



# STAFF REPORT ACTION REQUIRED

## Traffic Concerns – Maria Street

<b>Date:</b>	March 3, 2016
<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:\2016\Cluster B\TRA\EtobicokeYork\eycc160036-to

### SUMMARY

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report summarises the results of our investigation into reducing the speed limit from 40 km/h to 30 km/h on Maria Street, between Runnymede Road and Clendenan Avenue. Our review shows that the criteria to reduce the speed limit are not satisfied.

### RECOMMENDATIONS

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**Transportation Services recommends that:**

1. Etobicoke York Community Council not approve a reduction of the speed limit from 40 km/h to 30 km/h on Maria Street from Runnymede Road and Clendenan Avenue.

### Financial Impact

Adopting the above-noted recommendation does not result in any financial impact.

### ISSUE BACKGROUND

The Ward Councillor, on behalf of area residents, forwarded a petition signed by the majority of households on the street requesting Transportation Services review the implementation of a 30 km/h speed limit on Maria Street, between Runnymede Road and Clendenan Avenue. Transportation Services had recently conducted studies on Maria Street due to previous requests regarding traffic concerns on Maria Street. The results of these studies were applied to the City-wide 30 km/h Speed Limit Warrant. A map of the area is Attachment 1.

## COMMENTS

Maria Street is a two-lane road classified in the City's Road Classification System as a "Local" road. This roadway has an urban cross-section (curb and gutter) with sidewalks on both sides of the street. The legal speed limit on Maria Street is 40 km/h.

Since a petition signed by the majority of households was submitted, study data was applied to the City of Toronto 30 km/h Speed Limit Warrant which revealed that a 30 km/h speed limit is not warranted on Maria Street. Details of our 30 km/h Speed Limit Warrant analysis are included in Appendix A: Table 1. The results of the speed study, conducted on Thursday, July 3, 2014, are summarized in the following table:

Study Location	Speed Ranges – km/h					85 <sup>th</sup> Percentile	24 Hr Total
	1-40	41-50	51-55	56-60	>60		
Maria Street	1,258	461	59	19	6	44 km/h	1,803

The 85<sup>th</sup> percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that collision rates are lowest at or around the 85<sup>th</sup> percentile speed.

Based on our assessment, Maria Street does not satisfy the technical requirements, based on failure to meet several of the criteria, including the criteria requirement for either Warrant "C, School and Cycling Environment" or "D, Pedestrian and Traffic Environment"

Furthermore, it was noted that there have been zero collisions reported in the preceding three year period ending December 31, 2014, where vehicle speed was identified as a factor.

## CONTACT

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## SIGNATURE

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Vincent Sferrazza  
Director, Transportation Services - Etobicoke York District

## ATTACHMENTS

Appendix A: 30 km/h Speed Limit Warrant  
Attachment 1: Map

## 30 km/h Speed Limit Warrant – Maria Street

<b>Warrant "A" – Petition</b>	
Consideration of 30 km/h speed limit on a street upon receipt of a petition signed by at least 25% of affected households (or 10% in the case of multiple family rental dwellings).	<b>Yes</b>
Warrants "B", "C", and "D" will not be considered until Warrant "A" is satisfied.	

### ROAD ENVIRONMENT

<b>Warrant "B" – <u>ALL</u> of the following criteria must be met</b>	
Local or Collector road	<b>Yes</b>
Pavement width less or equal to 8.5 metres	<b>Yes</b>
Operating speed (85 <sup>th</sup> percentile) no greater than 50km/h	<b>Yes – 44km/h</b>
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	<b>Yes – 1,803</b>

### SCHOOL AND CYCLING ENVIRONMENT

<b>Warrant "C" – At least <u>ONE</u> of the following criteria must be met</b>	
Elementary or junior high school abuts the road – ( <i>The 30 km/h maximum speed limit must extend at a minimum 150 metres beyond the boundary of school property and can be extended to include full road section</i> )	<b>No</b>
Improved parkland abuts the road that is contiguous to and used to gain access to an elementary or junior high school – ( <i>The 30 km/h maximum speed limit must extend at a minimum 15 metres beyond the boundary of the parkland and can be extended to include full road section</i> )	<b>No</b>
Presence of cycling facilities identified by means of a contra-flow bicycle lane, mid-block sharrows or signed bicycle route	<b>No</b>

### PEDESTRIAN AND TRAFFIC ENVIRONMENT

<b>Warrant "D" – At least <u>THREE</u> of the following criteria must be met</b>	
Absence of continuous sidewalk on both sides of the road or major portion of the road	<b>No</b>
'Significant parking activity' that results in cars being parked most of the time on both sides of the road or parked on one side, and the pavement width is less than 6.5 metres	<b>No</b>
2 or more curves in short distance from each other (<200 metres) with safe operating speed less than 30 km/h	<b>Yes</b>
Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	<b>Yes</b>

### OVERALL WARRANT SUMMARY

<b>Warrants "B" and "C" met or "B" and "D" met</b>	<b>No</b>
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