

Committee of the Whole (2) Report

DATE: Tuesday, March 19, 2024

WARD(S): ALL

**TITLE: 2024 SPEED LIMIT REVISIONS ON CITY ROADWAYS AND
NEW COMMUNITY SAFETY ZONES**

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek Council approval to implement Speed Limit revisions, detailed in this report based on the City's Speed Limit Policy (Speed Policy), and to implement new Community Safety Zones (CSZ), based on the City's Community Safety Zone Policy (CSZ Policy). The proposed revisions aim to improve road safety for all road users by promoting speed limit consistency and improving traffic operations in increasingly urbanized areas.

Report Highlights

- On June 22, 2021, Council approved the Speed Limit Policy that provides guidelines to ensure a consistent approach in setting speed limits throughout the City's Road network, to address growth and development, and to ensure 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 to 40km/h were examined for a selection of city roadways based on City transportation plans, land use, vehicle speeds, vulnerable road users, speed limit consistency and citizen inquiries.
- A speed limit reduction to 40km/h on fifteen (15) City roadways and six (6) neighbourhood area blocks is recommended to encourage speed compliance, increase road safety, and improve traffic operations.

Report Highlights Continued

- On November 29, 2023, Council approved the CSZ Policy that provides guidelines for CSZ site selection based on vulnerable road users and certain land uses.
- Two new Community Safety Zones are recommended to account for a new school in the Kleinburg-Nashville community, opening Fall 2024.

Recommendations

1. THAT Council approve the speed limit revisions listed for the 40km/h speed limit in Attachment 1;
2. THAT Council approve the implementation of the listed 40 km/h Neighbourhood Areas in Attachment 2;
3. THAT Council approve the Community Safety Zones listed in Attachment 3;
4. THAT the necessary By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-Law, authorizing the speed limit revisions for 40km/h speed limits, the 40km/h Neighbourhood Areas, and the Community Safety Zones; and
5. 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 to setting speed limits on City roadways.

At the June 22, 2021 meeting, Council approved the Speed Policy to ensure safety for all road users. The Speed Policy includes guidelines to ensure a consistent approach in setting speed limits throughout the City's Road network considering growth, urbanization, and specific roadway environments and associated characteristics. The Speed Policy proposes a reduced speed limit of 40km/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 their narrow road width, lack of sidewalks, and multiple garage accesses. To continue to increase road safety and improve traffic operations, speed limit reductions to 40km/h were completed on ten (10) City streets in 2022. In 2023, an additional fifteen (15) streets were selected for a speed limit reduction to 40km/h.

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 and 2023, ten neighbourhood areas were introduced across the City with a 40km/h Area speed limit, five (5) each year. A communication plan was developed and implemented for the ten (10) neighbourhood areas. A strategy for monitoring and evaluating these areas is currently in progress.

Council approved the implementation of the Community Safety Zone Policy.

In November 2023, Council approved the CSZ Policy and the implementation of ASE technology as a road safety tool to enforce speed compliance. However, in compliance with Provincial regulations, ASE can only be implemented within Community Safety Zones and school zones.

The City has identified one hundred and four (104) community safety zones, including the designation of all school zones as Community Safety Zones. To ensure consistency in speed limits within Community Safety Zones, several additional roadways within the City have been identified for speed limit reduction to 40km/h, in accordance with the guidelines outlined in the CSZ Policy.

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

2022 Speed Limit Revisions on City Roadways, Extract from Council meeting of March 22, 2022 (Item 15, Report 12):

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

2023 Speed Limit Revisions on City Roadways, Extract from Council meeting of March 21, 2023 (Item 11, Report 14):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=147188>

2023 Automated Speed Enforcement Implementation Plan, Extract from Council meeting of December 12, 2023 (Item 1, Report 50):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=156847>

Analysis and Options

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

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

Based on the Transportation Association of Canada (TAC) Guidelines, the Speed 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 Speed Policy. A speed limit should be set to promote compliance and driver awareness.

