
REPORT TITLE: Speed Limit Reductions, Amendment to By-law 15-2013, Town of Caledon, Ward 3

FROM: Kealy Dedman, P.Eng., MPA, Commissioner of Public Works

RECOMMENDATION

- 1. That the posted speed limit on Regional Road 7 (Airport Road) from 250 metres south of Cranston Drive to 80 metres south of Leamster Trail be reduced to 40 kilometres per hour, in the Town of Caledon; and**
- 2. That the posted speed limit on Regional Road 22 (Old Church Road) from 40 metres west of Henry Wilson Drive to Regional Road 7 (Airport Road) be reduced to 40 kilometres per hour, in the Town of Caledon; and**
- 3. That the necessary by-law be presented for enactment; and**
- 4. That the Town of Caledon and Ontario Provincial Police – Caledon Detachment be notified.**

REPORT HIGHLIGHTS

- The review of the existing posted speed limit on Airport Road and on Old Church Road was prompted by the design impacts of an upcoming capital project, as well as Notice of Motion item 12.1 received from the Town of Caledon General Committee dated November 12, 2024, requesting that the Region of Peel reduce speed limits on Airport Road and Old Church Road to 40 kilometres per hour.
- The purpose of the review was to proactively evaluate and determine appropriate posted speed limits by reviewing the surrounding environment, roads characterization, Airport Road capital project and application of the Transportation Association of Canada Speed Zone Methodology to determine the appropriate posted speed limit.
- The recommendations are consistent with, and support, Peel Region's Vision Zero goals.

DISCUSSION

1. Background

Peel Region has received feedback from residents, Councillors, and Town of Caledon staff along with the Notice of Motion from the Town of Caledon General Committee dated November 12, 2024, requesting Peel Region reduce the speed limits on Airport Road and on Old Church Road to 40 kilometres per hour. This speed limit is consistent with other villages in Caledon.

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When determining the posted speed limit, the Ontario Traffic Manual 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 geometric characteristics, land use, roadway classification, number of intersections and access points, design speed and length of corridor.

Airport Road and the short westerly section of Old Church Road are being reconstructed in Caledon East, with the anticipated construction to commence in spring of 2025. The posted speed limit reductions align with the reconstruction and the anticipated construction duration. The redesign will include traffic calming features such as roundabouts, gateway median treatments and controlled crossings at strategic locations being included on Airport Road. Additionally, active transportation infrastructure such as a multi-use path will be implemented on both Regional roads in Caledon East as part of the Airport Road capital project. With the changing road characteristics, additional residential units and future developments in the areas, the speed limit review was prompted to determine the appropriate speed limit for both present and future conditions.

Aligned with Peel Region's Road Safety Strategic Plan, which aims to eliminate collisions resulting in injury or death on Regional roads, the speed limit review prioritized Vision Zero principles. This consideration aligns with the Region's commitment to road safety and prioritizing it over other factors such as cost, speed, delay, level of service or convenience.

2. Findings

The future roadway conditions were analyzed by considering factors such as road geometry, roadside hazards, pedestrian/cyclist exposure, pavement surface, the number of intersections with public roads, private accesses, and the implementation of roundabouts. Additionally, staff considered existing and planned surrounding land uses, future road characteristics, developments, and pedestrian/cyclist activity.

The data collected from current and future roadway conditions was processed using the Transportation Association of Canada Speed Zone Methodology. The results indicate that the speed limit on Airport Road and Old Church Road in Caledon East should be reduced from 50 kilometres per hour to 40 kilometres per hour, as shown in Appendices I and II.

The Regional road segments where speed limit reductions are proposed include:

- Airport Road – from 250 metres south of Cranston Drive to 80 metres south of Leamster Trail
- Old Church Road – from 40 metres west of Henry Wilson Drive to Airport Road

RISK CONSIDERATIONS

Road safety is a high priority in Peel Region and Council has adopted the Vision Zero framework where no loss of life is acceptable. Through the Vision Zero process, staff implement actions to continually strive to improve safety to eliminate motor vehicle collisions causing injury and death. The speed limit revisions recommended for Airport Road and Old Church Road in Caledon East are consistent with and support the Vision Zero philosophy.

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Speeding is an ongoing issue across Ontario and communities across Peel where pedestrian activity is prominent. Speed limit adjustments help improve road safety and align with Peel Region's Vision Zero Program.

Some potential concerns may be raised by road users or other members of the community such as:

- No advance public notice; and
- Longer travel time.

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

BILL 112 RISKS AND IMPLICATIONS

On June 8, 2023, the Province passed Bill 112, the *Hazel McCallion Act (Peel Dissolution), 2023*, which was initially intended to dissolve the Region of Peel and provided for a Transition Board to make recommendations to the province on how to implement the restructuring. On June 6, 2024, Bill 185 took effect, amending Bill 112 and reversing the decision to dissolve the Region of Peel. Bill 185 changed the name of the legislation to the *Hazel McCallion Act (Peel Restructuring), 2023* and recalibrated the Transition Board's mandate to focus on making recommendations on land use planning; water and wastewater; storm water; highways; and waste management. Final details of the Transition Board's recommendations, any associated provincial decision and impacts on Peel services are not known at this time and will be addressed in future reporting to Regional Council.

FINANCIAL IMPLICATIONS

Signage and signal timing will be required to implement changes to the posted speed limits. Signage production/installation and signal timing adjustment costs are minor in nature and can be accommodated within the existing approved Roads operating budget.

CONCLUSION

Based on the findings, an amendment to the Region of Peel Traffic By-law 15-2013 is required to implement revisions of the speed limit on Airport Road and Old Church Road. The proposed speed limits concur with future road characteristics and provide a more uniform and safe posted speed that promotes safety for all road users, including pedestrian, cyclists, and drivers.

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APPENDICES

Appendix I - Proposed Speed Reduction on Airport Road

Appendix II - Proposed Speed Reduction on Old Church Road



Mark Castro for
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Authored by: Region of Peel