

Clause 3 in Report No. 7 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on April 23, 2015.

3

2015 Speed Limit Revisions

Committee of the Whole recommends adoption of the following recommendations contained in the report dated March 25, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. The existing speed limit of 60 km/h on Ravenshoe Road (Y.R. 32) west of Victoria Road be extended westerly to 100 metres west of Concession 6, in the Town of Georgina.
2. The existing speed limit of 80 km/h on Weir's Sideroad (Y.R. 81), between Ravenshoe Road and 400 metres north of Ravenshoe Road, be reduced to 60 km/h, in the Town of Georgina.
3. The existing speed limit of 70 km/h on King Road (Y.R. 11), between Dufferin Street to approximately one kilometre west of Dufferin Street, be reduced to 60 km/h, in the Township of King.
4. The existing speed limit of 80 km/h on Weston Road (Y.R. 56), between 80 metres south of 16th Sideroad to Highway 9, be reduced to 70 km/h, in the Township of King.
5. The existing speed limit of 60 km/h on Stouffville Road (Y.R. 14), between Yonge Street and one kilometre east of Yonge Street be extended to 100 metres east of Bayview Avenue, in the Town of Richmond Hill.
6. The Regional Clerk circulate this report to the Towns of Georgina and Richmond Hill, Townships of King and Uxbridge, the Region of Durham and to the Chief of York Regional Police.
7. The Regional Solicitor prepare the necessary bylaws.

2. Purpose

This report recommends changing speed limit regulations on Regional roads to reflect the impacts of increased urbanization, promote speed limit consistency and improve the safety of the road network.

3. Background

Periodic reviews are necessary to ensure that Regional road speed limits are appropriate

The context of the Regional road network is constantly changing and is reviewed periodically to ensure that speed limits are appropriate. The primary driver for speed limit revisions is urbanization. When communities are built adjacent to Regional roads, the operating conditions of those roads must change to reflect the increased presence of driveway connections, turning movements, pedestrian/cycling and transit activity. Speed limit revisions may also be necessary to address reduced sightlines along roads with curves or hills, or roadside hazards not previously identified. These conditions may make it more difficult for drivers to navigate roads as traffic volumes increase across the Region.

Changes to speed limits are recommended based on the principles defined in the Council-adopted Speed Limit Policy

To ensure a consistent approach on setting speed limits on Regional roads, Council adopted a Speed Limit Policy in April of 2011. The policy provides guidelines that assist in establishing speed limits on Regional roads. The guidelines reference industry standards which help the policy remain current as industry-accepted best practices evolve.

4. Analysis and Options

Speed Limit reviews identified recommendations to modify existing speed limits on five sections of Regional roads

The locations and proposed speed limit revisions on Regional roads are listed in Attachment 1. The rationale for each of the recommendations is summarized below. The safety benefits of reduced operating speeds are more beneficial than the marginal travel time increases resulting from the recommended speed limit revisions in this report.

Speed limit reductions are recommended on Ravenshoe Road and Weir's Sideroad in the Community of Udora

A speed limit review was initiated in the area of Udora as a result of community concerns related to increased traffic volumes and speeds since the opening of the Highway 404 extension.

Ravenshoe Road is the primary Regional road in Udora and is a two-lane rural road. Ravenshoe Road carries an average of 3,200 vehicles per day and has a speed limit of 50 km/h in the built-up area of the community to the east of Victoria Road. This section of Ravenshoe Road includes a number of direct accesses to residential and commercial properties. The speed limit increases to 60 km/h for the section between Victoria Road and Weir's Sideroad. This section has adjacent residential development, but fewer direct driveway accesses. The speed limit on Ravenshoe Road increases to 80 km/h to the west of Weir's Sideroad.

Weir's Sideroad is a two-lane rural road that provides north-south access to the Udora community. Weir's Sideroad also carries an average of 900 vehicles per day and has a speed limit of 80 km/h between Ravenshoe Road and Highway 48. Weir's Sideroad currently has a temporary speed limit of 60 km/h north of Ravenshoe Road which was implemented as part of the two Ravenshoe Road bridge replacement projects completed in late 2014.

