

Clause No. 5 in Report No. 1 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on January 23, 2014.

5
SPEED LIMIT REVISIONS ON REGIONAL ROADS
JANUARY UPDATE

Committee of the Whole recommends adoption of the following recommendations contained in the report dated December 11, 2013 from the Commissioner of Transportation and Community Planning:

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 70 km/h and 80 km/h on Leslie Street (Y.R. 12), from Wellington Street to 1.1 km north of Mulock Drive, be reduced to 60 km/h, in the Town of Aurora and the Town of Newmarket.
2. The existing speed limit of 80 km/h on Warden Avenue (Y.R. 65), between Queensville Sideroad and Ravenshoe Road be reduced to 70 km/h, in the Town of East Gwillimbury.
3. The existing speed limit of 60 km/h on Leslie Street (Y.R. 12), from Green Lane to 535 metres north of Green Lane be reduced to 50 km/h, in the Town of East Gwillimbury.
4. The existing speed limit of 70 km/h on Warden Avenue (Y.R. 65), from 200 metres north of Doane Road North to 600 metres south of Doane Road South be reduced to 60 km/h, in the Town of East Gwillimbury.
5. The existing speed limit of 80 km/h on Lloydtown/Aurora Road (Y.R. 16), between Dufferin Street and Keele Street be reduced to 60 km/h, in the Township of King.
6. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Newmarket, Township of King, and to the Chief of York Regional Police.
7. The Regional Solicitor prepare the necessary bylaws.

2. PURPOSE

This report requests Council authorization to change the existing speed limit regulations for specific 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 uses the Council approved Speed Limit Policy to determine whether or not a specific road section passes through an urban, rural or hamlet area.

The 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

Council at its meeting on September 26th deferred two proposed speed limit revisions back to staff for additional consideration

Council was presented 12 proposed speed limit revisions on September 26, 2013 in a report entitled *Speed Limit Revisions on Regional Roads Semi-Annual Update*. Of the proposed 12 speed limit revisions, two were referred back to staff for a report addressing further speed limit reductions beyond those originally proposed.

- Leslie Street between Wellington Street and Mulock Drive, Towns of Aurora and Newmarket
- Warden Avenue between Queensville Sideroad and Ravenshoe Road, Town of East Gwillimbury

An additional speed limit reduction on Lloydtown/Aurora Road in the Township of King is also being brought forward at this time

Regional staff has included Lloydtown/Aurora Road between Dufferin Street and Keele Street in this report as a result of local area residents requesting a speed limit reduction from 80 km/h to 60 km/h.

4. ANALYSIS AND OPTIONS

Staff is recommending additional speed limit reductions in addition to the two locations deferred by Council on September 26, 2013

- A reduction from 60 km/h to 50 km/h on Leslie Street from Green Lane to 535 metres north of Green Lane in the Town of East Gwillimbury
- A reduction from 70 km/h to 60 km/h on Warden Avenue from 200 metres north to 200 metres south of Doane Road in the Town of East Gwillimbury
- A reduction from 80 km/h to 60 km/h on Lloydtown/Aurora Road between Dufferin Street and Keele Street in the Township of King

The roadway characteristics on Leslie Street between Wellington Street and Mulock Drive support a lower speed limit of 60 km/h

Leslie Street, between Wellington Street and 1.1 kilometres north of Mulock Drive, is a four-lane semi-urban roadway with existing speed limits of 70 km/h and 80 km/h, approximately 5.2 kilometres in length, carrying an average of 15,700 vehicles daily. Throughout this section there are seven signalized intersections and limited sidewalks on the west side between Stonehaven Avenue and Mulock Drive. In addition, there are new and proposed residential development sites on the east and west sides of Leslie Street. A location plan is appended to this report as *Attachment 1*.

Area residents requested staff to reduce the speed limit to 50 km/h on this section of Leslie Street to support residential development and future road widening in this corridor. Based on staff review, it is recommended that the existing 80 km/h and 70 km/h speed limits on Leslie Street, between Wellington Street and 1.1 kilometres north of Mulock Drive, be reduced to 60 km/h. Local municipal staff has been advised of the proposed speed limit change on this road section and has not raised any objections.

