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SPEED LIMIT REVISIONS REGIONAL ROAD NETWORK

The Transportation and Works Committee recommends:

- 1. The recommendations contained in the following report, August 24, 2005, from the Commissioner of Transportation and Works; and**
- 2. Staff be requested to monitor the speed limit on Kennedy Road, South of Metro Road in the Town of Georgina as referred to Recommendation 2 of the report.**

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 60-km per hour on Mount Albert Road (Y.R. 13) from 235 metres east of the east limit of Holland River Boulevard to the west limit of Valleyview Avenue, be reduced to 50-km per hour, in the Town of East Gwillimbury.
2. The existing speed limit of 80-km per hour on Kennedy Road (Y.R. 3) from the south limit of Mahoney Avenue to 500 metres south of the south limit of Mahoney Avenue, be reduced to 50-km per hour, in the Town of Georgina.
3. The existing speed limit of 80-km per hour on Major Mackenzie Drive (Y.R. 25) from 150 metres east of the east limit of Millwood Parkway to the west limit of Weston Road (Y.R. 56), be reduced to 70-km per hour, in the City of Vaughan.
4. The existing speed limit of 80-km per hour on Major Mackenzie Drive (Y.R. 25) from the east limit of Weston Road (Y.R. 56) to 1350 metres west of the west limit of Jane Street (Y.R. 55), be reduced to 60-km per hour, in the City of Vaughan.
5. The existing speed limit of 60-km per hour on Major Mackenzie Drive (Y.R. 25) from the east limit of Jane Street (Y.R. 55) to 200 metres west of the west limit of McNaughton Road/ Avro Road, be reduced to 50-km per hour, in the City of Vaughan.
6. The existing speed limit of 60-km per hour on Major Mackenzie Drive (Y.R. 25) from 355 metres west of the west limit of Hill Street to the west limit of McNaughton Road East, be reduced to 50-km per hour, in the City of Vaughan.
7. The Regional Solicitor prepare the necessary by-law.

8. The Regional Clerk forward this report to the Clerks of the Town of East Gwillimbury, the Town of Georgina, the City of Vaughan and to the Chief of York Regional Police, with a request to enforce this new regulation, as their resources permit.

2. PURPOSE

The purpose of this report is to obtain Council authorization to change existing speed limit regulations within the Regional road system.

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

3. BACKGROUND

Regional Council at its meeting on September 23, 2004 adopted a new policy on setting speed limits on the Regional road system. This policy is based on a number of factors including completion of field studies to determine operating speed; analysis of collision history to identify any relevant patterns or trends; assessment of physical roadway characteristics; and evaluation of any existing or proposed adjacent land use.

The Roads Branch regularly reviews posted speed limits on Regional Roads. Revisions to the existing speed limits take into account a number of factors to ensure that the regulatory speed is applicable to the existing roadway characteristics and roadside environment, and is in accordance with actual operating speeds and collision history. Where instances occur that reconstruction changes the roadside environment and alignment to such a degree that existing speed limits are no longer appropriate, steps are to be taken to ensure that the regulatory speed limit is appropriate with the new roadways characteristics.

These reviews are initiated by concerns from residents, requests from local municipalities and general development growth adjacent to Regional roads.

4. ANALYSIS AND OPTIONS

Speed limit reviews were carried out to address requests for speed limit reductions on a number of roadways throughout the Region. A goal of these reviews is to standardize the regulatory speed limit applications for each section of the road in accordance with the current roadway characteristics, actual operating speed, and collision history. The speed limit review process of each of the road sections consists of:

- A classification of the roads characteristics.
- Speed studies to determine the operating speeds.
- A summary of the recent collision history.
- Identification of any potential safety issues.

The results of the road characteristics, the speed study, collision history, if applicable and potential safety issues for each of the proposed speed regulation changes are discussed below.

