



STAFF REPORT ACTION REQUIRED

Cross Street – Posted Speed Limit

Date:	May 10, 2010
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\eycc100090-to

SUMMARY

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

This report summarises the results of our investigation into reducing the posted speed limit on Cross Street, between Church Street and Coulter Avenue, from 50 km/h to 40 km/h.

While the existing traffic and roadway conditions do not satisfy the City's technical warrant for 40 km/h speed zones, our investigations show that the overwhelming majority of vehicles already travel at, or below, forty kilometres per hour. Introducing a 40 km/h speed zone on Cross Street simply reflects current driver behaviour and operating conditions.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. reducing the speed limit on Cross Street, between Church Street and Coulter Avenue, from 50 km/h to 40 km/h.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$800.00

ISSUE BACKGROUND

Transportation Services Divisions staff received a request by Councillor Frances Nunziata, on behalf of the area residents, to investigate reducing the speed limit on Cross Street, between Church Street and Coulter Avenue, from 50 km/h to 40 km/h. A map of the area is Attachment 1. Photographs of the subject streets are provided in Attachment 2.

COMMENTS

Cross Street extends north from Church Street to Coulter Avenue, and is a one-way street in the northbound direction. Sidewalks are located on the east side of Cross Street, between Church Street and Coulter Avenue. The existing speed limit on Cross Street is 50 km/h.

According to the City's 40 km/h Speed Limit Warrant, speed limits of 40 km/h may be implemented on roads where the criteria of 'Road Width' (Section 'A') and either Pedestrian Environment (Section 'B') or 'Road and Traffic Environment' (Section 'C') are satisfied.

Cross Street satisfies the 'Road Width' criteria but does not satisfy either the 'Pedestrian Environment' or 'Road and Traffic Environment' criteria described in Appendix A.

To confirm vehicle operating speeds, we conducted automatic speed and volume studies on Cross Street. The results of these studies are as follows.

Location:	Cross Street, between Church Street and Coulter Avenue		
Count Date:	Tuesday, January 26, 2010		
	Northbound		
Time Period	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	31	39	31 – 40
p.m. Peak Hour	42	39	
Total 24 Hour	328	41	

The 85th percentile and 10 km/h pace speeds are statistical measures of free flow vehicle operating speed. The 85th percentile speed is the vehicle operating speed at or below which 85 per cent of all traffic is moving. The pace represents the speed range, 10 km/h in this case, containing the highest number of observations.

Toronto Police Service collision records for a five-year period ending December 31, 2009, show that there have been no reported crashes on either of these roads where speeding was identified as a contributing factor.

Our study found no evidence of either speeding or crashes associated with excessive speed, and that the overwhelming majority of vehicles travel at, or below, forty kilometres per hour. This being the case, introducing a 40 km/h speed limit simply reflects existing driver behaviour and can be justified on this basis.

CONTACT

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SIGNATURE

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Acting Director, Transportation Services - Etobicoke York District

ATTACHMENTS

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

APPENDIX A

40 Km/h Speed Limit Warrant – Cross Street

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: 6.1 metres 85 TH PERCENTILE SPEED: 41 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 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"/>
		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 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"/>