



Town of  
**East Gwillimbury**

**Anna M. Knowles**

Deputy Clerk  
Corporate Services Department  
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December 10, 2007

**REGION OF YORK  
CLERK'S OFFICE**

FILE No. - *P06*



Regional Municipality of York  
Office of the Regional Clerk  
17250 Yonge St., P.O. Box 147  
Newmarket, Ontario L3Y 6Z1

Attention: Denis Kelly, Regional Clerk

Dear Mr. Kelly:

**Re: Speed Limit on 2<sup>nd</sup> Concession, Mount Albert Rod to Queensville Sideroad**

Further to correspondence received from B. Harrison, P.Eng., Director, Operations, York Region Transportation and Works Department, dated October 31, 2007, with regard to Queensville Sideroad/Bridge at the Holland River and Speed Limits on 2<sup>nd</sup> Concession, Mount Albert Road to Queensville Sideroad [York Region File: T09 GEG] (copy attached), at its regular meeting held on December 3, 2007, the Municipal Council of the Town of East Gwillimbury enacted as follows:

“BE IT RESOLVED THAT the Town of East Gwillimbury request that the speed limit on 2<sup>nd</sup> Concession Road between Mount Albert Road and Doane Road be reviewed again by York Region.”

If you have any further questions with regard to this matter, please do not hesitate to contact the undersigned.

Yours truly,

Anna M. Knowles  
Deputy Clerk

Attach.

c.c.: B. Harrison, P. Eng., Director, Operations, York Region Transportation & Works  
Councillor V. Hackson  
W. Hunt, General Manager, Community Programs & Infrastructure

*“Our town, Our future”*

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www.eastgwillimbury.ca



Transportation and Works Department  
Roads Branch, Operations  
Fax: 905-895-7735

October 31, 2007

COPY

Mr. B. Wayne Hunt, P.Eng.  
General Manager, Community Programs and Infrastructure  
Town of East Gwillimbury  
19000 Leslie Street  
Sharon, ON L0G 1V0

Dear Mr. Hunt:

**Re: Queensville Sideroad/Bridge at the Holland River and  
Speed Limit on 2<sup>nd</sup> Concession, Mount Albert Road to Queensville Sideroad  
File No. T09 GEG**

This is in response to your letter dated October 10, 2007, requesting The Regional Municipality of York to review the intersection of Queensville Sideroad and River Road as well as the speed limit on the 2<sup>nd</sup> Concession from Mount Albert Road to Queensville Sideroad.

#### **1. Queensville Sideroad /Bridge – Holland River**

A collision review for the period of January 2000 to June of 2007 revealed that there have been a total of four reported collisions at the intersection of Queensville Sideroad and River Road, three were rear-end and one was a turning movement collision. There were no reported angle collisions involving southbound and westbound travel.

Regional staff has conducted a sight distance review at the intersection of Queensville Sideroad and River Drive in the past and it was determined that the existing sight distance is 180 metres. For a roadway with a design speed of 70-km/hr (posted speed of 60-km/hr), the Ministry of Transportation Ontario Geometric Design Manuals state that a sight distance of 135 metres should be provided. The ends of the new parapet wall have been skewed and the steel beam guide rail flared back to open up more sight line distance and actually provides more sight distance than the pre-construction value.

Prior to the reconstruction of the bridge, Regional staff had installed two Intersection Ahead warning signs. One with a hidden tab as well as one with a distance tab to alert drivers of the approaching intersection of River Road. During construction, the signs were removed and have not been put back up by the contractor. Regional staff will take immediate action on behalf of the contractor and have these signs installed.

During the site check, Regional staff also reviewed the existing location of the stop bar and found that it has been relocated further to the south, but is limited due to the new sidewalk and curb cut. In accordance with the Ontario Traffic Manual Book 11, the stop bar must be located before any crosswalk or curb cut designed for pedestrians.

Our review has determined that the intersection of Queensville Sideroad and River Road meets the minimum stopping sight distance for the design speed of the road and the current collision pattern does not support the installation of an overhead flashing beacon. However, Regional staff does feel that this location is very unique within the Region due to the length of the structure with a side street immediately at the end of the structure and will take the necessary steps to have an overhead flashing beacon installed at this intersection.

## **2. Speed Limit on 2nd Concession, Mount Albert Road to Queensville Sideroad**

Regional roads are classified as either rural or urban arterials and provide a high level of service minimizing flow interruption while maintaining a constant speed. Rural arterial roads are generally Regional roads moving large volumes of traffic at high speeds. These roads serve as the major routes in a network connecting major economic centres, providing service for all types of vehicles. The current posted speed limit along this section of 2<sup>nd</sup> Concession, between Mount Albert Road and Queensville Sideroad for the most part is 70-km/hr with a section of 60-km/hr in a more built up area.

A recent speed study conducted by Regional staff in both the 70-km/hr and 60-km/hr speed zones showed that the average operating speed for traffic on 2<sup>nd</sup> Concession is 73-km/hr. The 85<sup>th</sup> percentile speed, which is the speed at or below which 85% of the vehicles travel, was calculated to be 80-km/hr. There have been no major changes in the physical or roadside characteristics of 2<sup>nd</sup> Concession since the Region assumed this road in 2006 from the Town of East Gwillimbury.

The Region uses a "Speed Limit Policy" to establish speed limits throughout the Region. This policy establishes speed limits based on several technical factors, including the 85<sup>th</sup> percentile speed of the road section, pedestrian activity, and driveway frequency. Throughout the Region, posted speed limits are reviewed and adjusted on a periodic basis. These adjustments are initiated by concerns from the public, development of commercial and residential properties in the area and geometric changes to road sections through our capital road construction program. Based on the results of this speed study, and application of the Speed Limit Policy, a reduction in the posted speed limit on 2<sup>nd</sup> Concession between Mount Albert Road and Queensville Sideroad is not warranted at this time.

Regional roads travel through urban, residential and a vast area of rural environments throughout the Region providing service for all types of vehicles including farm equipment. For this reason, it is not an unusual situation for the motoring public to encounter all types of farm equipment travelling on Regional roads and installing additional signage that is not warranted can lead to

October 31, 2007

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Mr. B. Wayne Hunt, P.Eng.

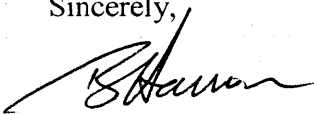
Queensville Sideroad/Bridge at Holland River and Speed Limit on 2<sup>nd</sup> Concession

File No. T09 GEG

sign pollution and distract driver's attention away from signs that are conveying a more important message to the driver. For this reason, Regional staff is not in support of installing any additional non standard signs on Regional roads at this time.

I trust this is satisfactory; however, if you have any further questions regarding these comments, please contact me at 905-895-1200, extension 5205.

Sincerely,



Brian Harrison, P.Eng.  
Director, Operations

BH/mh

Copy to: Mayor and Members Town Council  
Tom Webster, Chief Administrative Officer, Town of East Gwillimbury

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