

The Regional Municipality of York

Committee of the Whole
Transportation Services
September 9, 2021

Report of the Commissioner of Transportation Services

2021 Speed Limit Revisions

1. Recommendations

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

2. Summary

This report seeks Council approval to revise speed limits detailed in Tables 1 and 2.

Key Points:

- Lowering speed limits based on principles defined in the Regional speed limit policy helps to protect travellers as the Region continues to intensify and traffic volumes increase
- Speed limit revisions proposed in Table 1 would allow for consistent speeds within the specified school zone locations
- Staff propose additional speed limit revisions recommended in Table 2 based on monitoring and periodic review of the Regional road network
- Setting appropriate speed limits helps protect all travellers, encourages compliance, complements urbanizing land use across the road network and improves traffic operations

3. Background

Speed limit revisions are recommended based on principles defined in the Regional speed limit policy

In 2011, Council approved and adopted a policy for [Establishing Speed Limits on Regional Roads](#) that provides guidelines in setting speed limits on Regional roads to assist in ensuring a consistent approach. The guidelines reference industry standards that help the policy remain current as industry-accepted best practices evolve. The *Highway Traffic Act* gives a municipal council the authority, by bylaw, to revise speed limits under 100 km/h in its jurisdiction.

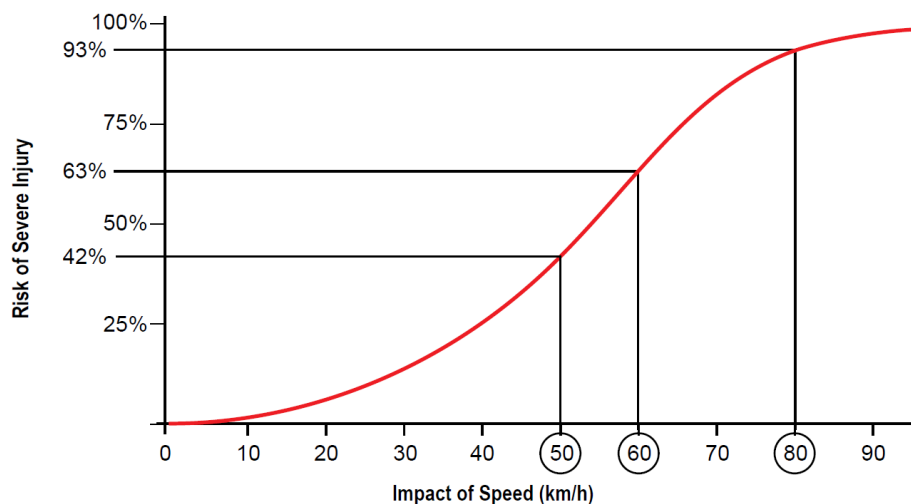
Lowering speed limits will help improve traveller safety as the Region continues to intensify

Between 2016 and 2021, the Region's population has grown 7.2% to 1,226,500 residents. From 1996 to 2016, the total number of daily walking and cycling trips has increased approximately 5% annually. The Region is expected to continue to grow to approximately 2.02 million people and 990,000 jobs by 2051.

Physical environment is a key driver in determining the most appropriate travel speed for a roadway. Where a physical environment encourages walking and cycling, pedestrians and cyclists need to co-exist with vehicles. While 24% of vehicle-only collisions resulted in injury or death, almost all pedestrian (94%) and cyclist (82%) collisions resulted in injury or death. Figure 1 shows the relationship between the probability of a severe pedestrian injury and vehicle collision speed. As vehicle speed increases, pedestrian severe injury rates rise drastically in motor vehicle collisions.

Figure 1

Pedestrian Severe Injury Rate in Relation to Vehicle Travel Speed



Source: Adapted from TAC Geometric Guide for Canadian Roads, June 2017

May 2021, Council approved reducing speed limits in school zones by 10 km/hr using the new school zone maximum speed sign introduced by the Province

On [May 27, 2021](#), Council approved a 10 km/hr speed limit reduction in all [school zones](#) on Regional roads, using the new school zone maximum speed sign introduced by the Province, to promote consistency, protect the most vulnerable road users and allow the use of automated speed enforcement.

Staff committed to have all the new school zone maximum speed signs installed before September 2021. School zone signage has been installed in accordance with provincial regulations.

4. Analysis

Setting speed limits consistently across the road network and complementing urbanizing land use encourages compliance and improves traffic operations

The Region's road network is a dynamic system. Staff monitor and periodically review the Regional road network to ensure speed limits are updated in accordance with the Region's speed limit policy and are set at appropriate levels for the road.

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 a 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 be confusing and may result in low compliance. Limiting the number of speed zone changes encourages driver awareness and compliance.
- Improving traffic operations – Speed limits that complement roadway characteristics improve traffic operations and encourage increased compliance. An appropriate speed limit increases the amount of time a driver has to react to potential hazards. Speed limits are determined in accordance with existing roadway elements and characteristics.

Reducing the number of speed limit changes in proposed school zone locations would help encourage driver awareness and compliance

Staff have implemented the Council-approved 10 km/hr speed limit reductions in school zones (7 am to 5 pm, Monday to Friday, September to June) using the new signs introduced by the Province.

To provide for a transition of speed limits entering and exiting school zones, the speed limit bylaw amendments listed in Table 1 are recommended. Maps of these locations are included as Attachments 1 through 8.

