

From: Regional.Clerk <regional.clerk@york.ca>
Sent: Friday, January 31, 2025 6:46:17 AM
Subject: Regional Council Decision - Speed Limit Revisions

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On January 30, 2025 Regional Council made the following decision:

1. Council approve revisions to speed limits on Regional roads listed in Appendix A.
2. The Regional Clerk circulate this report to the Clerk of Town of Georgina and Chief of York Regional Police.
3. The Regional Solicitor and General Counsel prepare the necessary bylaws to adopt speed limit details in Appendix A.

The original staff report is available for your information at the following [link](#):

Please contact Joseph Petrungaro, Director Roads, Traffic and Fleet, at 1-877-464-9675 ext. 75220 if you have any questions with respect to this matter.

Regards,

Christopher Raynor ([he/him](#)) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

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Report of the Commissioner of Public Works

Speed Limit Revisions

1. Recommendation

1. Council approve revisions to speed limits on Regional roads listed in Appendix A.
2. The Regional Clerk circulate this report to the Clerk of Town of Georgina and Chief of York Regional Police.
3. The Regional Solicitor and General Counsel prepare the necessary bylaws to adopt speed limit details in Appendix A.

2. Purpose

This report seeks Council approval to implement revised speed limits detailed in Appendix A.

Key Points:

- Council requested speed limit revisions be brought forward as required to create an efficient response to address community needs
- Speed limit revisions are required in the community of Udora, Town of Georgina and surrounding area to improve safety
- Staff recommend speed limit revisions (Appendix A) based on principles defined in the Establishing Speed Limits on Regional Roads Policy

3. Background

Speed limit revisions will be brought forward as required to improve program delivery

Historically, speed limit revisions are reported to Council annually. In [September 2024](#), Council requested speed limit revisions be brought forward as required to improve program delivery, effectively respond to community needs and ensure locations remain consistent with changes in land use.

Speed limits are based on approved criteria in the Region's Establishing Speed Limits on Regional Roads Policy

The process and criteria used to establish speed limits on the Regional road network are outlined in the Council-approved [Establishing Speed Limits on Regional Roads Policy](#) (Policy). The Policy refers to Canadian Guidelines for Establishing Posted Speed Limits published by the Transportation Association of Canada, which provide a systematic and consistent evaluation for establishing posted speed limits. It is an objective assessment based on engineering factors. This methodology results in speed limits consistent with a roadway's physical characteristics and adjacent land use, match driver expectations, promote a safer road environment, and align with [York Region Vision Zero Traveller Safety Plan](#).

4. Analysis

Speed limit review was completed in Udora and surrounding area to improve safety

Since 2017, safety improvements implemented included an all-way stop control at the intersection of Ravenshoe Road and Victoria Road. As well, deployment of speed feedback boards and speed management pavement markings helped reduce operating speeds by about 5 km/h. The previous five-year collision history reported 22 collisions prior to installation compared to one single motor vehicle collision resulting in property damage following implementation.

During summer/fall 2024, staff conducted a comprehensive review in response to resident requests for safety improvements and speed limit reductions in the community. The review included an inventory of existing traffic measures and signage, collection of traffic and speed data and analyzing historical collision trends. Data was analyzed in accordance with Policy criteria.

Proximity to rural community and increasing pedestrian and cyclist activity are driving recommended speed limits

The review identified inconsistent speed limits with the transition from a rural environment into the community. Given this and the pedestrian and cyclist activity within the community, staff recommend lowering speed limits to improve safety. As part of the York Region Vision Zero Traveller Safety Plan initiatives, large road signs and 'slow down' pavement markings will be installed entering Udora in spring 2025 to help create more awareness and increase safety.

Consistent speed limits encourage compliance, complement surrounding land use and improve safety for all travellers with minimal impact to travel time

Staff monitor and review the road network to ensure speed limits reflect the Policy and are appropriate for each road segment. Proposed speed limit revisions are based on:

- Engineering standards – speed limits consistent with the roadway’s physical characteristics and satisfying provincial design and safety standards
- Urbanization – operating conditions must change to reflect traffic patterns and increases in intersections, driveways and vulnerable travellers when communities are built
- Improving traffic operations – speed limits that complement roadway characteristics, improve traffic operations, encourage increased compliance and help protect all travellers
- Promoting consistency – limiting the number of speed zone changes encourages driver awareness and compliance

Proposed speed limit revisions on Regional roads are detailed in Appendix A. Location maps are included in Appendices B and C.

