

7

SPEED LIMIT REVISIONS ON REGIONAL ROADS

The Transportation Services Committee recommends:

- 1. Receipt of the deputation by Beverly McNabb, Kleinburg and Area Ratepayers Association (KARA);**
- 2. Receipt of the deputation by Paul Mantella, Nashville and Area Ratepayers Association (NARA); and**
- 3. Adoption of the recommendations contained in the following report dated August 18, 2011, from the Commissioner of Transportation Services, subject to recommendation 8 being amended to read as follows:**

'That the existing speed limit of 80 kilometres per hour on Highway 27 (Y.R. 27) between Rutherford Road (Y.R. 73) and 300 metres north of Hedgerow Lane

- a) be reduced to 70 kilometres per hour from Rutherford Road to 500 metres south of Nashville Road**
- b) be reduced to 60 kilometres per hour from 500 metres south of Nashville Road to 300 metres north of Hedgerow Lane.'**

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 80 kilometres per hour on Mount Albert Road (Y.R. 13) between The Kings Highway 48 and 285 metres west of Birchard Boulevard, be reduced to 60 kilometres per hour, in the Town of East Gwillimbury.
2. The existing speed limit of 70 kilometres per hour on Mount Albert Road (Y.R. 13) between 225 metres east of Royal Oak Road and York/Durham Line (Y.R. 30), be reduced to 60 kilometres per hour, in the Town of East Gwillimbury.
3. The existing speed limit of 70 kilometres per hour on Baseline Road (Y.R. 8) between 824 metres east of McCowan Road and 920 metres west of Dalton Road (Y.R. 9), be reduced to 60 kilometres per hour, in the Town of Georgina.

4. The existing speed limit of 80 kilometres per hour on Ravenshoe Road (Y.R. 32) between The Queensway (Y.R. 12) and Thornlodge Drive, be reduced to 70 kilometres per hour, in the Town of Georgina.
5. The existing speed limit of 70 kilometres per hour on Morton Avenue (Y.R. 78) between 527 metres east of The Queensway (Y.R. 12) and Woodbine Avenue, be reduced to 60 kilometres per hour, in the Town of Georgina.
6. The existing speed limit of 70 kilometres per hour on 16th Avenue (Y.R. 73) between Woodbine Avenue (Y.R. 8) and 20 metres east of The Kings Highway 48, be reduced to 60 kilometres per hour, in the Town of Markham.
7. The existing speed limit of 70 kilometres per hour on 16th Avenue (Y.R. 73) between 450 metres east of Bayview Avenue (Y.R. 34) and 780 metres west of Woodbine Avenue (Y.R. 8), be reduced to 60 kilometres per hour, in the Towns of Markham and Richmond Hill.
8. The existing speed limit of 80 kilometres per hour on Highway 27 (Y.R. 27) between Rutherford Road (Y.R. 73) and 300 metres north of Hedgerow Lane, be reduced to 70 kilometres per hour, in the City of Vaughan.
9. The Regional Solicitor prepare the necessary by-laws.
10. The Regional Clerk circulate this report to the Clerks of the Towns of East Gwillimbury, Georgina, Markham and Richmond Hill, and the City of Vaughan, and to the Chief of York Regional Police.

2. PURPOSE

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

3. BACKGROUND

On April 21, 2011, Regional 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 is using the recently approved Speed Limit Policy to determine whether or not a specific road section passes through an urban, rural or hamlet area.

The new York Region Speed Limit Policy considers 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. Road section brought 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 bi-annual basis with any speed limit changes that are proposed through this process prior to implementation.

As urbanization of the Region continues, speed limit reductions will be necessary on some road sections in order to protect vulnerable road users and to conform to the new policy

Transportation Services Committee and the local municipalities all agreed that the principles of the speed limit policy are to set the speed limits as low as reasonable possible to reduce the likelihood of serious injury or death in the event of a collision. Urban areas, towns, and villages with higher volumes of pedestrians, cyclists and children playing require special attention when setting the speed limit.

Under the new speed limit policy, the posted speed limit will be determined on the basis of roadway elements and characteristics, which resulted in speed limits consistent with

roadways' physical condition and the adjacent land use. It will also enhance public compliance with the posted speed limit. As urbanization of the Region continues, speed limit reduction will be necessary on some road sections in order to protect vulnerable road users and conform to the new policy.

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 Regional Council or proactively as part of ongoing monitoring of roadways.

