

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 21, 2016.

5

2016 Annual Speed Limit Revisions

Committee of the Whole recommends adoption of the following recommendations contained in the report dated March 10, 2016 from the Commissioner of Transportation Services:

1. The existing speed limits on the Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Solicitor prepare the necessary bylaws.
3. The Regional Clerk circulate this report to the Clerks of the City of Vaughan, Towns of East Gwillimbury, Georgina, Whitchurch-Stouffville, and the Chief of York Regional Police.

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Report dated March 10, 2016 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. The existing speed limits on the Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Solicitor prepare the necessary bylaws.
3. The Regional Clerk circulate this report to the Clerks of the City of Vaughan, Towns of East Gwillimbury, Georgina, Whitchurch-Stouffville, and the Chief of York Regional Police.

## 2. Purpose

This report recommends changing speed limits on Regional roads to reflect increased urbanization, promote speed limit consistency and improve safety for all road users.

## 3. Background

Regular Regional road speed limit reviews are necessary to maintain safety of the overall road network

Three drivers typically necessitate speed limit reviews:

- Changing land uses along the road corridor - For example, the construction of a new school.
- Changing traffic patterns - This can result from new development or infrastructure.
- Varying operating speeds - When speed limits significantly increase or decrease on different sections of the same road.

To recognize these changes, road segments are reviewed regularly to ensure safety of the overall road network. This often results in recommendations to lower speed limits, although increases may also be appropriate to minimize operating speed variability. Higher speeds have been identified as a primary factor to increased collision severity; however, operating speed variability (the difference in operating speeds between vehicles on the same road) is also a factor.

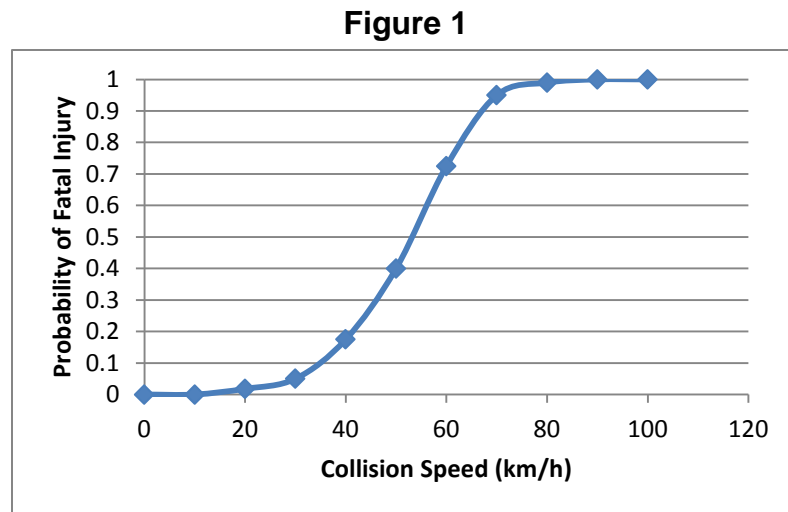
Changes to speed limits are recommended based on the principles defined in the Council-adopted Speed Limit Policy

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.

Higher vehicle speeds are a risk factor in road traffic injuries

Research from many organizations has identified speed as a key factor that influences the risk of collision and severity of injuries that may result. Travelling at high speeds decreases time drivers have to make decisions, and increases severity of collisions due to increased impact.

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



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

#### 4. Analysis and Options

Speed limit reviews identified recommendations to modify existing speed limits on several sections of Regional roads

The locations and proposed speed limit revisions on Regional roads are detailed in Table 1.

**Table 1  
Speed Limit Revisions**

	Road	Municipality	Existing Speed	Proposed Speed	Justification
1	Queensville Sideroad (Y.R.77) from Yonge Street (Y.R.1) to 800m east of Yonge Street (Y.R.1) (Attachment 1)	Town of East Gwillimbury	70 km/h	60 km/h	Changing traffic pattern
2	Queensville Sideroad (Y.R.77) from 800m east of Yonge Street	Town of East Gwillimbury	80 km/h	70 km/h	Changing traffic pattern

