

# The Regional Municipality of York

Committee of the Whole  
Transportation Services  
April 13, 2023

Report of the Commissioner of Public Works

## 2023 Speed Limit Revisions

### 1. Recommendations

1. Speed limits on Regional roads listed in Table 1 of this report be revised.
2. The Regional Clerk circulate this report to the Clerks of Towns of Georgina and Whitchurch-Stouffville, Township of King, City of Markham and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

### 2. Summary

This report seeks Council approval to implement revised speed limits detailed in Table 1. Revisions reflect changing land use, increased urbanization and improvements to traffic operations.

Key Points:

- Lowering speed limits helps to protect travellers as the Region continues to intensify and traffic volumes increase
- Speed limit revisions are recommended based on principles defined in the Establishing Speed Limits on Regional Roads policy
- Staff propose speed limit revisions as detailed in Table 1

### 3. Background

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

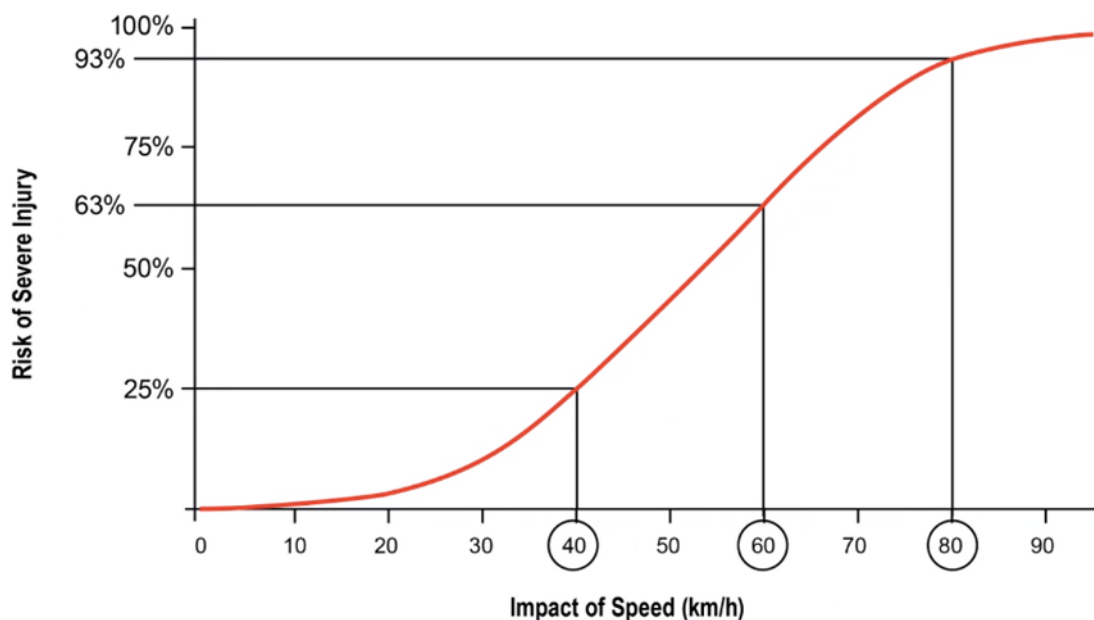
In 2011, Council approved an updated policy for [Establishing Speed Limits on Regional Roads](#) that provides guidelines in setting speed limits on Regional roads to assist in ensuring a consistent approach. These guidelines reference industry standards that help the policy remain current as industry-accepted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

## Lowering speed limits helps improve traveller safety as the Region continues to intensify

Between 2016 and 2021, the Region's population grew by 7.2% to 1,226,500 residents. From 1996 to 2016, the total number of daily walking or cycling trips increased 5% annually. The Region is expected to grow to about 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 must co-exist with vehicles. While 24% of vehicle-only collisions resulted in injury or fatality, almost all pedestrian (94%) and cyclist (82%) collisions resulted in injury or fatality. 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 dramatically in a pedestrian/vehicle collision.

**Figure 1**  
**Pedestrian Severe Injury Rate in Relation to Vehicle Travel Speed**



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

## 4. Analysis

### Setting consistent speed limits encourage compliance and improves safety

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

- Urbanization – When communities are built adjacent to Regional roads, operating conditions of these roads must change to reflect traffic patterns and increases in intersections, driveways and vulnerable travellers
- Promoting consistent speed limits – 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

Speed limit revisions are proposed on specific Regional road sections to protect travellers. Proposed speed limit revisions on Regional roads are detailed in Table 1. Location maps are included as Appendices 1 through 5.