Extending the 60 km/h speed limit on Ravenshoe Road to the west of Concession 6, and on the southerly portion of Weir's Road, is recommended to provide a safer transition to the built-up area of the Udora community.

A speed limit reduction is recommended on King Road to address increased urbanization associated with growing communities

A speed limit review was initiated for King Road west of Dufferin Street as a result of increased development and urbanization in the area.

King Road is an east-west Regional road from Highway 50 in the west to Yonge Street in the east. King Road is the main arterial road through King City, with a speed limit of 50 km/h for the urbanized portion of the community located to the east and west of Keele Street. This section of King Road is a four-lane urban road that accommodates 22,000 vehicles per day. East and west of the community, speed limits are generally 70 km/h to 80 km/h, with the exception of a portion that runs through Nobleton. There has been significant development growth in the area of King Road west of Dufferin Street over the last couple of years, including over 450 homes, a Catholic elementary school and a commercial plaza.

Based on review and application of the Speed Limit Policy, it is recommended that the existing speed limit of 70 km/h on King Road, from Dufferin Street to

approximately one kilometre west of Dufferin Street, be reduced to 60 km/h, in the Township of King.

Speed limit reductions are recommended on Weston Road and Stouffville Road to give drivers more time to make decisions

Speed limit reviews were initiated for Weston Road, between 16th Sideroad and Highway 9, and Stouffville Road between Yonge Street and Bayview Avenue, to address the impacts of increasing traffic volumes.

Weston Road is a north-south Regional road from Highway 9 in the north to Steeles Avenue in the south. For the section between Highway 9 and 16th Sideroad, Weston Road is a two-lane rural road with a number of hills and valleys. The speed limit is 80 km/h for a short section just south of Highway 9, and then reduces to 70 km/h to 18th Sideroad, where it increases again to 80 km/h. Weston Road accommodates approximately 2500 vehicles per day. Traffic volumes have risen steadily over the years, resulting in increased conflicts with vehicle access and egress from local roads or direct access driveways along this section. These conflicts are exacerbated by numerous hills and valleys limiting driver visibility and time to make decisions.

Based on review and application of the Speed Limit Policy, it is recommended that the existing speed limit on Weston Road be posted at 70 km/h from Highway 9 to 16th Sideroad, in the Township of King.

Stouffville Road is an east-west Regional road from Yonge Street in the west to York-Durham Line in the east. Between Yonge Street and Bayview Avenue, Stouffville Road is a two-lane rural road with a number of hills and valleys, similar to the section of Weston Road described above. Stouffville Road between Yonge Street and Bayview Avenue accommodates 16,000 vehicles per day as a key east-west route and has two speed limits. The western half, connecting to Yonge Street, has a speed limit of 60 km/h and the eastern half, connecting to Bayview Avenue, has a speed limit of 70 km/h. There are only a few direct access driveways and local road connections on the eastern half of this portion of the road. Traffic volumes have risen steadily resulting in increased vehicular conflicts with reduced visibility along the rolling terrain and less time for drivers to make decisions. There is also limited space adjacent to the road for vehicles to make emergency maneuvers due to the steep slopes on either side of the road.

Based on review and application of the Speed Limit Policy, it is recommended that the existing 60 km/h speed limit on Stouffville Road, between Yonge Street and one kilometre east of Yonge Street, be extended to 100 metres east of Bayview Avenue.

Link to key Council-approved plans

This report supports Vision 2051 which responds to the needs of residents, promoting safety on York Region roads through effective policing, education and context sensitive design.

5. Financial Implications

The cost associated with the manufacturing and installation of the new speed limit signs is included in the 2015 Transportation Services Budget.

6. Local Municipal Impact

Local municipal staff have been advised of the proposed speed limit revisions in this report and have no objections.

7. Conclusion

Regional staff reviewed the existing speed limit on a number of Regional roads and have made recommendations for changes on five road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these roads, ensuring the current limits are in accordance with existing roadway characteristics and surrounding environment.

A bylaw is required before speed limits can be revised. Once approved, the Regional Solicitor can prepare the necessary bylaws and forward a copy to the Towns of Georgina and Richmond Hill, Township of King and to the Chief of York Regional Police.