Reducing the speed limit will provide lower operating speeds consistent with posted speed limits north and south of the subject area. This will condition motorists to drive at lower operating speeds before the proposed road widening project beginning in 2015/16 and better serves future residential communities. The proposed speed limit reductions will represent a travel time increase of approximately 61 seconds per vehicle.

The roadway characteristics on Warden Avenue between Queensville Sideroad and Ravenshoe Road support a lower speed limit of 70 km/h

Warden Avenue, between Queensville Sideroad and Ravenshoe Road, is a two-lane rural roadway consisting of rolling terrain and speed limits of 60 km/h, 70 km/h and 80 km/h, approximately 4.6 kilometres in length carrying an average of 2,800 vehicles daily. Throughout this section there is one signalized intersection and no sidewalks. A location plan is appended to this report as *Attachment 2*.

Area residents requested staff to reduce the speed limit to 60 km/h on this section of Warden Avenue to improve safety. Based on staff review, it is recommended that the existing 80 km/h speed limit on Warden Avenue, from Queensville Sideroad to Holborn Road, and from Cole Road to Ravenshoe Road, be reduced to 70 km/h. This will provide a consistent speed limit southerly. Local municipal staff has been advised of the proposed speed limit change on this road section and has not raised any objections.

This speed limit reduction will provide lower operating speeds which will increase sight stopping distance at residential driveways due to the rolling terrain. The proposed speed limit reductions represent a travel time increase of approximately 29 seconds per vehicle.

Leslie Street from Green Lane to 535 metres north of Green Lane supports a lower speed limit of 50 km/h

Leslie Street, from Green Lane to 535 metres north of Green Lane, is a two-lane rural roadway with a speed limit of 60 km/h, approximately 500 metres in length carrying an average of 17,000 vehicles daily. Throughout this section there is one signalized intersection and no sidewalks. A location plan is appended to this report as *Attachment 3*.

Council requested Region staff to reduce the speed limit to 50 km/h on this section of Leslie Street to encourage lower operating speeds upon entering the Sharon community. Based on staff review, it is recommended that the existing 60 km/h speed limit on Leslie Street, between Green Lane and 535 metres north of Green Lane, be reduced to 50 km/h.

Reducing the speed limit will provide lower operating speeds consistent with posted speed limits north of the subject area. The proposed speed limit reduction will represent a travel time increase of approximately six seconds per vehicle.

Warden Avenue from 200 metres north of Doane Road North to 600 metres south of Doane Road South, supports a lower speed limit of 60 km/h

Warden Avenue, in the vicinity of Doane Road, is a two-lane rural roadway consisting of rolling terrain and speed limits of 60 km/h and 70 km/h, carrying an average of 3,000 vehicles daily. Throughout this section there are no signalized intersections and no sidewalks. A location plan is appended to this report as *Attachment 4*.

Council requested Region staff to extend the 60 km/h speed limit on this section of Warden Avenue in the vicinity of Doane Road to cover the rural community limits. Based on staff review, it is recommended that the existing 70 km/h speed limit on Warden Avenue, between 200 metres north of Doane Road North and 600 metres south of Doane Road South, be reduced to 60 km/h.

This speed limit reduction will result in lower operating speeds upon entering the community and intersection of Doane Road. The proposed speed limit reduction represents a travel time increase of approximately seven seconds per vehicle.

The roadway characteristics on Lloydtown/Aurora Road between Dufferin Street and Keele Street supports a lower speed limit of 60 km/h

Lloydtown/Aurora Road between Dufferin Street and Keele Street, is a two-lane rural roadway with a speed limit of 80 km/h, approximately 2.2 kilometres in length, carrying an average of 8,700 vehicles daily. Throughout this section there is one signalized intersection and no sidewalks. A location plan is appended to this report as *Attachment 5*.

Residents requested Regional staff to reduce the speed limit to 60 km/h on this section of Lloydtown/Aurora Road to support the installation of a roundabout at Keele Street. Based on staff review, it is recommended that the existing 80 km/h speed limit on Lloydtown/Aurora Road, from Dufferin Street to Keele Street be reduced to 60 km/h.

This speed limit reduction will provide lower operating speeds as motorists approach the future roundabout at Keele Street. In addition, the proposed speed reduction will condition motorists to drive at lower operating speeds leading up to construction commencement in 2015. The proposed speed limit reduction will represent a travel time increase of approximately 33 seconds per vehicle.