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	Road	Municipality	Existing Speed	Proposed Speed	Justification
	to 400m west of Leslie Street (Y.R.12) (Attachment 1)				
3	Queensville Sideroad (Y.R.77) from 580m east of Leslie Street (Y.R.12) to Woodbine Avenue (Y.R.8) (Attachment 1)	Town of East Gwillimbury	80 km/h	70 km/h	Changing traffic pattern
4	Metro Road (Y.R.78) from approximately 130m east of Kennedy Road (Y.R.3) to Salvation Army Road (Attachment 2)	Town of Georgina	70 km/h	60 km/h	Varying operating speeds
5	Aurora Road (Y.R.15) from York Durham Line (Y.R.30) to approximately 550m west of Ninth Line (Y.R.69) (Attachment 3)	Town of Whitchurch-Stouffville	80 km/h	70 km/h	Varying operating speeds
6	Ninth Line (Y.R.69) from 335m north of Hoover Park Drive to 280m south of Hoover Park Drive (Attachment 4)	Town of Whitchurch-Stouffville	60 km/h	50 km/h	Changing adjacent land use
7	Ninth Line (Y.R.69) from 335m north of Hoover Park Drive to 280m south of Hoover Park Drive (Attachment 4)	Town of Whitchurch-Stouffville	50 km/h	40 km/h	School Zone
8	Highway 7 (Y.R.7) from Centre Street to Pine Valley Drive (Y.R.57) (Attachment 5)	City of Vaughan	70 km/h	60 km/h	Varying operating speeds

Speed limit reductions are recommended along Queensville Sideroad to support changing traffic patterns

To address change in traffic patterns as a result of the opening of the Highway 404 interchange and 2<sup>nd</sup> Concession road widening, a speed limit reduction from 70 km/h to 60 km/h and from 80 km/h to 70 km/h is recommended along Queensville Sideroad, from Yonge Street to Woodbine Avenue. This speed reduction is currently in effect on a temporary basis to support construction. Attachment 1 shows this location plan.

A speed limit reduction is recommended on Metro Road to address varying operating speeds

To achieve a consistent speed limit along Metro Road, a speed limit reduction from 70 km/h to 60 km/h is recommended, from approximately 130 metres east of Kennedy Road to Salvation Army Road. A reduced speed limit also supports access to adjacent land uses with some visibility concerns. Attachment 2 shows this location plan.

A speed limit reduction is recommended on Aurora Road to address varying operating speeds

To address varying operating speeds, a speed limit reduction from 80 km/h to 70 km/h is recommended on Aurora Road, from York-Durham Line to approximately 550 metres west of Ninth Line. This would provide motorists with a smoother transition to and from the existing 60 km/h speed limit in the west towards the Community of Ballantrae and Ballantrae Public School. Attachment 3 shows this location plan.

Speed limit reductions are recommended on Ninth Line to address changing adjacent land uses and school zone

To address adjacent land uses, a speed limit reduction from 60 km/h to 50 km/h is recommended on Ninth Line, from 335 metres north of Hoover Park Drive to 280 metres south of Hoover Park Drive. This will better support the urban intensification that has occurred in the area, and encourage drivers to be mindful of the close proximity to Stouffville District Secondary School and St. Brendan Catholic Elementary School.

In addition, it is recommended that a School Zone speed limit reduction to 40 km/h be implemented, denoted by “Maximum Speed When Flashing” signs. The reduced speed limit of 40 km/h will only be in effect during operating hours of the schools in the jurisdiction, and will provide consistency with the neighbouring

School Zone to the north for Glad Park Public School and St. Mark Catholic Elementary School. Attachment 4 shows this location plan.

A speed limit reduction is recommended on Highway 7 to address varying operating speed

To address varying operating speed, a speed limit reduction from 70 km/h to 60 km/h is recommended on Highway 7 along the rapid transit corridor from Centre Street to Pine Valley Drive. This would create a consistent 60 km/h speed limit on Highway 7. Attachment 5 shows this location plan.

New speed limit signs will be installed to notify road users of revised speed limits

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

**Figure 2**



Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

Vision 2051

- Supports Vision 2051 and the goal area of “Interconnected Systems for Mobility” by promoting the safe and efficient movement of people and goods, and by ensuring Regional roads are context sensitive and complement adjacent land uses.

## 5. Financial Implications

The costs associated with manufacturing and installing new speed limit signs are included in the 2016 Transportation Services Budget.

## 6. Local Municipal Impact

Local municipal staff have been consulted on the proposed speed limit revisions in this report and are supportive.