For more information on this report, please contact Brian Titherington, Director, Roads and Traffic Operations at extension 75901.

The Senior Management Group has reviewed this report.

March 26, 2015

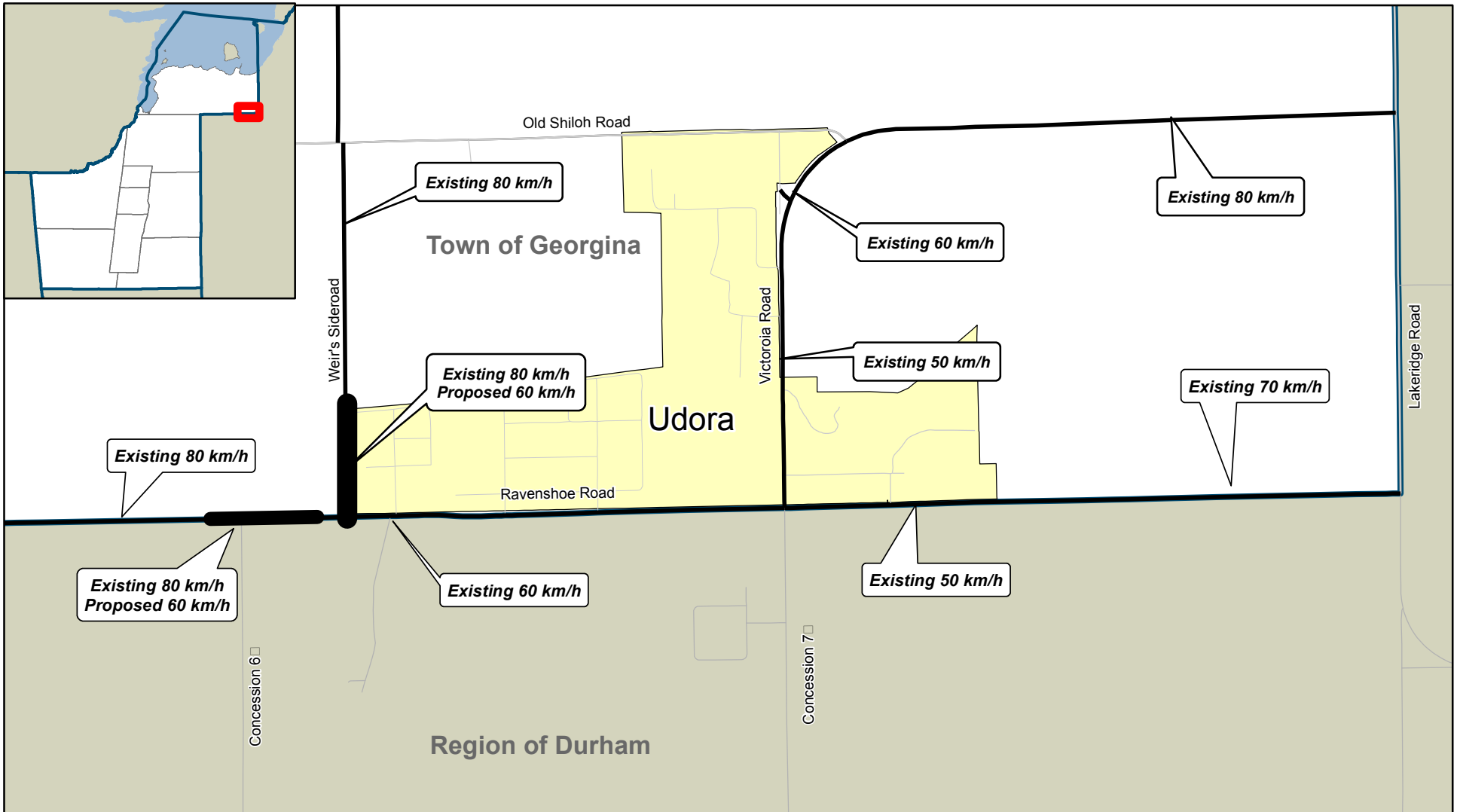
Attachments (5)

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Accessible formats or communication supports are available upon request

