

Clause 5 in Report No. 6 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on April 20, 2017.

5

2017 Speed Limit Revisions

Committee of the Whole recommends adoption of the following recommendations contained in the report dated March 22, 2017 from the Commissioner of Transportation Services:

1. Existing speed limits on Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Georgina and Richmond Hill, the Township of King, the Cities of Markham and Vaughan and the Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

Report dated March 22, 2017 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Existing speed limits on Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Georgina and Richmond Hill, the Township of King, the Cities of Markham and Vaughan and the Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

2. Purpose

This report seeks Council approval to implement the recommended speed limit revisions detailed in Table 1. The revisions reflect changing land use, promote speed limit consistency and improve traffic operations.

3. Background and Previous Council Direction

The recommended speed limit revisions are based on principles defined in the Council-adopted Speed Limit Policy

In April 2011, Council adopted a [Speed Limit Policy](#) that provides guidelines to assist in ensuring a consistent approach on setting speed limits on Regional roads. The guidelines reference industry standards that help the policy remain current as industry-accepted best practices evolve.

The Highway Traffic Act, Section 128, gives a municipal council the authority, by bylaw, to revise speed limits under 100 km/h in its jurisdiction.

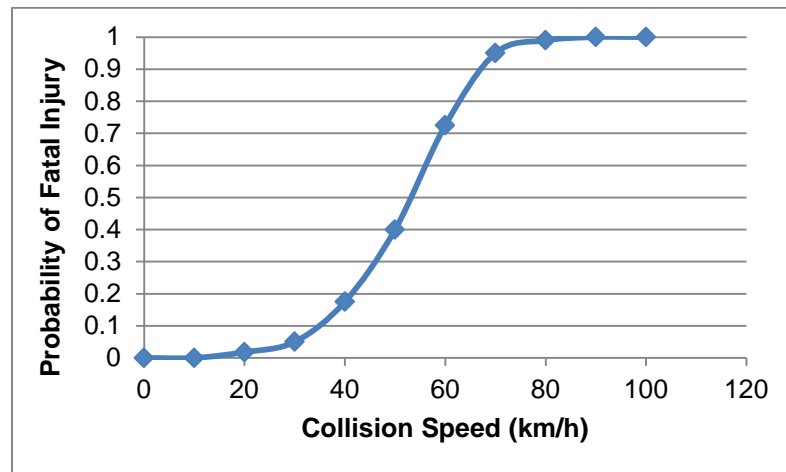
The Regional road network is monitored to balance driver needs with pedestrian safety

The Region's road network is a dynamic system. The critical parameters of roadside environment, road geometry, adjacent land use and access frequency are considered when establishing a speed zone. These parameters may change over time due to new development, transit routes or road widening. It is important speed limits be monitored and periodically reviewed to reflect changing parameters and address risks to road users.

Staff monitors and reviews the Regional road network ensuring speed limits are updated in accordance with the Region's Speed Limit Policy and set at appropriate levels for the road.

Figure 1 shows the injury minimization approach to setting speed limits. This approach is based on the idea road users are safer when motor vehicles are travelling slower. It suggests speed limits be set according to crash types likely to occur and tolerance the human body can withstand during crashes.

Figure 1



The probability of pedestrian injury and death increases substantially with higher vehicle speeds

4. Analysis and Implications

Setting speed limits consistent with road characteristics and surrounding environments encourages compliance and improves traffic operations

Justifications for speed limit revisions are:

- Changing Land Use - Urbanization resulting from new development and infrastructure can include changing land uses and traffic patterns along the road corridor. When communities are built adjacent to Regional roads, operating conditions of these roads must change to reflect increases in volumes, intersections, driveway connections, turning movements, pedestrians, cyclists and transit activities.
- Promoting Consistent Speed Limits - Speed limits that change frequently within short distances on the same road can result in driver confusion and low compliance of speed limits. Limiting the number of speed zone changes encourages driver compliance.
- Improving Traffic Operations - Credible speed limits that match driver expectations for a given roadway and its surrounding area improve traffic

operations, increase speed limit compliance, provide a clear reminder to violators and reduce arbitrary enforcement and conviction tolerances. With the appropriate posted speed limit, the amount of time drivers have to react to potential hazards is also increased.