Various communication methods are used to inform travellers of speed limit revisions

Travellers are informed of new speed limits through a range of communication methods including media alerts, social media, information posted on York.ca and on-street signs. When speed limits are changed on Regional roads, a “NEW” sign is placed above each speed limit sign at the beginning of the revised speed zone remaining in place for approximately 60 to 90 days.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region’s budget or fiscal position. Costs associated with manufacturing and installing new speed limit signs are estimated at \$50,000 and are included in the approved 2025 Public Works Operating Budget.

6. Local Impact

Local municipal staff were engaged on proposed changes to obtain input. Proposed speed limit revisions in Appendix A promote safety, reflect changes in land use, comply with engineering standards and improve traffic operations. Lower speeds align with the York Region Vision Zero Traveller Safety Plan objective to create a safer environment for pedestrians and cyclists and may encourage walking and cycling.

7. Conclusion and next steps

York Region Vision Zero Traveller Safety Plan identifies speeding as a contributing factor in aggressive driving behaviours leading to collisions. Lower speed limits help protect all travellers as the Region continues to intensify with increasing traffic volumes and support objectives of the Plan.

A bylaw setting the rate of speed is required before speed limits may be set or revised. Subject to Council approval, the Regional Solicitor and General Counsel will prepare the necessary bylaws for the speed limit revisions described in this report and the Regional Clerk will circulate this report to Town of Georgina and Chief of York Regional Police.

For more information on this report, please contact Joseph Petrungaro, Director Roads, Traffic and Fleet, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



Kyle Catney

General Manager, Operations and Services



Laura McDowell, P.Eng.

Commissioner of Public Works



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

December 6, 2024

16364340

Appendix A – Proposed Speed Limit Revisions

Appendix B – Map – Victoria Road, Ravenshoe Road and Weir's Sideroad – Georgina

Appendix C – Map – Kennedy Road – Georgina

Table 1
2025 Proposed Speed Limit Revisions

	Regional Road	Municipality	Existing Speed	Proposed Speed	Primary Justification
1	Victoria Road (Y.R. 82) From north limit of Minonen Road to 30 metres northeast of Old Shiloh Road Appendix B	Town of Georgina	60 km/h	50 km/h	Engineering standards and consistent speed limit (extend 50 km/h limit beyond the horizontal curve and residential community to improve safety, encourage driver awareness, compliance and increase reaction time)
2	Victoria Road (Y.R. 82) From 30 metres northeast of Old Shiloh Road to 230 metres northeast of Old Shiloh Road Appendix B	Town of Georgina	80 km/h	50 km/h	Engineering standards and consistent speed limit (extend 50 km/h limit beyond the horizontal curve and residential community to improve safety, encourage driver awareness, compliance and increase reaction time)
3	Victoria Road (Y.R. 82) From 230 metres northeast of Old Shiloh Road to Lake Ridge Road Appendix B	Town of Georgina	80 km/h	70 km/h	Improved traffic operations (expected to provide smoother transition to 50 km/h zone and increase compliance)
4	Ravenshoe Road (Y.R. 32) From 100 metres west of Concession 5 to 100 metres west of Concession 6 Appendix B	Town of Georgina	80 km/h	70 km/h	Improved traffic operations (to provide a transition from rural to urban environment)

	Regional Road	Municipality	Existing Speed	Proposed Speed	Primary Justification
5	Ravenshoe Road (Y.R. 32) From 100 metres west of Concession 6 to Victoria Road (Y.R. 82)/Concession 7 Appendix B	Town of Georgina	60 km/h	50 km/h	Consistent speed limit (to encourage driver awareness and compliance, reduce risk and promote safer travel as section experiences high pedestrian volumes)
6	Weir's Sideroad (Y.R. 81) From Ravenshoe Road (Y.R. 32) to 400 metres north of Ravenshoe Road (Y.R. 32) Appendix B	Town of Georgina	60 km/h	50 km/h	Consistent speed limit (to encourage driver awareness and compliance by increasing reaction time)
7	Kennedy Road (Y.R. 3) From Baseline Road (Y.R. 8A) to 1,100 metres north of Baseline Road (Y.R. 8A) Appendix C	Town of Georgina	80 km/h	70 km/h	Improved traffic operations (to provide smoother transition to the section to the north)



