

6

SPEED LIMIT REVISIONS ON REGIONAL ROADS SEMI-ANNUAL UPDATE

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated September 5, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 80-km per hour on Wellington Street (Y.R. 15) from 1000 metres east of Bayview Avenue (Y.R. 34) to westerly limit of Highway 404, be reduced to 70-km per hour, in the Town of Aurora.
2. The existing speed limit of 80-km per hour on Yonge Street (Y.R. 1) from 400 metres north of Bloomington Road (Y.R. 40) to 100 metres north of Industrial Parkway, be reduced to 60-km per hour, in the Town of Aurora.
3. The existing speed limit of 50-km per hour on Mount Albert Road (Y.R. 13) from Leslie Street (Y.R. 12) to 305 metres east of Leslie Street (Y.R. 12), be **increased** to 60-km per hour, in the Town of East Gwillimbury.
4. The existing speed limit of 80-km per hour on Mount Albert Road (Y.R. 13) from 656 metres west of Woodbine Avenue (Y.R. 8) to Woodbine Avenue (Y.R. 8), be reduced to 60-km per hour, in the Town of East Gwillimbury.
5. The existing speed limit of 80-km per hour on Black River Road (Y.R. 80) from 650 metres east of Queen Street to Park Road (Y.R. 18), be reduced to 70-km per hour, in the Town of Georgina.
6. The existing speed limit of 60-km per hour on King Road (Y.R. 11) from 1007 metres west of the 8th Concession Road to 270 west of the 8th Concession Road, be reduced to 50-km per hour, in the Township of King.
7. The existing speed limit of 80-km per hour on Major Mackenzie Drive East (Y.R. 25) from Glenbourne Park Drive to Highway 48, be reduced to 70-km per hour, in the City of Markham.
8. The existing speed limit of 70-km per hour on McCowan Road (Y.R. 67) from Steeles Avenue to 150 metres south of 14th Avenue (Y.R. 71), be reduced to 60-km per hour, in the City of Markham.

9. The existing speed limit of 70-km per hour on McCowan Road (Y.R. 67) from 350 metres north of Carlton Road to 458 metres north of 16th Avenue (Y.R. 73), be reduced to 60-km per hour, in the City of Markham.
10. The existing speed limit of 80-km per hour on McCowan Road (Y.R. 67) from 458 metres north of 16th Avenue (Y.R. 73) to Mackenzie Drive East (Y.R. 25), be reduced to 60-km per hour, in the City of Markham.
11. The existing speed limit of 70-km per hour on Leslie Street (Y.R. 12) from 1920 metres north of John Street to 900 metres north of Elgin Mills Road East (Y.R. 14), be reduced to 60-km per hour, in the Town of Richmond Hill.
12. The existing speed limit of 70-km per hour on Leslie Street (Y.R. 12) from 250 metres south of 19th Avenue to Stouffville Road (Y.R. 14), be reduced to 60-km per hour, in the Town of Richmond Hill.
13. The existing speed limit of 70-km per hour on Yonge Street (Y.R. 1) from 300 metres north of Devonsleigh Boulevard to 600 metres north of Gamble Road (Y.R. 29), be reduced to 60-km per hour, in the Town of Richmond Hill.
14. The existing speed limit of 80-km per hour on Yonge Street (Y.R. 1) from 600 metres north of Gamble Road (Y.R. 29) to 350 metres south of Old Colony Road, be reduced to 60-km per hour, in the Town of Richmond Hill.
15. The existing speed limit of 70-km per hour on Jane Street (Y.R. 55) from Steeles Avenue to Major Mackenzie Drive West (Y.R. 25), be reduced to 60-km per hour, in the City of Vaughan.
16. The existing speed limit of 70-km per hour on Keele Street (Y.R. 6) from 153 metres north of Langstaff Road (Y.R. 72) to 200 metres south of Alberta Drive, be reduced to 60-km per hour, in the City of Vaughan.
17. The existing speed limit of 70-km per hour on Langstaff Road (Y.R. 72) from Keele Street (Y.R. 6) to Dufferin Street (Y.R. 53), be reduced to 60-km per hour, in the City of Vaughan.
18. The existing speed limit of 70-km per hour on Weston Road (Y.R. 56) from Steeles Avenue West to Rutherford Road (Y.R. 73), be reduced to 60-km per hour, in the City of Vaughan.
19. The existing speed limit of 80-km per hour on Weston Road (Y.R. 56) from Major Mackenzie Drive West (Y.R. 25) to Teston Road (Y.R. 49), be reduced to 60-km per hour, in the City of Vaughan.

20. The Regional Solicitor prepares the necessary by-laws.

21. The Regional Clerk forward this report to the Clerks of the Towns of Aurora, East Gwillimbury, Richmond Hill, Georgina, the Cities of Vaughan and Markham, the Township of King and to the Chief of York Regional Police.

2. PURPOSE

This report requests Council authorization to change 19 existing speed limit regulations on Regional roads.

3. BACKGROUND

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

Revisions to existing speed limits take into account a number of factors to ensure the regulatory speed is appropriate for the existing roadway characteristics and roadside environment. To address speed limit requests, Regional staff use the approved Speed Limit Policy to determine whether or not a specific Regional road passes through an urban or rural or hamlet area. Regional staff has applied the Transportation Association of Canada (TAC) guidelines for establishing speed limits.

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

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

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

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

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

4. ANALYSIS AND OPTIONS

The Region routinely investigates the need for speed limit revisions at various locations on the Regional road network. These investigations are generally initiated by requests from the public, members of Council or proactively as part of ongoing monitoring of roadways. Regional staff has identified 18 road sections for a speed limit revision as outlined in this report.

The new speed limit policy has resulted in increased public requests for speed limit changes

Since the endorsement of the speed limit policy Regional staff is receiving numerous requests from residents to revise speed limits across the Regional road network.

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

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

- Wellington Street from Bayview Avenue to Highway 404, in the Town of Aurora. (*Attachment 1*)
- Yonge Street from 19th Avenue to Industrial Parkway, in the Towns of Aurora and Richmond Hill. (*Attachment 2*)
- Mount Albert Road from Leslie Street to Woodbine Avenue, in the Town of East Gwillimbury. (*Attachment 3*)
- Black River Road from Queen Street to Park Road, in the Town of Georgina. (*Attachment 4*)

- King Road (Y.R. 11) from Highway 27 to the 8th Concession Road, in the Township of King. (*Attachment 5*)
- Major Mackenzie Drive East (Y.R. 25) from Glenbourne Park Drive to Highway 48, in the City of Markham. (*Attachment 6*)
- McCowan Road (Y.R. 67) from Steeles Avenue to Mackenzie Drive East, in the City of Markham. (*Attachment 7*)
- Leslie Street from Highway 407 to Stouffville Road, in the Town of Richmond Hill and the City of Markham. (*Attachment 8*)
- Jane Street from Steeles Avenue West to Major Mackenzie Drive West, in the City of Vaughan. (*Attachment 9*)
- Keele Street from Langstaff Road to Alberta Drive, in the City of Vaughan. (*Attachment 10*)
- Langstaff Road from Keele Street to Dufferin Street, in the City of Vaughan. (*Attachment 11*)
- Weston Road (Y.R. 56) from Steeles Avenue West to Teston Road, in the City of Vaughan. (*Attachment 12*)

The roadway characteristics on Wellington Street east of Bayview Avenue support a lower speed limit of 70 kilometres per hour

Wellington Street, between Bayview Avenue and Highway 404 is a four-lane urban roadway with the posted speed limit of 80 kilometres per hour, approximately 2.1 kilometres in length carrying 27,000 vehicles daily. There are three signalized intersections and partial sidewalks on the north side of this section of Wellington Street. In addition, there is a recreational facility, fire hall and commercial development on the north side of Wellington Street. A location plan is appended to this report as *Attachment 1*.

Area residents requested that Regional staff review this section of Wellington Street to determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing posted speed limit on Wellington Street between Bayview Avenue and Highway 404, be reduced to 70 kilometres per hour. This speed reduction will provide lower operating speeds for motorists travelling along this section of Wellington Street. The proposed speed limit reductions will represent a travel time increase of approximately 14 seconds per vehicle through this road section.