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

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

- Mount Albert Road, between The Kings Highway 48 and 285 metres west of Birchard Boulevard, in the Town of East Gwillimbury.
- Mount Albert Road, between 225 metres east of Royal Oak Road and York/Durham Line, in the Town of East Gwillimbury.
- Baseline Road, between 824 metres east of McCowan Road and 920 metres west of Dalton Road, in the Town of Georgina.
- Ravenshoe Road, between The Queensway and Thornlodge Drive, in the Town of Georgina.
- Morton Avenue, between 527 metres east of Queensway and Woodbine Avenue, in the Town of Georgina.
- 16th Avenue, between Woodbine Avenue and 20 metres east of The Kings Highway 48, in the Town of Markham.
- 16th Avenue, between 450 metres east of Bayview Avenue and 780 metres west of Woodbine Avenue, in the Towns of Markham and Richmond Hill.
- Highway 27, between Rutherford Road and 300 metres north of Hedgerow Lane, in the City of Vaughan.

The roadway characteristics on Mount Albert Road east of Highway 48 support a lower speed limit of 60 kilometres per hour

Mount Albert Road, between The Kings Highway 48 and 285 metres west of Birchard Road, is a two-lane semi-urban roadway with a posted speed limit of 80 kilometres per hour. It is approximately one kilometre in length and carries 7,000 vehicles per day. There is a horizontal curve with no signalized intersections or sidewalks on this section of Mount Albert Road. The section immediately east of Birchard Road leads into a 50

kilometres per hour zone where Mount Albert Public School is located on the north side of Mount Albert Road.

Mount Albert Road, between 225 metres east of Royal Oak Road and York/Durham Line is a two-lane semi-urban roadway with a posted speed limit of 70 kilometres per hour. It is approximately one kilometre in length and carries 2,000 vehicles per day. There are limited residential driveways with no signalized intersections or sidewalks on this section of Mount Albert Road. The section immediately west of Royal Oak Road leads into a 50 kilometres per hour zone. A location plan is appended to this report as *Attachment 1*.

Regional staff was requested by area residents to review these two sections of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit on Mount Albert Road, between The Kings Highway 48 and 285 metres west of Birchard Road, and between 225 metres east of Royal Orchard Road and York/Durham Line, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds providing a smooth transition leading into the school area and downtown Mount Albert. In addition, a new residential community is located on Ninth Line north of Mount Albert Road which is expected to increase traffic volume and pedestrian activity. The proposed speed limit reductions will represent a combined travel time increase of 19 seconds per vehicle.

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

The roadway characteristics on Baseline Road, west of Dalton Road support a lower speed limit of 60 kilometres per hour

Baseline Road, between McCowan Road and Dalton Road, is a two-lane semi-urban roadway with a posted speed limit of 70 kilometres per hour, approximately one kilometre in length carrying 7,000 vehicles per day. There are no signalized intersections or sidewalks on this section of Baseline Road. The section east of McCowan Road leads into a 50 kilometres per hour zone where Sutton Public School is located on the south side and a new residential development on the north side of the road. A location plan is appended to this report as *Attachment 2*.

Regional staff was requested by area residents and Town of Georgina staff to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit on Baseline Road, between 824 metres east of McCowan Road and 920 metres west of Dalton Road, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds which will provide a smooth transition leading into the new residential development and the school area. The proposed speed limit reduction from 70 to 60 kilometres per hour along this 250 metres road sections will represent a travel time increase of two 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 Ravenshoe Road, east of The Queensway support a lower speed limit of 70 kilometres per hour

Ravenshoe Road, between The Queensway and Thornlodge Drive, is a two-lane semi-urban roadway with a posted speed limit of 80 kilometres per hour, approximately one kilometre in length carrying 6,000 vehicles per day. There are no signalized intersections on this section of Ravenshoe Road. The road section from The Queensway to Thornlodge Drive has been developed with a residential development, including a sidewalk, located on the north side of Ravenshoe Road. A location plan is appended to this report as *Attachment 3*.

Regional staff was requested by area residents and Town of Georgina staff to review this section of road and the recently approved speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing 80 kilometres per hour speed limit, between The Queensway and Thornlodge Drive, be reduced to 70 kilometres per hour. This speed reduction will provide lower operating speeds leading into the residential development. The proposed speed limit reduction from 80 to 70 kilometres per hour along this 575 metres road section will represent a travel time increase of four seconds per vehicle.

Local municipal staff from the Towns of East Gwillimbury and Georgina have been advised of the proposed speed limit change on this road section and have not raised any objection.

