

Committee of the Whole (2) Report

DATE: Tuesday, March 18, 2025

WARD(S): ALL

**TITLE: 2025 SPEED LIMIT REVISIONS ON CITY ROADWAYS AND
NEW COMMUNITY SAFETY ZONES**

FROM:

Emilie Alderman, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek Council approval to implement the speed limit revisions and new Community Safety Zones (CSZ) that are detailed in this report. The recommendations align with the City's Speed Limit Policy and CSZ Policy, which aim to improve road safety and traffic operations for all road users.

Report Highlights

- Council approved the Speed Limit Policy in 2021 to provide a framework to set consistent speed limits across the City's road network to promote safety for all road users and address growth and development.
- Under the MoveSmart Mobility Management Strategy, City speed limit reductions are evaluated annually based on the Speed Limit Policy criteria.
- A speed limit reduction to 40 km/h in five neighbourhood area blocks and 15 City street segments is recommended to promote safer streets.
- Council approved the CSZ Policy in 2023 to provide the foundation to select CSZs based on land uses that attract vulnerable road users.
- Under the MoveSmart Mobility Management Strategy, the selection of new CSZs is evaluated annually following the CSZ Policy criteria.
- Two new Community Safety Zones are recommended to promote safer streets.

Recommendations

1. THAT Council approve the implementation of the listed 40 km/h Neighbourhood Areas in Attachment 1;
2. THAT Council approve the speed limit revisions listed for the 40 km/h speed limit 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 40 km/h speed limits, the 40 km/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

The Speed Limit Policy was implemented to ensure a consistent approach to setting speed limits on City roadways.

The Speed Limit Policy was approved at the June 22, 2021 Council meeting, providing a consistent process for establishing speed limits on City roadways, beyond the statutory speed limits (50 km/h in built-up areas and 80 km/h in rural areas) in the *Highway Traffic Act (HTA)*. The Policy considers growth and urbanization, as well as specific roadway environments and their associated characteristics when determining speed limits. Speed limits are set to improve road safety for all road users, while also balancing mobility to promote driver compliance with the posted speed limit.

In built-up and urban areas, the Policy proposes a reduced speed limit of 40 km/h when certain criteria are met. This is generally associated with school zones, CSZs, and local and collector neighbourhood roads to raise awareness of increased pedestrians and vulnerable road users. In 2021, all school zones were posted with reduced 40 km/h speed limits in alignment with the Policy. Additional 40 km/h speed limit reductions were completed on 10 City streets in 2022 in support of continued road safety and traffic operations improvements. In 2023 and 2024, an additional 15 streets were selected annually for speed limit reductions to 40 km/h.

The province passed the *Safer School Zones Act (Bill 65)* in 2017, resulting in amendments to the *HTA* which allows municipalities to designate entire areas and zones with speed limits lower than 50 km/h. In alignment with *Bill 65*, the Speed Limit Policy further proposes 40 km/h speed limit areas when certain criteria are met. Since 2022, 16 neighbourhood areas have been introduced across the City with a 40 km/h

area speed limit; five annually in 2022 and 2023 and six in 2024. To increase driver awareness when entering these zones, eligible entry points to each area are equipped with special signage and pavement markings, illustrating the speed limit. A strategy for monitoring and evaluating speed compliance in these areas is ongoing.

The Policy also proposes a 30 km/h speed limit on all Public Laneways, given their narrow road width, lack of sidewalks, and multiple garage accesses. All laneways were reduced to 30 km/h in 2021.

Council approved the implementation of the Community Safety Zone Policy to promote safer streets.

In November 2023, Council approved the CSZ Policy and the implementation of Automated Speed Enforcement (ASE) technology as a road safety tool to support the enforcement of speed compliance. In accordance with Provincial regulations, ASE can only be implemented within CSZs. As part of the initial launch, the City identified 104 CSZs, including the designation of all school zones as CSZs. In 2024, one additional CSZ was added to account for a new school opening in alignment with the Policy.

