



Town of
East Gwillimbury

COMMUNITY INFRASTRUCTURE & ENVIRONMENTAL SERVICES REPORT CIES2021-12

To: Council

Date: July 28, 2021

Subject: East Gwillimbury Safer Streets Initiative

Origin: Community Infrastructure & Environmental Services

RECOMMENDATIONS

1. **THAT** Community Infrastructure & Environmental Services Report CIES2021-12, dated July 28, 2021, regarding “East Gwillimbury Safer Streets Initiative” be received; and
2. **THAT** the speed limit be reduced from 50km/hr to 40km/hr on the Town’s local subdivision road network as outlined and as part of the Town’s Safer Street Initiative.

PURPOSE

The purpose of this report is to seek Council’s approval to reduce the speed limit from 50km/hr to 40km/hr on the Town’s local subdivision road network as part of the Town’s Safer Streets Initiative.

BACKGROUND

At the April 20, 2021, Council meeting, Council endorsed the following motion by the mayor:

BE IT RESOLVED THAT staff review the merits of a 40km/hr speed limit on the Town’s local subdivision road network and report back with the results and an appropriate implementation strategy.

Staff have reviewed the merits of the proposal with York Regional Police and completed a scan of municipal best practices to arrive at the proposed strategy.

ANALYSIS

Speed Limits – Current Practice

Generally, in line with the Ontario Highway Traffic Act (HTA), the Town of East Gwillimbury has a statutory default and unsigned speed limit of 50km/hr. Roads with speed limits other than 50km/hr are generally signed along the street with signs posted after every intersecting street. To evaluate the justification for deviation from the default speed limit of 50km/h, the Town uses the Speed Limit Reduction Warrant Policy approved by Council in January 2013, establishing speed limits. The Policy recommends a speed limit of 50km/hr on residential streets unless there is a school or park frontage, in which case, the recommended speed is 40km/hr.

Based on road geometry and the surrounding environment, staff have implemented speed limit reductions on several Town roads over the past few years which has resulted in speed limit reductions of either 10km/hr or 20km/hr. As an example, in 2019, the posted speed limit on Queensville Sideroad between Woodbine Avenue and Highway 48 was reduced from 80km/h to 60km/h based on the narrow pavement width, demanding vertical geometry, and modest amount of farm/truck traffic.

On May 1, 2018, changes to the HTA were enacted giving municipalities the authority to establish speed limits other than 50km/hr within its neighbourhoods and residential areas, using specialized gateway speed limit signage.

The gateway signage approach allows for posted and enforceable speed limits with a minimal number of signs being erected. Prior to the 2016 HTA changes and subsequent 2018 regulation modifications, local and collector roads found in residential subdivisions, if not signed individually would default to 50km/hr. If there was a desire to reduce this default speed to something more suitable for portions or the entire subdivision the preferred speed had to be posted on all streets. To do so would entail a significant effort and cost. Gateway speed limit signage permits signs to be erected only at community entry and exit points, allowing all roads internal to the community, unless posted otherwise, to be governed by that speed. There are a number of advantages to using the gateway signage approach including uniformity of speed



limits within the neighbourhood along with a reduction to the number of necessary signs which also minimizes installation and long-term maintenance costs.

Coordination and Partnership with York Region Police

Town staff and York Regional Police (YRP) have an excellent working relationship and have had many discussions regarding residents speeding in different areas in the Town and coordinating efforts to address speeding and other traffic related concerns. YRP is supportive of the 40km/hr speed limit reduction as proposed and, if approved, staff will ensure coordination of the implementation as well as ongoing monitoring with speed studies on the local road network.

It should be noted that having 40km/hr speed limits in residential areas is reasonable; however, it is generally accepted that motorists will still select a speed based on road conditions that feels comfortable given the surroundings including, among others, parked cars, oncoming cars, road widths, parks, etc. All these parameters inform the driver's perception of what is a comfortable speed, thus there are some roads where traffic data shows lower 85% speeds and other roads with less friction that will typically have higher speeds. Although staff are hopeful of positive results and to manage expectations, it is not expected that motorists will dramatically slow down simply due to lowering the speed limit.

