

## Committee of the Whole (2) Report

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**DATE:** Wednesday, March 8, 2023      **WARD(S):** ALL

**TITLE:** 2023 SPEED LIMIT REVISIONS ON CITY ROADWAYS

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

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**Purpose**

To seek Council approval to implement speed limit revisions detailed in this report based on the City's Speed Limit Policy (the Policy). The proposed revisions reflect increased urbanization, promote speed limit consistency, address road safety for all road users, and improve traffic operations.

**Report Highlights**

- On June 22, 2021, Council approved a Speed Limit Policy that provides guidelines to ensure a consistent approach in setting speed limits throughout the City's Road network, addresses growth and development and ensures the safety of all road users.
- As part of the MoveSmart Mobility Management Strategy, a speed limit review is completed annually to promote mobility and safety.
- Posted speed limit revisions from 50 km/h to 40 km/h were examined for a selection of city roadways based on City transportation plans, land use, vehicle speeds, vulnerable road users, and citizen enquiries.
- A speed limit reduction of 40 km/h on 15 City roadways and five area blocks is recommended to encourage speed compliance, increase road safety, and improve traffic operations.

## **Recommendations**

1. THAT Council approve the speed limit revisions listed for the 40 km/h speed limit in Attachment 1;
2. THAT Council approve the implementation of the listed 40km/h Neighbourhood Areas in Attachment 2;
3. THAT the necessary By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-Law, authorizing the speed limit revisions for 40 km/h speed limits and the 40km/h Neighbourhood Areas; and
4. THAT the City Clerk forward a copy of this report to the Regional Municipality of York, York Regional Police, York Region Public District School Board and York Region Catholic District School Board.

## **Background**

### **Council approved the Speed Limit Policy to ensure a consistent approach in setting speed limits on City roadways.**

At the June 22, 2021 meeting, Council approved the Speed Limit Policy to ensure safety for all road users. The Policy includes guidelines to ensure a consistent approach in setting speed limits throughout the City's Road network that considers growth, urbanization, and the specific roadway environment and characteristics. The Policy proposes a reduced speed limit of 40 km/h, generally associated with school zones, local roads, and minor collectors. In Fall 2021, all school zone areas were posted at 40km/h, to raise awareness around the presence of school children and pedestrians in the area. Since late 2021, all laneways have been posted at 30km/h given laneways have narrow lane width, lack of sidewalks, and multiple garage accesses. Speed limit reductions to 40km/h on ten City streets were implemented in 2022 to increase road safety and improve traffic operations.

The province passed the *Safer School Zones Act* (Bill 65) in 2017, resulting in amendments to the Highway Traffic Act (HTA) in 2018 that would allow municipalities to designate areas with speed limits lower than 50km/h. To increase driver awareness when entering these zones, entry points to each community have been signed and accompanied by roadway stenciled pavement markings illustrating the regulatory speed limit.

In 2022, five neighbourhood areas with a 40km/h Area speed limit were implemented across Vaughan. A communication plan was developed for the five neighbourhood areas. A monitoring plan is underway for these neighbourhood areas.

## **Previous Reports/Authority**

Traffic By-Law 284-94:

[Consolidated Traffic By-law 284-94](#)

Establishing Speed Limits on City Roadways, Extract from Council meeting of June 22, 2021 (Item 1, Report No. 31):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=78914>

MoveSmart – Mobility Management Strategy, Extract from Council meeting of March 10, 2021 (Item 1, Report No. 10):

[filestream.ashx \(escribemeetings.com\)](#)

2022 Speed Limit Revisions on City Roadways, Extract from Council meeting of April 26, 2022 (Item 15, Report 8)

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=99633>

## **Analysis and Options**

**The Policy provides the ability to assess roadways in built-up/urban areas for a reduced speed limit of 40 km/h based on certain criteria.**

For roadways in built-up/urban areas, the 50 km/h statutory speed limit is prescribed by the HTA, unless otherwise posted. The Policy provides the ability to assess all urban roads to lower the posted speed limits to 40 km/h when certain criteria are met.

Based on the Transportation Association of Canada (TAC) Guidelines, the Policy identifies the following key elements in determining appropriate roadway speed limits:

- Roadway widths
- Operating speeds
- On-street parking
- Pedestrian environment
- Cycling environment

Speed limits in built-up/urban areas are reviewed on a case-by-case basis as required and subject to the criteria set in the Policy. A speed limit should be set which promotes compliance and driver awareness.

