further information regarding the revised speed limit policy, please contact our General Manager, Transportation Services – Roads.