Link to key Council-approved plans

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

5. FINANCIAL IMPLICATIONS

The cost associated with the manufacture and installation of the new speed limit signs is included within the 2014 Transportation and Community Planning Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended speed limit revisions related to the Regional road system have no direct impact on the local municipalities. However, one notable benefit would be that motorists coming off slower Regional roads are likely to be more compliant with local speed limits, where applicable. Local municipal staff has been advised of the proposed changes within this report and they have indicated their support.

7. CONCLUSION

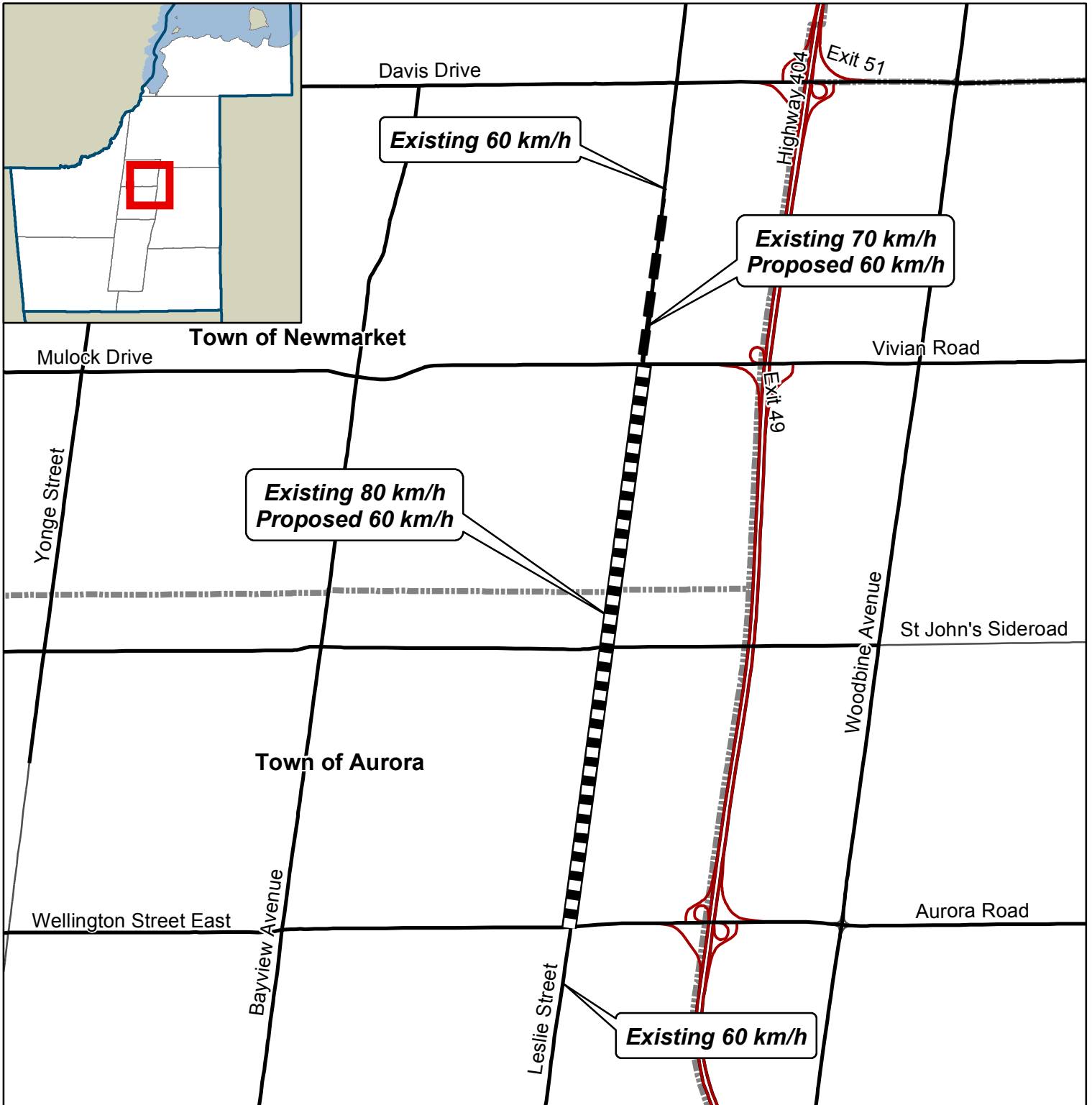
Regional staff has been requested to initiate a review of the existing speed limit regulations on several road sections as described within this report. The recommended speed limit changes will assist in standardizing the regulatory speed limit on these portions of Regional roads ensuring the current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

A bylaw is required before speed limits can be enforced. Therefore, the Regional Solicitor should prepare the necessary bylaws (see *Attachments 1 to 5*) and forward copies to the Towns of Aurora, Newmarket, and Whitchurch-Stouffville, 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 75226.

