

## **40 Km/h Speed Zones: Ancaster Community**

<b>Date:</b>	July 28, 2010
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	<b>Ward 9 – York West</b>
<b>Reference Number:</b>	<i>ny10116</i>

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Maiza Road, Powell Road, Gilley Road and Ancaster Road, City Council approval of this report is required.

The purpose of this report is to deny the request to reduce the speed limit to 40 km/h on the following roadways: Keswick Road, Maniza Road, Ancaster Road, Garratt Boulevard, Murray Road, Regent Road, Katherine Road, Spalding Road, Plewes Road Gilley Road, Home Road, and Powell Road.

The existing traffic and roadway conditions do not warrant the introduction of new or expansion of 40 km/h speed zones within this community.

### **RECOMMENDATIONS**

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Transportation Services Division, North York District recommends that City Council:

1. Deny the installation of a 40 km/h speed zone on Keswick Road, Maniza Road, Ancaster Road, Garratt Boulevard, Murray Road, Regent Road, Katherine Road, Spalding Road, Plewes Road Gilley Road, Home Road, and Powell Road.

### **Financial Impact**

There is no financial impact associated with the adoption of this report.

## ISSUE BACKGROUND

Transportation Services Division, North York District, has reviewed a request from Councillor Maria Augimeri, on behalf of a local resident, to investigate the feasibility of introducing 40 km/h speed limits on all of the above noted roadways within the Ancaster Community.

## COMMENTS

Transportation Services Division has reviewed the the feasibility of reducing the speed limit on all of the above-noted roadways from 50 km/h to 40km/h and the cost implication for the installation of the 40 km/h speed limit signage.

All of the roadways within the Ancaster Community are designated as local roadways, with the exception of Garratt Boulevard and Beffort Road, between Wilson Avenue and Regent Road which are designated as collector roadways. The majority of the roadways within the community have a regulatory speed limit of 50 km/h and a pavement width of approximately 8.5 metres. The only roadways that are partially designated with a 40 km/h speed limit are Maniza Road, Ancaster Road, Garratt Boulevard, Spalding Road, Katherine Road and Plewes Road. These roadways were designated with a 40 km/h as they provide direct access to Ancaster Public School and St. Norbert Catholic School, in accordance with the former City of North York 40 km/h Speed Limit Policy.

It should also be noted that the Toronto Transit Commission operates a surface transit route along Maniza Road, Powell Road, Gilley Road and Garratt Boulevard in a counter clockwise motion through the community providing service not only to the residents but also the employees of Bombardier.

In order to assess the existing traffic conditions, 24-hour vehicle volume and speed studies were conducted on several of the roadways within the community. The following table identifies the results of those studies:

Locations	Dir	Speed Limit	Vehicle Speeds		Traffic Volume		
			Operating	Average	AM Peak	PM Peak	24 Hr
107 Maniza Road	NB	40	57	45	125	78	957
	SB		54	45	42	95	909
Ancaster Road	NB	50	49	41	26	26	299
	SB		47	38	30	25	274
Garratt Boulevard	NB	40	57	34	452	69	1671
	SB		53	32	47	501	1744
125 Giley Road	WB	50	46	37	11	14	126
	EB		49	37	8	21	118
100 Home Road	WB	50	42	30	4	5	48
	EB		42	32	7	10	75

The results of these vehicle speed studies show that of the aforementioned locations, Maniza Road and Garratt Boulevard do have a speed compliance issue. Accordingly, this division has requested enforcement of the speed limit on Maniza Road and Garratt Boulevard by the Toronto Police Service.

Furthermore, staff has applied the criteria established as part of the City's 40 km/h Speed Limit Policy for the reduction of the speed limit on local roadways within the City of Toronto. The 40 km/h Speed Limit Policy considers various roadway characteristics, safety concerns, collision patterns, location of pedestrian generators, such as schools and the absence of municipal sidewalks.

A review of the Toronto Police Services collision data has indicated that there have not been any collisions where the vehicle speed was identified as a factor in the collision. As for the roadway characteristics, all of the roadways within this community are linear in nature and have sidewalks on at least one side of the roadway.

If this community were to be signed as a 40 km/h speed limit zone, the approximate costs associated with the installation of the 40 km/h speed limit zones would be approximately \$10,000.00 in total.

As such, in view of the above results, particularly that there are sidewalks on all of the roadways within the community with the exception of Powell Road, this division cannot support the reduction of the speed limit to 40 km/h on the roadways within the Ancaster Community.

Councillor Maria Augimeri has been advised of the content of this staff report.

## **CONTACT**

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## **SIGNATURE**

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Myles Currie, B.A.  
Director

## **ATTACHMENTS**

Attachment 1: Map – Ancaster Community, 40 k/h Speed Limit (*ny10116\_map*)