



Report to: Development Services Committee

Meeting Date: June 4, 2024

SUBJECT: Speed Limit Reduction on Bur Oak Avenue (Ward 5)

PREPARED BY: David Porretta, Manager, Traffic Engineering, ext. 2040
Aftab Salam, Engineering Technologist, ext. 2608

RECOMMENDATION:

- 1) That the report entitled “Speed Limit Reduction on Bur Oak Avenue (Ward 5)” be received; and
- 2) That Speed Limit By-law 2017-104 be amended to reduce the posted speed limit on Bur Oak Avenue, within the Bill Hogarth Secondary School Zone, from 50 km/h to 40 km/h; and
- 3) That the existing regulatory speed limit signs be updated accordingly to reflect the speed limit change; and
- 4) That a speed radar display board be deployed following installation of the updated speed limit signs, to provide increased education and awareness; and
- 5) That York Region Police be requested to enforce the revised speed limit upon installation of the updated speed limit signs and passing of the By-law; and further
- 6) That staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report recommends that the existing 50 km/h speed limit on Bur Oak Avenue, through the Bill Hogarth Secondary School Zone, be reduced to 40 km/h, to improve operational safety and maintain consistency with how speed limits are applied in school zones.

BACKGROUND:

Bur Oak Avenue is a 4-lane major collector road that is approximately 10 kilometres in length, from Kennedy Road to Highway 7. As such, it is a primary travel corridor for several residential communities, including Cornell. There are also several elementary and secondary school zones located along the corridor.

Engineering staff has received a concern from a local resident regarding vehicle speeds and the posted speed limit within the Bill Hogarth Secondary School Zone. The posted speed limit within the school zone is 50 km/h, although operating speeds are higher (53 km/h).

Pedestrian activity within the school zone, including crossings of Bur Oak Avenue, is high. While this activity occurs primarily at all-way stop controlled intersections located at Almira Avenue and Donald Sim Avenue, it is not uncommon for pedestrians to cross mid-block.

Student pick-up and drop-off activity primarily occurs on school property and on adjacent side streets. Parking is prohibited on Bur Oak Avenue within the school zone; however, passenger pick-up and drop-off activity on the street may still occur.

DISCUSSION:

With few exceptions, all school zones in the City of Markham are posted at 40 km/h. This is in recognition of the unique operating characteristics present within school zones. Namely, the elevated risk of conflict between motor vehicles and vulnerable road users (i.e. pedestrians and cyclists), and passenger pick-up and drop-off activity occurring on the street.

A speed reduction on Bur Oak Avenue, within the Bill Hogarth Secondary School Zone, is necessary and recommended to maintain a consistent approach to how speed limits are applied in the City. This includes other school zones located along the Bur Oak Avenue corridor that currently have a reduced 40 km/h speed limit. The proposed extent of the speed limit reduction is illustrated in Attachment “A”.

Following implementation of the 40 km/h speed limit within the Bill Hogarth Secondary School Zone, Staff will deploy a speed radar display board for a 3-month period to improve education and awareness of the reduced speed limit. York Regional Police will also be notified to conduct periodic enforcement of this reduced speed limit.

FINANCIAL CONSIDERATIONS

Not applicable. Because existing regulatory signs will be revised, there are no additional operating budget or life cycle impacts.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The recommendations identified within this report align with the strategic focus for a Safe & Sustainable Community, through the ongoing management of the City’s transportation network.

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable.

RECOMMENDED BY:

Frank Clarizio, P. Eng
Director, Engineering

Arvin Prasad, MPA, RPP, MCIP
Commissioner, Development Services

ATTACHMENTS:

Attachment “A” – Speed Limit Revision Map
Attachment “B” – Speed Limit By-Law Amendment