The Senior Management Group has reviewed this report.

Attachments (5)



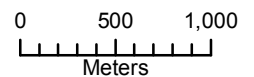
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Town of Aurora and Town of Newmarket**

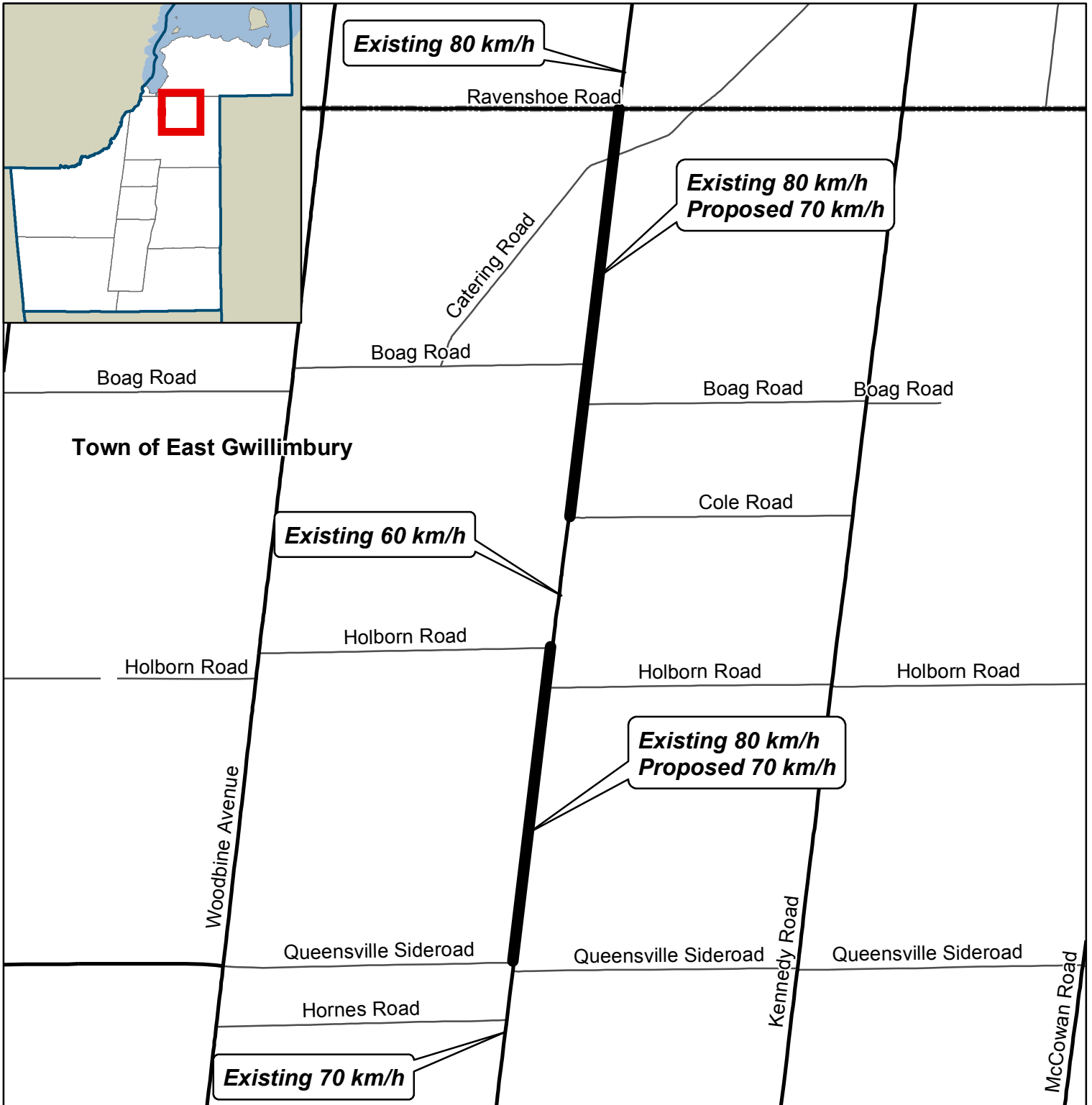