Recommended Speed Limit Revisions

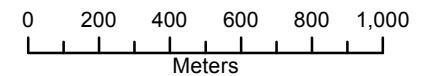
Road	From	To	Existing Speed	Proposed Speed
Ravenshoe Road (Y.R. 32)	100 metres W of Weir's Sideroad	100 metres W of Concession 6th Road	80 km/h	60 km/h
Weir's Sideroad (Y.R. 81)	Ravenshoe Road	400 metres N of Ravenshoe Road	80 km/h	60 km/h
King Road (Y.R. 11)	Dufferin Street	1 km W of Dufferin Street	70 km	60 km
Weston Road (Y.R. 56)	80 metres S of 16 th Sideroad	18 th Sideroad	80 km/h	70 km/h
Stouffville Road (Y.R. 14)	Bayview Avenue	1 km W of Bayview Avenue	70 km/h	60 km/h



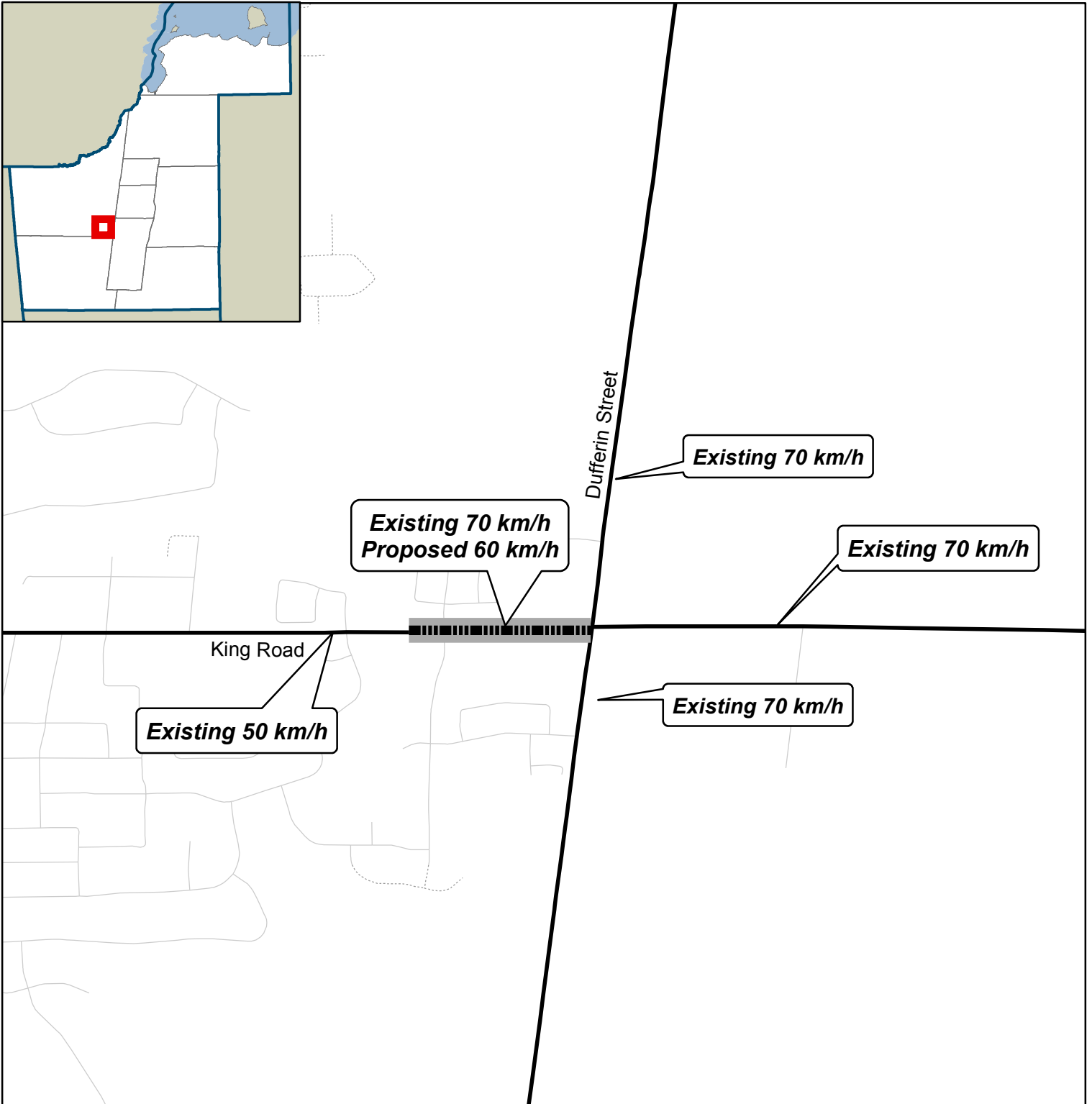
**Udora Community
Town of Georgina**
2015 Speed Limit Revisions