Further, under the Town's Safer Streets Initiative and in consultation with YRP, staff will review snowmobile and ATV use as part of a future report.

Other Municipalities Have implemented The Town Wide 40km/hr Posted Speed Limit

Several municipalities throughout York Region and the Province have implemented the 40km/hr posted speed limit on their local residential road network. The Towns of Aurora and Newmarket have adopted the Town wide 40km/hr posted speed limit years ago and they sign every street with speed limit signs. The Town of Whitchurch-Stouffville has a different approach where the Town is planning on erecting signs at Town entry points, which could be a challenge from speed enforcement and prosecution perspective. The Township of King, the City of Ottawa, the City of Mississauga, and the City of Kawartha Lakes have used the community gateway signage as per the Ministry's 2018 HTA amendments and as proposed for use in East Gwillimbury.



Speed Limits in School Zones and along Park Frontages

In May 2021, York Regional Council approved a new “Reduced Speed Limits in School Zone” policy whereby speed limits in school zones on Regional roads are to be reduced by 10km/hr. This will typically result in a reduction from 60 km/hr to 50km/hr or from 50km/hr to 40km/hr. Over this summer and before the start of the 2021-2022 school year, the Region will replace the existing school zone and speed limit signs. The Region will install the new school zone maximum speed limit signs introduced by the Ministry of Transportation of Ontario. All the signs will show reduced speed limits in effect from 7 a.m. to 5 p.m., Monday to Friday, September to June.



The following speed reductions in school zones are being implemented by the Region in East Gwillimbury:

No.	School Name	Regional Road	Existing Speed Limit (km/h)	New Speed Limit (km/h)
1	Mount Albert PS	Mount Albert Road	50	40
2	Sharon PS	Leslie Street	50	40
3	Queensville PS	Leslie Street	50	40
4	Good Shepherd Catholic ES	2 nd Concession Road	60	50
		Mount Albert Road	60	50
5	Queensville Montessori Academy	Leslie Street	50	40
6	Ecole Elementaire Catholique Jean-Beliveau	2 nd Concession Road	60	50

This is a similar approach to the Town’s current practice of reducing the speed limit to 40km/hr on Town roads along the frontage of schools and parks. With the proposed Town wide speed limit reduction to 40km/hr on local roads, staff do not intend to further reduce speed limits in school or park zones.

Established Town Traffic Policies for Addressing Traffic Issues

In addition to the Ministry of Transportation of Ontario Guidelines, the Town has developed several traffic policies. The intent of these policies is to provide guidelines for the resolution of various traffic requests received by staff and include:

- All-way stop sign installation policy
- Community Safety Zone installation in school zones
- Speed limit reduction warrant policy
- Radar speed board installation procedure

With the approval of the proposed Town wide 40km/hr speed limit reduction on all local subdivision roads, all school and park zones in the Town are proposed to remain at a posted speed limit of 40km/h and no further speed reduction is recommended. Each school zone will continue to be signed as a Community Safety Zone to maintain extra awareness and safety for these sensitive locations. Subject to approval of this report, staff will adjust our Policies to incorporate this change to ensure consistency and alignment.

Proposed Implementation Strategy for the 40km/hr Speed Limit Signs on Town Roads

It is proposed that all local Town subdivision roads with 50km/hr posted speed limit be reduced to 40km/hr. Currently there are approximately 292 local and collector roads including unassumed roads with a 50km/hr posted speed limit. Two approaches are proposed to be adopted to implement the Town wide 40km/hr posted speed limit as follows:

- New subdivisions - signs will be installed through development at the time of construction at the expense of the developer.
- Existing subdivisions/communities – community gateway signage is the proposed recommended approach whereby signs would be installed at entry and exit points to the community area as this will allow for uniformity of speed limits within those communities. There will also be some additional internal speed signs in strategic locations to remind drivers of the 40km/hr speed limit on roads as required or as deemed appropriate in the future. The intention is to commence and complete the signage installation in each community area before proceeding to the next community to ensure an orderly progression. Town wide installation outside of the new development areas is expected by year end. However, should unforeseen circumstances arise, the sign installation would be completed in Spring 2022.