## 7. Conclusion

Regional staff has reviewed existing speed limits on eight Regional road sections and has made recommendations for changes as described in this report. The recommended speed limit changes would assist in standardizing speed limits on these roads; ensuring current limits are in accordance with changing land uses, changing traffic patterns, and varying operating speeds.

A bylaw is required before speed limits can be revised. Once speed limits are approved, staff will prepare the necessary bylaws and forward a copy to the City of Vaughan, the Towns of East Gwillimbury, Georgina, Whitchurch-Stouffville, and the Chief of York Regional Police.

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

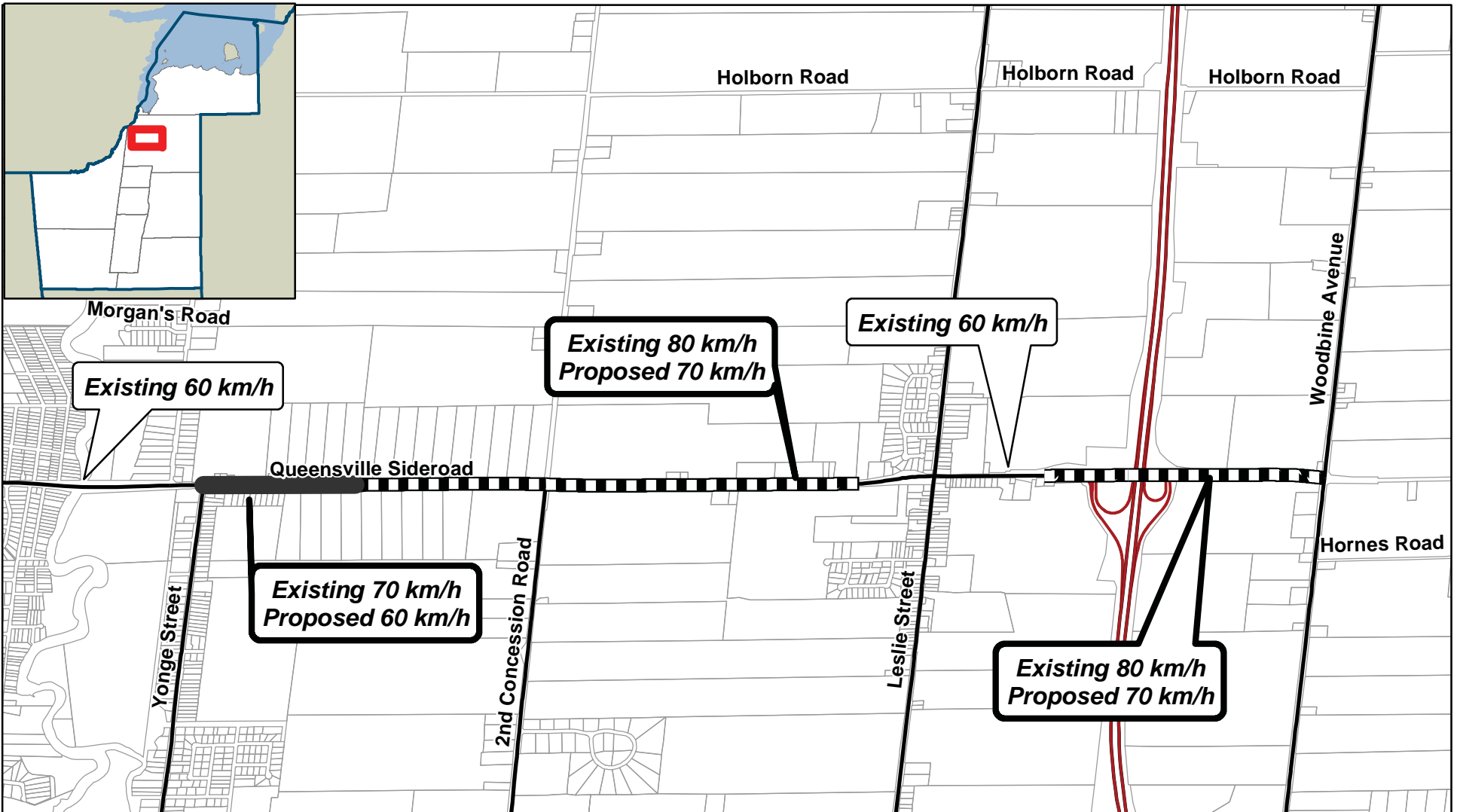
The Senior Management Group has reviewed this report.