**Staff completed a network analysis to assess streets for speed revisions that align with the principles of the Policy.**

Staff completed a review based on the following:

- Vaughan Transportation Plan update and the Pedestrian and Bicycle Master Plan
- City policies addressing the prioritization of schools, parks, and growth areas
- Data analysis based on pedestrian activities, vulnerable road user populations, speed studies, and citizen enquiries.

**An additional Five Neighbourhood Areas have been selected to implement a reduced speed limit of 40km/h.**

Factors for selecting the area blocks included plans for the implementation of active transportation facilities, proximity to schools, parks, and community centres, and to promote consistency in vehicle speeds on roads already reduced to 40 km/h.

The locations listed in Table 1 below have been selected for the implementation of the 40km/h Neighbourhood Areas in 2023.

**Table 1: Proposed 40km/h Neighbourhood Areas for 2023**

<b>Block # / Boundary Roads</b>	<b>Ward</b>	<b>Proposed speed limit</b>	<b>Context</b>
<b>Block 26</b> Teston Road (north) Keele Street (east) Major Mackenzie Drive (south) Jane Street (west)	1	40 km/h	<ul style="list-style-type: none"> <li>• Contains 6 schools and 8 parks</li> <li>• Planned cycling facilities</li> <li>• Citizen requests for speed reductions</li> <li>• Promote speed consistency to existing 40 km/h roads in this block including Drummond Drive, St. Joan of Arc Avenue, Melville Avenue and Cunningham Drive</li> </ul>
<b>Block 43</b> Highway 7 (north) Pine Valley Drive (east) Steeles Avenue (south) Kipling Avenue (west)	2	40 km/h (Islington Avenue, Hwy 407 exception)	<ul style="list-style-type: none"> <li>• Contains 3 schools and 3 parks</li> <li>• Citizen requests for speed reductions</li> <li>• Promote speed consistency to existing 40 km/h roads in this block including Terra Road, Tall Grass Trail, Bruce Street and Helen Street</li> </ul>
<b>Block 40</b> Teston Road (north)	3	40 km/h	<ul style="list-style-type: none"> <li>• Contains 3 schools, 3 parks and Greenway path</li> <li>• Planned cycling facilities</li> </ul>

<b>Block # / Boundary Roads</b>	<b>Ward</b>	<b>Proposed speed limit</b>	<b>Context</b>
Weston Road (east) Major Mackenzie Drive (south) Pine Valley Drive (west)			<ul style="list-style-type: none"> <li>• Citizen requests for speed reductions</li> <li>• Promote speed consistency to existing 40 km/h roads in this block including Lawford Road and Chatfield Drive</li> <li>• Consistency to adjacent Block 39 previously approved as Neighbourhood Area 40 km/h</li> </ul>
<b>Block 11</b> Major Mackenzie Drive (north) Bathurst Street (east) Rutherford Road (south) Dufferin Street (west)	4	40 km/h	<ul style="list-style-type: none"> <li>• Contains 4 schools, 6 parks, the Kimmel Family Education Centre, and the Lebovic Jewish Community Campus</li> <li>• Consistency to adjacent Block 10 previously approved as Neighbourhood Area 40 km/h</li> <li>• Promote speed consistency to existing 40 km/h roads in this block including Ilan Ramon Boulevard, Lebovic Campus Drive, and Marc Santi Boulevard.</li> </ul>
<b>Block 8</b> Centre Street (north) Bathurst Street (east) Steeles Avenue (south) Dufferin Street (west)	5	40 km/h (Clark Avenue exception)	<ul style="list-style-type: none"> <li>• Contains Promenade Mall, 7 schools, 8 parks.</li> <li>• Consistency to adjacent Block 1 previously approved as Neighbourhood Area 40 km/h</li> <li>• Promote speed consistency to existing 40 km/h roads in this block including New Westminster Drive, Brownridge Drive, Joseph Aaron Drive and Mullen Drive</li> <li>• Citizen requests for speed reductions</li> </ul>

A location map is provided for these blocks as Attachments 3.

**A total of 15 City roadways have been selected for speed limit revisions.**

To ensure the safety of all road users, lowering the speed to 40km/h is recommended on 15 City roadways. This decision is based on an analysis of roadway characteristics, roadway geometry, and the pedestrian environment. Other factors considered include operational concerns, promotion of speed consistency, and proximity to schools and parklands. These roadways currently have a statutory speed of 50km/h.