Refer to Attachment #1 for a map showing the proposed 40km/hr speed limit in existing areas and new subdivisions as well as the location with the new reduced posted speed limit in school zones on Regional roads.

Refer to Attachment #2 for proposed gateway sign locations for each of the community areas - note that these are general guidelines and there may be adjustments at the time of implementation.

FINANCIAL IMPLICATIONS

The table below provides a breakdown of the estimated cost for the sign installation:

Ward	Community	Number of Signs	Cost
1	Holland Landing	52	\$6,500.00
	Harvest Hills	10	\$1,250.00
	River Park	27	\$3,375.00
2	Sharon	40	\$5,000.00
	Queensville	16	\$2,000.00
3	Mount Albert	25	\$3,125.00
		170	\$21,250.00
Communication/other			\$5000
15 % Contingency (rounded)			\$3,750
Total (rounded)			\$30,000

A total of approximately \$30,000 will be required to supply the signs, posts, hardware, and communications signage. This work is proposed to be funded from the Roads Tax Levy Reserve. It should be noted that labour costs are not included in the estimates as this work is proposed to be completed by Town Operations staff.

NEED FOR PUBLIC CONSULTATION

Subject to approval by Council, the Safer Streets Initiative and associated speed limit reductions on the Town's road network will be communicated to residents via enhanced communication measures including:

- Curb-ex message boards
- Community engagement at upcoming Farmer's Market
- The Town website with a web page detailing the initiative
- Council Highlights
- Social media
- Notice Board on the Town's web page
- East Gwillimbury Express Town page

Regarding the Curb-ex signs, staff propose placing signs at strategic locations within impacted communities to communicate the speed limit reduction to 40km/hr on local subdivision roads. An appropriate number of Curb-ex signs will be rented and rotated through each of the areas prior to installation of the gateway speed limit sign works to provide advanced notice to residents.

ALIGNMENT TO STRATEGIC PLAN

The recommendations of this report align with the following Strategic Priorities:



Responsible Growth & Environmental Protection

Ensure that communities are built in a respectful manner, with resident and business quality of life protected



Build Complete Communities

Effectively manage new and existing assets to deliver exceptional services to residents while ensuring a sustainable community.



Quality Programs & Services

Continue to advocate for a safe and livable community for our residents while leveraging opportunities and partnerships



Culture of Municipal Excellence

Enhance Customer Service focused culture with increased engagement and communications

CONCLUSION

The proposed speed limit reduction from 50km/hr to 40km/hr on local residential roads throughout the residential portions of the Town as part of the Safer Streets Initiative aligns with the speed expectations of residents on the local road network. It should be noted that the posted speed limit reduction may not eliminate public speeding concerns and staff will continue with the radar board program and enforcement support with YRP.