Several Regional road sections have been identified for speed limit revisions

Proposed speed limit revisions on Regional roads are detailed in Table 1. Maps of these locations are included as Attachments 1 through 6.

Table 1
Speed Limit Revisions

	Road	Municipality	Existing Speed	Proposed Speed (effective April 20, 2017)	Justification
1	Pefferlaw Road (Y.R. 21) from Lake Ridge Road to Griffith Avenue (Attachment 1)	Town of Georgina	80 km/h	60 km/h	Consistent speed limits
2	Pefferlaw Road (Y.R. 21) from Highway 48 to Lindell Road (Attachment 1)	Town of Georgina	70 km/h	60 km/h	Consistent speed limits
3	Bayview Avenue (Y.R. 34) from 500 metres south of 19th Avenue to 720 metres north of Stouffville Road (Attachment 2)	Town of Richmond Hill	70 km/h	60 km/h	Changing land use
4	King Road (Y.R.11) from 260 metres east of 8th Concession to 150 metres west of 8th Concession (Attachment 3)	Township of King	60 km/h	50 km/h	Improved traffic operations
5	King Road (Y.R.11) from 150 metres west of 8th Concession to 365 metres east of Weston Road (Attachment 3)	Township of King	80 km/h	70 km/h	Improved traffic operations

2017 Speed Limit Revisions

	Road	Municipality	Existing Speed	Proposed Speed (effective April 20, 2017)	Justification
6	Donald Cousens Parkway (Y.R. 48) from Major Mackenzie Drive to Highway 7 (Attachment 4)	City of Markham	70 km/h	60 km/h	Consistent speed limits
7	York/Durham Line (Y.R. 30) from 740 metres south of Stouffville Main Street to 330 metres south of 19th Avenue (Attachment 5)	City of Markham	80 km/h	60 km/h	Consistent speed limits
8	Teston Road (Y.R. 49) from Pine Valley Drive to Jane Street (Attachment 6)	City of Vaughan	70 km/h	60 km/h	Changing land use
9	Pine Valley Drive (Y.R. 57) from Teston Road to Major Mackenzie Drive (Attachment 6)	City of Vaughan	70 km/h	60 km/h	Changing land use

Benefits of reduced operating speeds outweigh the marginal travel time increases resulting from recommended speed limit revisions in this report.

Citizens are notified of the new speed limits through signage

When speed limits are changed on Regional roads, a NEW sign is placed above each speed limit sign at the beginning of the speed zone. The NEW signs remain in place for approximately 60-90 days.

5. Financial Considerations

Costs associated with the manufacture and installations of new speed limit signs are included in the approved 2017 Transportation Services Budget.

6. Local Municipal Impact

Local municipal staff has been engaged in the recommended speed limit revisions in this report and are supportive.

7. Conclusion

Staff recommends implementation of speed limit revisions on a number of Regional roads as described in this report. The recommended speed limit revisions will enhance traveller experience by ensuring speed limits are in accordance with existing roadway characteristics and surrounding environments.

Revisions to the bylaw are required before speed limit revisions can be implemented. Once the revised speed limits are approved, staff will prepare the necessary bylaws and forward a copy to the Towns of Georgina and Richmond Hill, Township of King, Cities of Markham and Vaughan and the Chief of York Regional Police.

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext.75220.

