



**STAFF REPORT
ACTION REQUIRED**

Grenadier Heights – Speed Limit Amendment

Date:	February 9, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 13 – Parkdale-High Park
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100053-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 Grenadier Heights, between the north intersection of Ellis Avenue, and the south intersection of Ellis Avenue, from 50 km/h to 40 km/h.

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 Grenadier Heights, between the north and south intersections with Ellis Avenue.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Bill Saundercook, forwarding concerns of area residents regarding speeding on Grenadier Heights, as well as compliance of the all way stop sign controls at Grenadier Heights and the south intersection with Ellis Avenue. In response, speed studies were conducted by Transportation Services staff and results applied to the City’s 40 km/h Speed Limit Warrant.

A map of the area is Attachment 1. Attachment 2 presents photographs of this section of road.

COMMENTS

Grenadier Heights is a 7.5 metre wide, two way local road with an existing speed limit of 50 km/h. Sidewalks exist on one side of the road.

Speed and volume data were collected on Grenadier Heights using automatic traffic recorders. This data is summarized in the following table:

Location: Grenadier Heights, approximately halfway between the north and south intersections with Ellis Avenue.						
Count Date: Wednesday, September 30, 2010						
Time Period	Northbound			Southbound		
	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	9	28		7	31	
p.m. Peak Hour	24	49		32	42	
Total 24 Hour	220	47	33-42	188	46	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 the five-year period ending December 31, 2009, suggest that there have been no reported collisions on Grenadier Heights where speeding was identified as a significant contributing factor.

Under current Council Policy, Forty km/h speed limits may be implemented on streets meeting specified road width, pedestrian or traffic environment criteria. Grenadier Heights satisfies both the “Road Width” and “Traffic Environment” criteria as described in Appendix A: Table 1, based on the presence of more than two horizontal curves with a safe travel speed of less than 50 km/h.

We wish to emphasize that while the combination of speed and volume data technically meet the warrant for reducing the speed limit in this area, our study found no evidence of either speeding or crashes correlated with excessive speed, and that motorists appear to be driving at safe speeds suitable for a local road. Since the majority of drivers already travel at speeds considered reasonable for this classification of road, it is anticipated that non-compliance with this reduced speed limit may result in additional requests for police enforcement and more restrictive traffic control measures.

Lastly, to address concerns residents have with respect to the existing all way stop control at Grenadier Heights and the south intersection with Ellis Avenue we will be arranging compliance studies in the near future to determine the need for additional enforcement.

CONTACT

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SIGNATURE

Allan Smithies
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ATTACHMENTS

Appendix A:	Table 1
Attachment 1:	Map
Attachment 2:	Photograph

APPENDIX A

40 Km/h Speed Limit Warrant – Grenadier Heights

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	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 7.5 metres 85 TH PERCENTILE SPEED: 47 km/h			

AND

B. PEDESTRIAN ENVIRONMENT			
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	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 type="checkbox"/> No <input checked="" 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"/>	

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 checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input 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"/>	