Speed Limit Revisions, January 9, 2014



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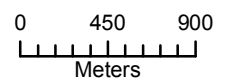
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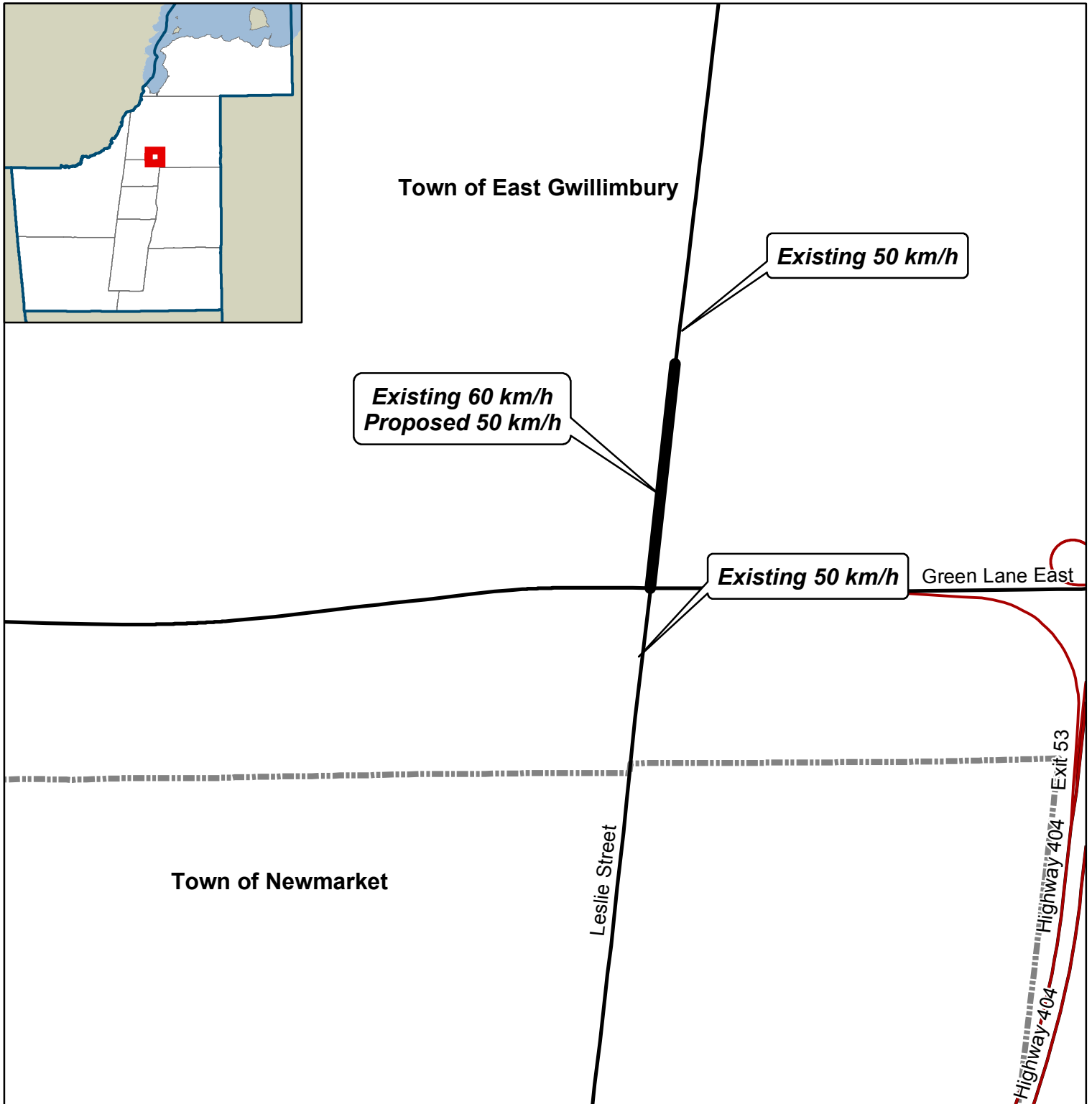
**Warden Avenue (Y.R. 65)
Town of East Gwillimbury**

