



**STAFF REPORT  
ACTION REQUIRED**

**Speed Limit Review– Annette Street**

<b>Date:</b>	February 25, 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\eycc160029-to

**SUMMARY**

This staff report is about a matter for which 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 50 km/h to 40 km/h on Annette Street, between Jane Street and Runnymede Road. 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 50 km/h to 40 km/h on Annette Street from Jane Street to Runnymede Road.

**Financial Impact**

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

**ISSUE BACKGROUND**

The Ward Councillor, on behalf of area residents, contacted Transportation Services staff to investigate speeding concerns on Annette Street, between Jane Street and Runnymede Road. In response to these requests, speed studies were conducted and the study results were applied to the City-wide 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

## COMMENTS

Annette Street between Jane Street and Runnymede Road is a two-lane roadway classified in the City’s Road Classification System as a “Minor Arterial” road. The roadway has an urban cross-section (curb and gutter) with sidewalks on both sides of the street. Dedicated bicycle lanes are present for both eastbound and westbound cyclists. Between Jane Street and Windermere Avenue, on-street parking is allowed alternately on the north and south sides for a maximum of two hours from 9:00 a.m. to 9:00 p.m., Monday to Friday. Between Windermere Avenue and Runnymede Road, alternate side parking is available to a maximum of three hours and over-night for permit holders. The Toronto Transit Commission operates daily bus service (26 Dupont St) along this section of Annette Street. Two pedestrian crossovers (PXO) are located in this road section which facilitate pedestrian crossings at Willard Avenue and at Durie Street. The legal speed limit on Annette Street between Jane Street and Runnymede Road is 50 km/h. East of Runnymede Road, the speed limit changes to 40 km/h to Clendenan Avenue providing a safer environment for the elementary schools of St. Cecilia's and Annette Street Junior & Senior Public School.

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 not warranted on Annette Street specifically, given that the pedestrian environment and road and traffic environment warrant criteria are not achieved. Details of our 40 km/h Speed Limit Warrant analysis are included in Appendix A: Table 1. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85 <sup>th</sup> Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Annette Street	2,133	5,676	766	63	26	49 km/h	8,664

The 85<sup>th</sup> percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

Toronto Police Service collision records for a three-year period ending December 31, 2014, indicate a good safety record on this roadway with no reported collisions where speed was identified as a contributing factor.

Given that the 40 km/h warrant is not met, staff does not recommend that the 50 km/h speed limit on Annette Street, between Jane Street and Runnymede Road be reduced to 40 km/h.

**CONTACT**

Blair Lagden, Engineering Technologist - Etobicoke York District

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

Email: [blagden@toronto.ca](mailto:blagden@toronto.ca)

AFS#22769

**SIGNATURE**

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Vince Sferrazza

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 – Annette Street

<b>A. ROAD WIDTH</b>			
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 <sup>th</sup> percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>OR</b>			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 12.3 metres 85 <sup>TH</sup> PERCENTILE SPEED: 49 km/h			

**AND**

<b>B. PEDESTRIAN ENVIRONMENT</b>			
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>OR</b>			
	(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"/>	
<b>OR</b>			
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

**OR**

<b>C. ROAD AND TRAFFIC ENVIRONMENT</b>			
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"/>
<b>OR</b>			
	(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"/>	
<b>OR</b>			
	(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"/>	