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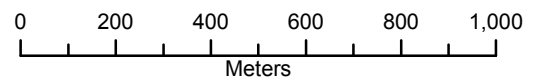


King Road (Y.R. 11) Township of King

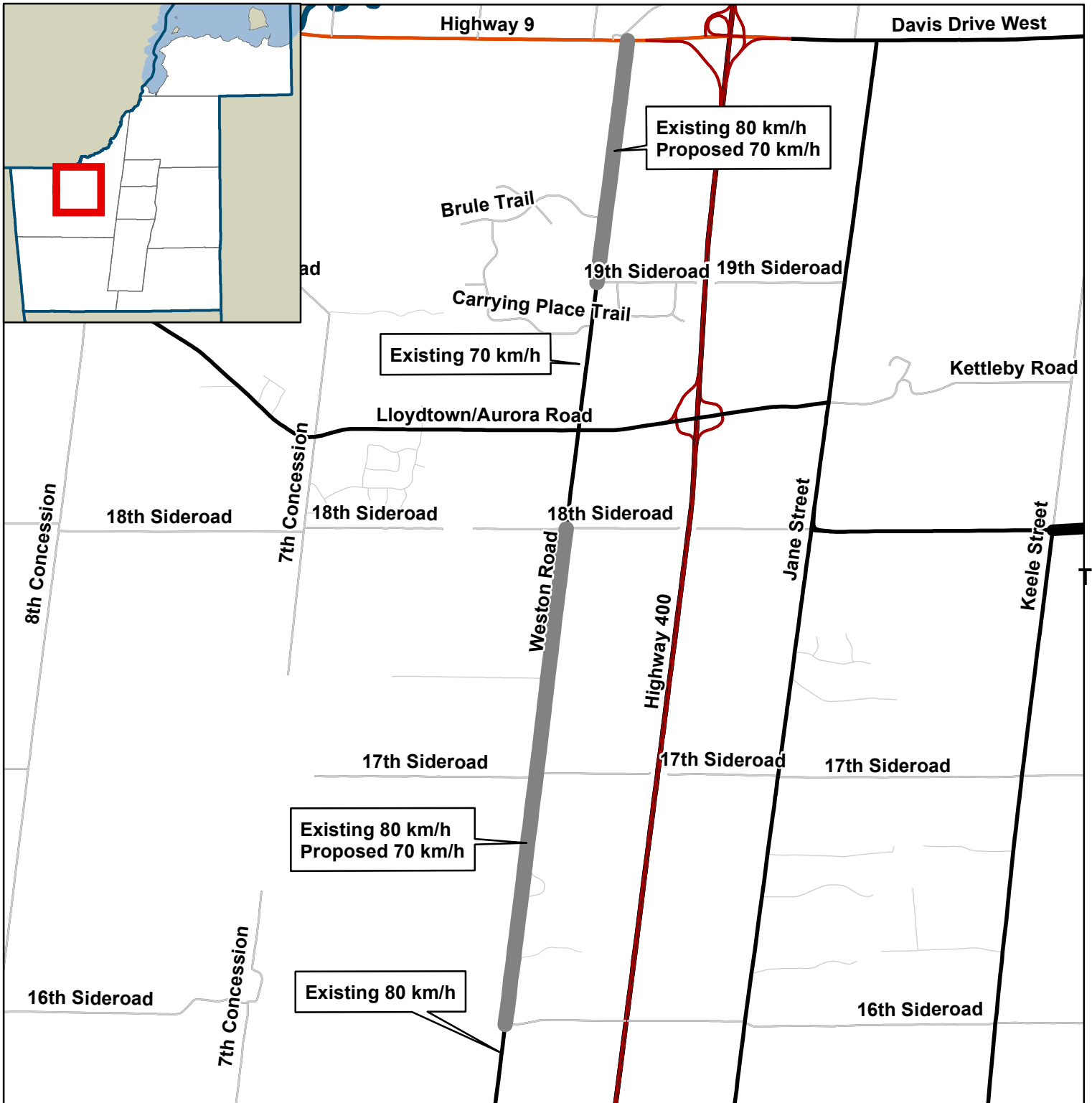
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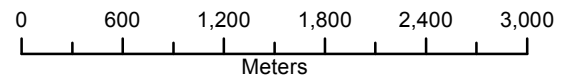