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

The roadway characteristics on Yonge Street north of 19th Avenue support a lower speed limit of 60 kilometres per hour

Yonge Street, between Devonsleigh Boulevard and Gamble Road is a two-lane semi-urban roadway with the posted speed limits of 80 and 70 kilometres per hour,

approximately 3.3 kilometres in length carrying 26,000 vehicles daily. Through out this section there are six signalized intersection and some sidewalks. In addition, there is the Oak Ridges Moraine Trail that crosses Yonge Street north of Stouffville Road.

Yonge Street, between Bloomington Road and Industrial Parkway is a four-lane urban roadway with a posted speed limit of 80 kilometres per hour, approximately 1.4 kilometres in length carrying 19, 000 vehicles daily. There is one signalized intersections and no sidewalks on this section of Yonge Street. In addition, there is a new development on the west side of Yonge Street which is going to have a school egress onto Regional road. A location plan is appended to this report as *Attachment 2*.

Area residents requested that Regional staff review these sections of road and determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Yonge Street, between Devonsleigh Boulevard and Gamble Road, be reduced to 60 kilometres per hour; the existing 80 kilometres per hour posted speed limit on Yonge Street between Gamble Road and Old Colony Road, be reduced to 60 kilometres per hour; and the existing 80 kilometres per hour posted speed limit on Yonge Street, between Bloomington Road and Industrial Parkway, be reduced to 60 kilometres per hour.

This speed limit reduction will provide lower operating speeds which will create more consistent travel speeds and improve safety. The proposed speed limit reductions will represent a travel time increase of approximately 67 seconds per vehicle.

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

The roadway characteristics on Mount Albert Road east of Leslie Street support a lower speed limit of 60 kilometres per hour

Mount Albert Road, between Leslie Street and Woodbine Avenue is a four-lane semi-urban roadway with the posted speed limits of 80, 70 and 60 kilometres per hour, approximately 2 kilometres in length carrying 4,500 vehicles daily. There are two signalized intersections and no sidewalks on this section of Mount Albert Road. A location plan is appended to this report as *Attachment 3*.

Area residents requested that Regional staff review these sections of road and determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing 50 kilometres per hour posted speed limit on Mount Albert Road, between Leslie Street and 305 metres east of Leslie Street, be **increased** to 60 kilometres per hour; the existing 80 kilometres per hour posted speed limit on Mount Albert Road, between 656 metres west of Woodbine Avenue and Woodbine Avenue, be reduced to 60 kilometres per hour.

This speed limit change will create more consistent travel speeds and improve safety. The proposed speed limit changes represent a travel time increase of approximately 23 seconds per vehicle.

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

The roadway characteristics on Black River Road east of Queen Street support a lower speed limit of 70 kilometres per hour

Black River Road, between Queen Street and Park Road is a two-lane rural roadway with the posted speed limits of 80 kilometres per hour, approximately 2.3 kilometres in length carrying 6,500 vehicles daily. There are no signalized intersections and no sidewalks along this section of Black River Road. A location plan is appended to this report as *Attachment 4*.

Town of East Gwillimbury staff requested Regional staff review this section of Black River Road and determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing posted speed limit on Black River Road between Queen Street and Park Road, be reduced to 70 kilometres per hour. This speed limit reduction will provide lower operating speeds for motorists travelling along this road section. In addition, this speed limit reduction will provide consistency with the easterly part of Black River Road which is posted at 70 kilometres per hour. The proposed speed limit reductions will represent a travel time increase of approximately 15 seconds per vehicle.

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

The roadway characteristics on King Road west of the 8th Concession Road support a lower speed limit of 50 kilometres per hour

King Road, between 1007 metres west of the 8th Concession Road to 270 metres west of the 8th Concession Road is a two-lane urban roadway with the posted speed limit of 60 kilometres per hour, approximately 740 metres in length carrying 12,000 vehicles daily. There are no signalized intersections and no sidewalks along this section of King Road. A location plan is appended to this report as *Attachment 5*.

Township of King staff requested Regional staff review this section of King Road and determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing posted speed limit on King Road between 1007 metres west of the 8th Concession Road to 270 metres west of the 8th Concession Road, be reduced to 50 kilometres per hour. This speed limit reduction will provide lower operating speeds for motorists travelling along this road section. In addition, this speed limit reduction will provide consistency with the westerly part of King Road which is

posted at 50 kilometres per hour. The proposed speed limit reduction will represent a travel time increase of approximately 9 seconds per vehicle.

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

The roadway characteristics on Major Mackenzie Drive East (Y.R. 25) east of Warden Avenue support a lower speed limit of 70 kilometres per hour

Major Mackenzie Drive East, between Glenbourne Park Drive and Highway 48 is a five-lane semi-urban roadway with the posted speed limit of 80 kilometres per hour, approximately 6.1 kilometres in length carrying 26,000 vehicles daily. Throughout this section there are six signalized intersection and partial sidewalks on this section Major Mackenzie Drive East. A location plan is appended to this report as *Attachment 6*.

Area residents requested Regional staff to review these sections of road and determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing 80 kilometres per hour posted speed limit on Mackenzie Drive East, between Glenbourne Park Drive and Highway 48, be reduced to 70 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and improve safety. There is also Angus Glen Community Centre and Golf Course located on the north side of Major Mackenzie Drive East. The proposed speed limit reduction will represent a combined travel time increase of approximately 40 seconds per vehicle.

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

The roadway characteristics on McCowan Road north of Steeles Avenue East support a lower speed limit of 60 kilometres per hour

McCowan Road, between Steeles Avenue East and 14th Avenue is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 2 kilometres in length carrying 36,000 vehicles daily. Throughout this section there are six signalized intersection and sidewalks on this section of McCowan Road.

McCowan Road, between Carlton Road and 16th Avenue is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 1 kilometre in length carrying 33,000 vehicles daily. Throughout this section there are two signalized intersection and sidewalks on this section of McCowan Road.

McCowan Road, between 16th Avenue and Mackenzie Drive East is a four-lane urban roadway with the posted speed limit of 80 kilometres per hour, approximately 1.6

kilometres in length carrying 14,000 vehicles daily. This section includes four signalized intersections and sidewalks. A location plan is appended to this report as *Attachment 7*.

Area residents requested Regional staff to review these sections of road and determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on McCowan Road, between Steeles Avenue and 14th Avenue, be reduced to 60 kilometres per hour; the existing 70 kilometres per hour posted speed limit on McCowan Road between Carlton Road and 16th Avenue, be reduced to 60 kilometres per hour; and the existing 80 kilometres per hour posted speed limit on McCowan Road between 16th Avenue and Mackenzie Drive East, be reduced to 60 kilometres per hour.

This speed reduction will provide lower operating speeds which will create more consistent travel speeds and improve safety. The proposed speed limit reductions will represent a combined travel time increase of approximately 50 seconds per vehicle.

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

The roadway characteristics on Leslie Street north of John Street support a lower speed limit of 60 kilometres per hour

Leslie Street, between Highway 407 and Elgin Mills Road East is a four-lane urban roadway with the posted speed limits 70 kilometres per hour, approximately 8.6 kilometres in length carrying 22,000 vehicles daily. There are 14 signalized intersections and sidewalks on this section of Leslie Street.

Leslie Street, between 19th Avenue and Stouffville Road is a two-lane rural roadway with the posted speed limits 70 kilometres per hour, approximately 2.5 kilometres in length carrying 5,000 vehicles daily. There is one signalized intersection and no sidewalks on this section of Leslie Street. A location plan is appended to this report as *Attachment 8*.

Area residents requested that Regional staff review this section of road to determine if a speed limit revision was necessary. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Leslie Street, between Highway 407 and Stouffville Road, be decreased to 60 kilometres per hour. The proposed speed limit reduction will represent a combined travel time increase of approximately 95 seconds per vehicle.

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

The roadway characteristics on Jane Street north of Steeles Avenue support a lower speed limit of 60 kilometres per hour

Jane Street, between Steeles Avenue West and Major Mackenzie Drive West is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 8.3 kilometres in length carrying 32,000 vehicles daily. This road section includes 21 signalized intersections and sidewalks. A location plan is appended to this report as *Attachment 9*.

