

Speed Limit Policy

Presentation to
the
Town of Markham

Steven D. Kemp
June 8th, 2010



Outline



- ❑ Background
 - ❑ Why am I here?
 - ❑ Why do we need a new speed limit policy?
- ❑ The science of speed
- ❑ Recommended Policy
- ❑ Next Steps

Background – Why am I here?



- ❑ Regional Council directed staff to obtain input and comments from local municipalities on:

- ❑ Proposed Speed Limit Policy
 - ❑ Proposed Implementation Plan

Background – Why do we need a new policy?



- ❑ Inconsistent speeds on Regional roads
- ❑ Growth Plan and ROP increased urbanization
- ❑ Existing policy outdated

New speed limit policy will address all these issues

Selecting a Posted Speed



Speed is a Safety Issue

Research shows about 17% of fatal crashes in Canada are speed-related



Risk and Speed

Generally the faster we travel, the more likely we will:

- ❑ Fail to process vital traffic information
- ❑ Lose control of our vehicles
- ❑ Be unable to stop without a collision
- ❑ Suffer severe injury in the event of a collision



Drivers Focus at 50 km/h



Drivers Focus at 60 km/h



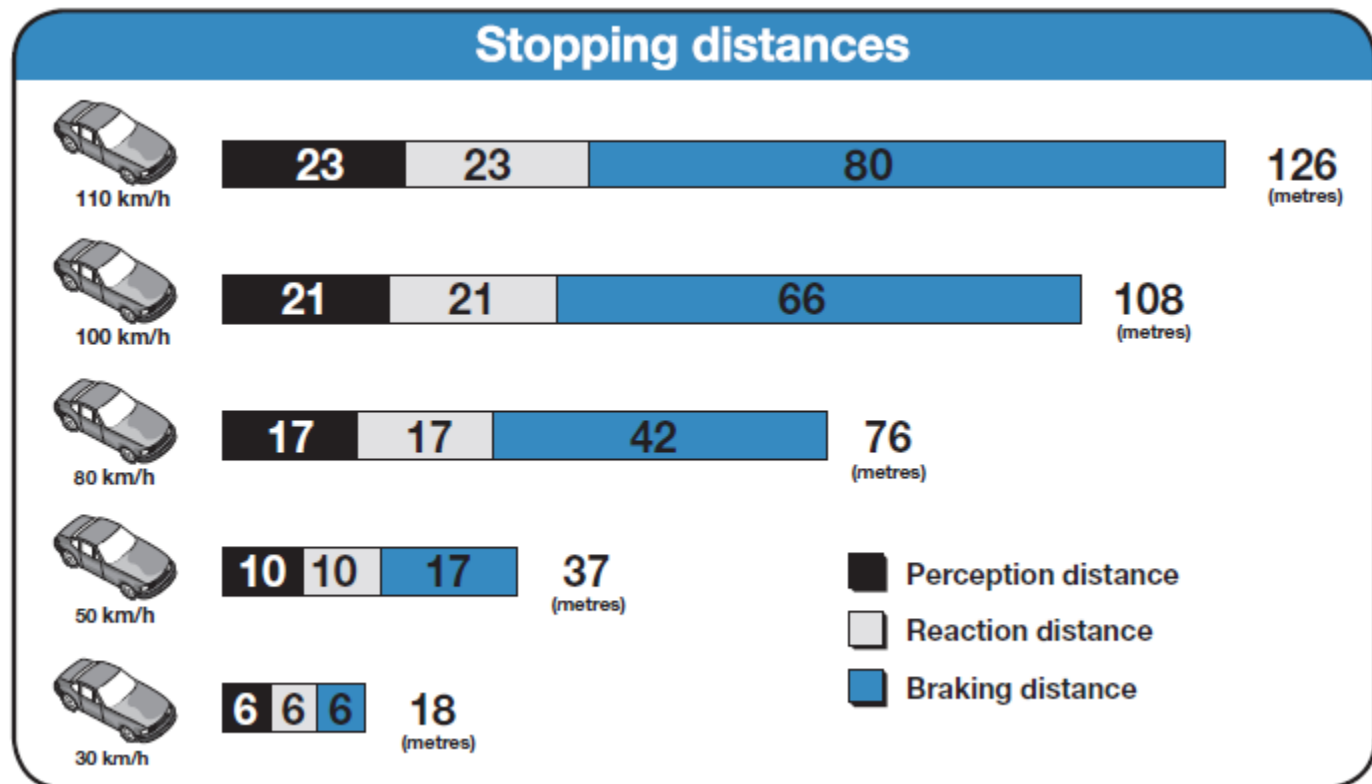
Drivers Focus at 70 km/h



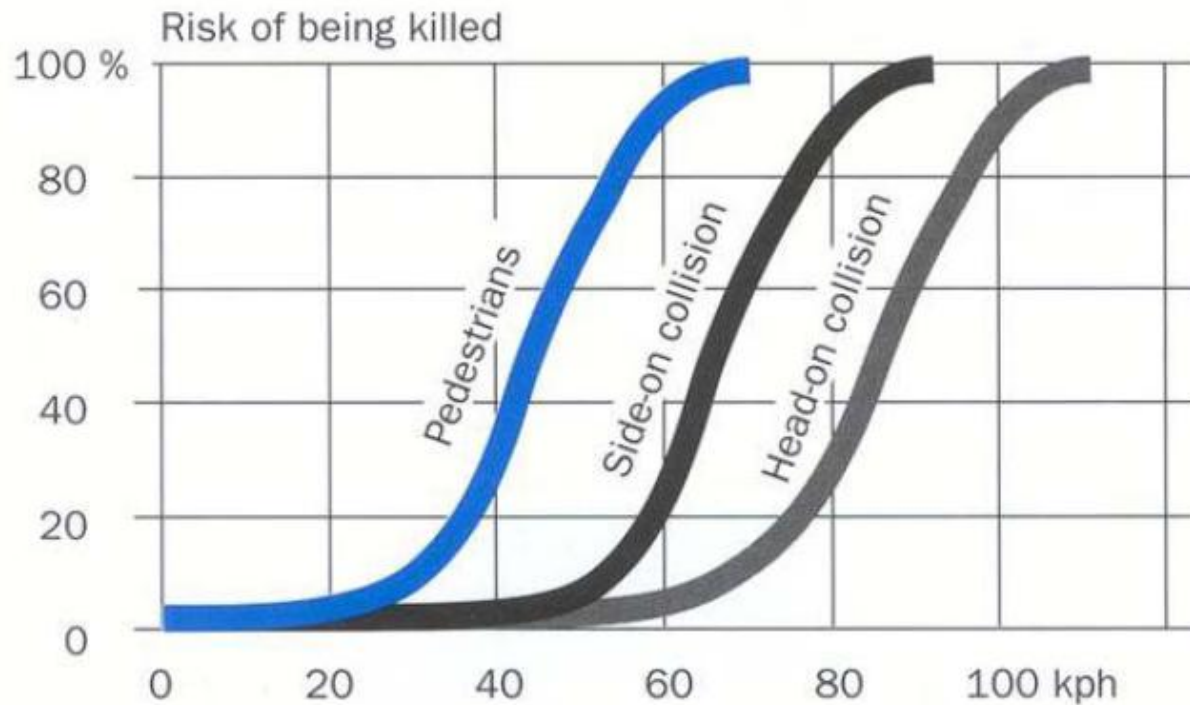


**This video will change
your mind about speed**

Speed and Stopping Distances



Crash Survivability and Speed



York's Existing Policy



- ❑ Focus on mobility – using 85th percentile speed as the main factor in determining the speed limit
- ❑ Speed limits can be adjusted based on access density, and pedestrian activity

Basic Tenets of the New Policy (Urban Areas)



- ❑ The basic urban speed limit is 60 km/h
- ❑ Adjusted downward where heavy pedestrian or cyclist activity exists
- ❑ Adjusted upwards on controlled access facilities

Basic Tenets of the New Policy (Rural Areas)



- ❑ The maximum rural speed limit is 80 km/h
- ❑ Adjusted depending on traffic and roadway conditions
- ❑ Use the Nationally recommended Transportation Association of Canada (TAC) Guidelines