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

Staff completed a review based on the following:

- Vaughan Transportation Plan and the Pedestrian and Bicycle Master Plan.
- City policies addressing the prioritization of schools, parks, and growth areas.
- Data analysis based on pedestrian activities, collision history, vulnerable road user populations, speed studies, and citizen inquiries.
- Development and traffic operations review of newly built residential subdivisions.

An additional Five Neighbourhood Areas have been selected in 2024 to implement a reduced speed limit of 40km/h. A sixth Neighbourhood Area has been selected as part of a development and traffic operations review.

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 40km/h. Streets within these neighbourhoods currently have a statutory speed of 40km/h or 50km/h.

The locations listed in Table 1 below have been selected for the implementation of the 40km/h Neighbourhood Areas in 2024.

Table 1: Proposed 40 km/h Neighbourhood Areas for 2024

Block # / Boundary Roads	Ward	Proposed speed limit	Context
Block 25 Major Mackenzie Drive (north) Keele Street (east) Rutherford Road (south) Jane Street (west)	1	40km/h Excluding Melville Avenue	<ul style="list-style-type: none"> • Consist of seven (7) schools, ten (10) parks, the Sports Village and multiple trail and pathway connections. • Citizen requests for speed limits reductions. • Promote speed consistency for existing 40km/h roads within the block. • Provide speed consistency with adjacent Block 26 and Block 18. • Planned future active transportation infrastructure improvements.
Block 51 Langstaff Road (north) Kipling Avenue (east) Highway 7 (south) Highway 27 (west)	2	40km/h	<ul style="list-style-type: none"> • Consist of four (4) schools, five (5) parks, multiple trail connections, a community centre (Father E. Bulfon Community Centre), and a local place of worship. • Citizen requests for speed limit reductions. • Promote speed consistency for 40km/h roads within the block.
Block 33 Teston Road (north) Jane Street (east) Major Mackenzie Drive (south) Weston Road (west)	3 and 1	40km/h Excluding Cityview Boulevard	<ul style="list-style-type: none"> • Consist of five (5) schools, seven (7) parks and a local place of worship. • Citizen requests for speed limit reductions. • Promote speed consistency for 40km/h roads within the block. • Provide consistency to adjacent Block 40 and 26 previously approved as a Neighbourhood Area 40km/h. • Connectivity gaps in the sidewalk network.

Block # / Boundary Roads	Ward	Proposed speed limit	Context
Block 18 Major Mackenzie Drive (north) Dufferin Street (east) Rutherford Road (south) Keele Street (west)	4 and 1	40km/h	<ul style="list-style-type: none"> • Consist of (five) 5 schools, (seven) 7 parks, and multiple trail/pathway connections. • Provide consistency to adjacent Block 11 and 25. • Promote speed consistency for existing 40km/h roads within the block. • Citizen requests for speed limits reductions. • Planned future active transportation infrastructure improvements.
Block 2 Highway 7 (north) Yonge Street (east) Centre Street (south) Bathurst Street (west)	5	40km/h	<ul style="list-style-type: none"> • Consist of Uplands Golf and Ski Club, the Thornhill Golf Club, Chabad Flamingo, multiple trail/pathway connections, two (2) schools, and seven (7) parks. • Provide speed consistency to adjacent Block 1. • Promote speed consistency to existing 40km/h roads in this block. • Planned future active transportation infrastructure improvements.
New Development Block 55 Kirby Road (north) Kipling Avenue (east) Teston Road (south) Enclave Court (west)	1	40km/h	<ul style="list-style-type: none"> • Consist of three (3) parks and multiple trail connections. • Citizen requests for speed reductions.

A location map is provided for these blocks as Attachment 4.