Area residents requested that Regional staff review this section of Jane Street and determine if a speed limit revision is necessary. Based on the review, it is recommended that the existing posted speed limit on Jane Street between Steeles Avenue West and Major Mackenzie Drive West, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds for motorists and pedestrians travelling along this section of Jane Street. The proposed speed limit reduction will represent a combined travel time increase of approximately 72 seconds per vehicle.

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

The roadway characteristics on Keele Street south of Rutherford Road support a lower speed limit of 60 kilometres per hour

Keele Street, between Langstaff Road and Alberta Drive is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 1.5 kilometres in length carrying 27,000 vehicles daily. There are two signalized intersections and sidewalks on this section of Keele Street. A location plan is appended to this report as *Attachment 10*.

Area residents requested that Regional staff review this section of Keele Street and determine if a speed limit revision is necessary. Based on the review, it is recommended that the existing posted speed limit on Keele Street between Langstaff Road and Alberta Drive, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds for motorists travelling along this section of Keele Street. The proposed speed limit reduction will represent a combined travel time increase of approximately 13 seconds per vehicle.

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

The roadway characteristics on Langstaff Road West of Dufferin Street support a lower speed limit of 60 kilometres per hour

Langstaff Road, between Keele Street and Dufferin Street is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 2.2 kilometres in

length carrying 16,000 vehicles daily. There are five signalized intersections and sidewalks on this section of Langstaff Road. A location plan is appended to this report as *Attachment 11*.

Area residents requested that Regional staff review this section of Langstaff Road and determine if a speed limit reduction is satisfied. Based on the review, it is recommended that the existing posted speed limit on Langstaff Road between Keele Street and Dufferin Street, be reduced to 60 kilometres per hour. This speed limit reduction will provide lower operating speeds for motorists travelling along this section of Langstaff Road. The proposed speed limit reduction will represent a travel time increase of approximately 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 objection.

**The roadway characteristics on Weston Road north of Steeles Avenue
West support a lower speed limit of 60 kilometres per hour**

Weston Road, between Steeles Avenue West and Rutherford Road is a four-lane urban roadway with the posted speed limit of 70 kilometres per hour, approximately 6.3 kilometres in length carrying 30,000 vehicles daily. There are 13 signalized intersections and sidewalks on this section of Weston Road.

Weston Road, between Major Mackenzie Drive and Teston Road is a four-lane urban roadway with the posted speed limit of 80 kilometres per hour, approximately 2.0 kilometres in length carrying 8,000 vehicles daily. There are two signalized intersections and sidewalks on this section of Weston Road. A location plan is appended to this report as *Attachment 12*.

Area residents requested that Regional staff review this section of Weston Road to determine if a speed limit revision is necessary. Based on the review, it is recommended that the existing posted speed limit on Weston Road between Steeles Avenue West and Teston Road, be reduced to 60 kilometres per hour. This speed limit reduction will provide lower operating speeds for motorists and pedestrians travelling along this section of Weston Road. The proposed speed limit reduction will represent a combined travel time increase of approximately 84 seconds per vehicle.

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

5. FINANCIAL IMPLICATIONS

The cost associated with the manufacture and installation of the new speed limit signs is included within the 2012 Transportation Services Budget. The cost of staff time to

review speed limit revision requests is also included in the 2012 Transportation Service 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 have indicated their support.

7. CONCLUSION

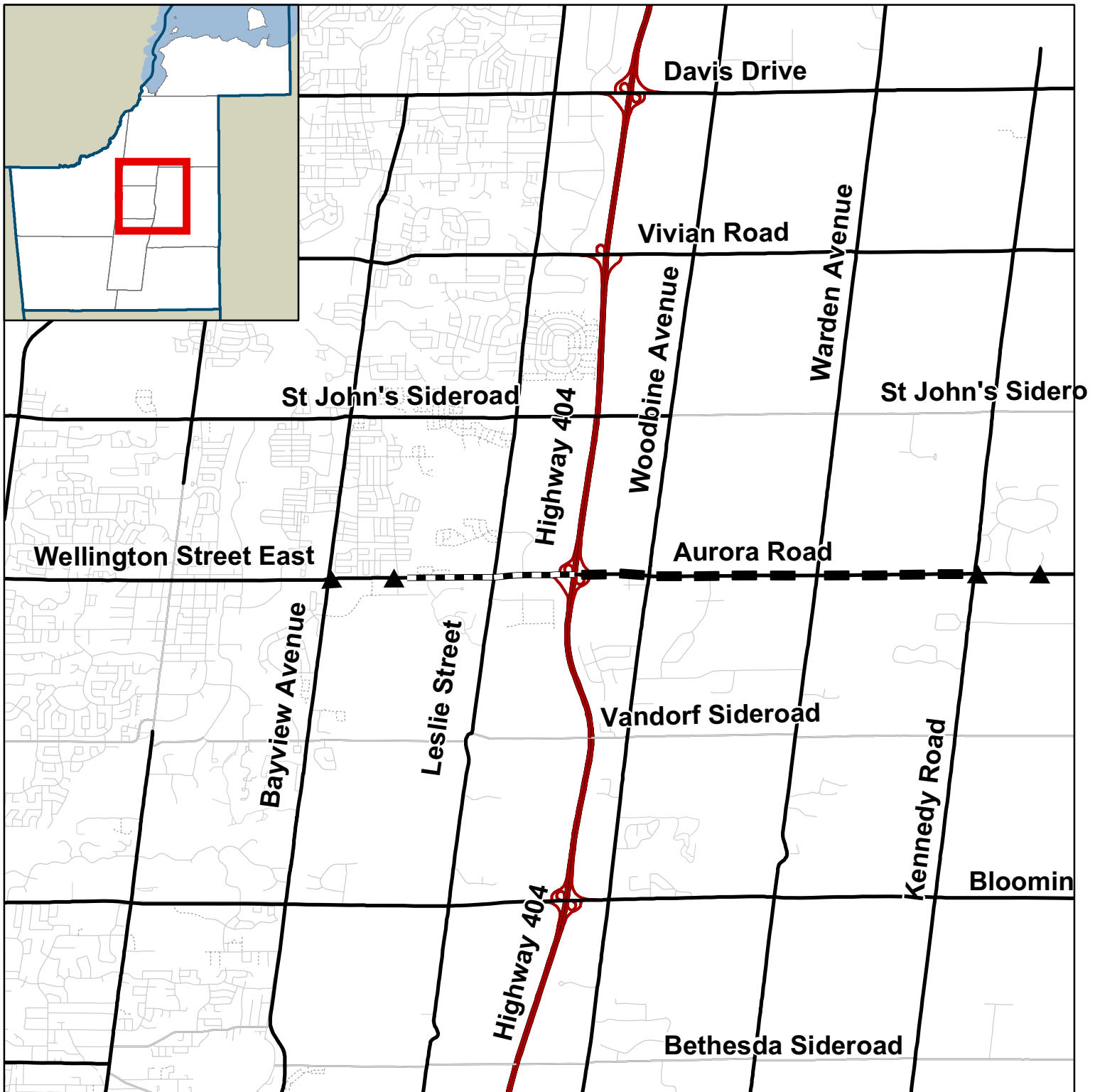
Regional staff has been requested to initiate a review of the existing speed limit regulations on several road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current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

A bylaw is required before the revised speed limits can be signed and enforced. Therefore, the Regional Solicitor has prepared the necessary by-laws and will forward a copy to the Towns of Aurora, East Gwillimbury, Richmond Hill, Georgina, the Cities of Vaughan and Markham, the Township of King and to the Chief of York Regional Police (*Attachment 13*).

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 thirteen attachments referred to in this clause are attached to this report.)