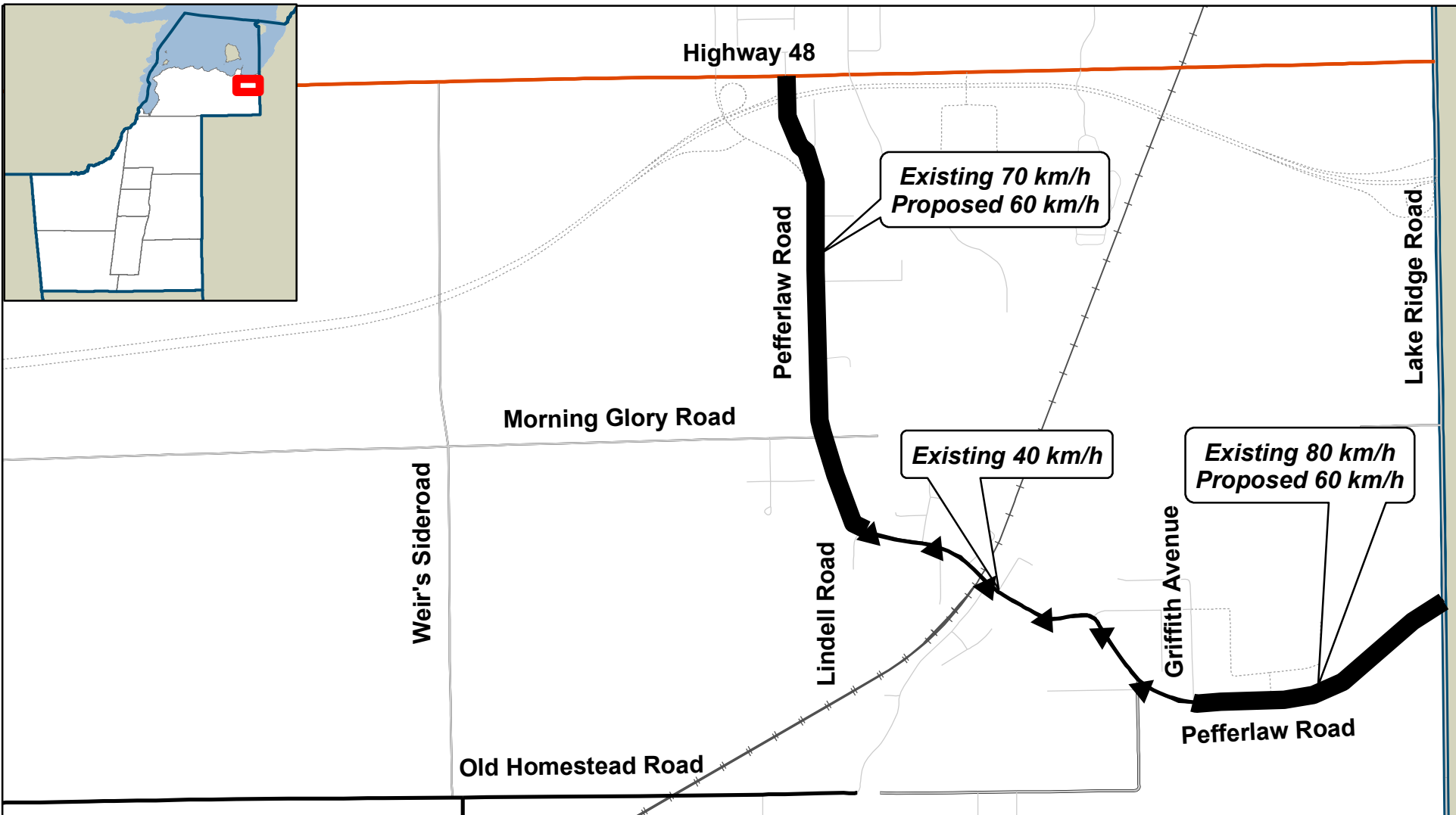
The Senior Management Group has reviewed this report.

March 22, 2017

Attachments (6)