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

To ensure the safety of all road users, reducing the speed to 40km/h is recommended on fifteen (15) City roadways. The selection of these roadways is based on an analysis of roadway characteristics, roadway geometry, and the pedestrian and vulnerable road user environment. Other factors considered include operational concerns, collision history, promotion of speed consistency, and proximity to schools and parklands. These roadways currently have a statutory speed of 50km/h.

In November 2023, Council approved the implementation of Automated Speed Enforcement (ASE) as a road safety tool to enforce speed compliance. Aligning with Provincial regulations, ASE can only be implemented within Community Safety Zones and school zones. In response, the City of Vaughan has developed a comprehensive Community Safety Zone (CSZ) Policy and warrant process, based on data and evidence, to identify new community safety zones. The City has identified one hundred and four (104) community safety zones, with all school zones designed as community safety zones in accordance with the CSZ Policy.

Several roadways that have speed limit variations within a CSZ have been identified for a speed limit reduction to 40km/h to ensure speed consistency. Enacting a consistent speed of 40km/h within these zones not only ensures protection of vulnerable road users, but also increases driver compliance with the speed limit.

Proposed speed limit revisions on city roadways are detailed in Table 2. Maps of these locations can be found in Attachment 5.

Table 2: Roadways with recommended speed limit reductions to 40km/h for 2024

Road / Road Section	Ward	Road Characteristics	Proposed speed limit	Context
McNaughton Road– St. Joan of Arc Boulevard and Cranston Park Avenue	1	Minor Arterial Road, 12.50m pavement width	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Adjacent to school and trail/pathway connections. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Peak Point Boulevard – Between Meadow Ridge Court and Keele Street	1	Local road, 11.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Adjacent to school, parks, and trail/pathway connections. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Sweetriver Boulevard – Rutherford Road and Auto Vaughan Drive	1	Minor Collector road, 11.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Adjacent to a school, park, and trail/pathway connections. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.

Road / Road Section	Ward	Road Characteristics	Proposed speed limit	Context
Crofters Road – Paddington Place and Wycliffe Avenue, Alpha Court and Clarence Street	2	Minor Collector Road, 10.5m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance. Adjacent to school.
Woburn Drive – entire road	2	Local road, 8.0m pavement width On-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance. Adjacent to school.
Campania Court -entire road	2	Local road, 8.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users.
Woodbridge Avenue– Islington Avenue and Clarence Street	2	Minor Collector road, 13.70m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance. Proximity to park and trail/pathway connections. Accommodate all road users.
Ansley Grove Road – Misty Meadow Drive and Langstaff Road,	3	Major Collector road, 14.0m pavement width	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Proximity to a community centre, parks, and schools. Maintain consistency in the speed limit within CSZ and the corridor, improving driver behaviour and compliance.
Starling Boulevard – Ashberry Boulevard to 150m south of Fox Hound Crescent	3	Minor Collector road, 8.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users. Proximity to a school, parks, and trail connections. Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Lady Valentina Avenue – Via Romano	4	Local road, 8.5m pavement	40km/h	<ul style="list-style-type: none"> Roadway environment and to accommodate all road users.

Road / Road Section	Ward	Road Characteristics	Proposed speed limit	Context
Boulevard and Lady Fenytrose Avenue		width, on-street parking		<ul style="list-style-type: none"> • Adjacent to park, school, and trail/pathway connections. • Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Fitzmaurice Drive – entire road	4	Local road, 8m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> • Roadway environment and to accommodate all road users. • Adjacent to park and trail/pathway connections. • Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Jacob Keffer Parkway – Corrine Court and Rutherford Road	4	Minor Collector Road, 11.5m pavement width	40km/h	<ul style="list-style-type: none"> • Roadway environment and to accommodate all road users. • Adjacent to a park. • Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Ten Oaks Boulevard – entire road	4	Minor Collector road, 9.0m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> • Roadway environment and to accommodate all road users. • Adjacent to a school. • Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
Forest Run Boulevard – Belvia Drive to Rutherford Road	4	Local road, 11.5m pavement width, on-street parking	40km/h	<ul style="list-style-type: none"> • Roadway environment and to accommodate all road users. • Adjacent to a park and school • Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.
New Westminster Drive – Beverley Glen Boulevard and Centre Street	5	Major Collector Road, pavement width varies from 16.5m to 19.0m	40km/h	<ul style="list-style-type: none"> • Roadway environment and to accommodate all road users. • To Maintain consistency in the speed limit within CSZ, improving driver behaviour and compliance.