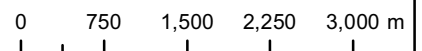
Wellington Street East Town of Aurora

Speed Limit Revisions, Sep. 5, 2012



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Yonge Street
Town of Aurora and
Town of Richmond Hill
 Speed Limit Revisions, Sep. 5, 2012



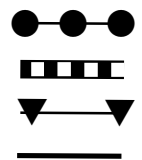
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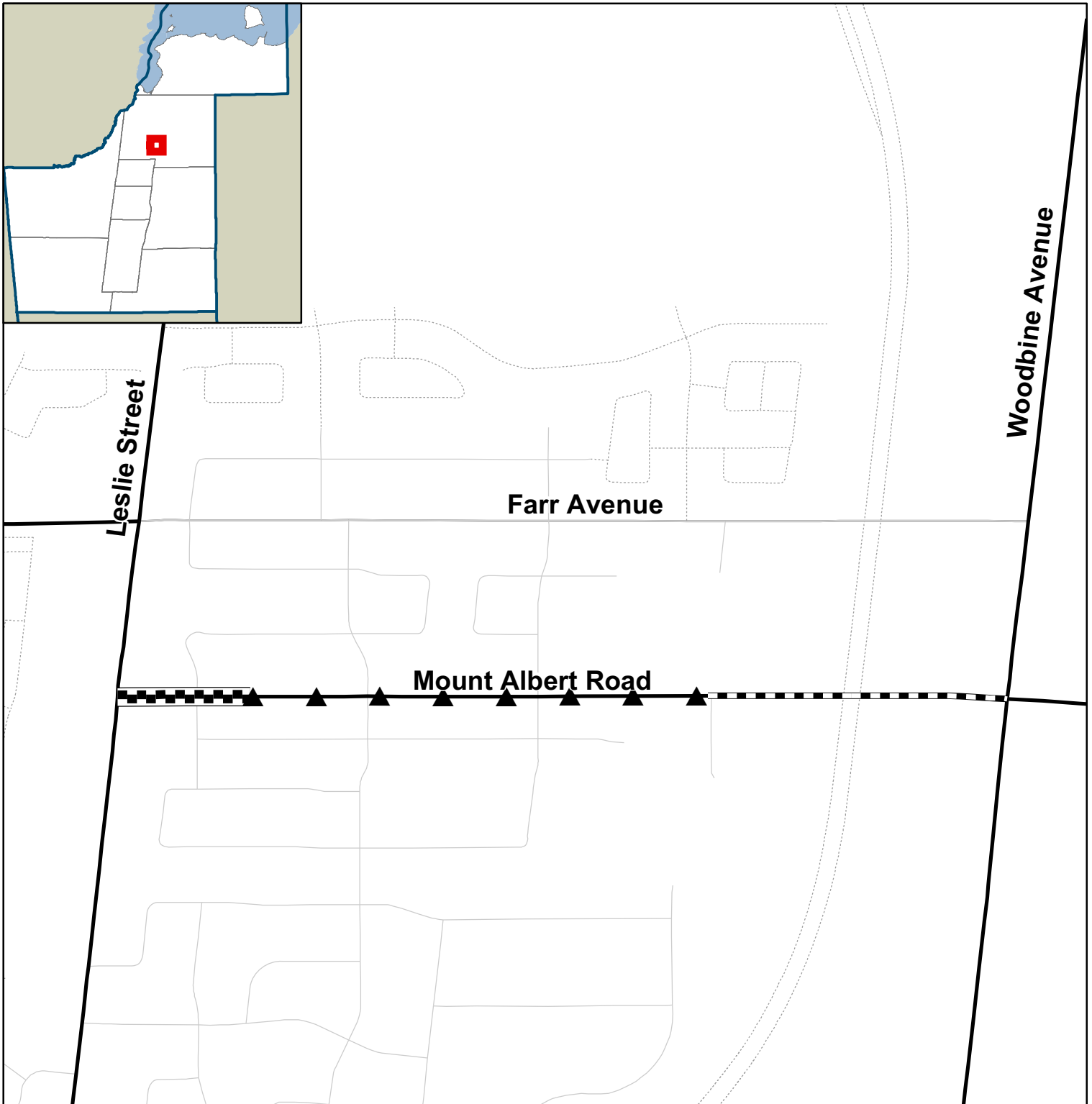
Speed Reduction 70 km/h to 60 km/h

Speed Reduction 80 km/h to 60 km/h

Existing Speed Limit 60 km/h

Regional Road





Mount Albert Road **Town of East Gwillimbury**

Speed Limit Revisions, Sep. 5, 2012

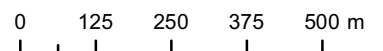


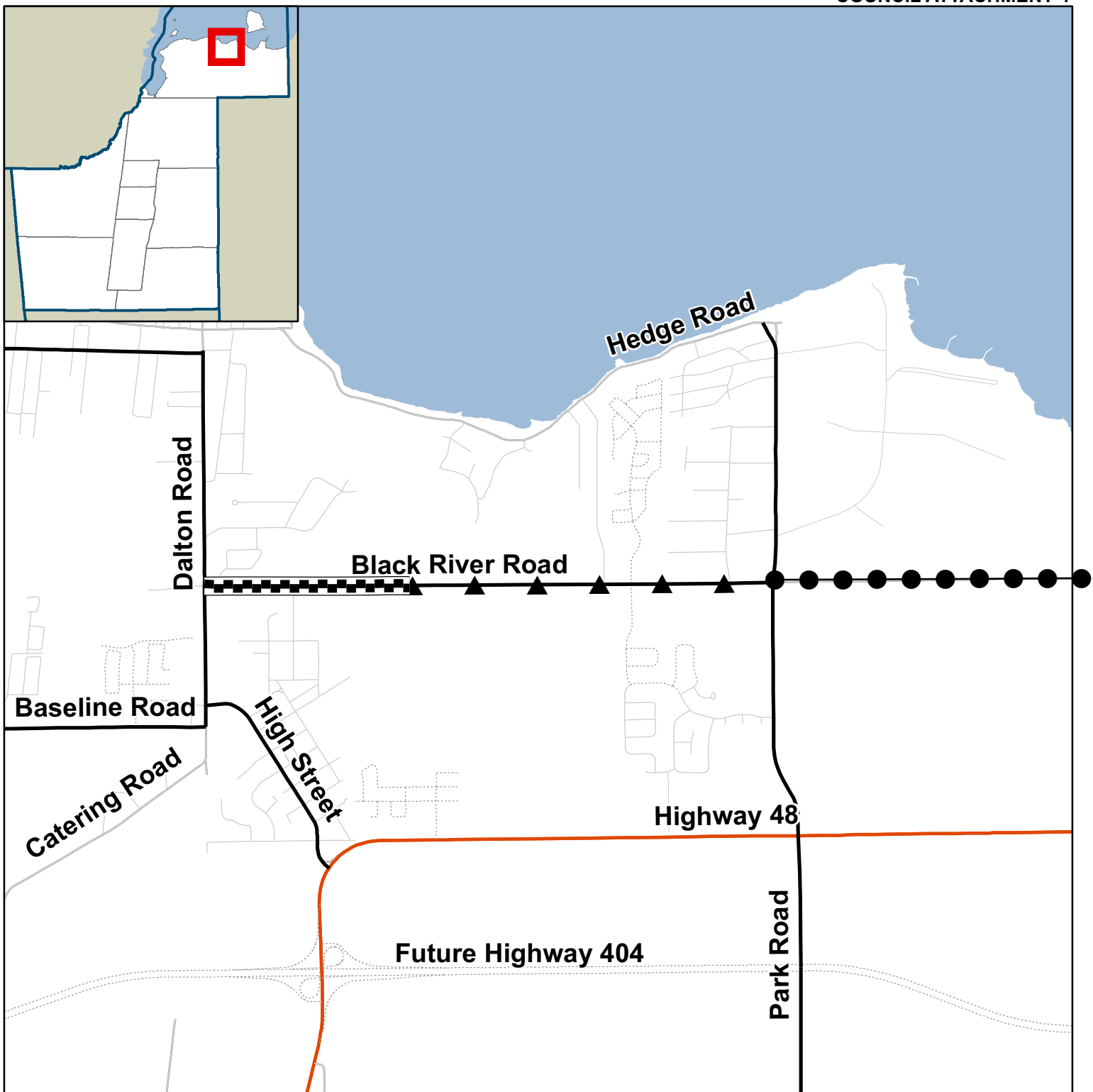
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Speed Reduction 80 km/h to 60 km/h	
Speed Increase 50 km/h to 60 km/h	
Existing Speed Limit 60 km/h	
Regional Road	

