

Speed Limit Reduction – Erie Street

Date: July 24, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

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

This report outlines the results of an investigation to reduce the speed limit on Erie Street from 50 km/h to 30 km/h, between Falstaff Avenue and Maple Leaf Drive. The analysis indicates that the criteria to reduce the speed limit to 30 km/h were not satisfied.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council NOT reduce the speed limit from 50 km/h to 30 km/h on Erie Street, between Falstaff Avenue and Maple Leaf Drive.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact. However, should Etobicoke York Community Council decide to reduce the speed limit on the above mentioned street, the estimated cost for installing the necessary signs on Erie Street will be \$500.00. The funds are available in the Transportation Services 2019 Operating Budget, subject to competing priorities and funding availability.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Ward Councillor, on behalf of area residents, requested that Transportation Services investigate speeding concerns on Erie Street, between Falstaff Avenue and Maple Leaf Drive. A speed study was conducted on Erie Street and the results were applied to the City's 30 km/h Speed Limit Warrant. A map of the area is shown on Attachment 2.

Erie Street, between Falstaff Avenue and Maple Leaf Drive, is a two-lane roadway classified in the City's Road Classification System as a "local" road. The statutory speed limit is 50 km/h and sidewalks are located on both sides of the street. Erie Street is located in the residential community south of Highway 401 and west of Keele Street.

Study data was applied to the City of Toronto's 30 km/h Speed Limit Warrant which revealed that a 30 km/h speed limit is not warranted on Erie Street. Details of the analysis are included in Attachment 1. The result of the speed study conducted in June 2019 is summarized in the following table:

Study Location	Speed Ranges – km/h					*85th Percentile	24 Hr Total
	1-40	41-50	51-55	56-60	>60		
Erie Street	901	920	202	75	31	50 km/h	2,129

*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 the assessment Erie Street, between Falstaff Avenue and Maple Leaf Drive, does not satisfy the technical requirements for a 30 km/h speed limit, specifically with respect to Warrant C – School and Cycling Environment and Warrant D - Pedestrian and Traffic Environment.

Furthermore, records indicate that in the three-year period ending December 31, 2018 there were no reported collisions on Erie Street where vehicle speed was identified as a factor.

The "Vision Zero 2.0 - Road Safety Plan" report, as adopted by Council, recommended that all local residential roads be converted to 30 km/h but prioritized speed limit reductions on arterial and collector roads (i.e. 40 km/h and 50 km/h speed limits) as almost 90% of all killed and serious injury collisions take place on such roadways. Changing the speed limit of roadways is a labour intensive process, and resources will be put towards these higher priority road classifications first. As authority for changing speed limits on local roads is delegated to Community Council, the bylaws to reduce local roads to 30 km/h will be part of future reports to Community Council.

The actual installation of the signs and pavement markings on local roads will be a data driven process at a ward-by-ward basis taking place between 2021 and 2026. Investigating or implementing local road speed limits changes outside of this program

would be less efficient and divert resources away from the program, extending the time it will take to implement city wide and increasing the total cost. As such, staff will not be investigating local road speed limit changes outside of the program identified in the Vision Zero 2.0 – Road Safety Plan as presented to City Council.

CONTACT

Geena Yadav
Engineering Technologist - Etobicoke York District
Tel: 416-394-5426
Fax: 416-394-8942
E-Mail: Geena.Yadav@toronto.ca
AFS28609

SIGNATURE

Roger Browne, M.A. Sc., P. Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Erie Street - 30 km/h Speed Limit Warrant
Attachment 2: Location Plan (Speed Limit Reduction - Erie Street)

Attachment 1 - 30 km/h Speed Limit Warrant

Erie Street between Falstaff Avenue and Maple Leaf Drive

Warrant "A" – Petition	No - Requested by Ward Councillor
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 – 50 km/h
Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	Yes – 2,129

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)	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 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	No
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Attachment 2 - Location Plan (Erie Street)