7482754

Accessible formats or communication supports are available upon request

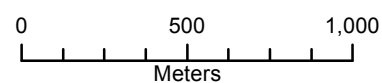


**Pefferlaw Road (Y.R. 21)
Town of Georgina**

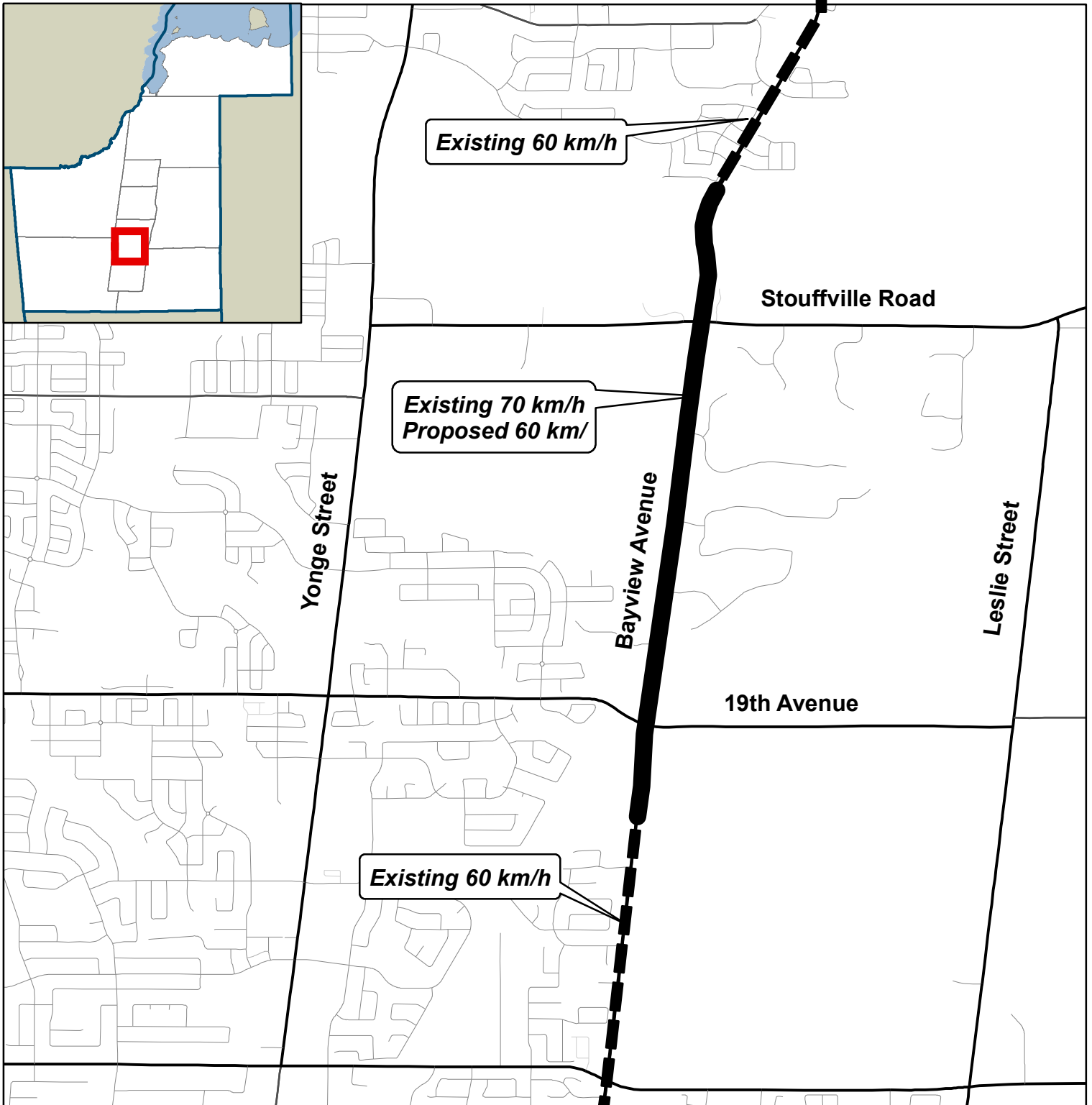
2017 Speed Limit Revisions
April 6, 2017



Produced by:
Roads and Traffic Operations
Transportation Services
© Copyright, The Regional Municipality of York, January 2017



