
REPORT TITLE: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Speed Limit Reduction on Regional Road 4 (Dixie Road) from North of George Gray Drive / Dockstader Road to Two Kilometers North of Regional Road 14 (Mayfield Road)**

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

That the posted speed limit on Regional Road 4 (Dixie Road) from 35 metres north of George Gray Drive/Dockstader Road to two kilometers north of Regional Road 14 (Mayfield Road) be reduced to 70 kilometers per hour, in the City of Brampton and the Town of Caledon;

And further, that the necessary by-law be presented for enactment;

And further, that the Peel Regional Police, the Ontario Provincial Police – Caledon Detachment, the City of Brampton and the Town of Caledon be advised.

REPORT HIGHLIGHTS

- The Region of Peel received various inquiries from residents, business owners and Regional Councillors regarding speeding along Dixie Road north and south of Mayfield Road.
- As a road authority and operator, the Region is responsible for determining an appropriate posted speed limit.
- Staff evaluated Dixie Road using the Transportation Association of Canada (TAC) Speed Limit Methodology to determine the appropriate posted speed limit.
- The review concluded that a speed limit reduction from 80 kilometers per hour to 70 kilometers per hour is advisable on Dixie Road from 35 metres north of George Gray Drive / Dockstader Road to two kilometers north of Mayfield Road.
- The recommendation is consistent with and supports the Region of Peel's adoption of the Vision Zero Road Safety Strategic Plan.

DISCUSSION

1. Background

The Region of Peel received various inquiries from residents, business owners and Regional Councillors regarding speeding and appropriateness of the existing posted speed limit on Dixie Road north and south of Mayfield Road.

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The road authority and operator is responsible for determining the posted speed limit and ensuring it is appropriately set. The *Municipal Act, 2001* states that Regional Council may pass by-law(s) with respect to traffic on roadways under the jurisdiction of The Regional Municipality of Peel. Furthermore, the *Ontario Highway Traffic Act* allows municipalities to assign different speed limits on portions of roadways under their jurisdiction, as long as these limits do not exceed 100 km/hr.

When determining the posted speed limit, the Ontario Traffic Manual Guideline refers road designers to the Transportation Association of Canada (TAC) Speed Zone Methodology, Guidelines for Establishing Posted Speed Limits. The guide considers various factors in evaluating speed limits including geometrical characteristics, land use, roadway classification, number of intersections and access points, design speed and length of corridor.

Regional staff undertook a review of the posted speed limit on Dixie Road from 35 metres north of George Gray Drive / Dockstader Road to two kilometers north of Mayfield Road. The study area is within a recently redeveloped industrial area including residential frontage. The findings and recommendation of the posted speed limit review on Dixie Road are documented in this report.

2. Findings

a) Study Area

The study area was established through consultation with area residents and a review of the road frontage attributes on Dixie Road north and south of Mayfield Road having an existing posted limit of 80 km/hr as shown in Appendix I.

Current characteristics consist of residential development at the southeast quadrant, an industrial auto park at southwest quadrant, a mix of residential, farming and landscaping at the northeast quadrant and industrial mixed warehousing at northwest quadrant of Dixie Road and Mayfield Road. A community church, commercial landscaping businesses, single dwellings with frontage driveways and agricultural lands are located north of Mayfield Road.

The Region's Road Characterization Study identifies this section of Dixie Road as Suburban Connector, where the desired operating speed limits can vary from 50-70 km/hr. The growth in this area related to residential, commercial, industrial, and office space has changed the road characteristics over time.

b) Speed Review

The Region of Peel used the TAC Speed Zone Methodology to evaluate the road segment and select an appropriate speed limit. The findings of the evaluation indicate that a speed limit reduction is advisable for the selected road segment on Dixie Road. Considering the existing and planned surrounding lane uses, future road characteristics and new developments with increased pedestrian activity, staff recommend that the

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posted speed limit on Dixie Road from 35 metres north of George Gray Drive / Dockstader Road to two kilometers north of Mayfield Road be reduced to 70km/hr.

RISK CONSIDERATIONS

If the posted speed limit reduction is not implemented within the study area, most drivers will continue to drive at current posted speed of 80 km/hr. Given the changing environment together with new development in the area, there is an increased number of potential conflict points which could lead to collisions at higher speeds.

By lowering the speed limit, there is a risk that motorists will raise concerns related to longer travel times, disappointment of having to adjust to the new posted speed limit, or the assumption that the Region will benefit from ticket revenue generation.

Overall, the community safety benefits of reducing the speed limit outweigh the risks associated with adjustment to the new speed.

FINANCIAL IMPLICATIONS

To implement a speed limit reduction, the Region will assume operating costs such as adjustments to road signage. These costs are minor in nature and can be accommodated within the existing approved operating budget.

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement the reduction of posted speed limit on Dixie Road from 35 metres north of George Gray Drive / Dockstader Road to two kilometers north of Mayfield Road. The posted speed limit reduction has been recommended by staff which supports the existing and future road character, and provides an appropriate, safe, and uniform posted speed limit.

APPENDICES

Appendix I - Proposed Speed Reduction on Dixie Road

Authored By: Denise Dang, Technical Analyst