Travellers are notified of new speed limits through on-street signs and a range of communication methods. 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 to 90 days. Citizens are informed through a range of communication methods including media alerts, social media and information posted on York.ca.

**Table 1**  
**2023 Proposed Speed Limit Revisions**

	<b>Regional Road</b>	<b>Municipality</b>	<b>Existing Speed</b>	<b>Proposed Speed</b>	<b>Justification</b>
1	The Queensway South (Y.R. 12) From 80 metres south of Joe Dales Drive/McMillan Drive to Glenwoods Avenue (Y.R. 33) Appendix A	Town of Georgina	60 km/h	50 km/h	Increased urbanization, consistent speed limits
2	Weir’s Sideroad (Y.R. 81) From 400 metres north of Ravenshoe Road (Y.R. 32) to Old Homestead Road (Y.R. 79) Appendix B	Town of Georgina	80 km/h	70 km/h	Improved traffic operations, consistent speed limits
3	Lloydtown-Aurora Road (Y.R. 16) From 1 km east of 8th Concession to 400 metres east of 8th Concession Appendix C	Township of King	80 km/h	60 km/h	Improved traffic operations, consistent speed limits

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
4	Lloydtown-Aurora Road (Y.R. 16) From 400 metres east of 8 <sup>th</sup> Concession Road to Highway 27 (Y.R. 27) Appendix C	Township of King	80 km/h	70 km/h	Improved traffic operations, consistent speed limits
5	McCowan Road (Y.R. 67) From 945 metres north of Major Mackenzie Drive East (Y.R. 25) to Stouffville Road (Y.R. 14) Appendix D	Town of Whitchurch-Stouffville and City of Markham	80 km/h	70 km/h	Consistent speed limits
6	Kennedy Road (Y.R. 3) From 300 metres north of Major Mackenzie Drive East (Y.R. 25) to 150 metres south of Stouffville Road (Y.R.14) Appendix D	Town of Whitchurch-Stouffville and City of Markham	80 km/h	70 km/h	Consistent speed limits
7	Warden Avenue (Y.R. 65) From Heritage Hill Drive to Stouffville Road (Y.R. 14) Appendix D	Town of Whitchurch-Stouffville and City of Markham	80 km/h	70 km/h	Consistent speed limits
8	Woodbine Avenue (Y,R. 8) From 478 metres south of 19 <sup>th</sup> Avenue to Stouffville Road (Y.R. 14) Appendix D	Town of Whitchurch-Stouffville and City of Markham	80 km/h	70 km/h	Consistent speed limits

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
9	Stouffville Road (Y.R. 14) From Woodbine Avenue (Y.R. 8) to 700 metres west of Highway 48  Appendix D	Town of Whitchurch-Stouffville	80 km/h	70 km/h	Improved traffic operations, consistent speed limits
10	Ninth Line (Y.R. 69) From 150 metres north of 16 <sup>th</sup> Avenue (Y.R. 73) to 200 metres north of Donald Cousens Parkway (Y.R. 48)  Appendix E	City of Markham	70 km/h	60 km/h	Improved traffic operations, consistent speed limits

## 5. Financial

Costs associated with manufacturing and installing all new speed limit signs referenced in this report are estimated at \$25,000. These costs are included in the approved 2023 Public Works - Transportation Operating Budget.

## 6. Local Impact

The proposed speed limit revisions detailed in Table 1 are intended to promote safety and consistency for all travellers, reflect changes in land use and improve traffic operations. Lower speeds help create a safer environment for pedestrians and cyclists and may encourage walking and cycling. Local municipal staff support the proposed speed limit revisions.

## 7. Conclusion

Staff recommend implementing the proposed speed limit revisions on Regional roads as described in this report. Setting appropriate speed limits help protect all travellers, encourage compliance, complement urbanizing land use across the road network and improve 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 Georgina and Whitchurch-Stouffville, Township of King, City of Markham and Chief of York Regional Police.

