TORONTO

STAFF REPORT
ACTION REQUIRED

30 km/h Speed Limit on Local Roads in Ward 13

Date:	August 15, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services – Etobicoke York District
Wards:	Ward 13 (Parkdale-High Park)
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160135-to

SUMMARY

The purpose of this report is to respond to a request from the Etobicoke York Community Council on the feasibility of reducing the posted speed limits on all local roads to 30 km/h in Ward 13.

This report provides information related to the relative merits of reducing speed limits on a broader scale and the associated costs and resource implications, along with the timeframe for the rollout of 30 km/h speeds on the locals roads in Ward 13.

RECOMMENDATION

Transportation Services recommends that Etobicoke York Community Council:

1. Use the City Council approved 30 km/h Speed Limit Policy as the means by which to consider reducing the speed limit to 30 km/h on local roads in Ward 13.

Financial Impact

Should Etobicoke York Community Council request that Transportation Services reduce the speed limit on all local roads to 30 km/h in Ward 13, then it is anticipated that additional funding for implementation would be required to cover the cost of signage installation and signal timing adjustments.

Based on 60.12 kilometres of local roads that would have to be signed as 30 km/h, approximately 350 signs would have to be installed and each sign installation would cost $225 for a total cost of $78,750.00, using city forces. In addition, given the wide-spread change in the posted speed limit of all local roads, this would necessitate the re-timing of approximately 35 traffic signals to ensure proper signal clearance times through the signalized intersections. Each signal adjustment would cost $200 for a total cost of $7,000.00. The total cost of all works would be approximately $85,750.00, which can be accommodated within the Division's current operating budget.

DECISION HISTORY

Etobicoke York Community Council, at its meeting on June 14, 2016 (EY15.61), considered a letter from Councillor Doucette entitled, "Report Request - Reducing Speed Limits in Ward 13", and in so doing,

"Requested the General Manager, Transportation Services, to report to the Etobicoke York Community Council meeting on September 7, 2016 for consideration of reducing the speed limits on all local roads in Ward 13 to 30 km/h."

ISSUE BACKGROUND

City Council at its meeting of May 5, 2015, after considering a report from the General Manager, Transportation Services on a Proposed 30 km/h Speed Limit Policy, approved the new policy for use by City staff, http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW3.3 . The criteria developed for this policy is meant to ensure that a speed limit reduction to 30 km/h, on a local or collector road, is appropriate and supported by the community.

However, despite the new approved Council policy, the Toronto and East York Community Council, at its meeting on April 14, 2015, directed staff to report back on reducing the speed limits on all local roads from 40 km/h to 30 km/h in the Toronto and East York District. As a result, Toronto East York Community Council, at the meeting on June 22, 2015 (TE8.1), adopted a recommendation to have 30 km/h speed limits installed on all local roads in Toronto East York to 30 km/h.

COMMENTS

Motor vehicle speed is a contributing factor in the number of crashes, number of fatalities and severity of injuries that result from road collisions. Research has indicated that reduced speeds not only reduce the likelihood of a collision but also reduce the severity of injuries when collisions occur.

Merits of Reducing the Speed Limit to 30 km/h on a Local Area Basis

Benefits

- Improved safety for pedestrian and cyclists – severity of injuries and fatalities may be reduced further.
- Improved visibility for motorists - slower speeds also mean that motorists will have better visibility of the road and therefore a greater opportunity to react to unexpected events; allows time to brake and stop in shorter distances.
- Ensures a consistent posted speed limit on local roads, thereby reducing driver confusion.
- A lower speed limit typically makes traffic flow more uniformly by bringing slower drivers closer to the average speed of traffic, resulting in safer conditions.
- May encourage more active transportation thereby resulting in an increase in physical activity (i.e., walking and cycling) and community interaction.
- With the introduction of a lower speed limit on local roads, it could result in a reduction in both fuel consumption and pollutant emissions (i.e., CO_2) by motor

vehicles; leading to improved air quality in the community. However, this would be on the assumption that motorists comply with the posted speed limit.
- Noise reduction has usually been associated with lower speeds.

