

Speed Limit Reduction – Stanley Avenue

Date: March 7, 2017
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 6 – Etobicoke-Lakeshore

SUMMARY

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

This report recommends that a 30 km/h speed limit on Stanley Avenue, between Royal York Road and Superior Avenue, be adopted as the warrants are satisfied. Currently, the speed limit on Stanley Avenue is 40 km/h.

RECOMMENDATIONS

The Director, Transportation Services, Etobicoke York recommends that:

1. Etobicoke York Community Council reduce the speed limit on Stanley Avenue, between Royal York Road and Superior Avenue, from 40 km/h to 30 km/h.

FINANCIAL IMPACT

The estimated cost for the installation of the speed limit signs and is \$300.00. These funds are included within the Transportation Services 2017 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff received a request from the Ward Councillor on behalf of area residents, to review the traffic operations and vehicular speeds on Stanley Avenue

with a request to reduce the legal speed limit on the street to 30 km/h. A map of the area is Attachment 1.

Stanley Avenue, is an 8.5 metres wide roadway classified in the City’s Road Classification System as a “Local” road. It has an urban cross-section which includes curb and gutter with sidewalks on both sides of the street. Stanley Avenue is designated one-way eastbound between Royal York Road and Superior Avenue. It then operates two-way between Superior Avenue and Burlington Street. Contra-flow bicycle lanes are present on the north side of the street between Superior Avenue and Royal York Road. The legal speed limit on Stanley Avenue is 40 km/h. St. Leo Catholic School is located on the south side of Stanley Avenue, between Royal York Road and Elizabeth Street.

To assess and investigate speeding concerns on Stanley Avenue, speed studies were conducted. The results of the speed studies collected on May 18, 2016 are summarized in the following table:

Study Location	Speed Ranges – km/h					*85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Stanley Avenue, east of Station Road	2256	1632	108	3	1	45 km/h	4000

*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.

Application of the study speed data on Stanley Avenue to the City of Toronto 30 km/h Speed Limit Warrant, reveals that a 30 km/h speed limit is warranted based on Warrant B – Road Environment and Warrant C – School and Cycling Environment. Details of our 30 km/h Speed Limit Warrant analysis are included in Appendix A: Table 1.

CONTACT

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SIGNATURE

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

ATTACHMENTS

1. Appendix A: Stanley Avenue - 30 km Speed Limit Warrant
2. Location Plan (Speed Limit Reduction - Stanley Avenue)

Appendix A - 30 km/h Speed Limit Warrant

Stanley Avenue - Royal York Road to Superior Avenue

Warrant "A" – Petition	Petition Provided
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" – ALL 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 – 45 km/h
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	Yes - 4000

SCHOOL AND CYCLING ENVIRONMENT

Warrant "C" – At least ONE 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)	Yes
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	Yes

PEDESTRIAN AND TRAFFIC ENVIRONMENT

Warrant "D" – At least THREE of the following criteria must be met	
Absence of continuous sidewalk on both sides of the road or major portion of the road	No
'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	Yes (B and C)
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Location Plan : Stanley Avenue



**STANLEY AVENUE
PROPOSED 30km/h SPEED LIMIT REDUCTION**



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