



## STAFF REPORT ACTION REQUIRED

### Speed Zone Study – McCowan Road from Eglinton Avenue East to Horfield Avenue

<b>Date:</b>	October 6, 2011
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 35 & Ward 36 – Scarborough Southwest
<b>Reference Number:</b>	P:\2011\Cluster B\TRA\Scarborough\sc1210 D11- 4489362& D11-4183647 McCowan speed study

#### SUMMARY

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This staff report responds to a request to install a 50 km/h speed zone on McCowan Road from Eglinton Avenue East to Horfield Avenue. A 50 km/h speed limit is not technically justified on this portion of McCowan Road.

#### RECOMMENDATIONS

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**Transportation Services recommends that:**

1. City Council not approve a maximum rate of speed – 50 km/h per hour regulation on McCowan Road from Eglinton Avenue East to Horfield Avenue.
2. City Council not Pass or amend the appropriate by-law(s) accordingly.

#### Financial Impact

There is no financial impact associated with this report; however, should City Council approve a 50 km/h speed limit, the cost would be approximately \$4,000.00. Funding is available in the Transportation Services 2011 Operating Budget, within Cost Centre TP0397.

## **ISSUE BACKGROUND**

Further to a request from the public, Transportation Services staff reviewed McCowan Road from Eglinton Avenue East to Horfield Avenue to determine whether a reduction of the speed limit from 60 km/h to 50 km/h is justified. Staff studies reveal that a reduction in the speed limit from 60 km/h to 50 km/h is not justified.

## **COMMENTS**

Key characteristics describing McCowan Road from Eglinton Avenue East to Horfield Avenue include:

- McCowan Road is located east of Brimley Road and west of Bellamy Road.
- This section of McCowan Road is a north-south minor arterial road with a traffic volume of just over 8,000 vehicles per day and an operating speed of approximately 69 km/h.
- McCowan Road from Eglinton Avenue East to Horfield Avenue is a four-lane north-south road with a posted 60 km/h speed limit, and a width of approximately 15.9 metres.
- Land uses on McCowan Road consist primarily of single family dwellings, a narrow road entrance to school, and a place of worship.
- Sidewalks are located on both sides of McCowan Road and set-back from the curb; the buffer zone for pedestrians is approximately 1 metre wide or greater.
- Transportation staff observations revealed very low pedestrian usage of this section of McCowan Road.

In order for a 50 km/h speed limit to be warranted, various traffic conditions must be assessed, such as: roadway width and operating speeds, frequency of pedestrian activities, pedestrian environment including sidewalk widths and distance of sidewalk setbacks from road (buffer zones), frequency of cyclist activities, number of residential/commercial driveways, road curvature and road and traffic environment. Our investigation indicates that the technical justification or warrant for the installation of a 50 km/h speed zone is not satisfied.

### **50 Km/h Speed Limit Warrant Study**

A permanent 50 km/h maximum speed limit may be implemented on an arterial road where one of the following two warrants A, or B, is met.

A. 85<sup>th</sup> Percentile Speed is less than 60 km/h. (Study data shown in the table below.)

		Result
South of Eglinton Ave E.: Northbound – 70 km/h and Southbound – 72 Km/h North of Kingston Road.: Northbound – 67 km/h and Southbound – 67 Km/h		No

B. If any combination of FIVE of the following criteria were answered as YES.

1. Pedestrian And Bicycle Related Factors

		Result	
1.a	Is pedestrian activity (Age under 12) Heavy?	No	No
	Or		
	Is pedestrian activity (Age under 12) Medium and sidewalk setback is less than 2.5 m?	No	No
	Or		
	Is pedestrian activity (Age under 12) Light and sidewalk setback is less than 0.5 m?	Yes	Yes
	Or		
	Is pedestrian activity (Age OVER 12) Heavy and sidewalk setback is less than 0.5 m?	Light	No
1.b	Is the bicycle activity (without a bike lane) High?	Low	No

2. Collision Related Factor

		Result	
2	Does the collision history indicate a significant number of collisions resulting in injuries (as opposed to all collisions)?	PSI Index(F+I0 =603of 2411	No

3. Roadway Geometry Related Factors

		Result	
3.a	Is the number of uneasy curves per kilometre when driving at a speed less than 60 km/h (level/rolling terrain) equals two or more?	1only	No
3.b	Is the number of locations per kilometre with insufficient distance to stop safely while travelling at 60 km/h equals two or more?	0 Locations	No
3.c	Is the length of speed zone < 1 km?	1.3 km	No
3.d	Is the number of non-commercial driveways per kilometre > 30?	30 per km	No
3.e	Is the number of low-density residential driveways per kilometre > 5?	No	No
3.f	Absence of a Centre Left-Turn Lane	None	Yes

4. Roadway Operation Related Factors

		Result	
4	Is the On-Street Parking activity Medium to high?	Low No Parking, Anytime)	No

As outlined in the above tables, the introduction of a 50 km/h speed limit is not justified on the subject section of McCowan Road.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

1. Location Plan (Speed Zone Study - McCowan Road from Eglinton Avenue East to Horfield Avenue)