Limitations
- Significant costs to implement speed limit reduction (i.e., signage and resources required).
- Lowering speed limits artificially or arbitrarily low to 30km/h may not be suitable for many local roads. This could lead to motorist frustration, non-compliance and a disregard for the posted speed limit.
- Without due consideration to the physical configuration of the road (e.g., width of pavement) and how the road is being used, this may not result in the desired change in driver behaviour.
- Unsuitable posted speed limits may result in speed differentials between vehicles continuing along the same road, which studies have shown to lead to rear-end collisions.
- Residents may not be supportive of wide-spread reduction in speed limit to 30km/h. The City's new 30km/h Speed Limit Policy would help ensure communities are accepting of such a change.
- Travel times will increase for motorist and transit travelling on local routes.
- Signal timing will need to be adjusted where 30km/h roads intersect with signalized intersections to ensure proper signal clearance times.
- Residents may not see the speed reductions expected and therefore streets may require sustained, visible enforcement to ensure compliance. Increased enforcement may be required to ensure motorist compliance. As Toronto Police resources are limited, they may not be able to manage this increased demand.
- Such a program may require a significant public awareness/education campaign to ensure motorists understand that an area-wide speed reduction is in place.

Implementation of 30km/h on Local Roads in Ward 13

In Ward 13, there are 6.14 kilometres of road (i.e., local and collector) which are currently posted with a speed limit of 30km/h. All of these roads have some form of physical traffic calming measure. In addition, there are 17.38 kilometres of local roads which are either default or signed as 50 km/h and an additional 42.74 kilometres of local roads which are signed as 40 km/h. Should Ward 13 have all local roads reduced to 30 km/h, as has been contemplated, then 60.12 kilometres of road would have to be signed. A summary of the aforementioned totals are included in Table 1, below.

Table 1: Proposed and Existing 30 km/h Roads in Ward 13

Speed Limit	Road Class	Total Length (km)
Existing 30 km/h	Local	5.66 *
	Collector	0.48 *
Proposed 40 to 30 km/h	Local	42.74
Proposed 50 to 30 km/h	Local	17.38

* - Roads have traffic calming measures

For greater clarity, a map of Ward 13 has been appended to this report, as Appendix 1, illustrating where the Proposed and Existing 30 km/h Speed Limit Roads are located.

Budget Requirements

Should Etobicoke York Community Council request that Transportation Services reduce the speed limit on all local roads to 30 km/h in Ward 13, then it is anticipated that additional funding for implementation would be required to cover the cost of signage installation and signal timing adjustments.

Based on 60.12kilometres of local roads that would have to be signed as 30 km/h, approximately 350 signs would have to be installed and each sign installation would cost $225 for a total cost of $78,750.00, using city forces. In addition, given the wide-spread change in the posted speed limit of all local roads, this would necessitate the re-timing of approximately 35 traffic signals to ensure proper signal clearance times through the signalized intersections. Each signal adjustment would cost $200 for a total cost of $7,000.00. The total cost of all works would be approximately $85,750.00, which can be accommodated within the Division's current operating budget.

Timeframe to Complete Rollout

Given the number of speed limit signs that will have to be installed (350), it would take a City crew (2 staff) approximately 40 days to complete all the sign installations. During that period, signal timing adjustments can be completed in parallel. The delivery of all work would, if continued in a sustained manner, take realistically two (2) months to complete; recognizing resource availability and other operational priorities.

Currently, staff have converted 7 of 12 wards from 40 km/h to 30 km/h in Toronto East York, with the 50 km/h to 30 km/h still to be done. It is anticipated that Ward 13 would not be converted until late 2017.

CONCLUSION

The installation of the 30 km/h speed limit signs in the Toronto and East York District has resulted in requests for similar signs to be installed in the Wards directly abutting, particularly Ward 13.

The most elementary method of managing speed is to impose speed limits with the primary purpose to enhance safety by reducing the risks imposed by drivers on pedestrians, cyclist and other motorists. However, for speed limits to be effective, they should be compatible with the design of the road along with due consideration to other road environment factors.

Research has shown that setting speeds arbitrarily low may not achieve the desired results expected by a community. However, the implementation of 30 km/h using the City's approved 30 km/h Speed Limit Policy would help confirm that all relevant factors were considered and clearly justifies a speed limit reduction to 30 km/h. In doing so, there is a greater certainty that the desired outcome, 'lower motorist speeds', is achievable. Therefore, it is recommended that Etobicoke York Community Council use the City

Council approved 30 km/h Speed Limit Policy as the means by which to consider reducing the speed limit to 30 km/h on local roads in Ward 13.

Alternatively, if implementation of 30 km/h on a broader scale is the desired approach, as has been suggested for Ward 13, it may be unrealistic to assume that motorists would automatically reduce their speeds to 30 km/h. It would most likely require additional enforcement resources to achieve speed compliance.