Table 1
Speed Limit Revisions in School Zones

Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
1 2nd Concession Road (Y.R. 34) from 150 metres south of Doane Road (Y.R. 45) to Mount Albert Road (Y.R. 13) École Élémentaire Catholique Jean-Béliveau Attachment 1	Town of East Gwillimbury	70 km/h	60 km/h	Promote consistent speed limit
2 Wellington Street West (Y.R. 15) from Hilldale Road to 165 metres west thereof Aurora High School and Wellington Public School Attachment 2	Town of Aurora	60 km/h	50 km/h	Promote consistent speed limit
3 Dufferin Street (Y.R. 53) from 1,055 metres south of 15 th Sideroad (Y.R. 40) to 540 metres south of King Road (Y.R. 11) Country Day School Attachment 3	Township of King	70 km/h	60 km/h	Promote consistent speed limit
4 King Road (Y.R. 11) from Warren Road to 170 metres east thereof King City Secondary School Attachment 4	Township of King	60 km/h	50 km/h	Promote consistent speed limit

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
5	Lloydtown/Aurora Road (Y.R. 16) from 1,488 metres east of 7 th Concession to 650 metres east of Weston Road (Y.R. 56) Kettleby Public School Attachment 5	Township of King	80 km/h	60 km/h	Promote consistent speed limit
6	Lloydtown/Aurora Road (Y.R. 16) from 650 metres east of Weston Road (Y.R. 56) to Highway 400 northbound off-ramp Kettleby Public School Attachment 5	Township of King	80 km/h	50 km/h	Promote consistent speed limit
7	Bathurst Street (Y.R. 38) from Mulock Drive (Y.R. 74) to 685 metres north thereof St. Nicholas Catholic Elementary School Attachment 6	Town of Newmarket	70 km/h	60 km/h	Promote consistent speed limit
8	Major Mackenzie Drive West (Y.R. 25) from 92 metres west of Arnold Crescent to 115 metres west of Atkinson Street Alexander Mackenzie High School Attachment 7	City of Richmond Hill	50 km/h	60km/h	Promote consistent speed limit
9	Warden Avenue (Y.R. 65) from Bloomington Road (Y.R. 40) to 210 metres south thereof Whitchurch Highlands Public School Attachment 8	Town of Whitchurch-Stouffville	70 km/h	60 km/h	Promote consistent speed limit

Speed limit revisions are also proposed on several Regional road sections to improve traffic operations and address changing land use

Staff propose speed limit revisions on additional Regional roads, as detailed in Table 2. Location maps for each are included as Attachments 9 through 13.

Table 2
Proposed Speed Limit Revisions

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
1	Yonge Street (Y.R. 1) from Morning Sideroad/Highway 11 (Y.R. 1) to 200 metres north of Green Lane (Y.R.19) Attachment 9	Town of East Gwillimbury	80 km/h	70 km/h	Increased urbanization
2	Highway 11 (Y.R. 1) from Morning Sideroad/Yonge Street (Y.R. 1) to Simcoe County Boundary Attachment 9	Town of East Gwillimbury and Township of King	80 km/h	70 km/h	Improved traffic operation
3	Mount Albert Road (Y.R. 13) from 600 west of Warden Avenue (Y.R. 65) to Woodbine Avenue (Y.R. 8) Attachment 10	Town of East Gwillimbury	80 km/h	70 km/h	Improved traffic operation
4	Mount Albert Road (Y.R. 13) from 600 metres east of Warden Avenue (Y.R. 65) to 600 metres west of Warden Avenue Attachment 10	Town of East Gwillimbury	80 km/h	60 km/h	Improved traffic operation
5	York/Durham Line (Y.R. 30) from 350 metres south of Concession Road 9 (Durham Road 5) to Highway 7 (Y.R. 7) Attachment 11	City of Markham	80 km/h	70 km/h	Improved traffic operation

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
6	Warden Avenue (Y.R. 65) from Ravenshoe Road (Y.R. 32) to east leg of Old Homestead Road (Y.R. 79) Attachment 12	Town of Georgina	80 km/h	70 km/h	Improved traffic operation
7	Warden Avenue (Y.R. 65) from Bethel Sideroad to Baseline Road (8A) Attachment 12	Town of Georgina	80 km/h	70 km/h	Improved traffic operation
8	Davis Drive (Y.R. 31) from 400 metres east of McCowan Road (Y.R. 67) to 900 metres west of McCowan Road (Y.R. 67) Attachment 13	Town of East Gwillimbury and Town of Whitchurch-Stouffville	80 km/h	70 km/h	Improved traffic operations

Citizens are notified of new speed limits through on-street signs and a range of communication tactics

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 sign remains in place for approximately 60-90 days. Citizens are informed through a range of other communication tactics including media alerts, social media and information posted on York.ca.

5. Financial

Costs associated with the manufacture and installation of new speed limit signs are included in the approved 2021 Transportation Services Operating Budget.

6. Local Impact

The proposed speed limit revisions detailed in Tables 1 and 2 will help promote safety and consistency for all travellers, reflect changes in land use and improve traffic operations. Lower speeds also help create a more conducive environment for pedestrians and cyclists. Local municipal staff support the proposed speed limit revisions.

7. Conclusion

Staff recommend implementing speed limit revisions on Regional roads described in this report. Setting appropriate speed limits helps protect all travellers, encourages compliance, complements urbanizing land use across the road network and improves traffic operations.

Bylaw amendments are required before speed limit revisions may be implemented. Subject to Council approval, the Regional Solicitor will prepare the necessary bylaws and forward applicable copies to the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Whitchurch-Stouffville, Township of King and Cities of Markham and Richmond Hill and 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. Accessible formats or communication supports are available upon request.



Recommended by:

Ann-Marie Carroll
Acting Commissioner Transportation Services



Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

August 13, 2021

Attachments (13)

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