

Speed Limit Reduction – Strathtdee Drive

Date: August 14, 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 a 40 km/h speed limit be implemented on Strathtdee Drive, as the warrants are satisfied. Currently, the speed limit on the entire length of Strathtdee Drive 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 Strathtdee Drive, between Wincott Drive and Waterford Drive.

FINANCIAL IMPACT

The estimated cost for the installation of the speed limit signs is \$800.00. These funds are available within the Transportation Services 2019 interim Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff received a petition, forwarded by the local Councillor, signed by area residents, requesting a 40 km/h speed limit on Strathdee Drive. 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 Attachment 1.

According to the City of Toronto's Road Classification System, Strathdee Drive is classified as a "Local" roadway and is located in a residential community north of Eglinton Avenue West and west of Islington Avenue. The roadway has an urban cross-section which includes curb and gutter with a sidewalk on the north side of the street. The legal speed limit on Strathdee Drive is 50 km/h. Silver Creek Park is located on the north side of Strathdee Drive and is contiguous to and used to gain access to The Etobicoke Children's Centre.

To address concerns regarding vehicular speeds on Strathdee Drive, automatic 48-hour speed and volume data was collected in the area of 28 Strathdee Drive. Analysis of the data retrieved from the traffic recorders 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 50 km/h. The average speed of the vehicles recorded was 42 km/h. In addition, we also recorded a 24-hour average traffic volume of 1734 vehicles.

Staff reviewed the collision history on Strathdee Drive for a 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 indicated as 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 Strathdee Drive, based on the road width and pedestrian environment. Details of the 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 Strathdee Drive, between Wincott Drive and Waterford Drive 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 limit 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 would be reduced to 40 km/h. As such, staff can support the speed changes in this instance.

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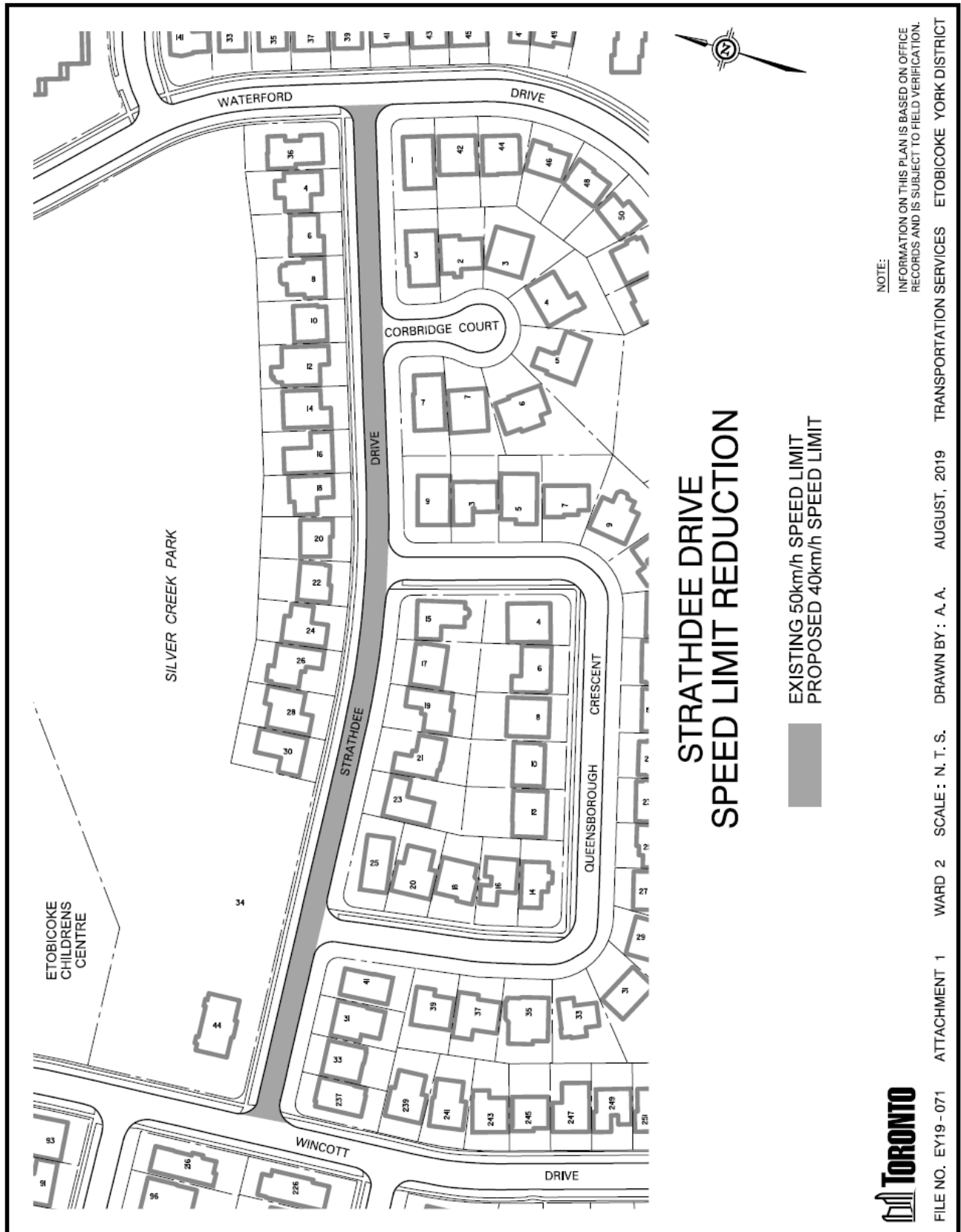
SIGNATURE

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

ATTACHMENTS

Attachment 1: Area Map - Strathdee Drive
Attachment 2: 40 km/h Speed Limit Warrant - Strathdee Drive

ATTACHMENT 1: Area Map - Stratthdee Drive



ATTACHMENT 2: 40 Km/h Speed Limit Warrant – Strathdee Drive

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: 50 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 ☒		