

Speed Limit Reduction – Hagersville Court

Date: August 19, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 2 – Etobicoke Centre

SUMMARY

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

This report recommends that the speed limit be reduced to 40 km/h on Hagersville Court, as the warrants are satisfied. Currently, the speed limit on the entire length of Hagersville Court is a statutory 50 km/h.

RECOMMENDATIONS

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

1. Etobicoke York Community Council reduce the speed limit from 50 km/h to 40 km/h on Hagersville Court, between Rangoon Road (north intersection) and Rangoon Road (south intersection).

FINANCIAL IMPACT

The estimated cost for the installation of the speed limit signs is \$400.00. These funds are available within the Transportation Services 2019 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff received a request from the Ward Councillor, on behalf of an area resident, regarding vehicle speeds on Hagersville Court. In response to this request, speed studies were conducted and the study results were applied to the City's 40 km/h Speed Limit Warrant. A map of the area is shown on Attachment 1.

According to the City of Toronto's Road Classification System, Hagersville Court is classified as a "local" roadway and is located in a residential community north of Eringate Drive and east of Renforth Drive. The roadway has an urban cross-section which includes curb and gutter with sidewalks on both sides of the street. Hagersville Court operates two-way in a crescent alignment intersecting Rangoon Road in two places. Both the north and south intersections are controlled by "Stop" signs at Rangoon Road. The regulatory speed limit on Hagersville Court is 50 km/h.

To address concerns regarding vehicular speeds on Hagersville Court, automatic 72-hour speed and volume data was collected in the area of 6 Hagersville Court. Analysis of the data revealed that the 85th percentile speed (the speed at or below which 85 percent of the motorists feel comfortable travelling given the prevailing traffic and roadway conditions) was 43 km/h. The average speed of the vehicles recorded was 34 km/h. In addition, staff recorded a 24-hour average traffic volume of 138 vehicles.

Staff reviewed the collision history on Hagersville Court for the five-year period, January 1, 2013 to December 31, 2017. The Toronto Police Service collision records indicate that there have been no reported collisions where speed was a contributing factor.

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 warranted on Hagersville Court, based on the road width and traffic environment. Details of our 40 km/h Speed Limit Warrant analysis are included in Attachment 2.

Given that the 40 km/h speed limit warrant has been met, staff recommend that the 50 km/h speed limit on Hagersville Court, between Rangoon Road (north intersection) and Rangoon Road (south intersection) be reduced to 40 km/h. The Ward Councillor has been advised and supports the recommendation contained in this report.

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.

This particular recommendation for a 40 km/h speed limit predates the Vision Zero 2.0 report and Transportation Services staff did indicate to the Councillor/residents that the speed limit will be reduced to 40 km/h. As such, staff support the speed changes in this instance.

CONTACT

Joe Sousa
Engineering Technologist - Etobicoke York District
Tel: 416-394-8432
Fax: 416-394-8942
E-Mail: joe.sousa@toronto.ca
AFS28617