4.1 Mount Albert Road, From 2nd Concession to Yonge Street, Town of East Gwillimbury

Mount Albert Road from 2nd Concession to Yonge Street in Holland Landing is a two-lane semi-urban roadway that carries approximately 8,390 vehicles per day. The speed limit in this area is 60-km per hour from the 2nd Concession to the west limit of Valleyview Avenue and then is reduced to 50-km per hour. During school times, there is a school crossing guard located at the intersection of Mount Albert Road and Holland River Boulevard.

In order to determine the appropriate speed limit, Regional staff applied the speed limit policy, adopted by Council on September 23, 2004, for the section of Mount Albert Road, from 2nd Concession to Yonge Street. 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.

The results indicate that conditions in the area of Holland River Boulevard where the school crossing guard is located reflect and are consistent with a 50-km per hour speed limit.

Therefore, it is recommended that the existing posted speed limit of 60-km per hour on Mount Albert Road be reduced to 50-km per hour from 235 metres east of the east limit of Holland River Boulevard to the west limit of Valleyview Avenue (*see Attachment 1*). It is anticipated that the reduction in the posted speed limit will assist in improving the overall safety along this section of Mount Albert Road.

4.2 Kennedy Road, South of Metro Road

Kennedy Road, south of Metro Road, in the Town of Georgina, is a two-lane rural roadway that carries approximately 2,100 vehicles per day. The existing speed limit at this location is 50-km per hour.

A request was made to reduce the speed limit from 50-km per hour to 40-km per hour on Kennedy Road between Metro Road and Mahoney Avenue. Regional staff have

reviewed this location and observed high pedestrian volumes crossing the road and observed that sidewalks are not provided.

In order to determine the appropriate speed limit, Regional staff applied the speed limit policy, for the section of Kennedy Road south of Metro Road. The results indicate that this road section is consistent with a 50-km per hour speed limit. However, it is proposed that the existing 50-km per hour speed zone be extended southerly to increase the transition zone into the community.

Therefore, it is recommended that the existing posted speed limit of 50-km per hour on Kennedy Road be extended 500 metres south of Mahoney Avenue, in the Town of Georgina. It is anticipated that the reduction in the posted speed limit will assist in improving the overall safety along this section of Kennedy Road. Avenue (*see Attachment 2*)

4.3 Major Mackenzie Drive, Between Dufferin Street to Pine Valley Drive, City of Vaughan

Major Mackenzie Drive is a major four-lane urban roadway that links motorists to Highway 400. This section of Major Mackenzie Drive carries approximately 45,000 vehicles per day. Between Dufferin Street and Pine Valley Drive, Major Mackenzie Drive has six different speed zones. Travelling in the eastbound direction towards Highway 400, the speed limit changes from 70-km per hour to 80-km per hour. East of Highway 400, the speed limit changes from 60-km per hour to 50-km per hour to 60-km per hour for a short distance and then increases to 70-km per hour.

Drivers find the numerous speed zones confusing and find it difficult to keep track of the speed limit changes. As a result of the lack of certainty about the applicable speed limit, drivers often unintentionally exceed the speed limits. In addition, the mass residential and commercial developments have increased traffic volumes and pedestrian activity.

It is, therefore, recommended that the existing speed limit zones on Major Mackenzie Drive be increased in length and the maximum speed limits be decreased to provide more uniformity and consistency. (*see Attachment 3*).

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacture and installation of the new speed limit signs is included within the 2005 Roads Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended revisions to the speed limits relate to the Regional road system with no direct impact on the local municipality. The revisions reflect the changes stemming

from both existing and proposed adjacent development and local concerns for speeding and safety. The changes to the posted speed limits are intended to improve the level of speed compliance in areas where safety is an issue.

7. CONCLUSION

The Roads Branch initiated a review of the existing speed limit regulations as part of a regular speed limit review process. The proposed speed limit changes will assist in standardizing the regulatory speed limit applications for each section of the road, in accordance with the current roadway characteristics, speeds, and collision history.

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 Town of East Gwillimbury, Town of Georgina, City of Vaughan and to the Chief of York Regional Police, with a request to enforce the new regulatory speed limit, as their resources permit.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the September 7, 2005 Committee meeting.)