

Toronto and East York Collector Road Speed Limit Reductions as Part of Vision Zero Speed Management Strategy

Date: November 15, 2019

To: Toronto and East York Community Council

From: Director, Project Design & Management, Transportation Services

Wards: Wards 4, 9, 10, 11, 12, 13, 14 and 19

SUMMARY

This staff report is about a matter for which Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to recommend speed limit reductions on collector roadways in Toronto and East York Community Council area as part of the Vision Zero Road Safety Plan Speed Management Strategy.

RECOMMENDATIONS

The Director Project Design & Management, Transportation Services, recommends that:

1. Toronto and East York Community Council reduce the speed limit from 50 km/h to 40 km/h on the collector road segments set out in Attachment 1.

FINANCIAL IMPACT

The financial cost of installing the speed limit signs on the road segments included within this report is approximately \$59,000.00. Funding is available within the 2019-2028 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

At its meeting of July 16, 17 and 18, 2019 City Council unanimously approved the Vision Zero 2.0 - Road Safety Plan Update, as amended. At this time, City Council

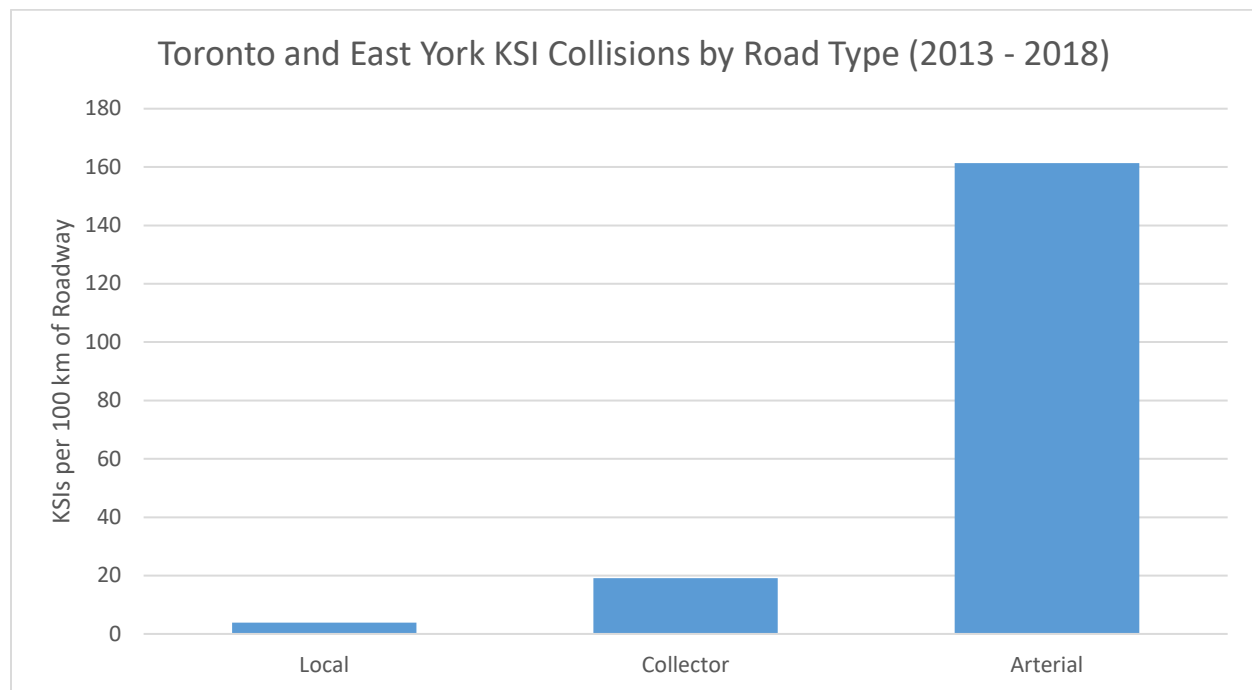
approved speed limit reductions from 60 km/h to 50 km/h on nearly 250 kilometers of major arterial roadways across the City as part of the Speed Management Strategy outlined on page 21. Within this report, staff also committed to reviewing all minor arterial roadways with speed limits over 50 km/h and all collector roadways with speed limits over 40 km/h for speed limit reductions as part of the Vision Zero 2.0 Speed Management Strategy and submit reports to the appropriate Community Council for by-law amendments. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

COMMENTS

Higher speeds contribute to higher risk of serious injuries and fatalities by reducing driver reaction time, increasing the vehicle stopping distance, and inflicting more severe blunt force trauma on victims upon impact. Reduction of speed limits is a tool in the City's Speed Management Strategy which aims to reduce the number of road traffic crashes and the serious injury and death that can result from high vehicle speeds.

