

Vision Zero Road Safety Plan Speed Limit Reductions to 30 km/h on Local Roads and Public Lanes - Ward 12

Date: August 30, 2023

To: Toronto and East York Community Council

From: Director, Project Design and Management, Transportation Services

Wards: Ward 12, Toronto-St. Paul's

SUMMARY

This staff report is about speed limit reductions 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 Vision Zero Road Safety Plan Speed Management Strategy focuses on how higher speeds contribute to higher risk of serious injuries and fatalities, and that setting lower speed limits is a key tool for reducing operating speeds on Toronto's roadways. The Vision Zero Speed Management Strategy includes a program for reducing speed limits on local roads, as defined in the City's Road Classification System, and public lanes or public alleys, to 30 km/h on a neighbourhood basis. With this approach the City is no longer required to sign every individual street within that designated area but only the entry and exit points to/from the designated area where speed limits change and any internal roads with a different speed limit.

In 2015, Toronto and East York Community Council reduced all local roadways with speed limits of 50 km/h and 40 km/h to 30 km/h within the Toronto and East York Community Council area.

The purpose of this report is to recommend area-based speed limit reductions to 30 km/h on public lanes or public alleys and local roads in the parts of Ward 12 that were not reduced to 30 km/h in 2015. These areas were not added to the Toronto and East York Community Council area until 2018. This will complete the reduction of speed limits on all local roads in the Toronto and East York Community Council area to 30 km/h. This measure supports the Vision Zero Road Safety Plan Speed Management Strategy.

RECOMMENDATIONS

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

1. Toronto and East York Community Council designate areas in Ward 12 as a designated area with an associated speed limit of 30 km/h, with the exception of specified excluded highways or bridges, and amend the City of Toronto Municipal Code Chapter 950, Traffic and Parking, generally as outlined in Attachment 1 to the report (August 31, 2023) from the Director, Project Design and Management.

FINANCIAL IMPACT

The financial cost of installing the speed limit signs included within this report is approximately \$15,000. Funding is available in Transportation Services' 2023 Capital Budget.

DECISION HISTORY

At its meeting of May 19, 2021, Toronto and East York Community Council approved recommendations for speed limit reductions to 30 km/h on public lanes or public alleys and local roads in the Toronto and East York Community Council area as part of the Vision Zero Road Safety Plan Speed Management Strategy in parts of Ward 4, 9 and 19. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE25.20>

At its meeting of April 7 and 8, 2021, City Council approved changes to the Toronto Municipal Code Chapter 950 through the creation of Schedule XLV (Part 1): Designated Areas – Reduced Speed Areas. This new schedule allows for the introduction of designated areas with an associated speed limit of 30 km/h, with the exception of specified excluded highways or bridges. In addition, at this meeting City Council delegated final decision-making authority to Community Councils with respect to public lanes or public alleys for a number of matters including speed limit setting. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.15>

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. As part of the Speed Management Strategy, staff also committed to reducing the speed limit of all local roadways to 30 km/h by submitting 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>

At its meeting of October 6, 2015, Toronto and East York Community Council approved a recommendation to reduce the speed limit from 50 km/h to 30 km/h on all local roads within the confines of the Toronto and East York Community Council, excluding those that bound more than one community council area. This Community Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE11.72>

At its meeting of June 22, 2015, Toronto and East York Community Council approved a recommendation to reduce the speed limit from 40 km/h to 30 km/h on all local roads within the confines of the Toronto and East York Community Council, excluding those

that bound more than one community council area. This Community Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE8.1>

COMMENTS

Area Speed Limits

The Vision Zero 2.0 - Road Safety Plan Update report highlighted how higher speeds contribute to higher risk of serious injuries and fatalities, and that setting lower speed limits is a key tool in the Speed Management Strategy for reducing operating speeds on Toronto's roadways.

As part of the Speed Management Strategy, City staff are bringing recommendations for reducing speed limits on local roads, and on public lanes or public alleys (also commonly referred to as laneways), as defined in the City's Road Classification System, to 30 km/h on a neighbourhood basis. This process is ongoing with signage being installed in other Community Council areas.

On May 30, 2017, the Province of Ontario amended the Highway Traffic Act in respect to speed limit setting in municipalities. This legislative change allows the City to designate areas through by-laws and prescribe a speed limit that is lower than 50 km/h which will apply to all highways within the designated area. With this approach the City is no longer required to sign every individual street within that designated area but only the entry and exit points to/from the designated area where speed limits change and any internal roads with a different speed limit.

On April 7, 2021 City Council approved the addition of a new Schedule in the Toronto Municipal Code to facilitate the designation of areas in the City with reduced speed limits of 30 km/h. The intention is that every local roadway and laneway in the City will ultimately be included in one such zone in order to have the speed limit set at 30 km/h.

With the 2018 revisions of the borders of the Toronto and East York Community Council area, some roadways were added to the community council area where the speed limits had not yet been reduced to 30 km/h. In May 2021, the added areas in Wards 4, 9 and 19 were brought to Toronto and East York Community Council for speed limit reduction approval. These changes have since been implemented.