Previous Reports/Authority

[Traffic By-Law 284-94](#)

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

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

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

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

[2024 Speed Limit Revisions on City Roadways, Extract from Council meeting of March 26, 2024 \(Item 7, Report 10\)](#)

Analysis and Options

The City's Speed Limit Policy provides the ability to assess roadways in urban areas to determine eligibility for a reduced speed limit of 40 km/h.

The City's Speed Limit Policy, developed based on the Transportation Association of Canada (TAC) guidelines, applies the criteria below to determine speed limit revisions:

- Surrounding land uses;
- Roadway widths;
- Traffic operating speeds;
- On-street parking; and
- Pedestrian and cycling environments and infrastructure.

Speed limits are set with the intention of supporting compliance and promoting driver awareness.

Staff completed a network review to assess area blocks and streets for speed limit revisions against the Speed Limit Policy criteria.

A network wide review of speed limits on City owned roads is completed annually under the MoveSmart Mobility Management Strategy to determine locations that warrant a speed limit reduction. Key factors that are considered in the network review include:

- CSZs where schools, parks, community centres, places of worship, long-term care facilities, and trail connections exist, as they tend to attract higher numbers of vulnerable road users;
- The physical, geometric, and lived characteristics of the local road network;
- The promotion of speed limit consistency;
- Alignment with the Vaughan Transportation Plan, and the Pedestrian and Bicycle Master Plan; and
- Community inquiries.

A reduced speed limit of 40 km/h is warranted in an additional five Neighbourhood Area Blocks in 2025.

Findings from the network review were analyzed against the noted Speed Limit Policy criteria, using a data driven approach. The locations listed in Table 1 have met the Speed Limit Policy warrant criteria and are recommended for a reduced speed limit as a Neighbourhood 40 km/h Area in 2025. Roadways within these blocks currently have varying speed limits of 40 km/h or 50 km/h.

The associated selection criteria and context are provided in Attachment 1 and a location map of these area blocks is provided in Attachment 4.

Table 1: 2025 Proposed 40 km/h Area Blocks

Ward	Block # and Boundary Roads
1	Block 20 Kirby Road (North) Teston Road (South) Dufferin Street (East) Keele Street (West)
2	Block 52 Rutherford Road (North) Langstaff Road (South) Clarence Street (East) Highway 27 (West)
3 and 1	Block 32 Major Mackenzie Drive (North) Rutherford Road (South) Jane Street (East) Weston Road (West)
4	Block 12 Teston Road (North) Major Mackenzie Drive (South) Bathurst Street (east) Dufferin Street (west)
5	Block 9 * <i>Excluding Racco Parkway and Carraway Drive</i> Highway 7 (North) Centre Street (South) Bathurst Street (East) Dufferin Street (West)

An additional 15 City Street segments have been selected for speed limit revisions to 40 km/h in 2025.

The roadways listed in Table 2 have met the Speed Limit Policy warrant criteria and are recommended for a reduced speed limit of 40 km/h in 2025. These roadways currently have a 50 km/h speed limit.

The associated selection criteria and context are provided in Attachment 2 and a location map of these City roadways is provided in Attachment 5.

Table 2: 2025 Proposed 40 km/h Streets

Ward	Road Segment
1	The Boulevard – Entire Street
1	Mattucci Court – Entire Street
2	James Street – Entire Street
2	William Street – Entire Street
2	Waymar Heights Boulevard – Entire Street
3	Blue Willow Drive – Between Matthew Drive and Ansley Grove Road
3	Blue Willow Drive – Between Michelle Drive and Weston Road
3	Fieldstone Drive – Entire Street
4	Royal Appian Crescent – Entire Street
4	Novella Road – Entire Street
4	Belvia Drive – Entire Street
4	Tuscana Boulevard – Entire Street
5	Cherry Hills Road – Entire Street
5	Quaker Ridge Road – Entire Street
5	Point O'Woods Drive – Entire Street

The City's Community Safety Zone Policy provides the ability to assess roadways for the designation of a Community Safety Zone.

The *HTA* delegates authority to municipalities to designate roadways under its jurisdiction as a CSZ. A CSZ is a road segment that is deemed to require further road safety attention, due to adjacent sensitive land uses that attract vulnerable road users or those who may be at a greater risk in traffic accidents.

