



## STAFF REPORT ACTION REQUIRED

### Coe Hill Drive – Speed Limit Amendment

<b>Date:</b>	May 31, 2010
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 13 – Parkdale High Park
<b>Reference Number:</b>	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100110-to

### SUMMARY

The purpose of this report is to obtain approval to reduce the speed limit on Coe Hill Drive.

A staff assessment has determined that the criteria for installing a 40 km/h speed limit are achieved, in that the findings are consistent with the 40 km/h Speed Limit Warrant. Approving this report will result in a 40 km/h speed limit regulations being installed on Coe Hill Drive.

As the Toronto Transit Commission (TTC) operates bus service on Coe Hill Drive, this report requires Council approval. TTC staff has been advised of this proposal and does not object to this recommendation.

### RECOMMENDATIONS

**Transportation Services recommends that City Council approve:**

1. Enacting a 40 km/h speed limit on Coe Hill Drive, between The Queensway and Windermere Avenue.

### Financial Impact

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

## **ISSUE BACKGROUND**

Transportation Services staff received a request from the Ward Councillor, forwarding a list of streets in Ward 13 for review for a speed limit reduction. In response, Transportation Services examined these locations and the information was applied to the 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

## **DECISION HISTORY**

City Council, at its meeting of January 26, and 27, 2010, considered Motion MM45.17, headed “Feasibility of reducing the speed limit by 10 km per hour on selected streets throughout the City”. As a result of this Motion from Councillor Saundercook, City Council recommendation 2 was; “City Council request the General Manager, Transportation Services to consider a proposal whereby Members of Council submit a list of streets in their own Wards that should have speed limits lowered by 10 km per hour.”

## **COMMENTS**

Councillor Saundercook provided a list of the following sixteen streets for staff to review.

- a. Bridgeview Road
- b. Bralorne Crescent
- c. Brumel Avenue
- d. Coe Hill Drive
- e. Hanley Street
- f. Lessard Avenue
- g. Magwood Court
- h. Medland Street
- i. Methuen Avenue
- j. Montye Avenue
- k. Pasadena Gardens
- l. Pacific Avenue
- m. Thornhill Avenue
- n. Raymond Avenue
- o. Skylark Road
- p. Warren Crescent

The majority of these locations are addressed in the report entitled “Ward 13 – Speed Limit Amendment”, however, the location addressed in this report is (d) Coe Hill Drive and since it has TTC bus service currently in operation, Council approval of this report is required.

Coe Hill Drive is between 8.5 and 9.7 metres wide. This two-way, local road is located in the community north of The Queensway and east of Windermere Avenue. The street is constructed to urban standards (curb and gutter) with sidewalks on the majority of both sides.

Under current Council policy, 40 km/h speed limits may be implemented on streets meeting specified road width, pedestrian or traffic criteria. Coe Hill Drive satisfies the “Road Width” and “Road and Traffic Environment” criteria as described in Appendix A: Table 1 because of curves in the road with a recommended travel speed of less than 50 km/h.

## **CONTACT**

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## **SIGNATURE**

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Steven T. Kodama, P.Eng.  
Acting Director, Transportation Services-Etobicoke York District

## **ATTACHMENTS**

Appendix A:	Table 1
Attachment 1:	Map

## APPENDIX A- Table 1

### 40 Km/h Speed Limit Warrant – Coe Hill Drive

<b>A. ROAD WIDTH</b>			
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 <sup>th</sup> percentile speed is equal to or less than 50 km/h	
<b>OR</b>		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
	(ii)		Pavement width less than 10.5 metres
<i>PAVEMENT WIDTH:            8.5 to 9.7 metres</i>			

AND

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

<b>C. ROAD AND TRAFFIC ENVIRONMENT</b>			
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"/>	
<b>OR</b>		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
	(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"/>
<b>OR</b>			
	(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"/>