The roadway characteristics on Morton Avenue, west of Woodbine Avenue support a lower speed limit of 60 kilometres per hour

Morton Avenue, between 527 metres east of The Queensway and Woodbine Avenue is a two-lane semi-urban roadway with a posted speed limit of 70 kilometres per hour, approximately two kilometres in length carrying 6,000 vehicles per day with continuous vertical curves. There are no signalized intersections or sidewalks on this section of Morton Avenue. The road section from 527 metres east of The Queensway to Woodbine Avenue has been developed with commercial developments on the south side and residential areas located on the north side of Morton Avenue. A location plan is appended to this report as *Attachment 4*.

Regional staff was requested by area residents to review this section of road and the speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing 70 kilometres per hour posted speed limit on Morton Avenue, between 527 metres east of The Queensway and Woodbine Avenue, be reduced to 60 kilometres per hour. This speed reduction will provide lower

operating speeds which will create more consistent travel speeds and increased sight distance. The proposed speed limit reduction from 70 to 60 kilometres per hour along this 770 metres road section will represent a travel time increase of seven seconds per vehicle.

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

The roadway characteristics on 16th Avenue west of Bayview Avenue support a lower speed limit of 70 and 60 kilometres per hour

Regional Council, at its meeting on February 18, 2010, deferred recommendation No. 3 (the existing speed limit of 70 kilometres per hour on 16th Avenue between Highway 48 and Heritage Corners Lane be reduced to 60 kilometres per hour) in the Speed Limit Revision and Review Various Regional Roads report until completion of the review by the local municipalities and staff to report back to Committee in 2011.

16th Avenue, between 450 metres east of Bayview Avenue and 780 metres west of Woodbine Avenue, and between Woodbine Avenue and 20 metres east of The Kings Highway 48 is a four-lane urban roadway with a posted speed limit of 70 kilometres per hour, approximately 12 kilometres in length carrying 40,000 vehicles per day with several Montessori schools, residential and commercial developments throughout this section. There are sidewalks on this section of 16th Avenue. A location plan is appended to this report as *Attachment 5*.

Regional staff was requested by the local ratepayers association to review this section of road and the speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit on 16th Avenue, between 450 metres east of Bayview Avenue and 780 metres west of Woodbine Avenue, and between Woodbine Avenue and 20 metres east of The Kings Highway 48, be reduced to 60 kilometres per hour. This speed reduction will provide lower operating speeds and a consistent posted speed limit of 60 kilometres per hour between Bayview Avenue and The Kings Highway 48. The proposed speed limit reduction from 70 to 60 kilometres per hour along this 12 kilometres road section will represent a travel time increase of 100 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 Highway 27, north of Rutherford Road support a lower speed limit of 70 kilometres per hour

Highway 27, between Rutherford Road and Hedgerow Lane, is a four-lane semi-urban roadway that reduces to a two-lane rural section north of Major Mackenzie Drive with a posted speed limit of 80 kilometres per hour, approximately four kilometres in length

carrying 15,000 vehicles per day with limited residential and commercial developments throughout this section. There are no sidewalks on this section of Highway 27. A location plan is appended to this report as *Attachment 6*.

Regional staff was requested by the Kleinburg and Nashville Area Ratepayers' Association to reduce the existing posted speed limit on Highway 27 between Major Mackenzie Drive and Kirby Road to 60 kilometres per hour. The speed limit policy was applied to determine if a speed limit reduction is warranted. Based on the review, it is recommended that the existing posted speed limit on Highway 27, between Rutherford Road and north of Hedgerow Lane be reduced to 70 kilometres per hour. This speed reduction will provide safer gaps for residents entering and exiting driveways in the vertical and horizontal curves and will provide lower operating speeds in the vicinity of the senior centre. The proposed speed limit reduction from 80 to 70 kilometres per hour will be consistent with the posted speed limit southerly to Steeles Avenue, and along this 5.5 kilometres road section will represent a travel time increase of 35 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 2011 Transportation Services Budget. The cost of staff time to review is also included in the Transportation Services Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended speed limit revisions relate to the Regional road system with no direct impact on the local municipalities. Local municipal staff has been advised of the proposed speed limit changes within this report and they have indicated their support.