TRANSPORTATION SERVICES

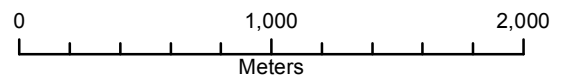


**Bayview Avenue (Y.R. 34)
Town of Richmond Hill**

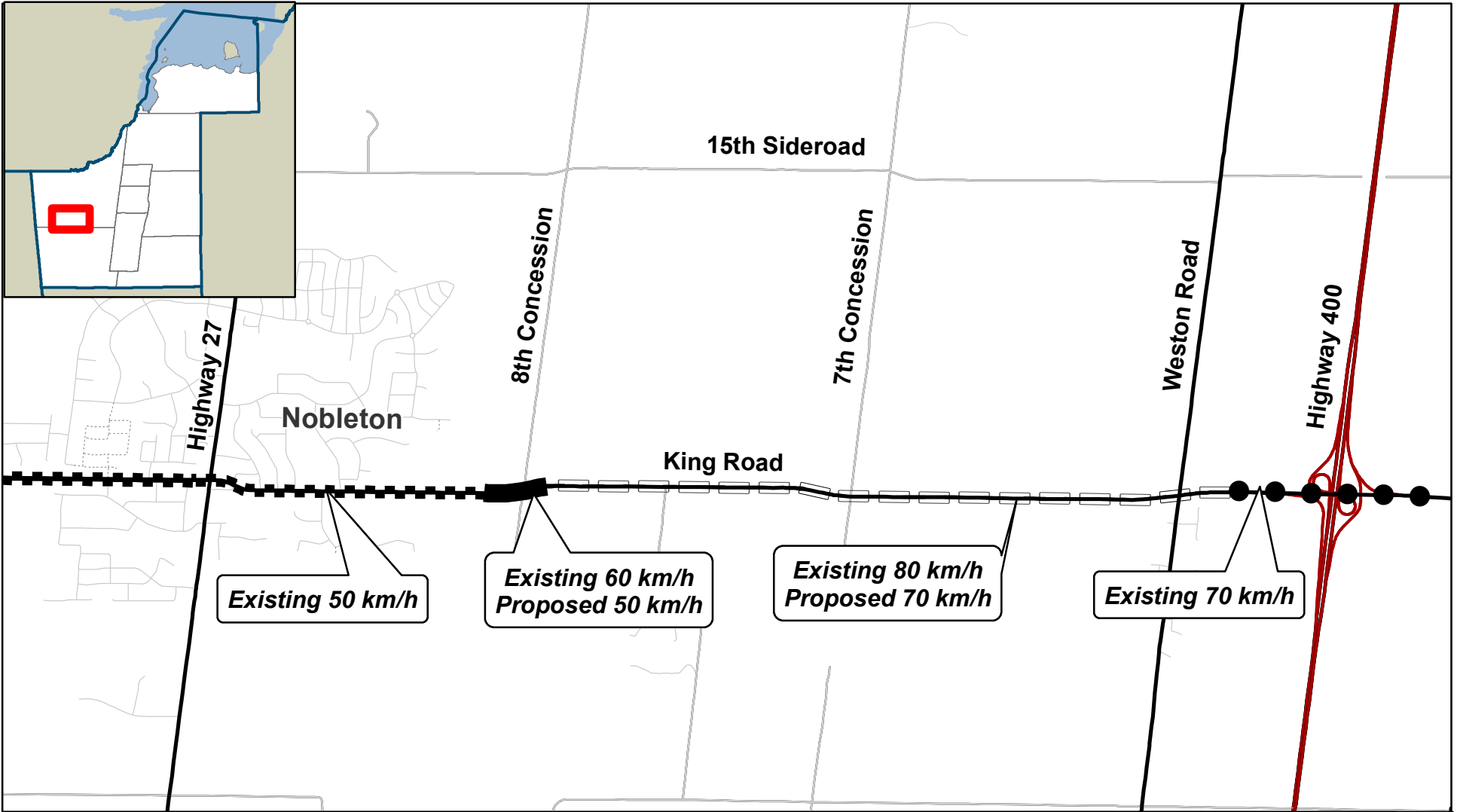
2017 Speed Limit Revisions
April 6, 2017



Produced by:
Roads and Traffic Operations
Transportation Services
© Copyright, The Regional Municipality of York, January 2017



