



STAFF REPORT ACTION REQUIRED

Speed Limit Amendment – Tenth Street

Date:	January 24, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130022-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 Tenth Street between Morrison Street and Lake Shore Drive from 50 km/h to 40 km/h.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the 40 km/h speed limit on Tenth Street between Lake Shore Boulevard West and Morrison Street.
2. Enacting a 40 km/h speed limit on Tenth Street between Lake Shore Boulevard West and Lake Shore Drive.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

Transportation Services staff received a request from an area resident, to investigate vehicle operating speeds on Tenth Street. In response to this request, speed studies were conducted by Transportation Services staff on Tenth Street south of Morrison Street. The study results were applied to the City-wide 40 km/h Speed Limit Warrant.

A map of the area is Attachment 1.

COMMENTS

Tenth Street is a two-lane 8.5 metres wide road classified in the City's Road Classification System as a "Local" road. This street is located in the residential community west of Islington Avenue and north of Lake Ontario. Tenth Street operates two-way with a north-south alignment between Lake Shore Boulevard West and Lake Shore Drive. It has an urban cross section (curb and gutter) with sidewalks on both sides of the street from Lake Shore Boulevard West to Morrison Street. South of Morrison Street, a partial sidewalk exists on the west side. The speed limit on Tenth Street from Lake Shore Boulevard West to Morrison Street is 40 km/h. The section of Tenth Street between Morrison Street and Lake Shore Drive has a 50 km/h speed limit.

A speed and volume study was conducted on Tenth Street between Morrison Street and Lake Shore Drive. Transportation Services traffic study results reveal an overall 85th percentile speed of 43 km/h. The 85th percentile speed is the vehicle operating speed at or below which 85 per cent of all traffic is moving.

Toronto Police Service collision records for a five-year period ending December 31, 2011, indicate a good safety record on this roadway with no reported collisions where speed was identified as a contributing factor.

Application of the study data to the City of Toronto 40 km/h Speed Limit Warrant, reveals that a 40 km/h speed limit is warranted on Tenth Street based on the road width and pedestrian environment. Details of our 40 km/h Speed Limit Warrant analysis are included in Appendix A: Table 1.

Given that the 40 km/h warrant is met, staff recommends that the existing 40 km/h speed limit on Tenth Street, between Lake Shore Boulevard West and Morrison Street, be extended to include the entire length of the road between Lake Shore Boulevard West and Lake Shore Drive. This proposed speed limit amendment will allow for a uniform speed limit on Tenth Street.

CONTACT

Blair Lagden, Engineering Technologist - Etobicoke York District

Phone: 416-394-8414; Fax: 416-394-8942

Email: blagden@toronto.ca

AFS17121

SIGNATURE

Steven T. Kodama, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A: 40 km/h Speed Limit Warrant

Attachment 1: Map

APPENDIX A

40 Km/h Speed Limit Warrant – Tenth 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	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 8.5 metres 85 TH PERCENTILE SPEED: 43 km/h			

AND

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