7. CONCLUSION

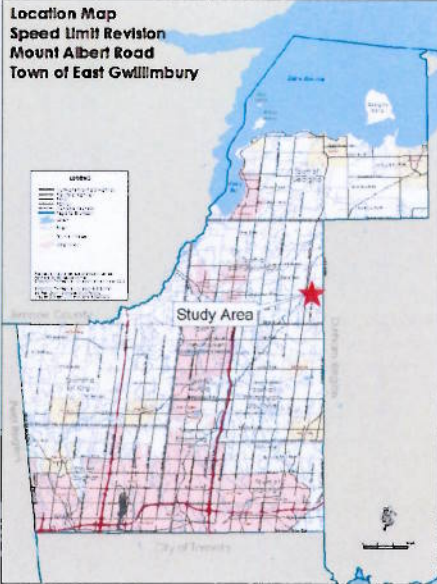
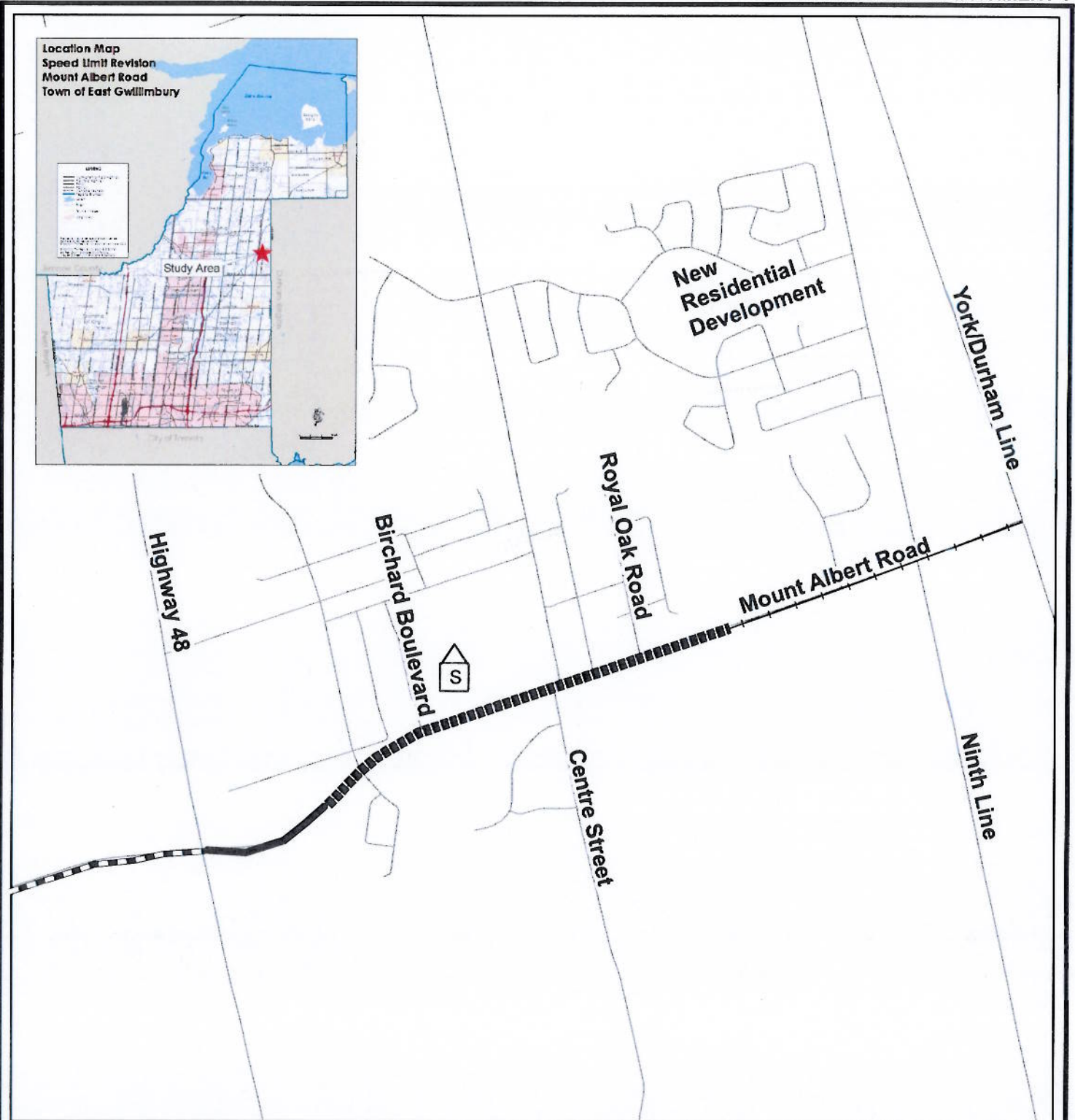
Regional staff has been requested to initiate a review of the existing speed limit regulations on several road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current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

A by-law is required before speed limits can be enforced. Therefore, the Regional Solicitor should prepare the necessary by-laws (see *Attachment 7*) and forward a copy to the Towns of East Gwillimbury, Georgina, Markham and Richmond Hill, and the City of Vaughan and to the Chief of York Regional Police.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at extension 5226.