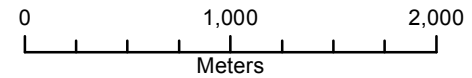
TRANSPORTATION SERVICES



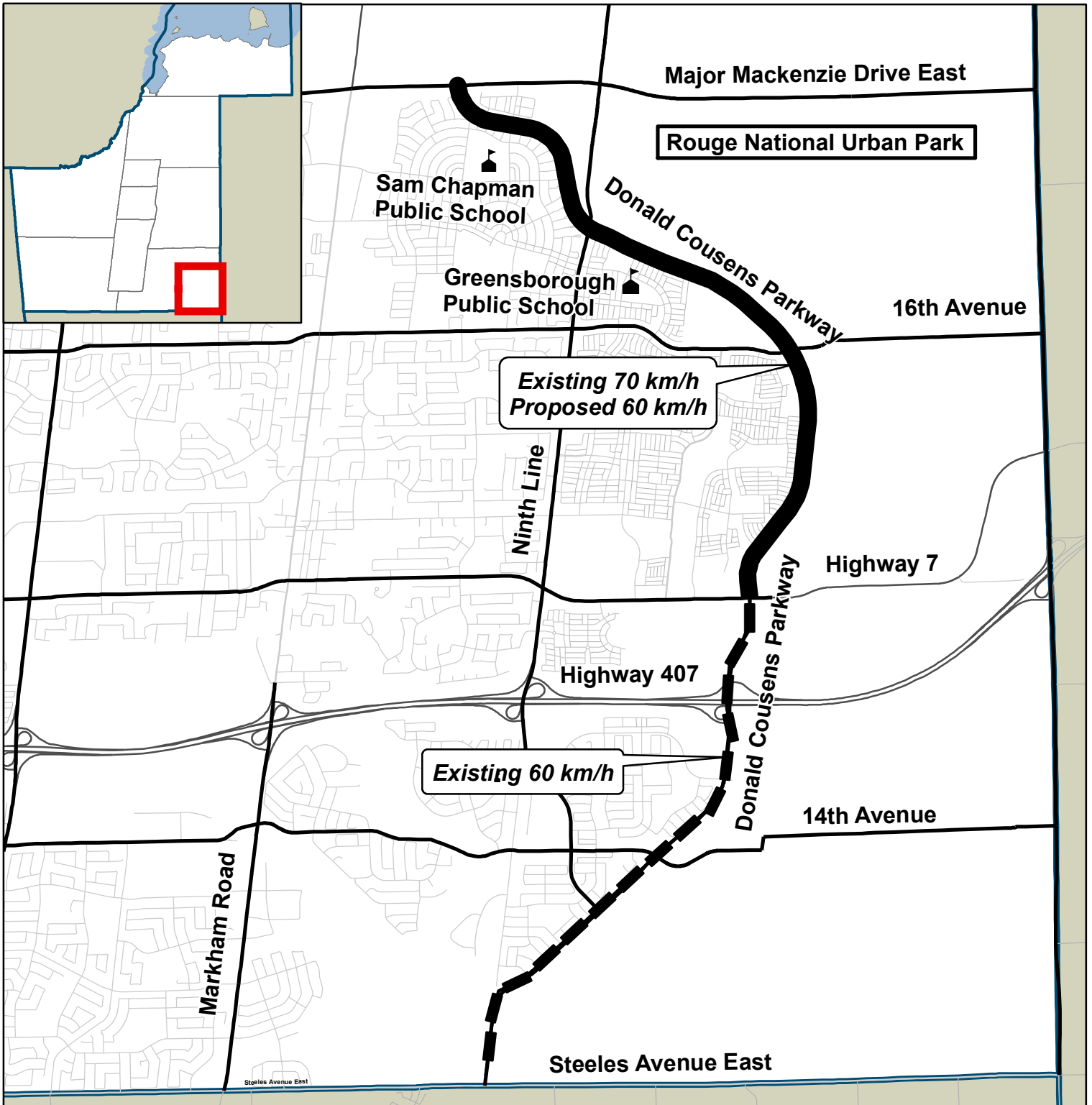
King Road (Y.R. 11)
Township of King
 2017 Speed Limit Revisions
 April 6, 2017



Produced by:
 Roads and Traffic Operations
 Transportation Services
 © Copyright, The Regional Municipality of York, January 2017