APPENDICES

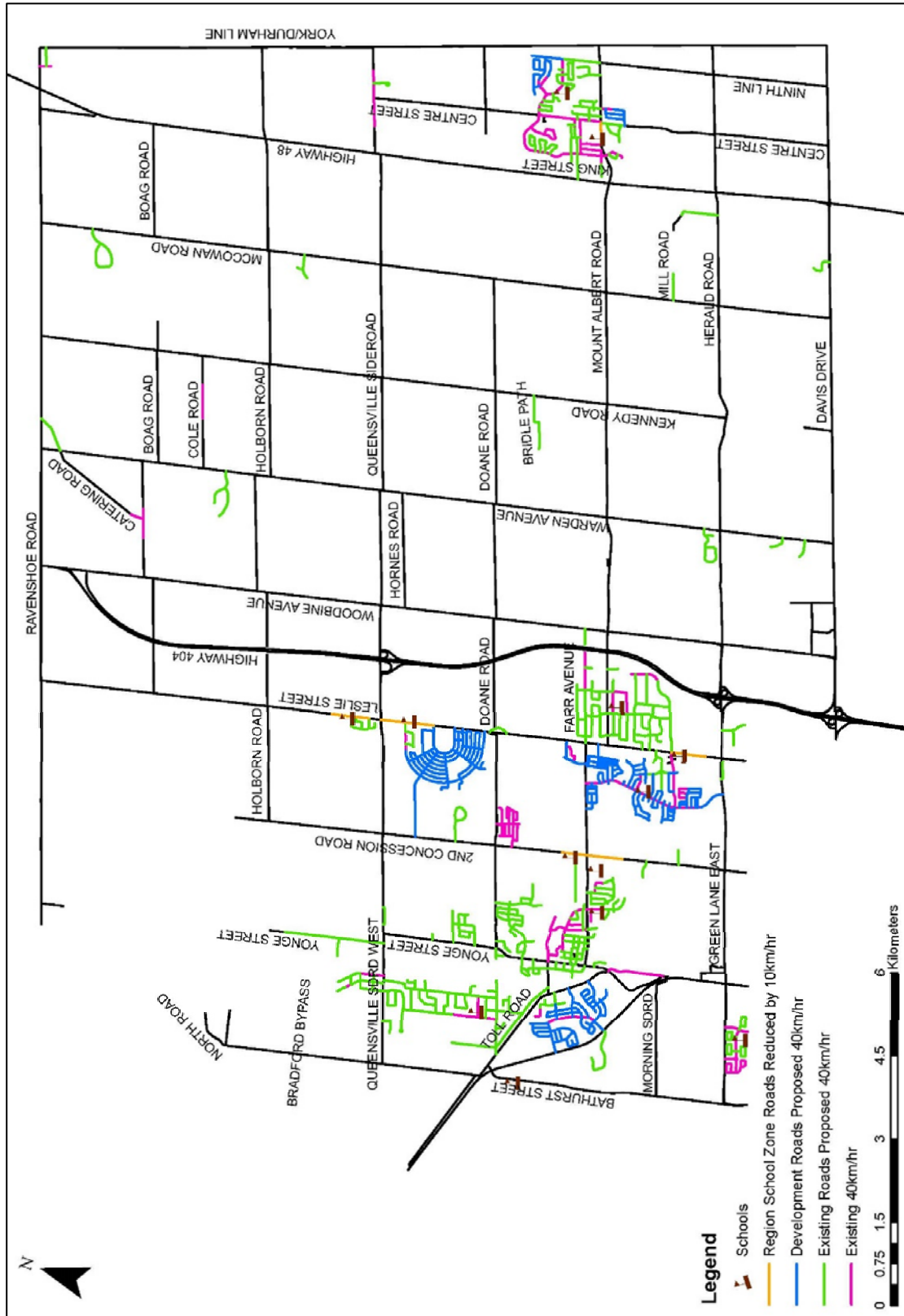
Attachment #1 – Proposed Existing and New Town Roads With 40km/hr Posted Speed Limit.

Attachment #2 - Proposed Gateway Sign Locations at Town Communities.

Prepared by:	Reviewed and Recommended by:
<i>Original Signed By</i>	<i>Original Signed By</i>
Jamal Massadeh Senior Traffic & Transportation Technologist	Kevin Brake, C. Tech. Development Manager