The Senior Management Group has reviewed this report.

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



LOCATION PLAN

Speed Limit Revisions
Mount Albert Road
Town of East Gwillimbury



Speed Reduction 80 km/h to 60 km/h

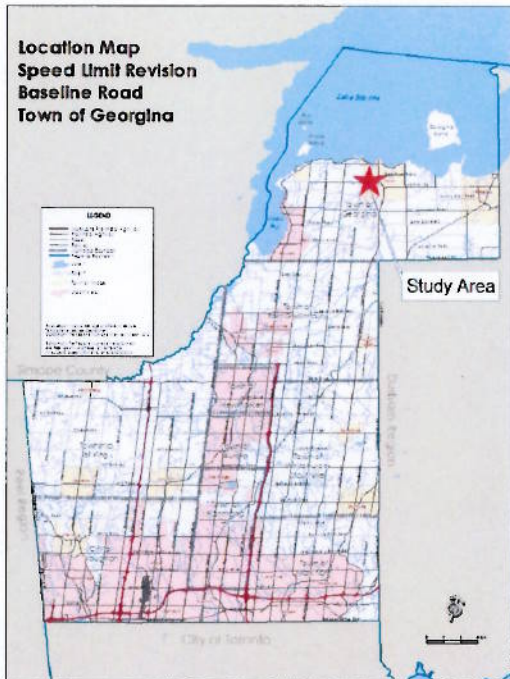
Speed Reduction 70 km/h to 60 km/h

Existing 80 km/h

Existing 50 km/h

Mount Albert Public School





LOCATION PLAN

Speed Limit Revisions