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For more information on this report, please contact Joseph Petrungaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



**Erin Mahoney, M. Eng.**  
Commissioner of Public Works

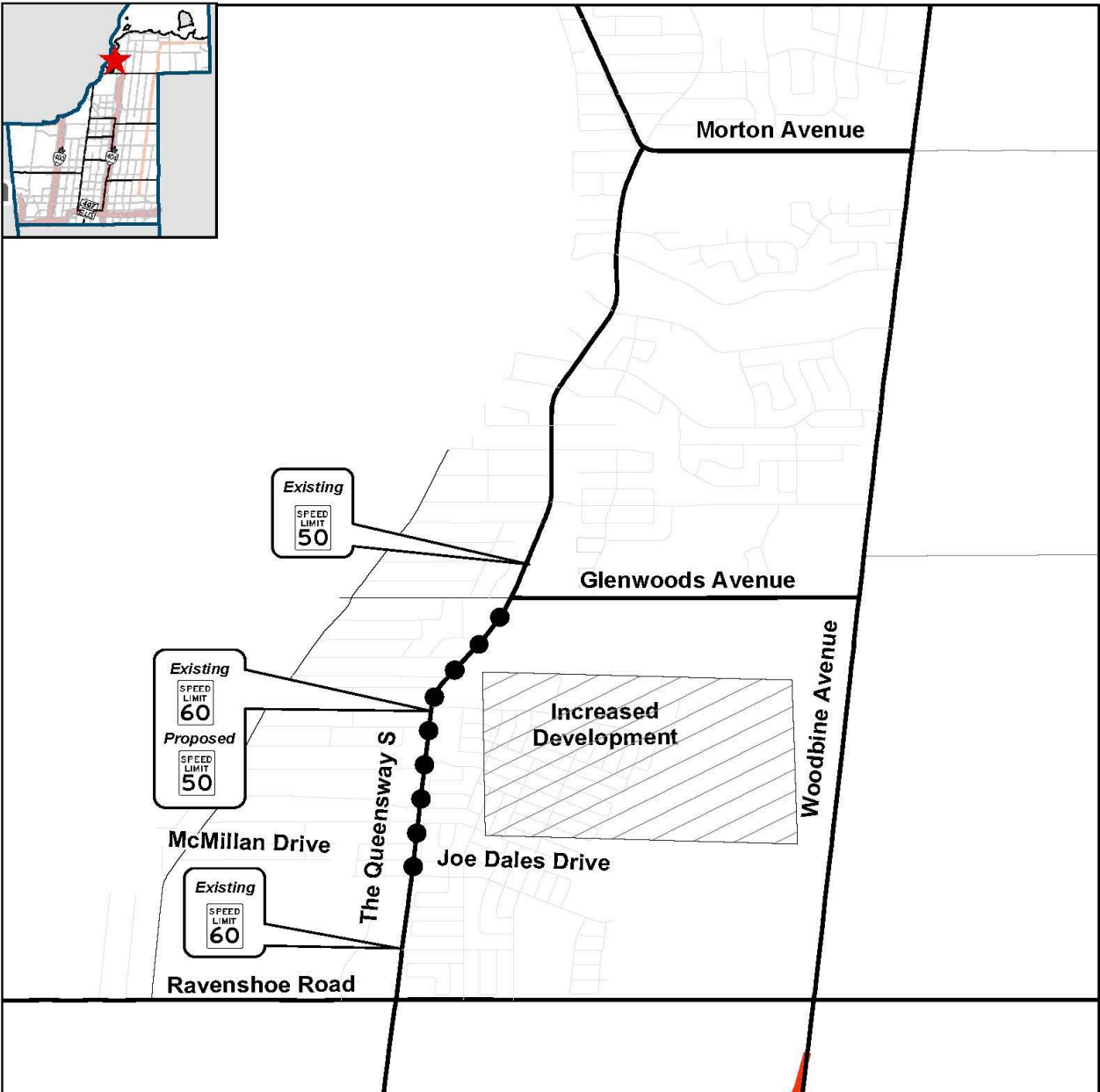
Approved for Submission:



**Bruce Macgregor**  
Chief Administrative Officer

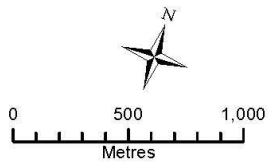
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- Appendix A – Map - Proposed Speed Reduction – The Queensway South – Georgina
- Appendix B – Map - Proposed Speed Reduction – Weir’s Sideroad - Georgina
- Appendix C – Map - Proposed Speed Reductions – Lloydtown-Aurora Road – King
- Appendix D – Map - Proposed Speed Reductions – McCowan/Kennedy/Warden/Woodbine/  
Stouffville - Markham and Whitchurch-Stouffville
- Appendix E – Map – Proposed Speed Reductions – Ninth Line – Markham



**The Queensway South (Y.R. 12)**  
**Town of Georgina**  
 Speed Limit Revisions  
 April 13, 2023

- Legend**
- 60 to 50 km/h
  - Regional Road
  - Local Road



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 Roads and Traffic Operations  
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