The figure below shows the rate of killed and serious injury (KSI) collisions in the Toronto and East York area per 100 km of roadway between 2014-2018, by road classification. The overrepresentation of KSIs on arterial and collector roads has informed the prioritization methodology of the Speed Management Strategy.



As part of the Speed Management Strategy, Transportation Services staff committed to bring forward recommendations to Community Council by end of 2019 to support city-wide speed limit reductions of 10 km/h on minor arterial roadways over 50 km/h and on collector roadways over 40 km/h.

Considerations of speed limit reductions were made for all minor arterial roads with current speed limits over 50 km/h and all collector roads with current speed limits over

40 km/h. Each segment was evaluated and exceptions to speed limit reductions were made based on the following criteria:

- Sections just off of Highway 401 (typically between on/off ramps);
- Sections through industrial areas;
- Sections with limited number of driveways present and/or very large boulevards with setback sidewalks; or
- Sections with wide, open streetscape.

The criteria is intended to exclude road segments where lower speed limits would be artificially low for the existing road environment and create significant speed differentials, which would be a safety concern. However, exceptions were not made in the following situations:

- Near schools or where appreciable pedestrian/cycling volumes are expected;
- Locations with history of speed-related collisions; or
- Locations with narrow or missing sidewalks.

Based on this review, this report recommends that the posted speed limit on approximately 23.4 kilometres (94%) of collector roadways currently above 40 km/h in Toronto and East York District be reduced. Note that there are currently no minor arterial roadways in Toronto and East York District with a posted speed limit above 50 km/h.

In order to increase effectiveness, the speed limit reductions recommended in this report would be paired with a robust public education campaign and a request for support from Toronto Police Service for targeted enforcement.

Data collection is required in order to support evaluation of speed limit reductions in both reducing the travel speed of vehicles, as well as the number and severity of KSI collisions on the targeted roadways. Studying the effectiveness of this measure will be key in determining whether this practice should be extended to other roadways.

Due to the extent of speed limit changes being recommended across the city through the Speed Management Strategy, it is expected that the program of minor arterial and collector roadway speed limit reductions will be completed by the end of 2020. To most efficiently manage resources, this will be completed in a systematic, area-by-area method.

Even with the enhanced police enforcement and public education, speed limit reductions are just one part of the Speed Management Strategy. As outlined in the Vision Zero 2.0 staff report, the holistic Speed Management Strategy also includes proactive deployment of Watch Your Speed Signs, automated speed enforcement, road design improvements, and revised speed limit setting practices as key tools in order to achieve sustained, effective speed management.

Road design modifications are the most effective tool in reducing travel speed and this area is a renewed focus of the Vision Zero 2.0 plan. Transportation Services is working towards accelerating the delivery of geometric safety improvements, including quick-build interim measures, focusing on creating physical deterrence to high speed travel including narrowing or reducing turning radii to improve safety.

Following the implementation of the minor arterial and collector roadway speed limit reduction, staff will begin developing the program for reducing speed limits on local residential roads to 30 km/h on a neighbourhood basis. The City is no longer required to sign every individual street but only the streets that enter and exit the designated area at the boundary of the designated area. As outlined in the Vision Zero 2.0 staff report, this is envisioned to be a multi-year program, starting in 2021. The reductions will be rolled out on a systematic, ward-by-ward basis.

The Ward Councillors have been informed of the recommendations of this report.

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SIGNATURE

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ATTACHMENTS

Attachment 1 - Proposed Amendments to Speed Limits on Collector Roadways in Toronto and East York Community Council Area
Attachment 2 - Map of Proposed Speed Limit Reductions in Toronto and East York Community Council Area