CONTACT

Bruce Clayton
Manager, Traffic Operations, Etobicoke York
Tel: (416) 394-8409
Fax: (416) 394-8942
E-mail: clayton@toronto.ca
AFS23603

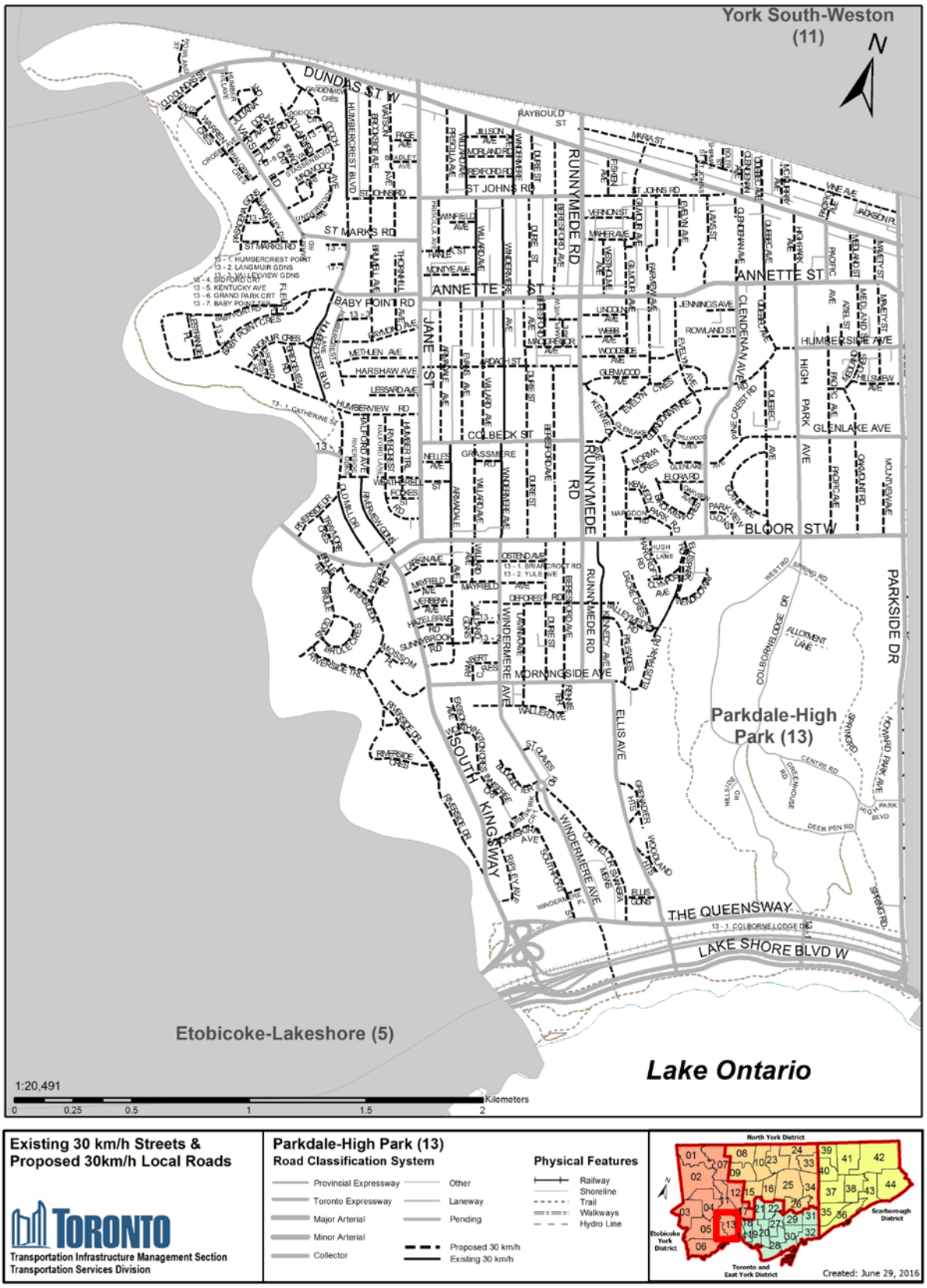
SIGNATURE

_____
Steven T. Kodama P.Eng.
Director, Transportation Services – Etobicoke York District

ATTACHMENT

APPENDIX 1 –Ward 13 Map: Proposed and Existing 30 km/h Speed Limit Roads

APPENDIX 1 – Ward 13 Ward Map: Proposed and Existing 30km/h Speed Limit Roads



Existing 30 km/h Streets & Proposed 30km/h Local Roads

TORONTO
Transportation Infrastructure Management Section
Transportation Services Division

Parkdale-High Park (13)
Road Classification System

- Provincial Expressway
- Toronto Expressway
- Major Arterial
- Minor Arterial
- Collector
- Other
- Laneway
- Pending
- Proposed 30 km/h
- Existing 30 km/h

Physical Features

- Railway
- Shoreline
- Trail
- Walkways
- Hydro Line

Created: June 29, 2016