Other Considerations



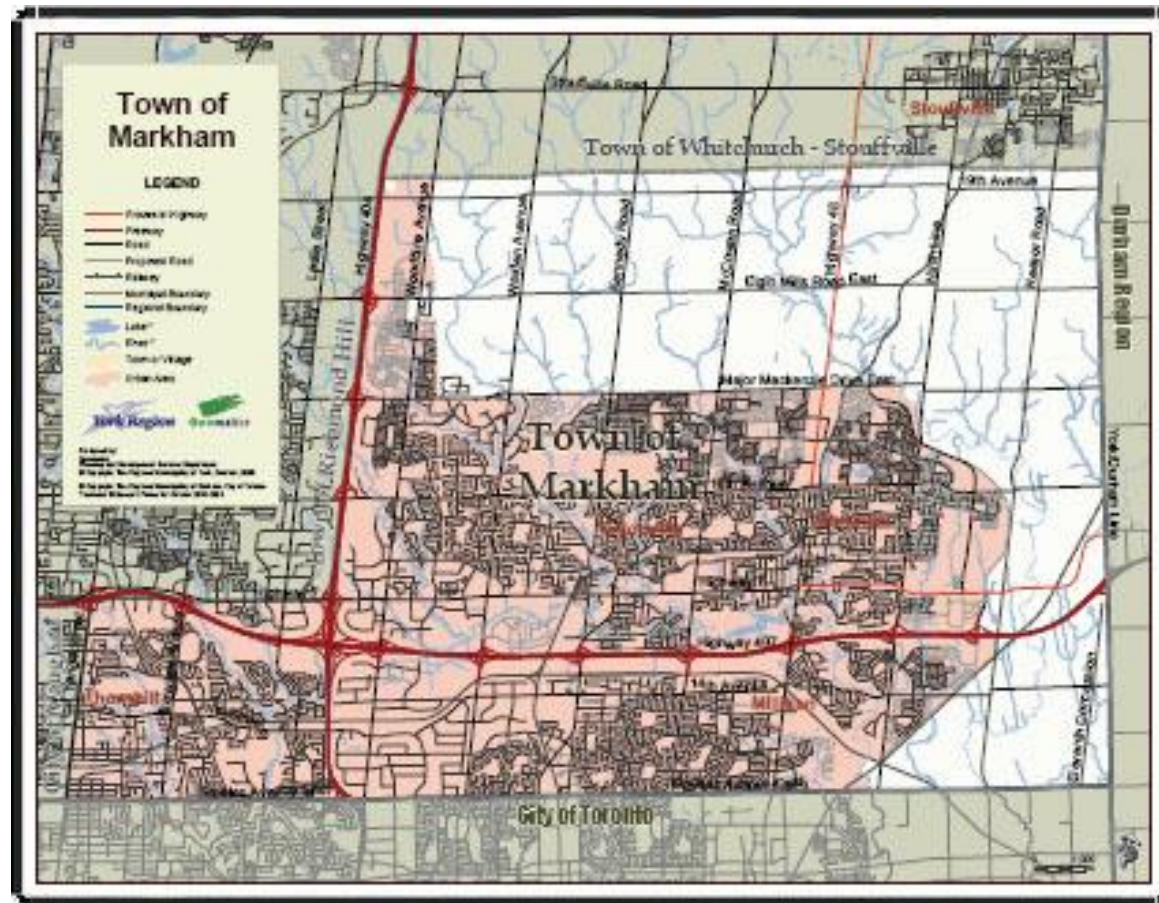
- ❑ School zones on Regional roads will all have 40 km/h speed limits that are time-limited using flashing beacons
- ❑ Roads in transition areas from rural to urban will get a basic speed limit of 70 km/h, and will be adjusted according to site specific conditions

Proposed Policy



- ❑ Urban areas and hamlets
60 km/h
- ❑ Urban / Rural edge roads
70 km/h
- ❑ Rural roads
New TAC Guidelines

Urban Structure



Implementation Plan



- Proactively identify developed urban areas where the posted speed limit is greater than 60 km/h and implement changes;
- Existing speed limits that are lower than what would be proposed under the new policy will not be automatically increased;
- Requests from the public or Council to review speed limits on specific road sections will be assessed using the new policy;
- No changes to existing school zone policy

Impacts in the Town of Markham



- **16th Avenue** - Donald Cousens Parkway to east Bayview Ave. – 60 km/h
- **Highway 7** - Bayview Ave. Ramp to Sciberras Road – 60 km/h
- **Highway 7** - east Main Street west of McCowan Road – 60 km/h
- **Highway 7** - Wideman Street to Donald Cousens Parkway – 60 km/h
- **Kennedy Road** - Steeles Ave. to north Major Mackenzie Drive East – 60 km/h
- **Leslie Street** - John Street to south of 19th Ave. – 60 km/h
- **Major Mackenzie Drive East** - Woodbine Ave. to Bayview Ave. – 60 km/h
- **Major Mackenzie Drive East** - Woodbine Ave. to Ninth Line – 70 km/h
- **Markham Road** - Steeles Ave. to north of 14th Ave. – 60 km/h
- **McCowan Road** - Steeles Ave. to Major Mackenzie Drive East – 60 km/h
- **Warden Avenue** - Steeles Ave. to Major Mackenzie Drive – 60 km/h
- **Woodbine Avenue** - Steeles Ave. to Elgin Mills Road East – 60 km/h

- Further impacts in the future as development/urbanization continues on Regional Roads in the Town of Markham.

Next Steps



- ❑ Report back to York's TS Committee with:
 - ❑ Proposed Policy
 - ❑ Proposed Implementation Plan

We would like your input and endorsement