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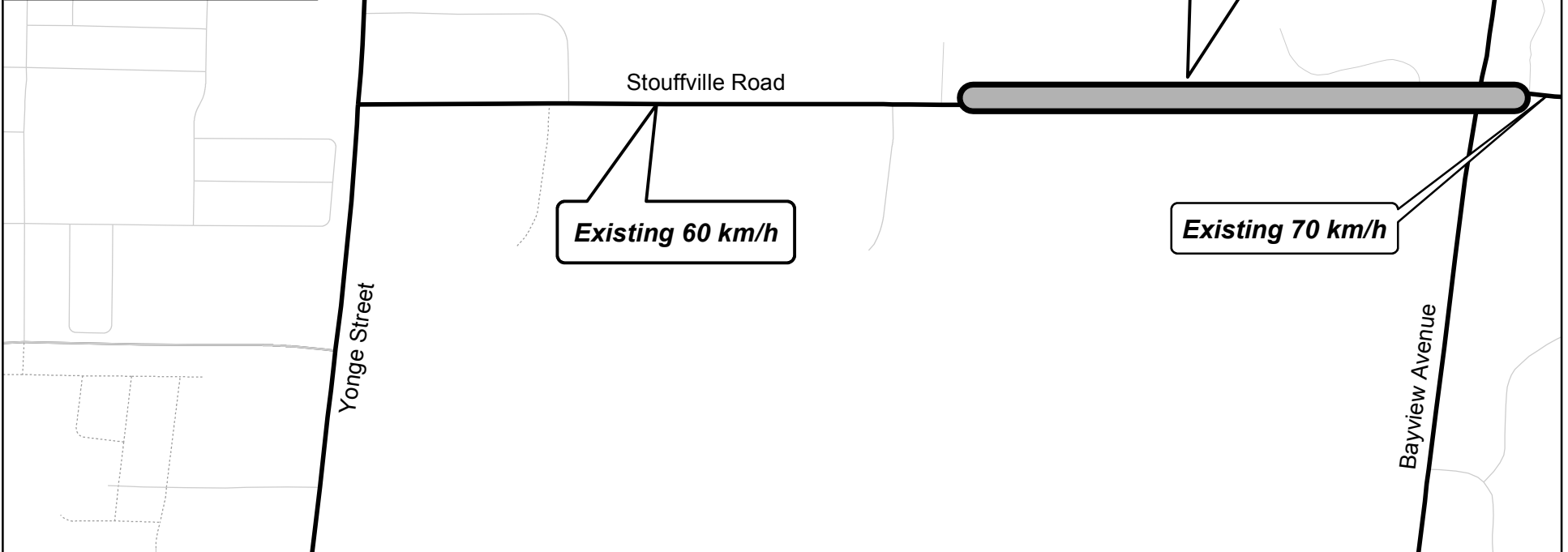


**Weston Road (Y.R. 56)
Township of King**

2015 Speed Limit Revisions



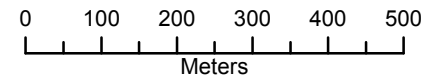
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Stouffville Road (Y.R.14)
Town of Richmond Hill
 2015 Speed Limit Revisions



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