March 11, 2016

Attachments (5)

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Accessible formats or communication supports are available upon request

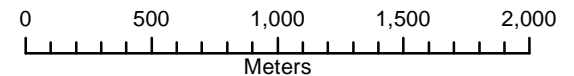


**Queensville Sideroad (Y.R.77)  
Town of East Gwillimbury**

2016 Annual Speed Limit Revisions  
April 7, 2016

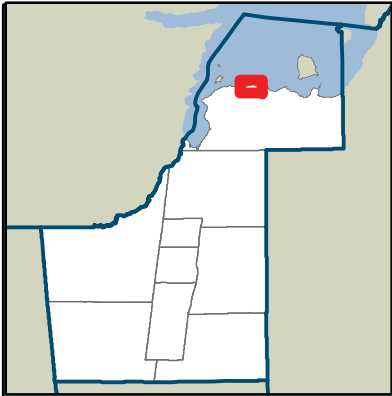


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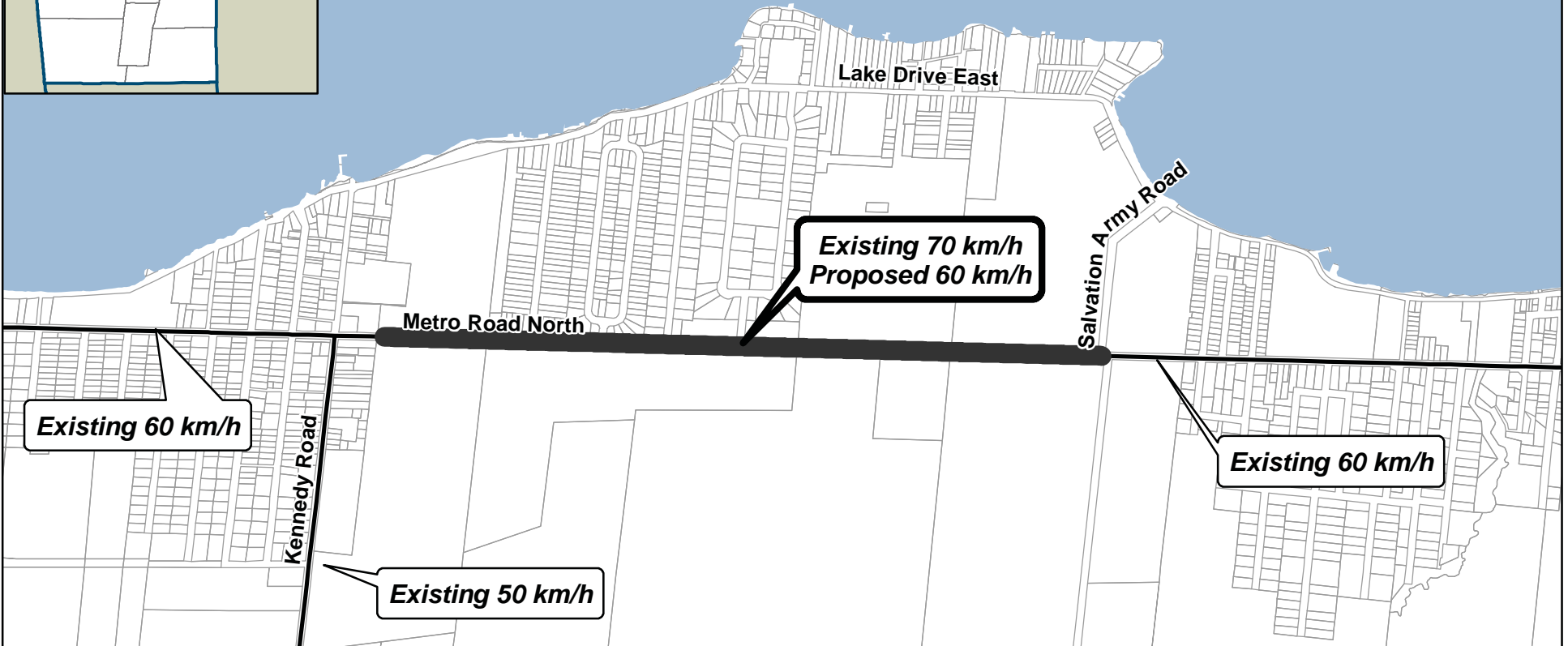