Baseline Road
Town of Georgina



Speed Reduction 70 km/h to 60 km/h

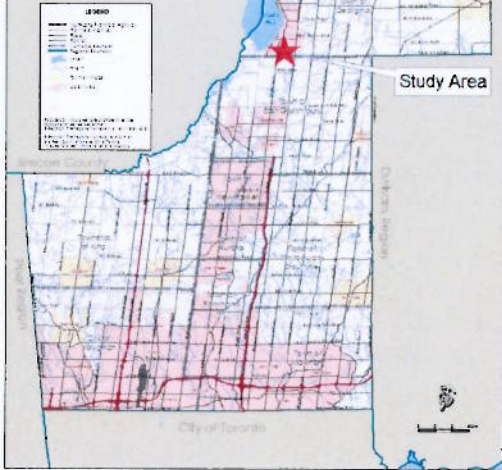
Existing 50 km/h

Existing 80 km/h

Sutton Public School



**Location Map
Speed Limit Revision
Ravenshoe Road
Town of Georgina**



LOCATION PLAN

**Speed Limit Revisions
Ravenshoe Road
Town of Georgina**

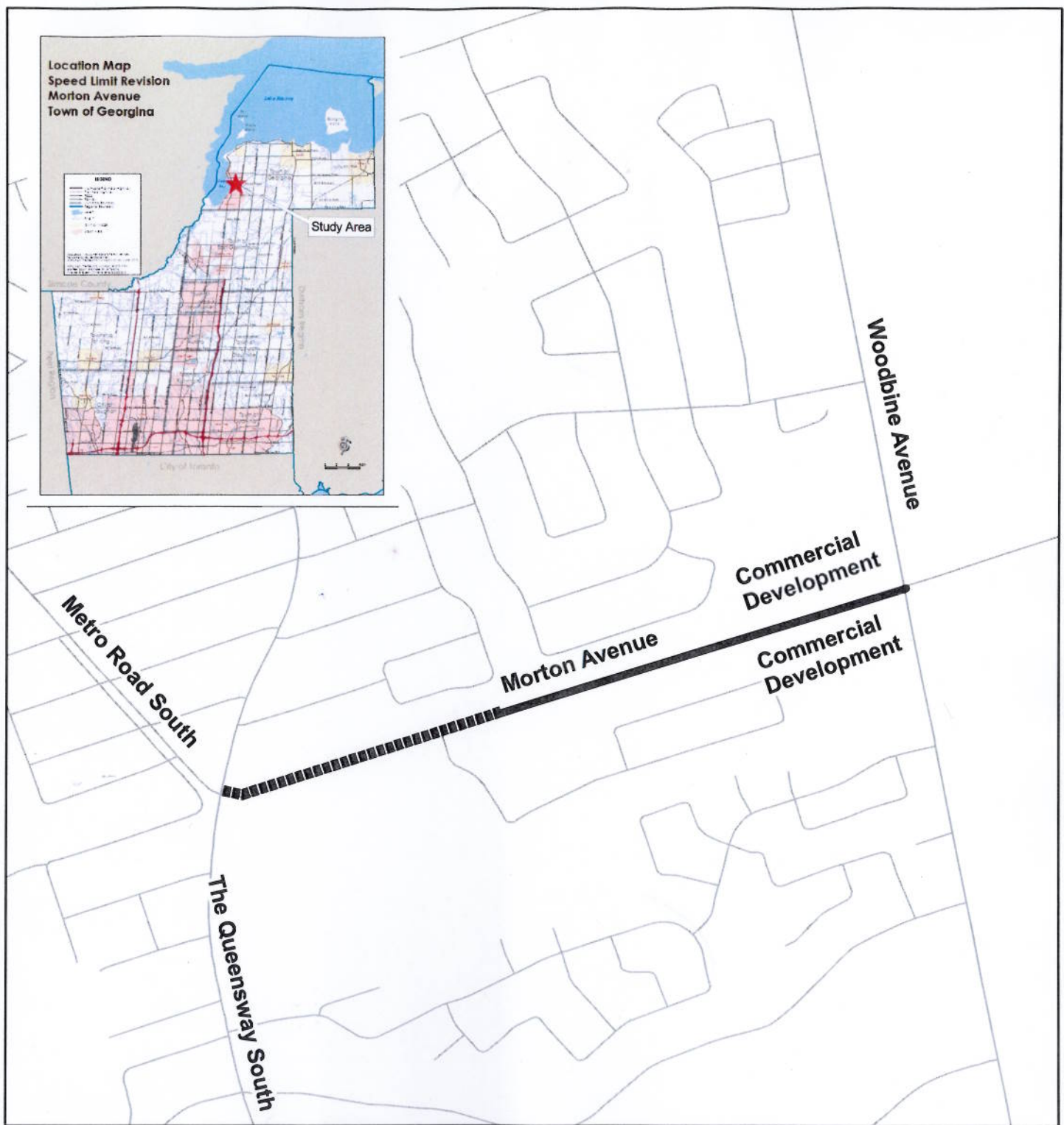


Speed Reduction 80 km/h to 70 km/h