All school zones are automatically deemed CSZs. Road segments adjacent to the other sensitive land uses must meet the criteria outlined in the CSZ Warrant Policy. Examples of sensitive land uses include schools, parks, community centres, places of worship, long-term care facilities, and trail connections. The CSZ Warrant Policy established the criteria below to determine the eligibility of CSZs:

- Traffic volumes and operating speeds;
- Collision history;
- Roadway and area characteristics; and
- The presence of pedestrian and cyclist infrastructure.

Two additional Community Safety Zones are recommended for implementation in 2025.

As part of the MoveSmart Mobility Management Strategy's continuous commitment to improve road safety and promote active and sustainable transportation modes, staff

proactively reviewed road segments that were previously close to meeting the CSZ Policy’s warrant criteria, as well as areas where new sensitive land uses were introduced through new construction. As a result of this review, the locations listed in Table 3 warrant new CSZs as the Ahmadiyya Avenue road segment is adjacent to a school area and the Valley Vista Drive road segment is adjacent to the new Carville Community Centre which is planned to open after Q2 2025.

The selection criteria for the two additional CSZs is provided in Attachment 3 and a location map is provided in Attachment 6.

Table 3: 2025 Proposed Community Safety Zones

Ward	Road Segment
1	Ahmadiyya Avenue, between Tahir Street and Mahmood Crescent
4	Valley Vista Drive, between Thomas Cook Ave and Big Rock Drive/Chaya Sara Gardens

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

York Regional Police, Fires Services, Emergency Services, York Region Transit, and School Boards will be informed of the speed limit and CSZ 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 also develop a work plan to implement the required signage with Road Operations as new signage is planned to be installed in the summer of 2025. The associated pavement marking will also be installed in the summer of 2025.

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

Financial Impact

The speed limit and CSZ signage installation is estimated to cost \$40,000 and is supported by the capital project FL-9579-21. The installation of pavement markings at the entry points of the neighbourhood areas is estimated to cost \$13,000 and is supported by the capital project FL-9635-22. An example of a pavement marking and signage plan for these neighbourhood areas is provided in Attachment 7.

The cost of maintaining the signs and line painting will be included in future operating budgets through the City's annual 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 departments throughout the speed limit and CSZ review and implementation planning process.

Broader Regional Impacts/Considerations

York Regional Police are responsible for enforcing speed limit compliance. Staff will create public education and enforcement strategies in consultation with York Regional Police and the City's Communications, Marketing and Engagement department to promote awareness of, and compliance with, the posted speed limit. As part of the MoveSmart Mobility Management Strategy, staff will continue to collaborate with York Region on road safety efforts, including the Region's Traveler Safety Plan and the implementation of Automated Speed Enforcement technology.

Conclusion

The proposed speed limit and CSZ revisions detailed in this report are recommended based on the City's Speed Limit Policy and CSZ Policy criteria. Combined, these initiatives promote road safety for all road users and encourage multi-modal transportation in urban neighbourhoods by lowering speed limits and raising awareness around vulnerable road users in the vicinity of sensitive land uses. The recommendations also aim to improve traffic operations by implementing a consistent speed limit across local areas.

Subject to Council approval, the necessary By-Law amendments will be prepared to enact the speed limit revisions and new CSZs which will enable the signage installation.

Speed limits and CSZs will continue to be reviewed annually as part of the MoveSmart Mobility Management Strategy's ongoing commitment to improving road safety and traffic operations for all road users.

For more information, please contact:

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Attachments

1. 2025 Proposed 40km/h Neighbourhood Area Listing
2. 2025 Proposed 40km/h Individual Street Listing
3. 2025 Proposed Community Safety Zone Listing
4. 2025 Proposed 40km/h Neighbourhood Area Maps
5. 2025 Proposed 40km/h Individual Street Maps
6. 2025 Proposed Community Safety Zone Maps
7. 40km/h Neighbourhood Area Signage and Pavement Marking Plan Example

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