**TRANSPORTATION SERVICES**





# Lake Simcoe

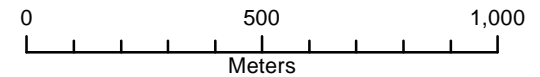


## Metro Road (Y.R.78) Town of Georgina

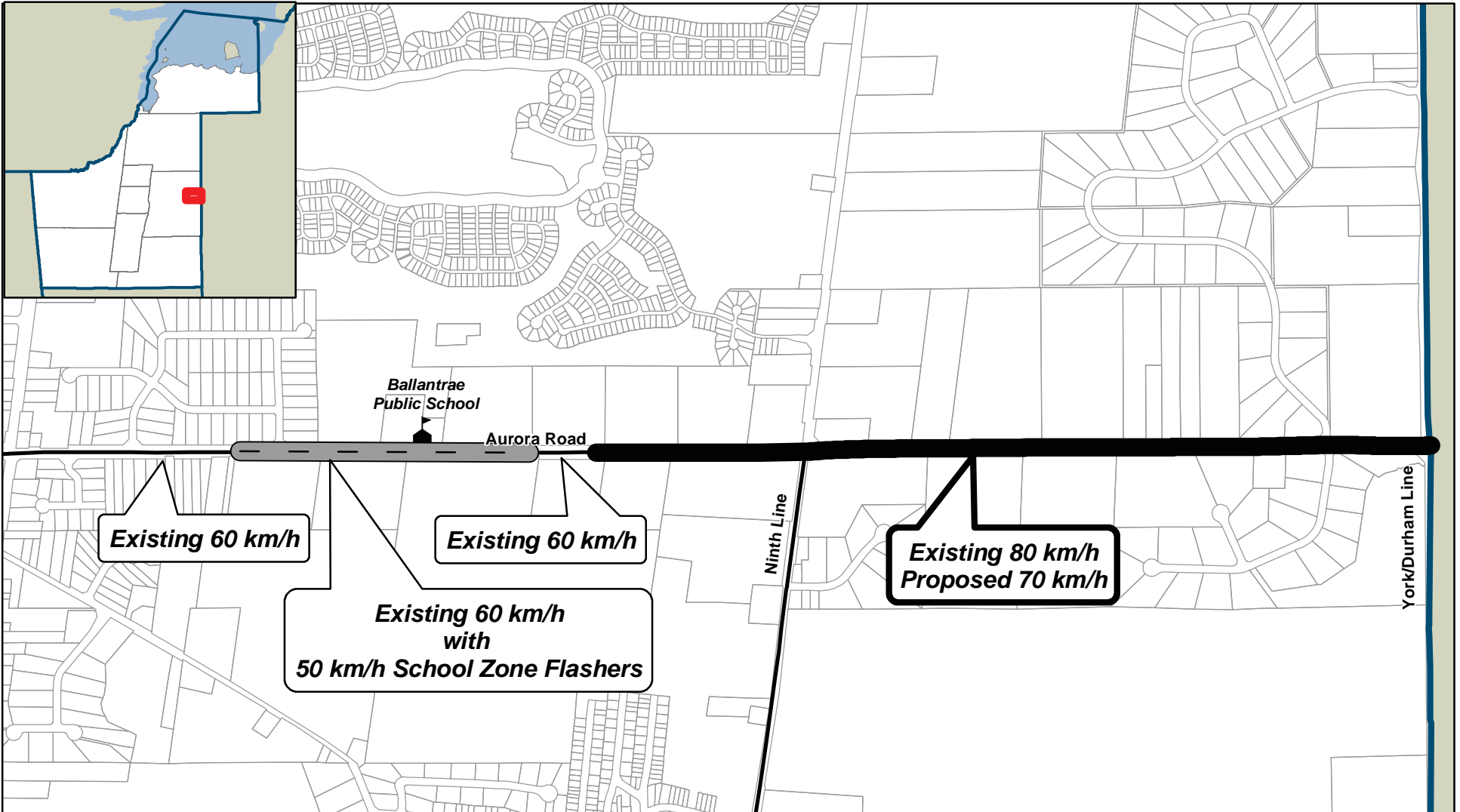
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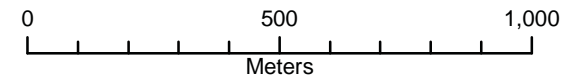


