



STAFF REPORT ACTION REQUIRED

Pellatt Avenue – Speed Limit Amendment

Date:	November 30, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100017-to

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Pellatt Avenue, between Wendell Avenue, and the easterly limit of Pellatt Avenue.

A staff assessment has determined that the criteria for installing of a 40 km/h speed limit have been achieved.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Pellatt Avenue between Wendell Avenue and the easterly limit of Pellatt Avenue.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,200.00

ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Frances Nunziata, forwarding concerns of area residents, regarding speeding on Pellatt Avenue. To quantify concerns, speed studies were conducted by Transportation Services staff. The study results were applied to the City's 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

COMMENTS

Pellatt Avenue is an 8.5 metre, two way local road with an existing speed limit of 50 km/h. Sidewalks exist on both sides of Pellatt Avenue, between Wendell Avenue and Antoni Plaza, and on the south side of Pellatt Avenue, from Antoni Plaza to the east limit of Pellatt Avenue. Pelmo Park Public School is located on the northeast corner of Gary Drive and Langside Avenue.

Automatic speed and volume studies were recently conducted on Pellatt Avenue, between Wendell Avenue and the east limit of the roadway.

The results of our speed and volume studies are shown in the following table:

Location: Pellatt Avenue, east of Antoni Plaza						
Count Date: Tuesday, December 2, 2008						
Time Period	Eastbound			Westbound		
	Traffic Volume (Vehicles)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Vehicles)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	36	48		37	43	
p.m. Peak Hour	51	44		39	43	
Total 24 Hour	470	41	31-40	476	39	31-40

The 85th percentile and 10 km/h pace speed are statistical measures of free-flow vehicle operating speeds. The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that crash rates are lowest at or around the 85th percentile speed. The 10km/h pace speed represents the speed range containing the highest number of speed observations.

Toronto Police Service collision records for a five-year period ending August 31, 2008, suggest that there have been no reported collisions where speeding was indicated as a significant contributing factor on Pellatt Avenue.

Under the current Council Policy, 40 km/h speed limits may be implemented on streets meeting the road width, pedestrian or traffic environment criteria. Pellatt Avenue satisfies both the “Road Width” and “Pedestrian Environment” criteria as described in Appendix A: Table 1, since Pelmo Park is contiguous to, and used to gain access to Pelmo Park Public School. Additionally, in view of the fact that observed 85th percentile operating speeds, over a 24-hour period, are already at or below 40 km/h, it is appropriate to reduce the posted speed limit to reflect these existing conditions.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A: Table 1

Attachment 1: Map

APPENDIX A

40 Km/h Speed Limit Warrant – Pellatt Avenue

A. ROAD WIDTH		
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 th percentile speed is equal to or less than 50 km/h
OR		
	(ii)	Pavement width less than 10.5 metres
		PAVEMENT WIDTH: 8.5 metres 85TH PERCENTILE SPEED: 26 km/h
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

AND

B. PEDESTRIAN ENVIRONMENT		
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR		
	(ii)	Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR		
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

OR

C. ROAD AND TRAFFIC ENVIRONMENT		
1.	(i)	Two or more locations where grades are greater than 5%; and/or safe speed on curves is less than 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR		
	(ii)	2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR		
	(iii)	Pattern of collisions where vehicle speed was identified as a factor Local streets – 3 or more over 3 years Other streets – 5 or more over 3 years Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>