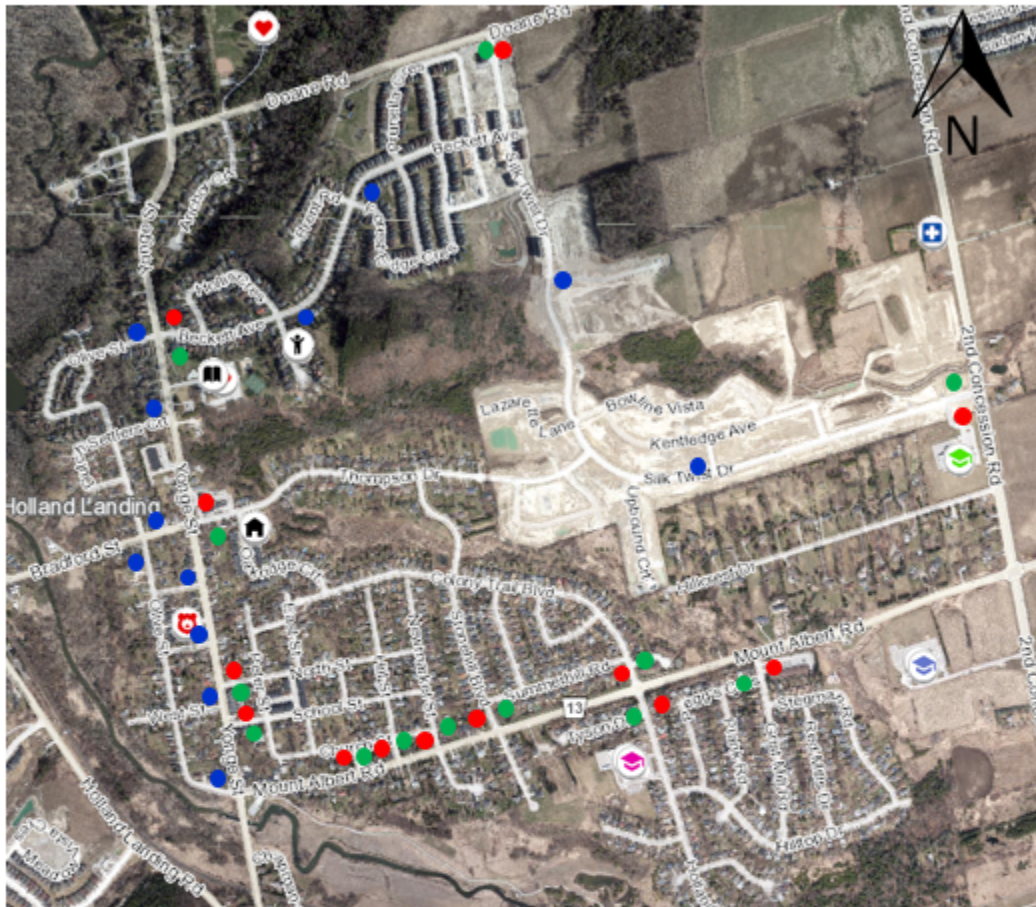
Reviewed and Recommended by:	Approved for Submission by:
<i>Original Signed By</i>	<i>Original Signed By</i>
Mike Molinari, P. Eng., General Manager, CIES	Thomas R. Webster Chief Administrative Officer

Attachment #1 – Proposed Speed Limits



Attachment #2 – Proposed Gateway Sign Locations

Holland Landing 1

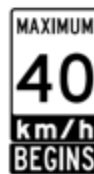


Required Signs

13 x 40km/h AREA BEGINS

13 x 40km/h AREA ENDS

12 x 40km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins



Holland Landing 2



Required Signs

5 x 40km/h AREA BEGINS

5 x 40km/h AREA ENDS

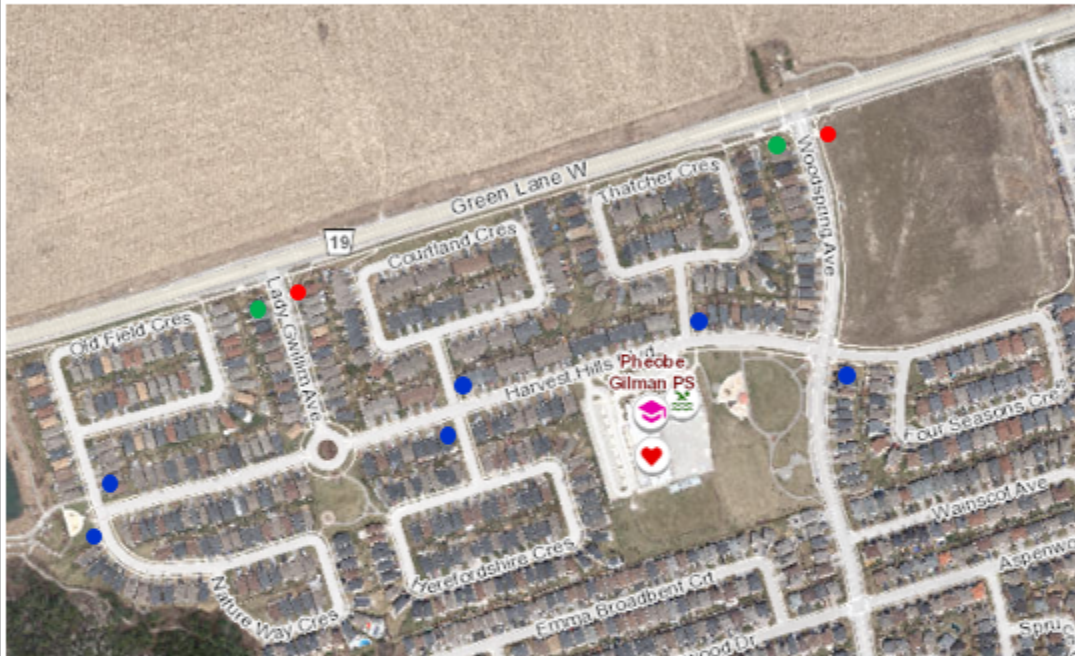
4 x 40km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins