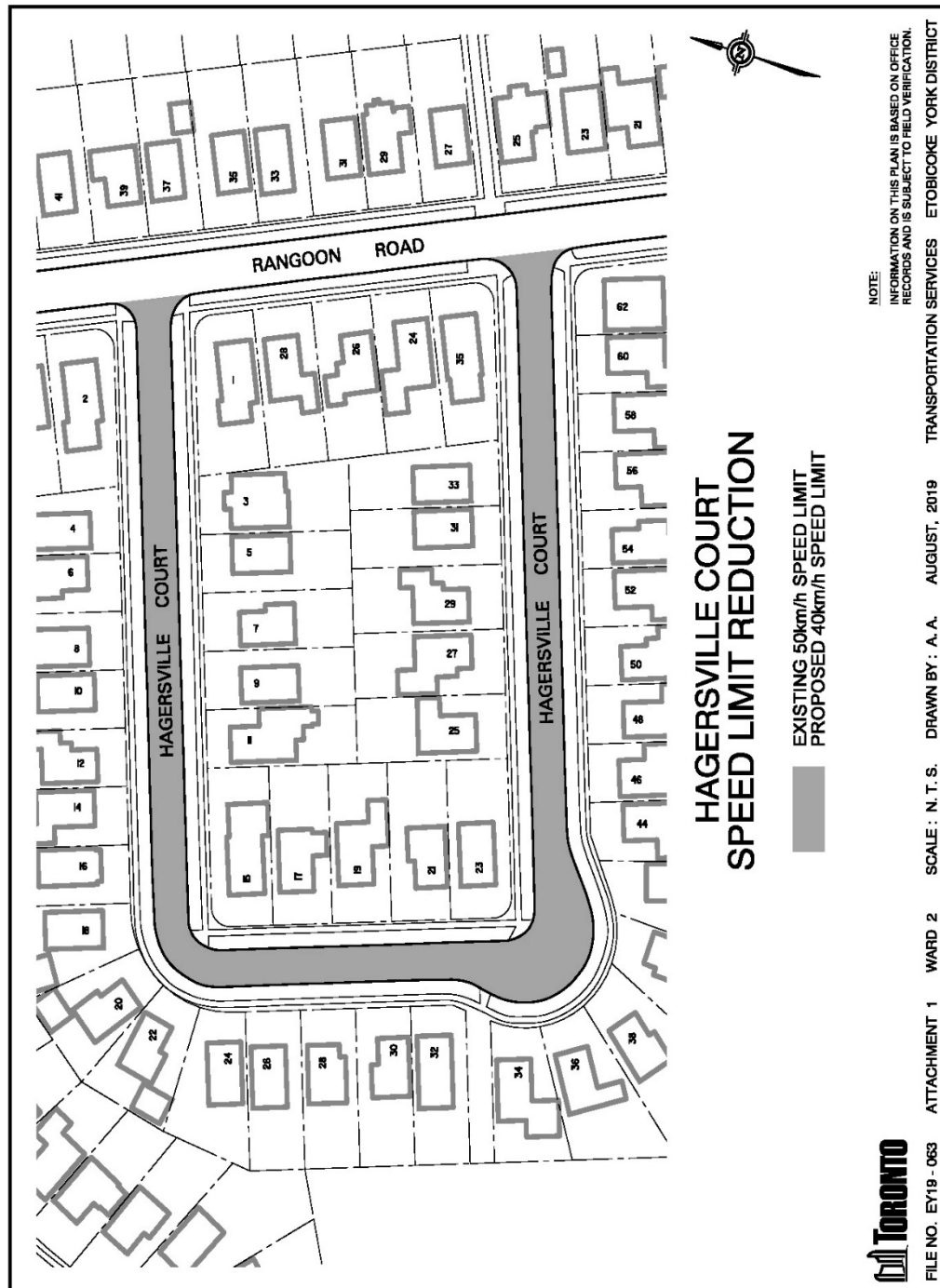
SIGNATURE

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

ATTACHMENTS

Attachment 1: Area Map - Hagersville Court
Attachment 2: 40 km/h Speed Limit Warrant - Hagersville Court

ATTACHMENT 1: Area Map - Hagersville Court



ATTACHMENT 2: 40 Km/h Speed Limit Warrant – Hagersville Court

A. ROAD WIDTH	
1. (i) Pavement width equal to or greater than 10.5 metres and the 85th percentile speed is equal to or less than 50 km/h	Yes ☒ No ☐
OR	
(ii) Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 8.5 metres 85TH PERCENTILE SPEED: 43 km/h	

AND

B. PEDESTRIAN ENVIRONMENT	
1. (i) Elementary or junior high school abuts the road Yes ☐ No ☒	Yes ☐ No ☒
OR	
(ii) Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes ☐ No ☒	
OR	
(iii) Absence of sidewalk on both sides of the road or a major portion of the road Yes ☐ No ☒	

OR

C. ROAD AND TRAFFIC ENVIRONMENT	
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 ☒ No ☐	Yes ☒ No ☐
OR	
(ii) 2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes ☐ No ☒	
OR	
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 ☐ No ☒	