Existing 70 km/h

Existing 80 km/h





LOCATION PLAN

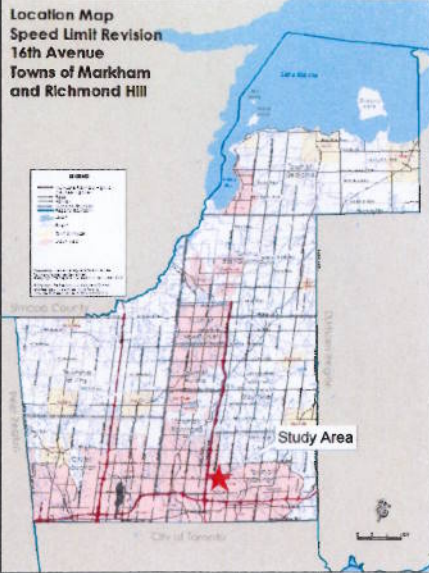
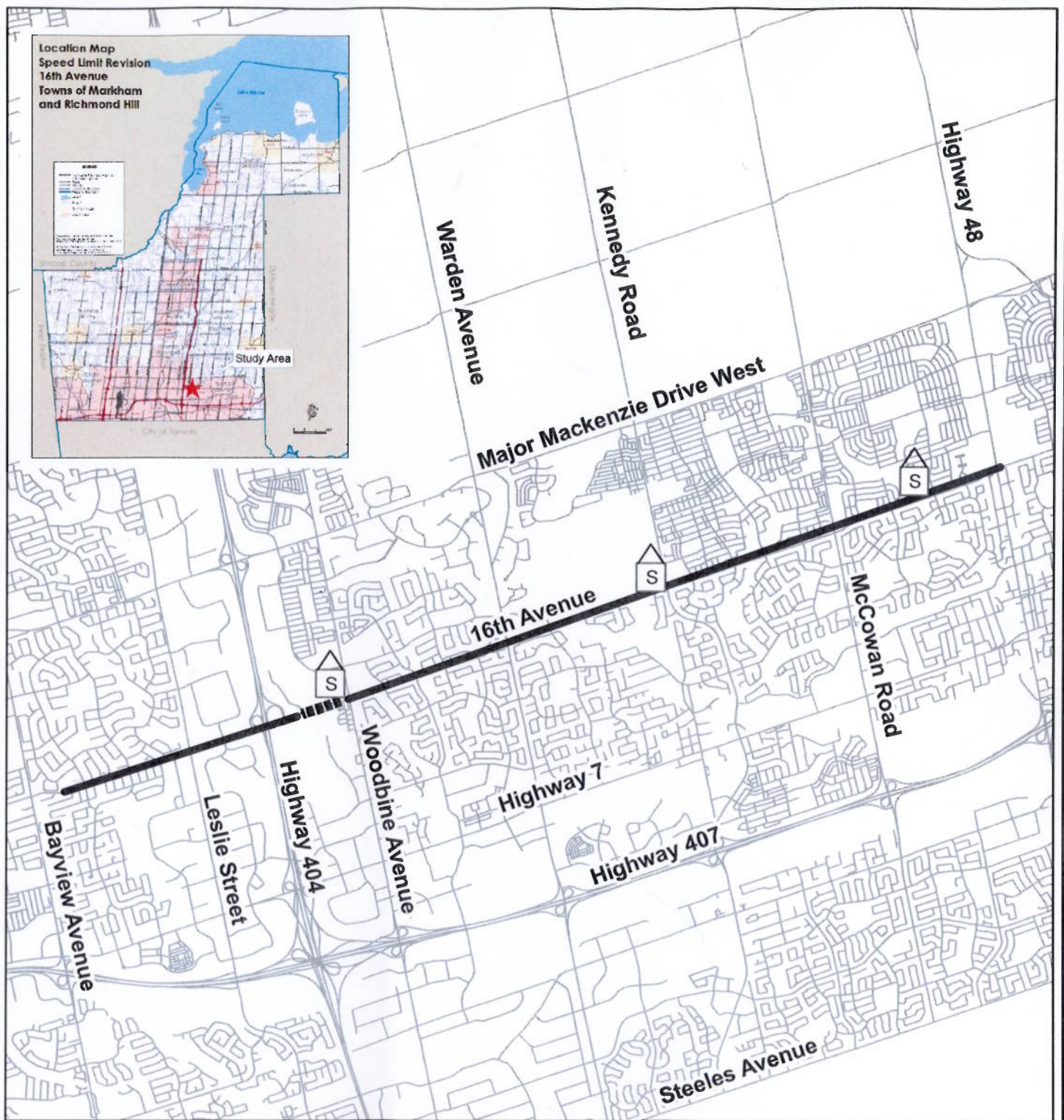
Speed Limit Revisions
Morton Avenue
Town of Georgina



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



TRANSPORTATION SERVICES



LOCATION PLAN

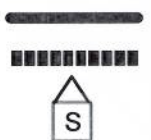
Speed Limit Revisions
16th Avenue
Towns of Markham and Richmond Hill

