



STAFF REPORT ACTION REQUIRED

Ward 13 – Speed Limit Amendments

Date:	May 31, 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\eycc100109-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 Bralorne Crescent, Hanley Street, Magwood Court, Medland Street, Pasadena Gardens, Skylark Road, and Warren Crescent.

A staff assessment has determined that the 40 km/h Speed Limit Warrant criteria for installing a 40 km/h speed limit are achieved.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the 40 km/h speed limit on the street listed in Appendix A.
2. Enacting the 40 km/h speed limits on the streets listed in Appendix B.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$2,000.00

ISSUE BACKGROUND

Transportation Services staff received a request from the area 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. Maps of the area are Attachments 1 to 5.

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 (addressed in a separate report)
- 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 speed limit on all these streets is 50 km/h, with the exception of the portion of Pacific Avenue, between Dundas Street West and Glenlake Avenue; and the portion of Medland Street, between Dundas Street West and Humberside Drive, which already have a posted 40 km/h speed limit. The one location not addressed in this report is Coe Hill Drive. As Coe Hill Drive has Toronto Transportation Commission (TTC) bus service currently in operation, Council approval is required. A separate report has been prepared for this location.

Under current Council policy, 40 km/h speed limits may be implemented on streets meeting specified road width, pedestrian or traffic criteria. Bralorne Crescent, Hanley Street, Magwood Court, Medland Street, Pasadena Gardens, Skylark Road, and Warren Crescent satisfy the “Road Width” and “Road and Traffic Environment” criteria as described in Appendix C: Table 1 because of curves and/or significant grades in the road.

Bridgeview Road satisfies the “Road Width” and “Pedestrian Environment” criteria as no sidewalks exist on this road, however, while there are no signs posted on this road, the street is already by-lawed as 40 km/h. As such, the missing speed limit signs will be replaced.

The remainder of the streets, Brumell Avenue, Lessard Avenue, Methuen Avenue, Montye Avenue, Raymond Avenue, Pacific Avenue, south of Glenlake Avenue, and Thornhill Avenue do not achieve the minimum warrant requirements.

CONTACT

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SIGNATURE

Steven T. Kodama, P.Eng.
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ATTACHMENTS

Appendix A:	40 km/h Speed Limit to be rescinded
Appendix B:	40 km/h Speed Limit to be enacted
Appendix C:	Table 1
Attachment 1 - 5:	Maps

Appendix “A”

40 km/h Speed Limits – To Be Rescinded

Street	From	To
Medland Street	Dundas Street West	Humberside Avenue

Appendix “B”

40 km/h Speed Limits – To Be Enacted

Street	From	To
Bralorne Crescent	Varsity Road	Crosby Avenue
Hanley Street	Jane Street	Willard Avenue
Magwood Court	Gooch Avenue	Varsity Road
Medland Street	Dundas Street West	Oakmount Road
Pasadena Gardens	Varsity Road	South Limit of Pasadena Gardens
Skylark Road	Gooch Avenue	Van Stassen Boulevard
Warren Crescent	Varsity Road	Crosby Avenue

APPENDIX C- Table 1

40 Km/h Speed Limit Warrant – Bralorne Crescent, Hanley Street, Magwood Court, Medland Street, Pasadena Gardens, Skylark Road and Warren Crescent

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
		<i>PAVEMENT WIDTH: 7.3 to 8.5 metres</i>
		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 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"/>
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>