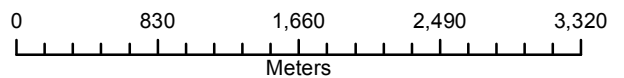


TRANSPORTATION SERVICES



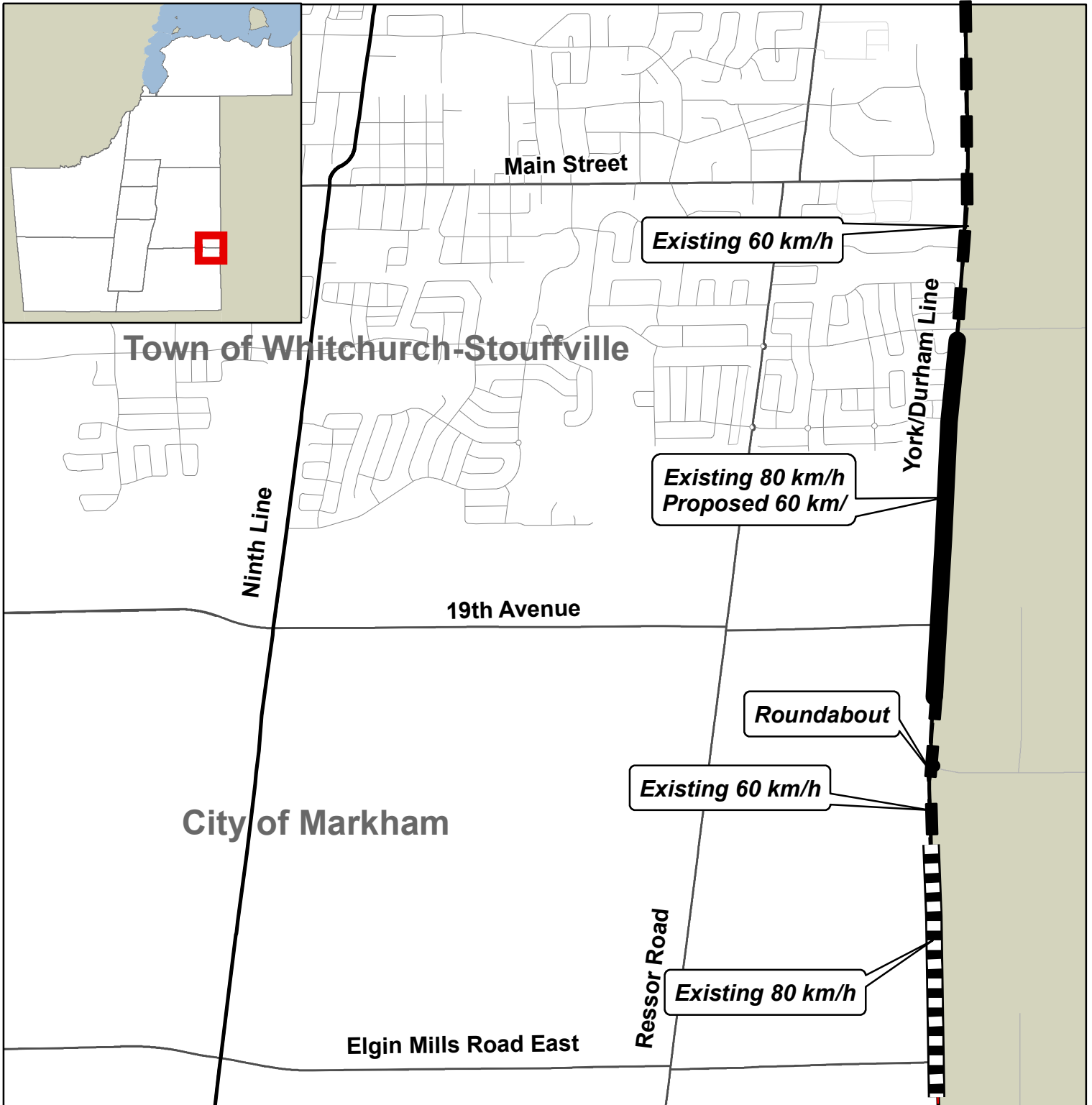
**Donald Cousens Parkway (Y.R. 48)
City of Markham**

2017 Speed Limit Revisions
April 6, 2017



Produced by:
Roads and Traffic Operations
Transportation Services
© Copyright, The Regional Municipality of York, January 2017