Harvest Hills

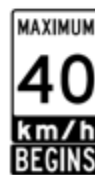


Required Signs

2 x 40km/h AREA BEGINS

2 x 40km/h AREA ENDS

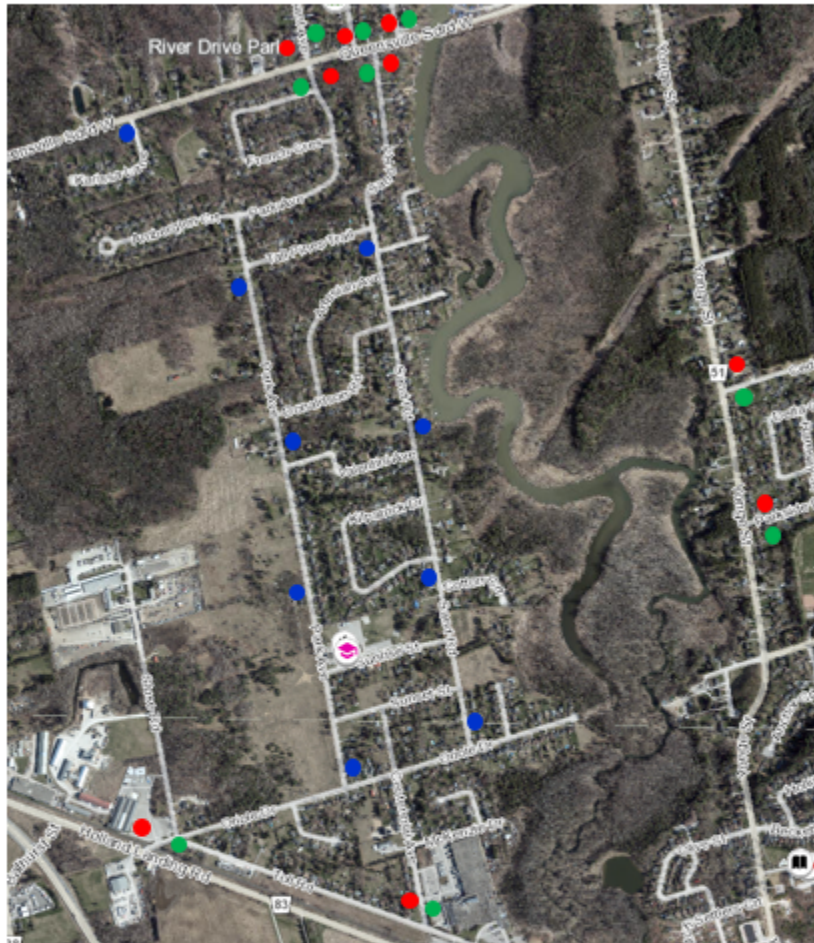
6 x 40km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins



River Park



Required Signs

9 x 40km/h AREA BEGINS

9 x 40km/h AREA ENDS

9 x 40km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins

Sharon 1



Required Signs

6 x 40km/h AREA BEGINS

6 x 40km/h AREA ENDS

2 x 40km/h BEGINS



40km/h Area Begins



40km/h Area Ends



40km/h Begins



East Gwillimbury

Sharon 2

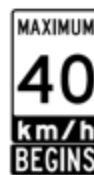


Required Signs

10 x 40km/h AREA BEGINS

10 x 40km/h AREA ENDS

6 x 40km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins



Queensville



Required Signs

4 x 40km/h AREA BEGINS

4 x 40km/h AREA ENDS

8 x 40km/h BEGINS

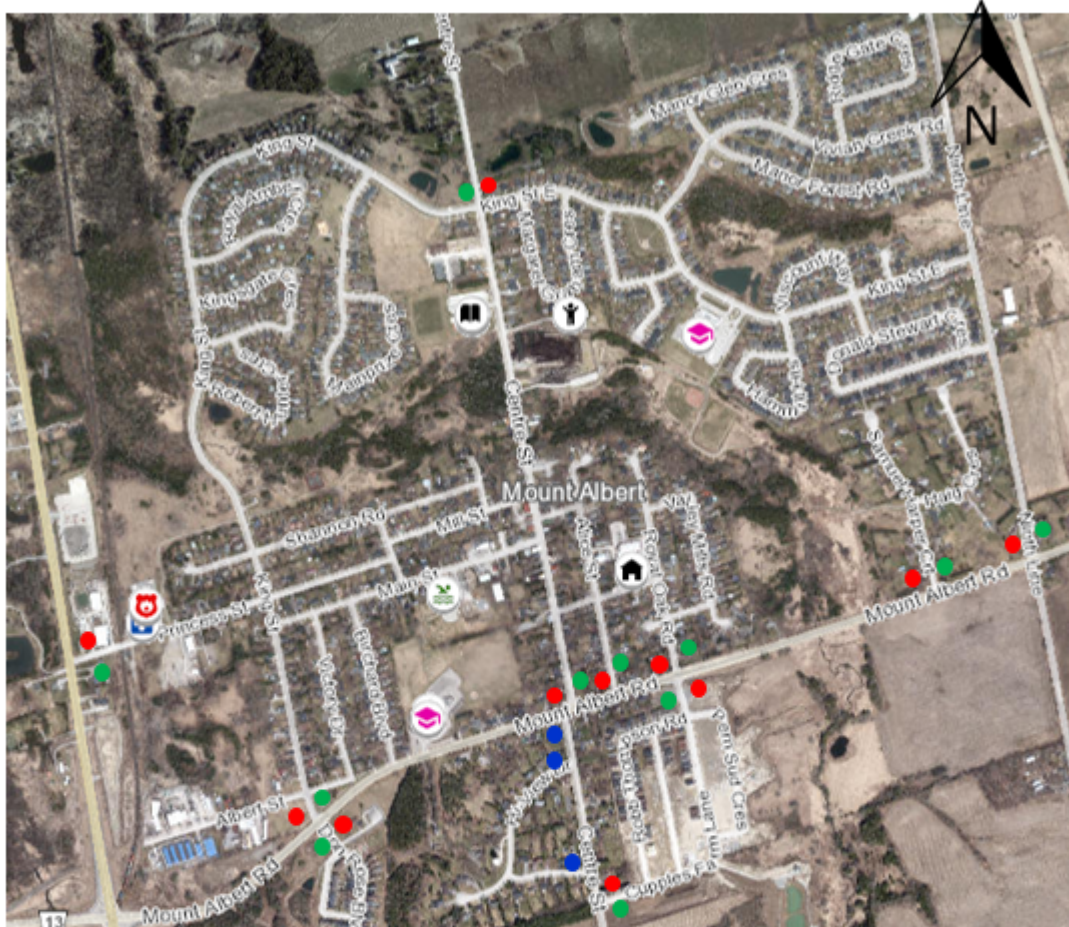


● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins



Town of East Gwillimbury

Mount Albert



Required Signs

11 x 40km/h AREA BEGINS

11 x 40km/h AREA ENDS

3 x 40 km/h BEGINS



● 40km/h Area Begins ● 40km/h Area Ends ● 40km/h Begins