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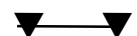
Black River Road Town of Georgina

Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 80 km/h to 70 km/h



Existing Speed Limit 50 km/h



Existing Speed Limit 70 km/h



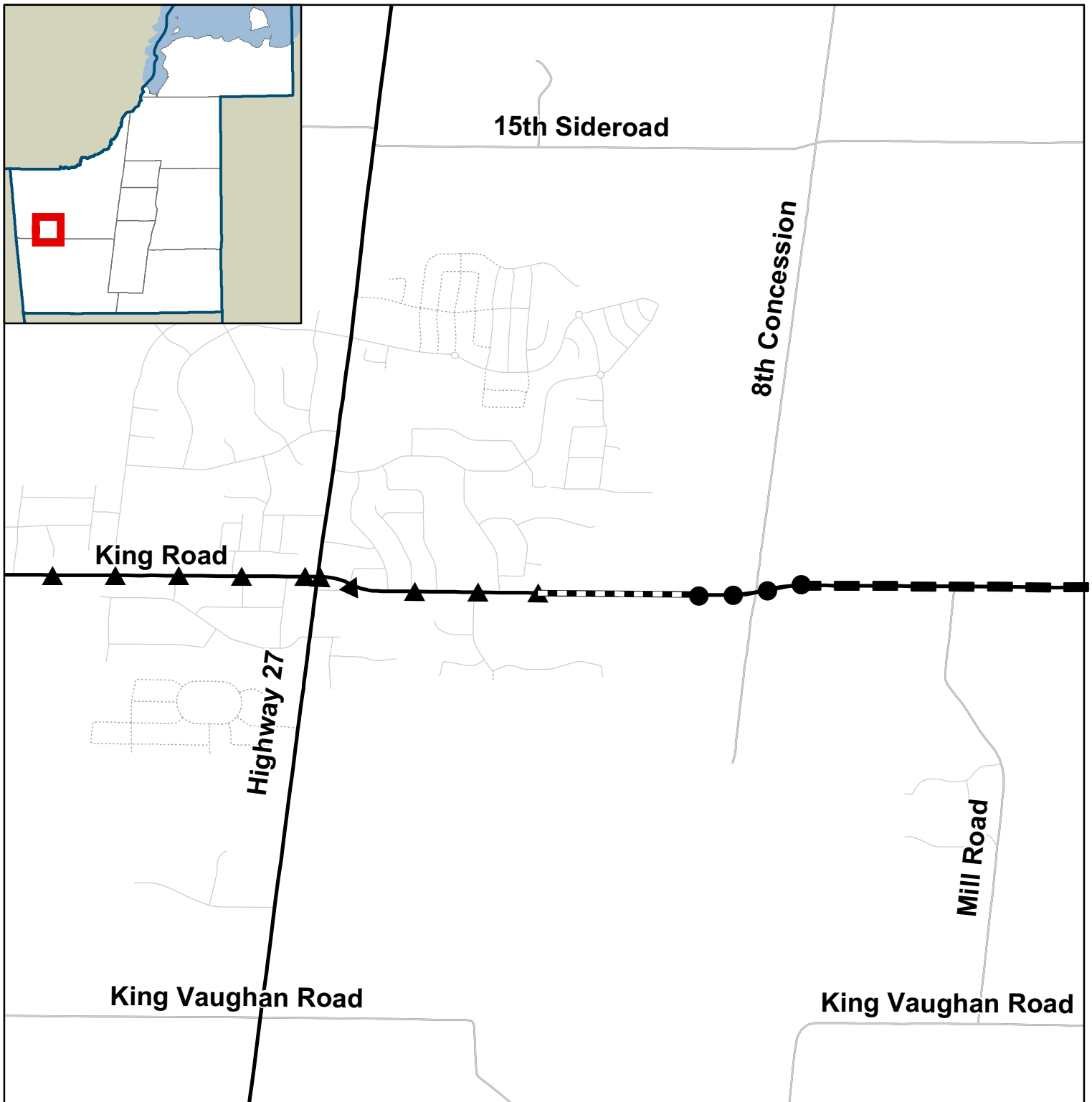
Regional Road



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King Road Township of King

Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 60 km/h to 50 km/h



Existing Speed Limit 50 km/h



Existing Speed Limit 60 km/h



Existing Speed Limit 80 km/h

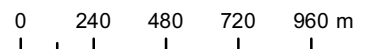


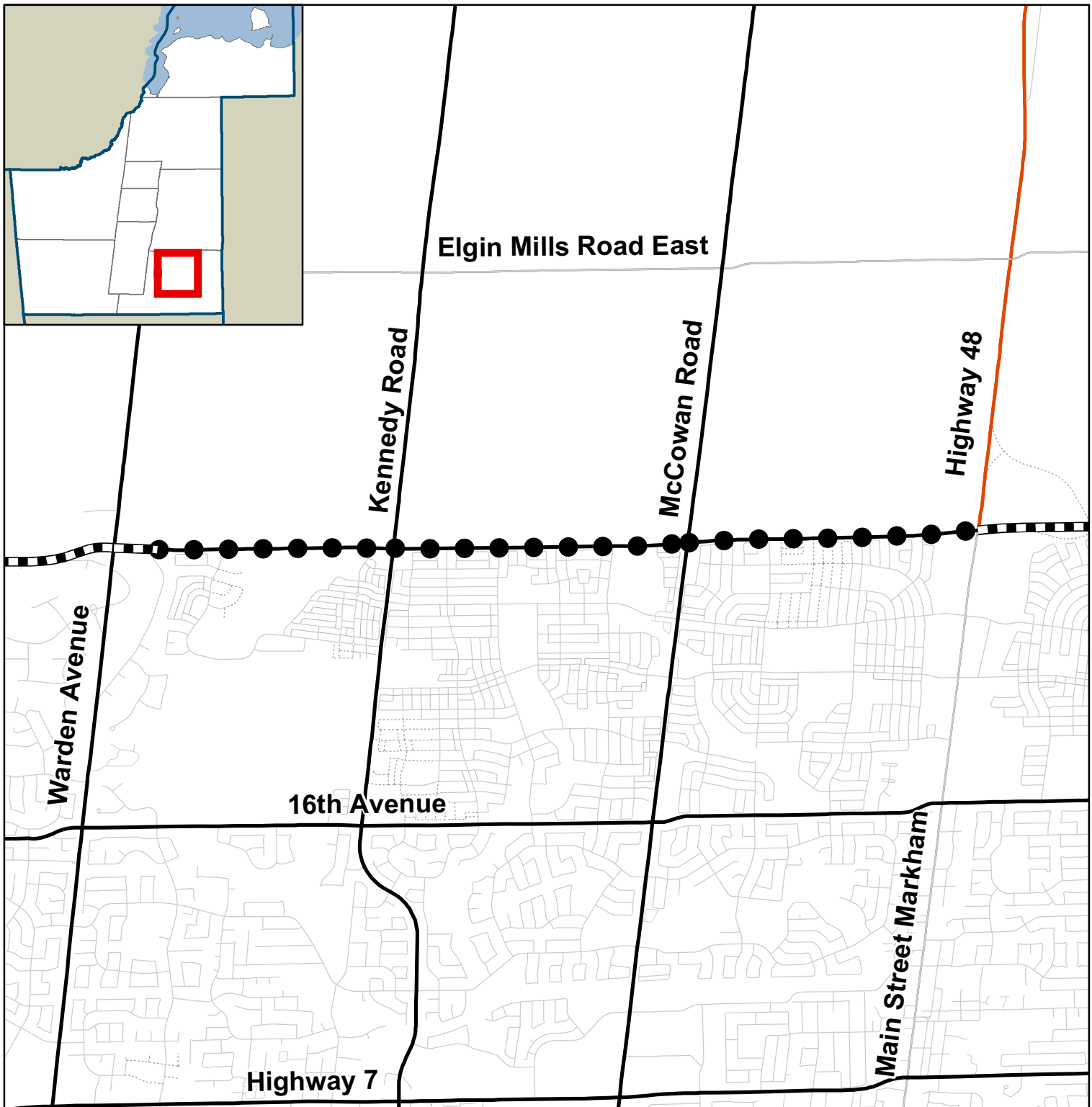
Regional Road



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Major Mackenzie Drive East City of Markham

Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 80 km/h to 70 km/h



Existing Speed Limit 70 km/h



Regional Road



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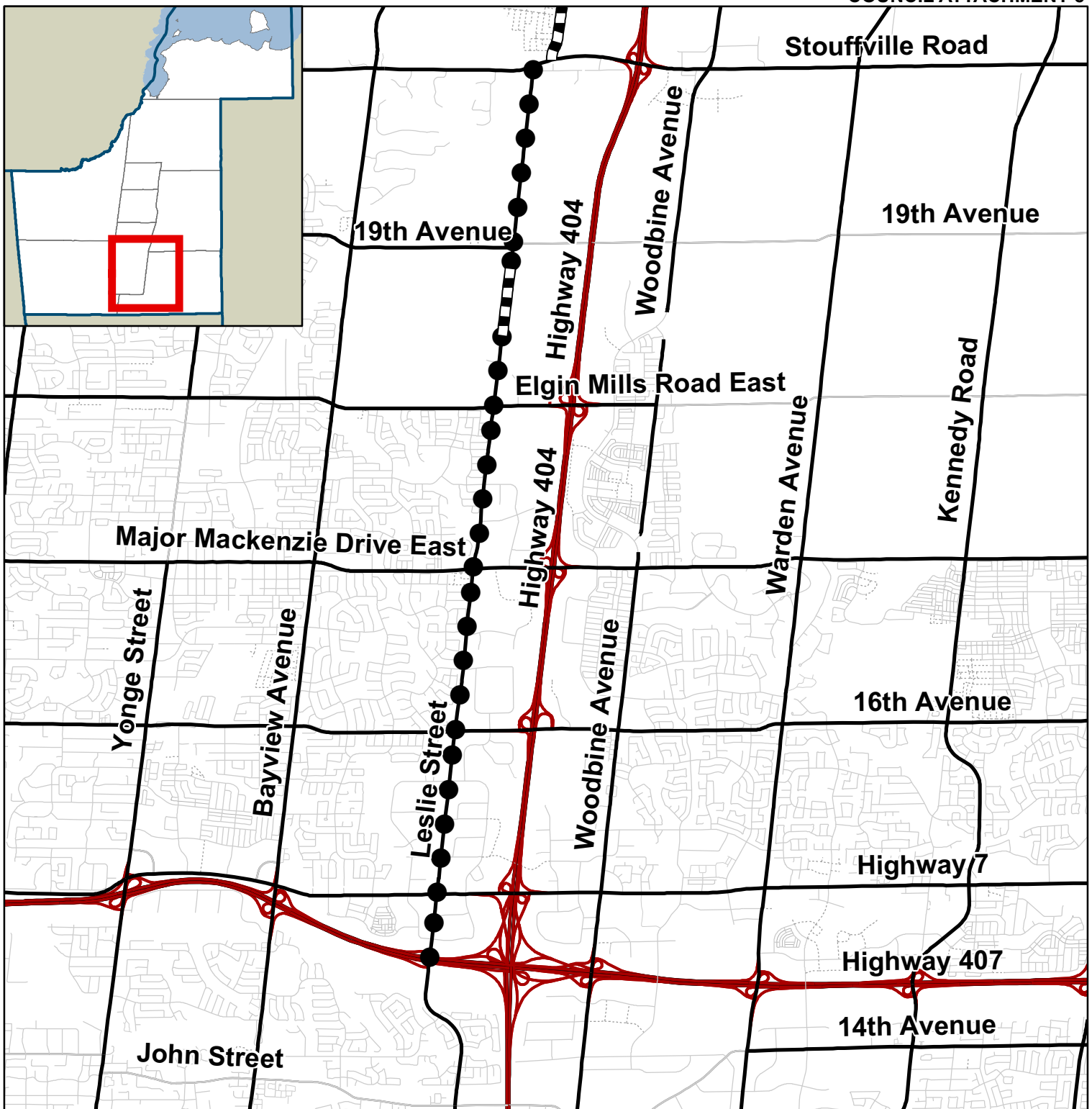
McCowan Road City of Markham

Speed Limit Revisions, Sep. 5, 2012



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Leslie Street
Town of Richmond Hill
 Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 70 km/h to 60 km/h

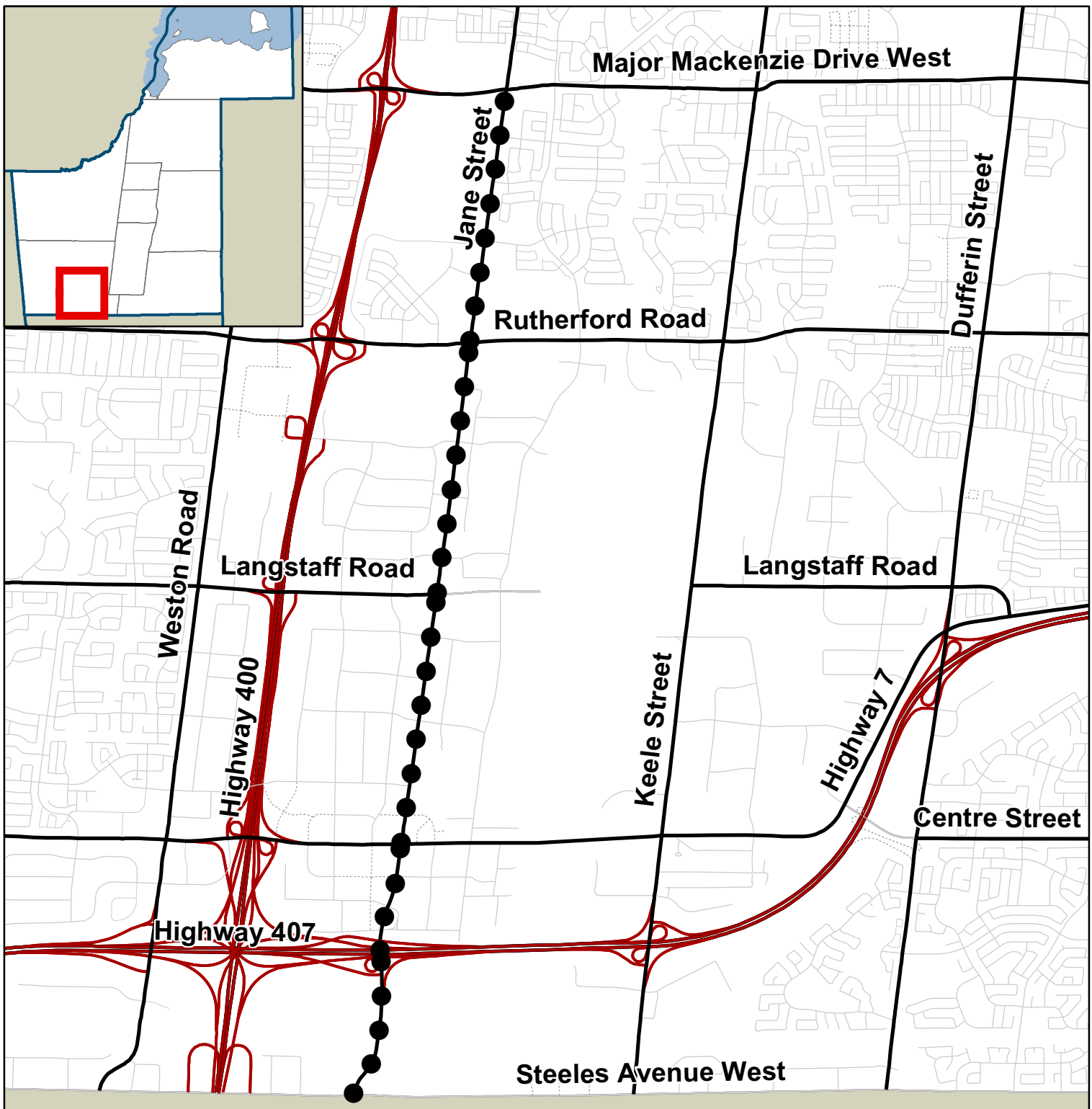


Existing Speed Limit 60 km/h



Regional Road





Jane Street City of Vaughan

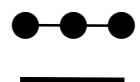
Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 70 km/h to 60 km/h