TRANSPORTATION SERVICES

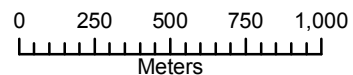


**York Durham Line (Y.R. 30)
City of Markham**

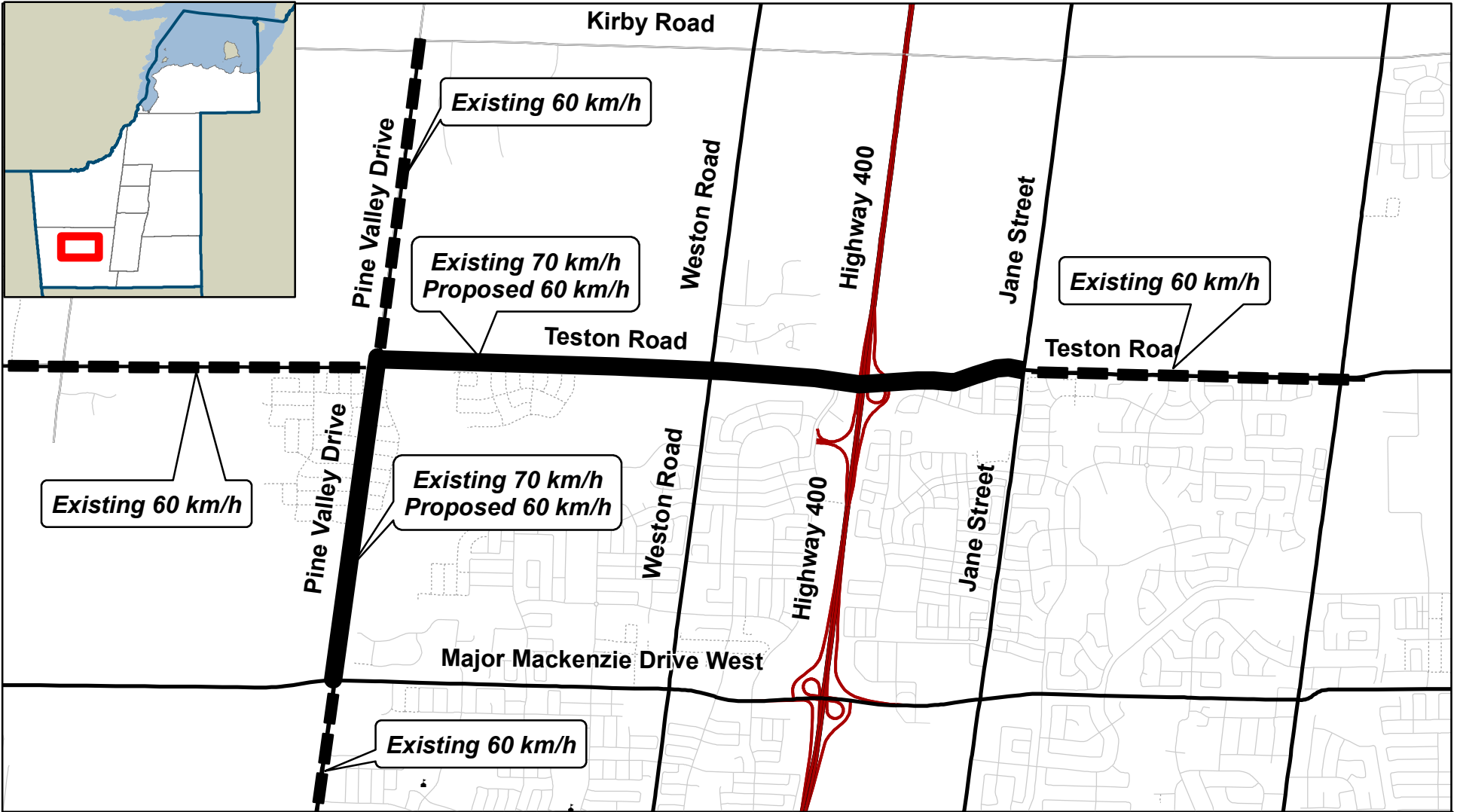
2017 Speed Limit Revisions
April 6, 2017



Produced by:
Roads and Traffic Operations
Transportation Services
© Copyright, The Regional Municipality of York, January 2017



TRANSPORTATION SERVICES

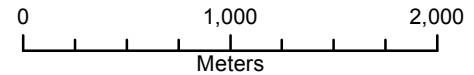


**Teston Road (Y.R. 49), Pine Valley Road (Y.R. 57)
City of Vaughan**

2017 Speed Limit Revisions
April 6, 2017



Produced by:
Roads and Traffic Operations
Transportation Services
© Copyright, The Regional Municipality of York, January 2017



TRANSPORTATION SERVICES