An additional area within Ward 12 has been identified that was added to Toronto and East York Community Council in 2018 where the local and laneway speed limits have yet to be reduced. Through the inclusion of this additional area, the reduction of all local roads in Toronto and East York Community Council to 30km/h will be complete.

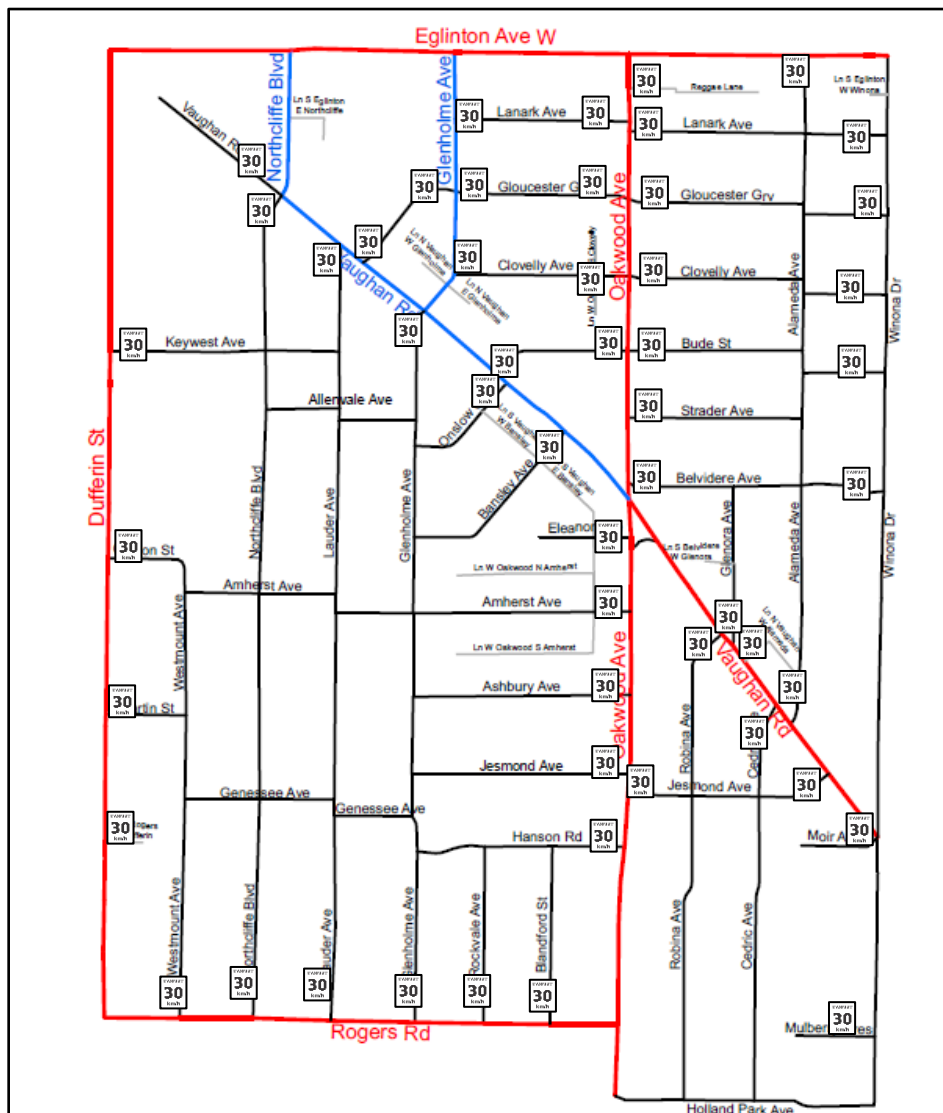
The reduced speed limit within a designated area will be posted through signage at the transition point between roadways with a higher speed limit and the reduced speed limit area defined in Schedule XLV to let drivers know that they have entered the area. Similarly, the transition from a lower speed area would be posted through signage at the exit points of the designated areas between the local roadways with lower speed limits and any roadways with higher speed limits. Any collector or arterial roads with a higher

speed limit within the reduced speed limit area would be specified as exceptions in Schedule XLV and signed with the appropriate speed limit.

Sample Speed Limit Area Signage Plan

Figure 1 has been created in order to help visualize the speed limit signage within the speed limit area. Within this speed limit area, the entrance/exits into the area would be marked with speed limit area begins/end signs and internally, additional signage would be included wherever exceptions to the 30 km/h speed limit are present (primarily at collector and arterial roads).

Figure 1 - Sample Speed Limit Area



Speed limit reductions are just one part of the Speed Management Strategy. The holistic strategy also includes modifications to the design of roadways, automated and manual speed enforcement, proactive deployment of Watch Your Speed Signs, and revised speed limit setting practices as key tools in order to achieve more significant, sustained, and effective speed management.

The Ward Councillor has been informed of the recommendations of this report.

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ATTACHMENTS

Attachment 1 - Proposed Amendments to Speed Limits on Local Roads and Public Laneways in Ward 12