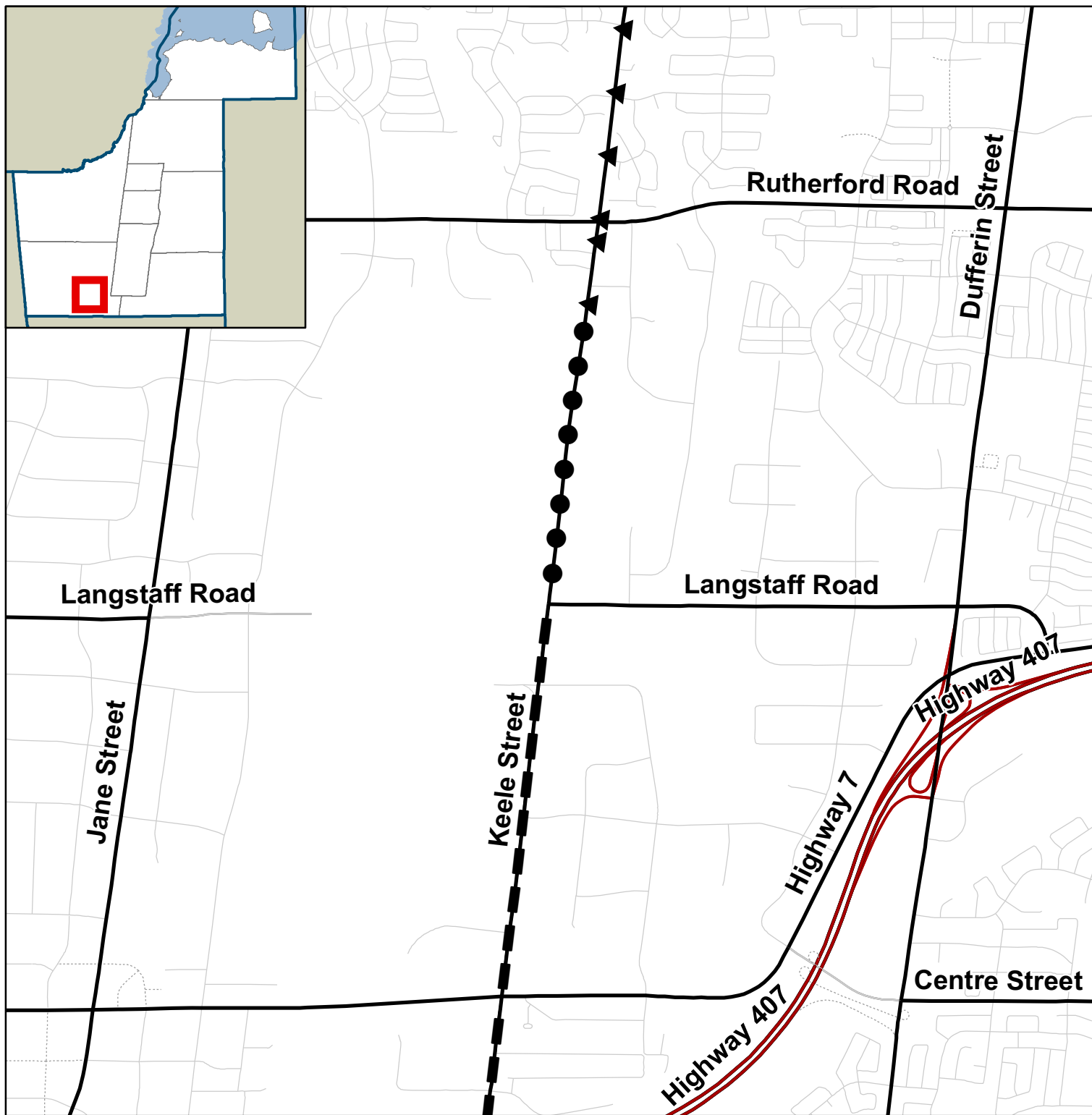
Regional Road



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TRANSPORTATION SERVICES

0 500 1,000 1,500 2,000 m



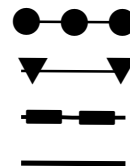
Keele Street City of Vaughan

Speed Limit Revisions, Sep. 5, 2012



Legend

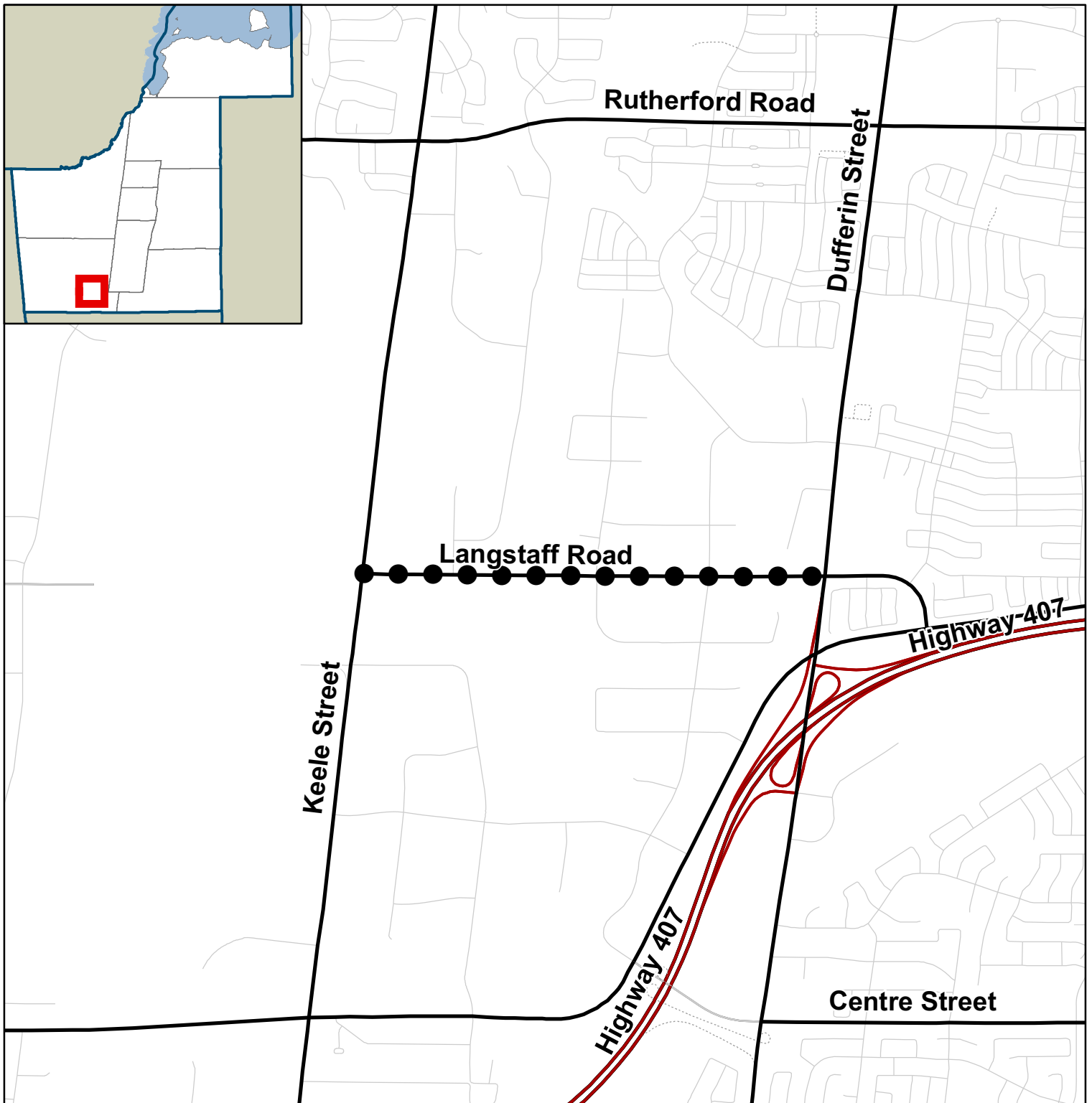
- Speed Reduction 70 km/h to 60 km/h
- Existing Speed Limit 60 km/h
- Existing Speed Limit 50 km/h
- Regional Road