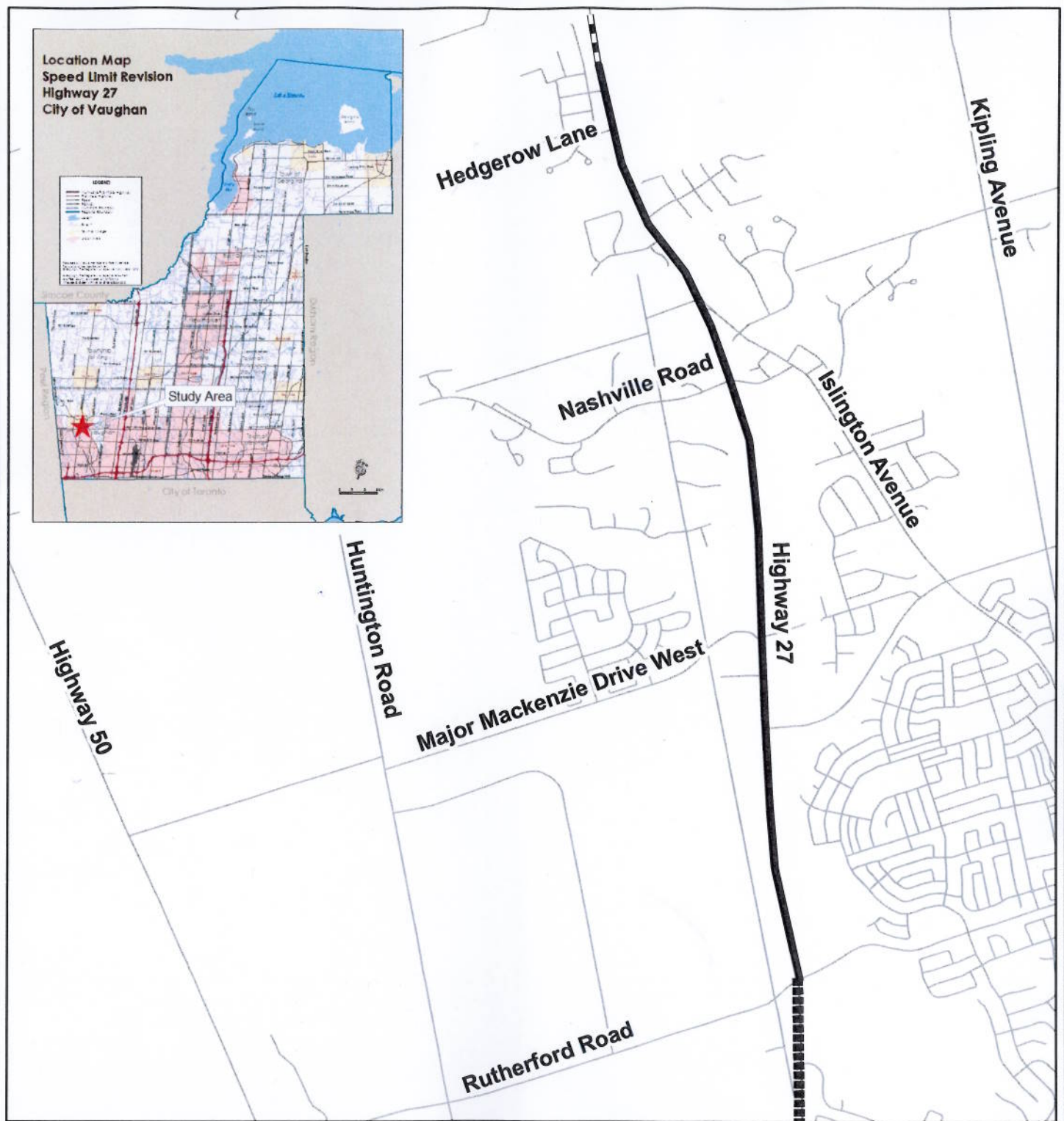


Speed Reduction 70 km/h to 60 km/h

Existing 60 km/h

Montessori School





LOCATION PLAN

Speed Limit Revisions
Highway 27
City of Vaughan



Speed Reduction 80 km/h to 70 km/h

Existing 70 km/h

Existing 80 km/h



TRANSPORTATION SERVICES

SPEED LIMIT REVISIONS ON REGIONAL ROADS

Speed Limit By-law

Proposed Speed Limit Regulations	Roadway	Limits of Regulation
"Maximum 60" km/h	Mount Albert Road (Y.R. 13)	from The Kings Highway 48 to 285 metres west of Birchard Boulevard and from 225 metres east of Royal Oak Road to York/Durham Line (Y.R. 30)
"Maximum 60" km/h	Baseline Road (Y.R. 8)	from 824 metres east of McCowan Road to 920 metres west of Dalton Road (Y.R. 9)
"Maximum 70" km/h	Ravenshoe Road (Y.R. 32)	from The Queensway (Y.R. 12) to Thornlodge Drive
"Maximum 60" km/h	Morton Avenue Y.R. 78)	from 527 metres east of The Queensway (Y.R. 12) to Woodbine Avenue
"Maximum 60" km/h	16 th Avenue (Y.R. 73)	from 450 metres east of Bayview Avenue (Y.R. 34) to 780 metres west of Woodbine Avenue (Y.R. 8) and from Woodbine Avenue (Y.R. 8) to The Kings Highway 48
"Maximum 70" km/h	Highway 27 (Y.R. 27)	from Rutherford Road (Y.R. 73) to 300 metres north of Hedgerow Lane