**Aurora Road (Y.R.15)**  
**Town of Whitchurch-Stouffville**

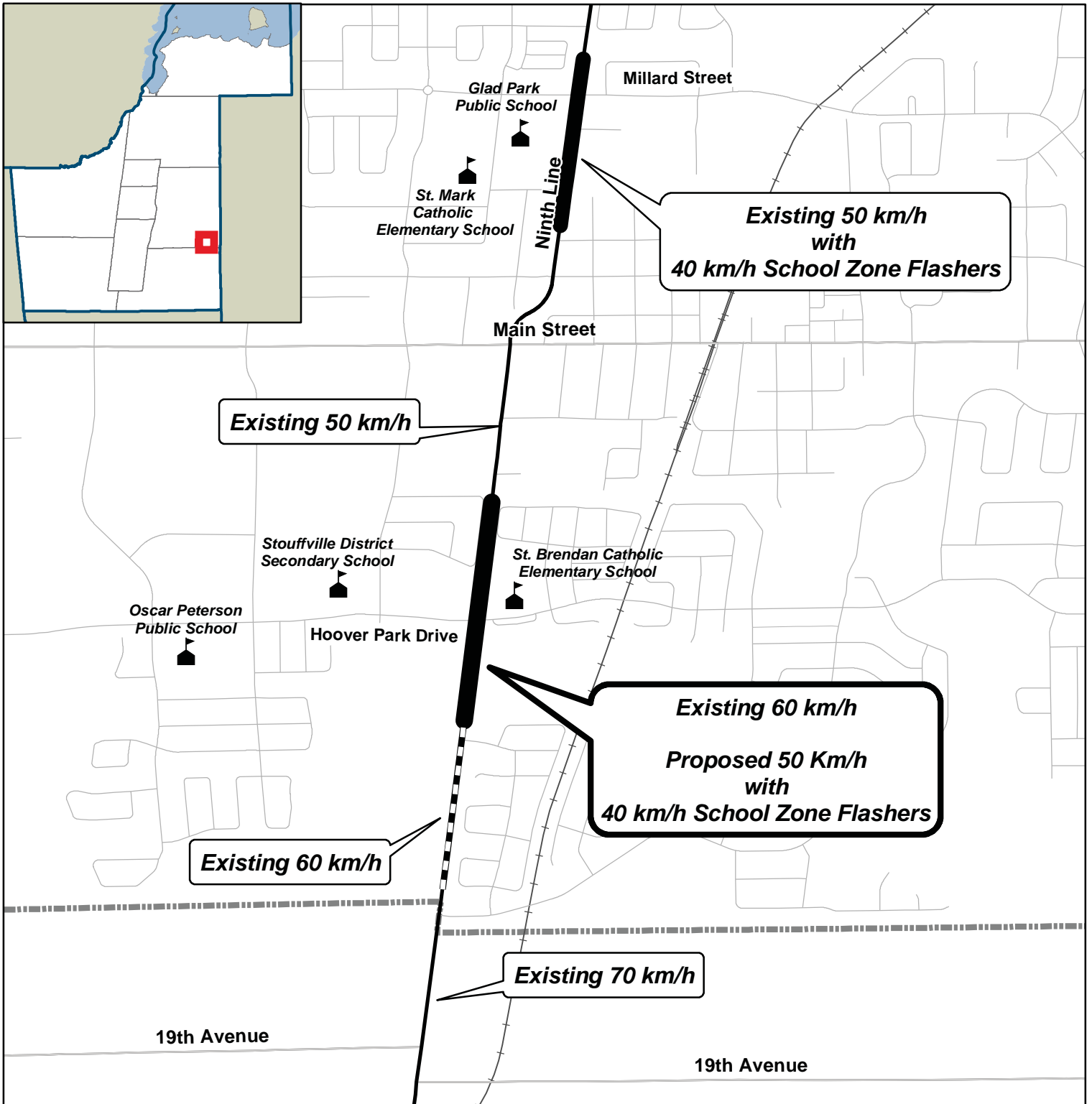
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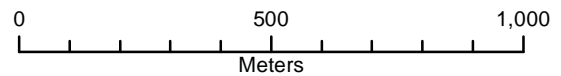