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TRANSPORTATION SERVICES

0 250 500 750 1,000 m



Langstaff Road **City of Vaughan**

Speed Limit Revisions, Sep. 5, 2012



Legend

Speed Reduction 70 km/h to 60 km/h



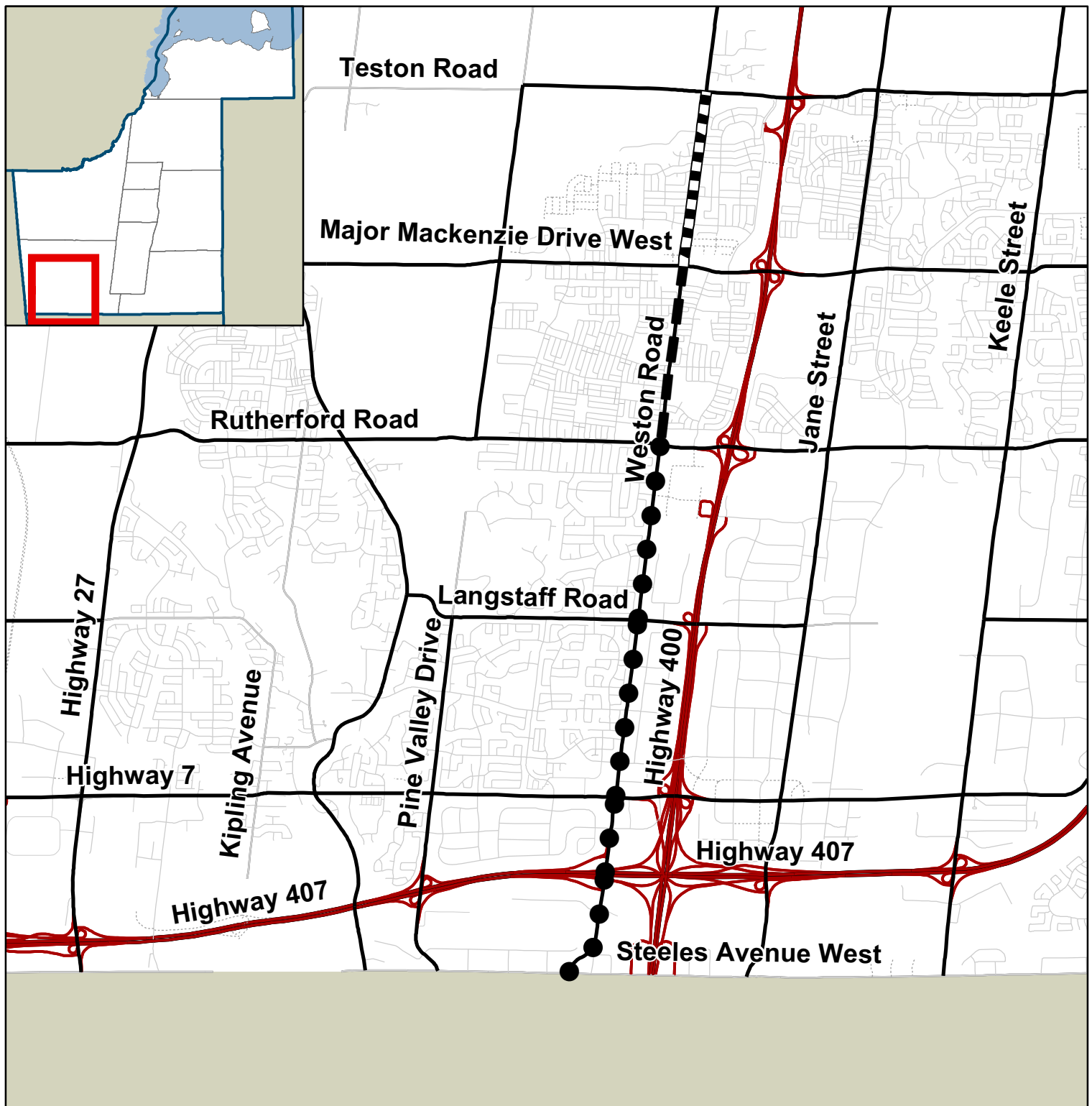
Regional Road



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TRANSPORTATION SERVICES

0 250 500 750 1,000 m



Weston Road City of Vaughan

Speed Limit Revisions, Sep. 5, 2012



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Legend

Speed Reduction 80 km/h to 60 km/h



Speed Reduction 70 km/h to 60 km/h



Existing Speed Limit 60 km/h



Regional Road



TRANSPORTATION SERVICES

0 750 1,500 2,250 3,000 m

SPEED LIMIT REVISIONS ON REGIONAL ROADS SEMI-ANNUAL UPDATE

Speed Limit By-law

Proposed Speed Limit Regulations	Roadway	Limits of Regulation
“Maximum 70” km/h	Wellington Street (Y.R. 15)	from 1000 metres east of Bayview Avenue (Y.R. 34) to westerly limit of Highway 404
“Maximum 60” km/h	Yonge Street (Y.R. 1)	from 400 metres north of Bloomington Road (Y.R. 40) to 100 metres north of Industrial Parkway
“Maximum 60” km/h	Mount Albert Road (Y.R. 13)	from Leslie Street (Y.R. 12) to 305 metres east of Leslie Street (Y.R. 12)
“Maximum 60” km/h	Mount Albert Road (Y.R. 13)	from 656 metres west of Woodbine Avenue (Y.R. 8) to Woodbine Avenue (Y.R. 8)
“Maximum 70” km/h	Black River Road (Y.R. 80)	from 650 metres east of Queen Street to Park Road (Y.R. 18)
“Maximum 50” km/h	King Road (Y.R. 11)	from 1007 metres west of the 8 th Concession Road to 270 metres west of the 8 th Concession Road
“Maximum 70” km/h	Major Mackenzie Drive East (Y.R. 25)	from Glenbourne Park Drive to Highway 48
“Maximum 60” km/h	McCowan Road (Y.R. 67)	from Steeles Avenue to 150 metres south of 14 th Avenue (Y.R. 71)
“Maximum 60” km/h	McCowan Road (Y.R. 67)	from 350 metres north of Carlton Road to 458 metres north of 16 th Avenue (Y.R. 73)
“Maximum 60” km/h	McCowan Road (Y.R. 67)	from 458 metres north of 16 th Avenue (Y.R. 73) to Mackenzie Drive East (Y.R. 25)
“Maximum 60” km/h	Leslie Street (Y.R. 12)	from 1920 metres north of John Street to 900 metres north of Elgin Mills Road East (Y.R. 14)
“Maximum 60” km/h	Leslie Street (Y.R. 12)	from 250 metres south of 19 th Avenue to Stouffville Road (Y.R. 14)
“Maximum 60” km/h	Yonge Street (Y.R. 1)	from 300 metres north of Devonsleigh Boulevard to 600 metres north of Gamble Road (Y.R. 29)
“Maximum 60” km/h	Yonge Street (Y.R. 1)	from 600 metres north of Gamble Road (Y.R. 29) to 350 metres south of Old Colony Road
“Maximum 60” km/h	Jane Street (Y.R. 55)	from Steeles Avenue to Major Mackenzie Drive West (Y.R. 25)
“Maximum 60” km/h	Keele Street (Y.R. 6)	from 153 metres north of Langstaff Road (Y.R. 72) to 200 metres south of Alberta Drive
“Maximum 60” km/h	Langstaff Road (Y.R. 72)	from Keele Street (Y.R. 6) to Dufferin Street (Y.R. 53)
“Maximum 60” km/h	Weston Road (Y.R. 56)	from Steeles Avenue West to Rutherford Road (Y.R. 73)
“Maximum 60” km/h	Weston Road (Y.R. 56)	from Major Mackenzie Drive West (Y.R. 25) to Teston Road (Y.R. 49)