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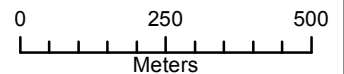
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Town of East Gwillimbury**

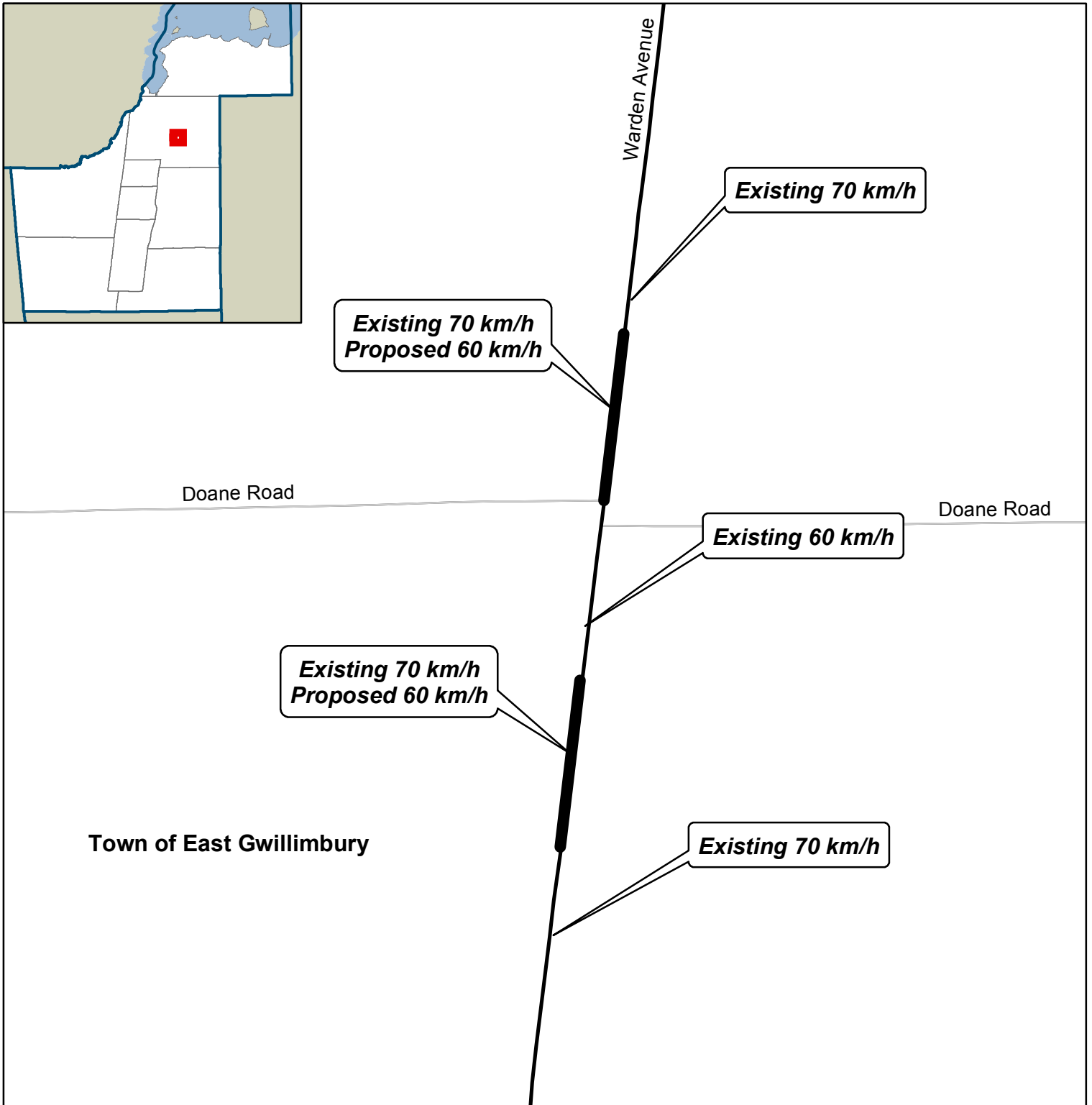
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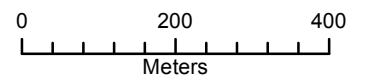
**Warden Avenue (Y.R. 65)
Town of East Gwillimbury**