Proposed speed limit revisions on city roadways are detailed in Table 2. Maps of these locations can be found in Attachment 4.

**Table 2: Roadways with recommended speed limit reductions from 50km/h to 40km/h for 2023**

Road / Road Section	Ward	Road Characteristics	Proposed speed limit	context
Treelawn Boulevard – entire road	1	Local road, 8.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> </ul>
St. Padre Pio Gardens – entire road	1	Local road, 8.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>close to a place of worship</li> </ul>
Avro Road – entire road	1	Collector road, 11.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Adjacent to school and park areas.</li> <li>To promote speed consistency and improve traffic operations for all road users</li> </ul>
Arrowhead Drive – entire road	2	Local road, 8.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Promote speed consistency with adjacent roadways</li> </ul>
Condotti Drive – entire road	2	Local road, 8.0m pavement width On-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> </ul>
Sungold Court – entire road	2	Local road 8.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Adjacent to park and school</li> </ul>
Hawkview Boulevard – entire road	3	Local road, 8.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Promote consistency with adjacent roadways</li> </ul>
Ansley Grove Road – Blue Willow Drive to Chancellor Drive	3	Collector road, 13.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Promote a consistent 40 km/h limit on entire road</li> <li>Adjacent to community centre, place of worship</li> </ul>

Road / Road Section	Ward	Road Characteristics	Proposed speed limit	context
Nimbus Place-entire Road	3	Local road, 8.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> </ul>
Maurier Boulevard – entire road	4	Collector road, 11.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> </ul>
Freedom Trail – entire road	4	Collector road, 11.0m pavement width, on-street parking	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Adjacent to park</li> </ul>
Golden Forest Road – Marieta Place to Golden Forest Road	4	Local road	40km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users.</li> <li>Adjacent to school and trails</li> </ul>
Rose Green Drive – entire road	5	Local road, 8.0m pavement width	40 km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Adjacent to a pathway which has a connection to parkland and school</li> </ul>
Binscarth Crescent – entire road	5	Local road	40km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Adjacent to a pathway which has a connection to parkland and school</li> </ul>
Green Acres Road – entire road	5	Local road	40km/h	<ul style="list-style-type: none"> <li>Roadway environment and to accommodate all road users</li> <li>Adjacent to a pathway which has a connection to parkland and school</li> </ul>

The proposed speed limit revisions on these subject roads are recommended based on the principles of the Policy.

**A communication plan will be developed to inform citizens on the new speed limit changes.**

Key stakeholders (York Regional Police, Fires Services, Emergency Services, York Region Transit, and School Boards) will be informed of the speed limit changes. Staff will work with the Corporate and Strategic Communications department to develop a communication plan to raise public awareness of the speed limit changes. Staff will develop a work plan to implement the required signage. New signage is planned to be undertaken in the summer of 2023.

As part of the MoveSmart Mobility Management Strategy, staff will continue to work with stakeholders to address road safety for all road users and continue to monitor the city's road network.

**Financial Impact**

The installation of speed limit signs to reduce the speed limit from 50 km/h to 40 km/h is estimated at a cost of \$45,000 and is supported by the capital project FL-9579-21. The installation of line painting at the entry points for the five neighbourhood areas is estimated at a cost of \$20,250 and is supported by the capital project FL-9635-22. The cost of maintaining the signs and line painting will be included in future operating budgets through the city's budget process.

**Broader Regional Impacts/Considerations**

York Regional Police will be enforcing speed limit compliance. Working together with York Regional Police and City Corporate Strategic Communications, staff will create public education and enforcement strategies, as both are imperative to ensuring speed regulations are followed. As part of the MoveSmart Mobility Management Strategy, staff will continue to collaborate with the Region on road safety efforts, including the Region Traveller Safety Plan and planning for the implementation of Automated Speed Enforcement technology.

**Conclusion**

The proposed speed limit revisions on city roadways detailed in this report are based on principles defined in the City's Speed Limit Policy. The revisions promote speed consistency, address increased urbanization, promote road safety, and improve traffic operations.



Subject to Council's approval, By-Law amendments will be prepared before the speed limit revisions are implemented.

**For more information**, please contact:

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### **Attachments**

1. List of 15 City Streets Proposed for 40km/h speed zone
2. List of 5 Neighbourhood Area Proposed for 40km/h speed zone
3. Location Maps of 5 Neighbourhood Area blocks
4. Location Maps of 15 City streets

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