The proposed speed limit revisions on these subject roads are recommended based on the principles of the Speed Policy and to ensure speed consistency with the Community Safety Zones.

Community Safety Zones will be added to account for a new school opening as part of Block 61 West Development in Fall 2024 to help improve traveler safety for vulnerable road users.

New Community Safety Zones on municipal roadways are detailed in Table 3. Maps of these locations can be found in Attachment 6.

Table 3: Roadways with recommended CSZ additions for 2024

Road / Road Section	Ward	Block	Context
Barons Street – East’s Corners Boulevard and Mactier Drive	1	61 West	Proximity to a new school.
Algoma Drive – Huntington Road and Barons Street	1	61 West	Proximity to a new school.

The proposed Community Safety Zones these subject roads are recommended based on the Community Safety Zone Policy principles.

A communication plan will be developed to inform citizens of the new speed limit and Community Safety Zone changes.

Key stakeholders (York Regional Police, Fires Services, Emergency Services, York Region Transit, and School Boards) will be informed of the speed limit and Community Safety Zone changes. Staff will work with the Communications, Marketing and Engagement department to develop a communication plan to raise public awareness of the changes. Staff will develop a work plan to implement the required signage. New signage is planned for the summer of 2024.

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

Financial Impact

The installation of speed limit signage for the selected blocks and 15 streets, and Community Safety Zone signs for the two streets is estimated at a cost of \$40,000 and is supported by the capital project FL-9579-21. The installation of pavement marking at the entry points for the five neighbourhood areas is estimated at a cost of \$12,640 and is supported by the capital project FL-9635-22. An example of a pavement marking and signage plan for these neighbourhood areas is outlined in Attachment 7. Staff will coordinate with the Development Engineering Department to implement the signage

and pavement markings for the new developments in Block 55 and 61 West. There will be no financial implications if the City can work with the developer to install/modify signage and pavement markings for Blocks 55 and 61 West where applicable.

The cost of maintaining the signs and line painting will be included in future operating budgets through the city's budget process.

Operational Impact

Consultation has taken place with Roads Operations, Infrastructure Planning and Corporate Asset Management (IPCAM), Development Engineering, and the Communications, Marketing and Engagement department throughout the speed limits and Community Safety Zones review. Staff will work with the various internal departments on the implementation plan. The ongoing cost to maintain the signage and pavement markings will be incorporated in future years' Operating Budgets through the budget process.

Broader Regional Impacts/Considerations

York Regional Police will enforce speed limit compliance. Working with York Regional Police and City Communications, Marketing and Engagement 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's Traveler Safety Plan and planning for implementing Automated Speed Enforcement technology.

Conclusion

The proposed speed limit revisions and new Community Safety Zones on city roadways detailed in this report are based on principles defined in the City's Speed Limit and Community Safety Zone policies. The revisions promote speed consistency, address increased urbanization, promote road safety, and improve traffic operations. New Community Safety Zones are proposed in a new school to improve traveler safety for all road users.

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

For more information, please contact:

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ext. 8468.

Attachments

1. List of fifteen (15) City Roadways Proposed for 40km/h Speed Zone
2. List of six (6) Neighbourhood Areas Proposed for 40km/h Speed Zone
3. List of Community Safety Zones
4. Location Maps of six (6) Neighbourhood Area Blocks
5. Location Maps of fifteen (15) City Streets
6. Location Maps of Proposed Community Safety Zones
7. 40km/h Neighbourhood Area Signage and Pavement Marking Plan Example

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