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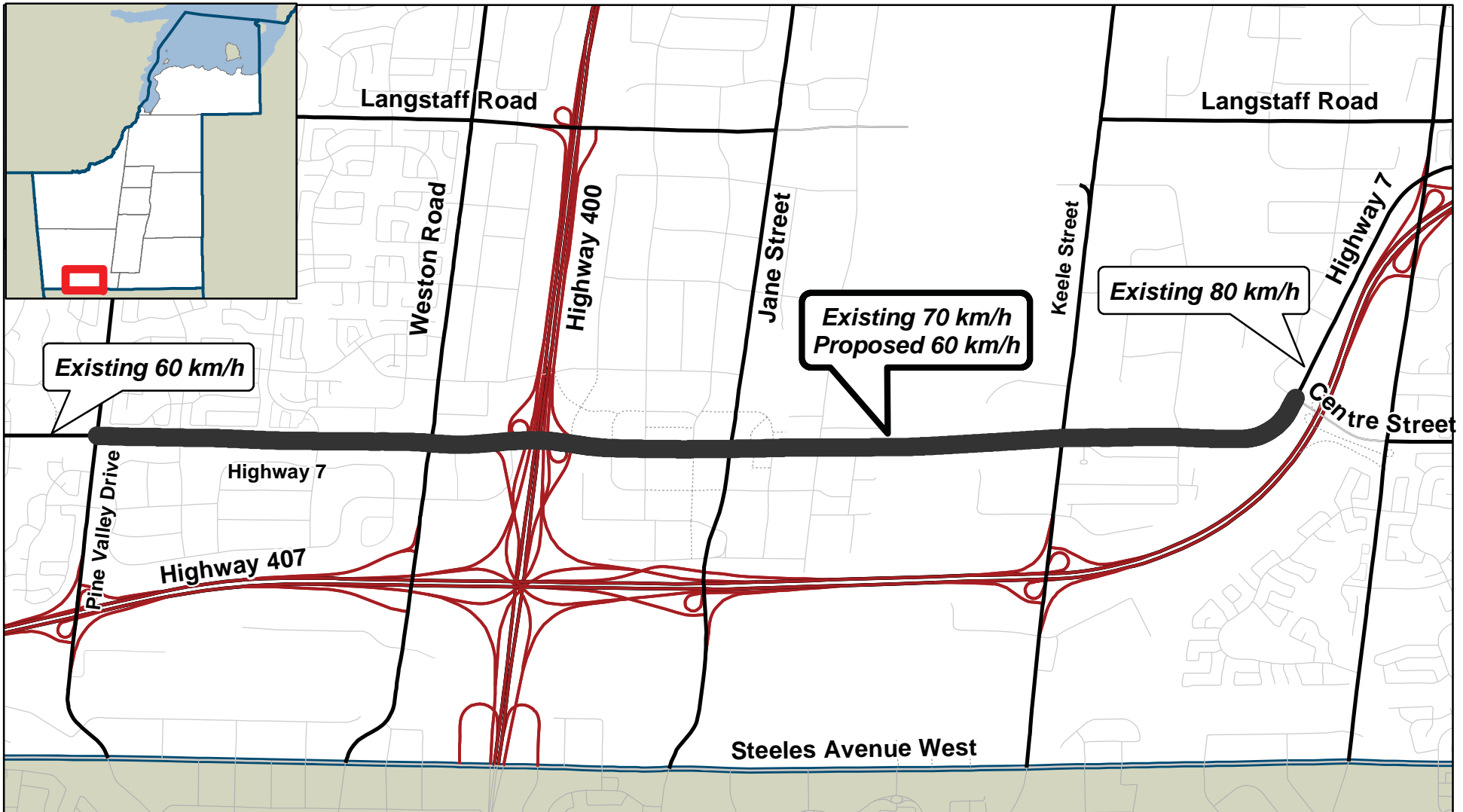
**Ninth Line (Y.R.69)  
Town of Whitchurch-Stouffville**

2016 Annual Speed Limit Revisions  
April 7, 2016



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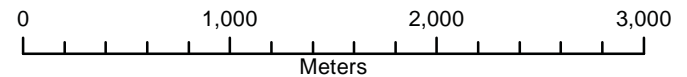


**Highway 7 (Y.R.7)  
City of Vaughan**

2016 Annual Speed Limit Revisions  
April 7, 2016



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