



## STAFF REPORT ACTION REQUIRED

### Traffic Concerns – Vine Avenue, McMurray Avenue and Pacific Avenue

<b>Date:</b>	March 10, 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 p:\2016\Cluster B\TRA\EtobicokeYork\eycc160045-to

#### SUMMARY

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 limits from 40 km/h to 30 km/h on Vine Avenue between Keele Street and McMurray Avenue and from 50 km/h to 30 km/h on McMurray Avenue and on Pacific Avenue, between Dundas Street West and Vine Avenue. Our review shows that the criteria to reduce the speed limit are not satisfied.

#### RECOMMENDATIONS

##### 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 Vine Avenue, from Keele Street to McMurray Avenue.
2. Etobicoke York Community Council not approve a reduction of the speed limit from 50 km/h to 30 km/h on McMurray Avenue between Dundas Street West and the north limit of McMurray Avenue.
3. Etobicoke York Community Council not approve a reduction of the speed limit from 50 km/h to 30 km/h on Pacific Avenue, from Dundas Street West to Vine Avenue.

#### Financial Impact

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

## ISSUE BACKGROUND

The Ward Councillor forwarded the results of an area survey she conducted related to several concerns that had been expressed by the community. As a result of the survey, the Ward Councillor requested Transportation Services review the implementation of a 30 km/h speed limit on Vine Avenue, McMurray Avenue and Pacific Avenue north of Dundas Street West. Transportation Services had recently conducted studies on Vine Avenue, McMurray Avenue and Pacific Avenue due to previous requests regarding traffic concerns on these streets. 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

Vine Avenue, McMurray Avenue and Pacific Avenue north of Dundas Street West are all two-lane roads classified in the City's Road Classification System as a "Local" roads. These roadways all have an urban cross-section (curb and gutter) with sidewalks on both sides of the street. The legal speed limit on Vine Avenue is 40 km/h while McMurray Avenue and Pacific Avenue north of Dundas Street West have 50 km/h speed limits.

Although a formal petition was not received in this case, the area councillor did forward the results of a survey conducted by their office, to gain information regarding area resident's opinions on several traffic concerns in their neighbourhood. The results indicate that a significant proportion of the households on the subject streets did respond to the survey, in which the majority of people that responded were in favour of reducing the speed limits to 30 km/h. As a result the study data was applied to the City of Toronto 30 km/h Speed Limit Warrant which revealed that 30 km/h speed limits are not warranted on Vine Avenue, McMurray Avenue and Pacific Avenue north of Dundas Street West. Details of our 30 km/h Speed Limit Warrant analysis are included in the attached appendices.

To address traffic speed concerns, automatic speed and volume counts were conducted from Friday midnight to Tuesday midnight in September of 2014 at several locations within the subject community. The results of the studies are summarized in the following table.

### Volume and Speed Data

Location	Fri.	Sat.	Sun.	Mon.	85 <sup>th</sup> Speed
Vine Ave west of Keele St	2194	2048	1700	1643	44 km/h
Vine Ave west of Pacific Ave	919	1392	708	768	38 km/h
Pacific north of Dundas St	1837	2030	1782	1534	36 km/h
McMurray Ave north of Dundas	1011	972	781	805	33 km/h

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, Vine Avenue, McMurray Avenue and Pacific Avenue north of Dundas Street West do 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", as shown in Appendix A, B and C.

Furthermore, it was noted that there have been no 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, B, C:	30 km/h Speed Limit Warrants
Attachment 1:	Map

## Appendix A

### 30 km/h Speed Limit Warrant – Vine Avenue

Warrant "A" – Petition	
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

Warrant "B" – <u>ALL</u> of the following criteria must be met	
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–38-44 km/h</b>
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	<b>Yes–768 - 2194</b>

#### SCHOOL AND CYCLING ENVIRONMENT

Warrant "C" – At least <u>ONE</u> of the following criteria must be met	
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

Warrant "D" – At least <u>THREE</u> of the following criteria must be met	
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>No</b>
Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	<b>No</b>

#### OVERALL WARRANT SUMMARY

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

### 30 km/h Speed Limit Warrant – Pacific Avenue

<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).
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–36 km/h</b>
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	<b>Yes–1534 – 2030</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>No</b>
Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	<b>No</b>

#### OVERALL WARRANT SUMMARY

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

### 30 km/h Speed Limit Warrant – McMurray Avenue

<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).
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–33 km/h</b>
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	<b>Yes–781 – 1011</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>Yes – North of Vine Ave</b>
2 or more curves in short distance from each other (<200 metres) with safe operating speed less than 30 km/h	<b>No</b>
Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	<b>No</b>

#### OVERALL WARRANT SUMMARY

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