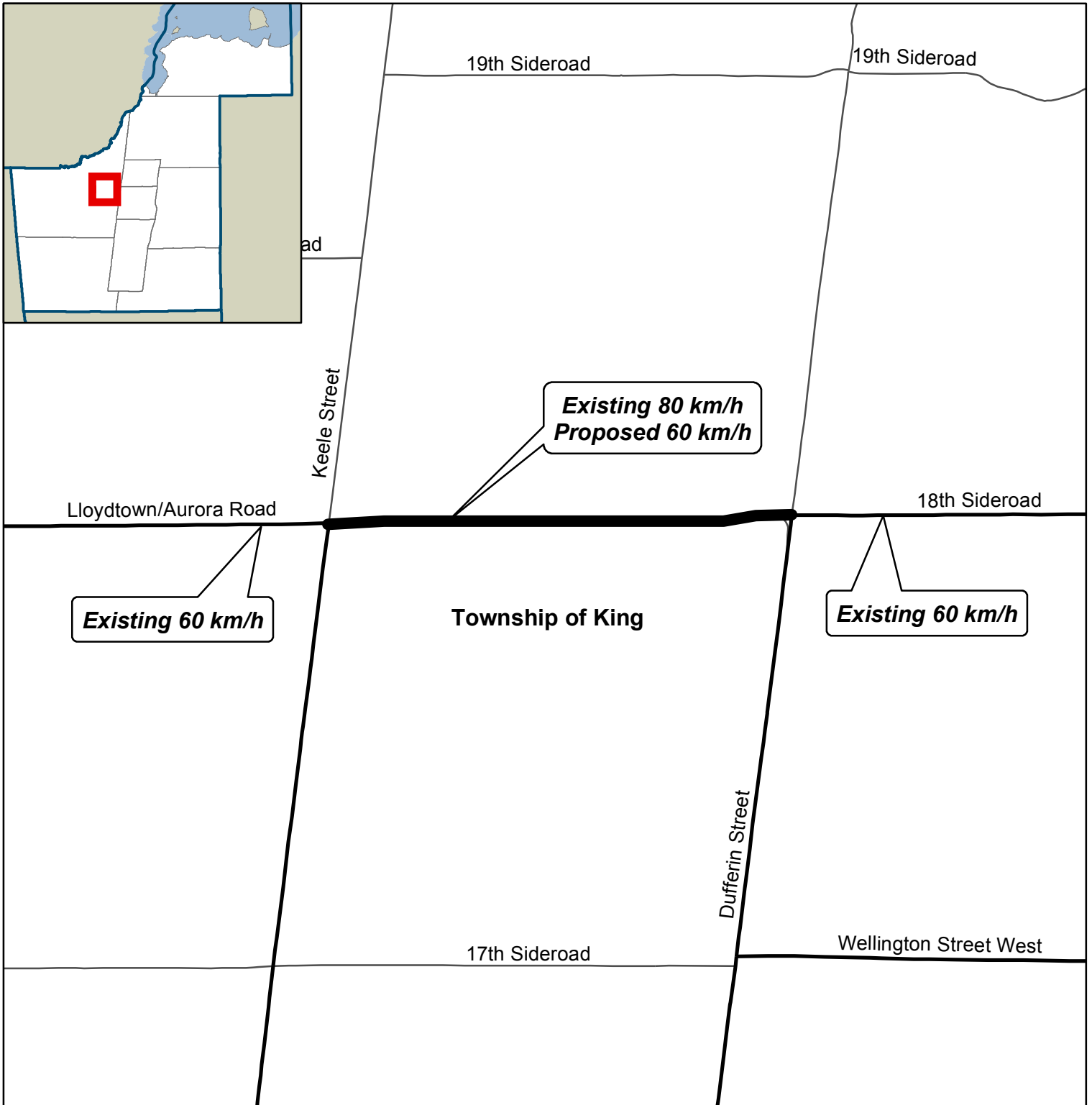
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**Lloydtown/Aurora Road (Y.R. 16)
Township of King**

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