TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Concerns – Lynngrove Avenue

Date:	December 11, 2015
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160008-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 limit from 40 km/h to 30 km/h on Lynngrove Avenue, between Royal York Road and Montgomery Road. Our review shows that the criteria to reduce the speed limit are not satisfied.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council <u>not</u> approve:

1. A reduction of the speed limit from 40 km/h to 30 km/h on Lynngrove Avenue from Royal York Road to Montgomery 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 Lynngrove Avenue, between Royal York Road and Montgomery Road. In response to these requests, speed studies were conducted and the study results were applied to the City-wide 30 km/h Speed Limit Warrant. A map of the area is Attachment 1.

COMMENTS

Lynngrove Avenue is a two-lane road classified in the City's Road Classification System as a "Local" road. This street operates one way westbound between Royal York Road and Montgomery Road. The roadway has a rural cross-section (ditched) with no sidewalks. The legal speed limit on Lynngrove Avenue is 40 km/h.

Although a formal petition was not received in this case, at the request of the Area Councillor, further to a public meeting, study data was applied to the City of Toronto 30 km/h Speed Limit Warrant and reveals that a 30 km/h speed limit is not warranted on Lynngrove Avenue. Details of our 30 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					85th Percentile	24 Hr Total
	1-40	41-50	51-55	55-60	>60		
Lynngrove Avenue	494	103	8	3	0	42 km/h	608

The 85th 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 85th percentile speed.

Based on our assessment, Lynngrove Avenue does not satisfy the technical requirements, based on failure to meet several of the criteria, including the absence of a petition, in addition 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, 2012, where vehicle speed was identified as a factor.

CONTACT

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SIGNATURE

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 – Lynngrove 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). 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	**Yes**
Pavement width less or equal to 8.5 metres	**Yes**
Operating speed (85th percentile) no greater than 50km/h	**Yes – 42km/h**
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	**Yes - 608**

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 – (*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*)	**No**
Improved parkland abuts the road that is contiguous to and used to gain access to an elementary or junior high school – (*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*)	**No**
Presence of cycling facilities identified by means of a contra-flow bicycle lane, mid-block sharrows or signed bicycle route	**No**

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	**Yes**
'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	**No**
2 or more curves in short distance from each other (<200 metres) with safe operating speed less than 30 km/h	**No**
Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	**No**

OVERALL WARRANT SUMMARY

Warrants "B" and "C" met or "B" and "D" met	**No**