

Vision Zero Road Safety Plan Speed Limit Reductions to 30 km/h on Local Roads, Public Lanes - Etobicoke Area (Ward 1, Ward 2 and Ward 3)

Date: November 7, 2025

To: Etobicoke York Community Council

From: Director, Planning, Design & Management, Transportation Services

Wards: Ward 1 – Etobicoke North, Ward 2 – Etobicoke Centre, Ward 3 – Etobicoke-Lakeshore

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.

This report introduces 14 new entries to Schedule XLV, covering all local roads and laneways within the remaining area of Ward 2, as well as three newly assumed roadways in Ward 3 Area 5. This report also corrects a typographical error in the Ward 1 Area 12 map that was originally entered into Schedule XLV (Part 2) as Area 9.

RECOMMENDATIONS

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

1. Etobicoke York Community Council designate the areas in Ward 2 and Ward 3 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 (November 7, 2025) from the Director, Planning, Design & Management.
2. Etobicoke York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Thomas Fisher Drive, Edward Horton Crescent and Augustus Terrace from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).
3. Etobicoke York Community Council authorize the amendment of Schedule XLV (Part 2) to City of Toronto Municipal Code Chapter 950, Traffic and Parking to remove Thomas Fisher Drive, Edward Horton Crescent and Augustus Terrace from being pending roadways such that these roadways are now local roads within the corresponding designated area in Column 1 in Schedule XLV (Part 1).
4. Etobicoke York Community Council authorize the amendment of Schedule XLV (Part 2) to City of Toronto Municipal Code Chapter 950, Traffic and Parking to remove the map titled “Local Road Speed Limit Reduction (Area 9) in Ward 1” showing the area from Highway 27 to the west, Islington Avenue to the east, Rexdale Boulevard to the north and Dixon Road to the south and add the map in Attachment 1 to the report (November 7, 2025) from the Director, Planning, Design & Management titled “Local Road Speed Limit Reduction (Area 12) in Ward 1”.

FINANCIAL IMPACT

The estimated cost for the installation of speed limit signage is approximately \$150,000 in 2026. Funding is available for this capital project, categorized as health and safety, in the 2025-2034 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

At its meeting of December 17, 2024, City Council directed the General Manager, Transportation Services to “explore opportunities to prioritize and accelerate the implementation of 30km/h Reduced Speed Zones and report back to the respective Community Councils with an update by the second quarter of 2025”.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE18.1>

At its meeting of November 8, 2023, City Council authorized the inclusion of collector roads within designated areas with a speed limit of 30km/h under section 950-701 of City of Toronto Municipal Code Chapter 950, Traffic and Parking as part of the updates on Vision Zero Road Safety Initiatives. The inclusion of collector roads with a speed limit of 30km/h will allow the modification of the speed limit areas to reduce sign cluttering. The City Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE7.4>

At its meeting of June 27, 2022, Etobicoke York Community Council approved recommendations for speed limit reductions to 30 km/h on public lanes or public alleys and local roads in the Etobicoke York Community Council area as part of the Vision Zero Road Safety Plan Speed Management Strategy in areas 1 and 2 (Eatonville Neighbourhood) in Ward 2. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY33.34>

At its meeting of May 27, 2022, Etobicoke York Community Council approved recommendations for speed limit reductions to 30 km/h on public lanes or public alleys and local roads in the Etobicoke York Community Council area as part of the Vision Zero Road Safety Plan Speed Management Strategy in Ward 1 and Ward 3. As part of that report, the priority was outlined for the remaining wards to receive similar speed limit reductions. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY32.13>

At its meeting of May 17, 2021, Etobicoke York Community Council approved recommendations for speed limit reductions to 30 km/h on public lanes or public alleys and local roads in the Etobicoke York Community Council area as part of the Vision Zero Road Safety Plan Speed Management Strategy in Ward 5 and Ward 7. As part of that report, the priority was outlined for the remaining wards to receive similar speed limit reductions. The Community Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EY24.21>

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. 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. Within this report, 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>

COMMENTS

Background

The Vision Zero 2.0 - Road Safety Plan Update report in 2019 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 report, City Council approved speed limit reductions from 60 km/h to 50 km/h on nearly 250 kilometres (km) of major arterial roadways across the City as part of the strategy. As part of the second phase of the Speed Management Strategy, speed limit reductions on approximately 250 km of minor arterial and collector roadways were approved by Community Councils in 2019-2020, and implementation has been completed.

The third phase of the Speed Management Strategy, consists of a program for reducing speed limits on local roads, as defined in the City's Road Classification System, and on public lanes or public alleys (also commonly referred to as laneways), to 30 km/h on a neighbourhood basis. This third phase began in 2021 in the Etobicoke York Community Council Area with reductions in Ward 5 and Ward 7 and continued in 2022 with approval of speed limit reductions in Ward 1 and Ward 3.

In 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 prescribes a speed limit that is lower than 50 km/h which will apply to all highways within the designated area. With this approach, municipalities are 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.

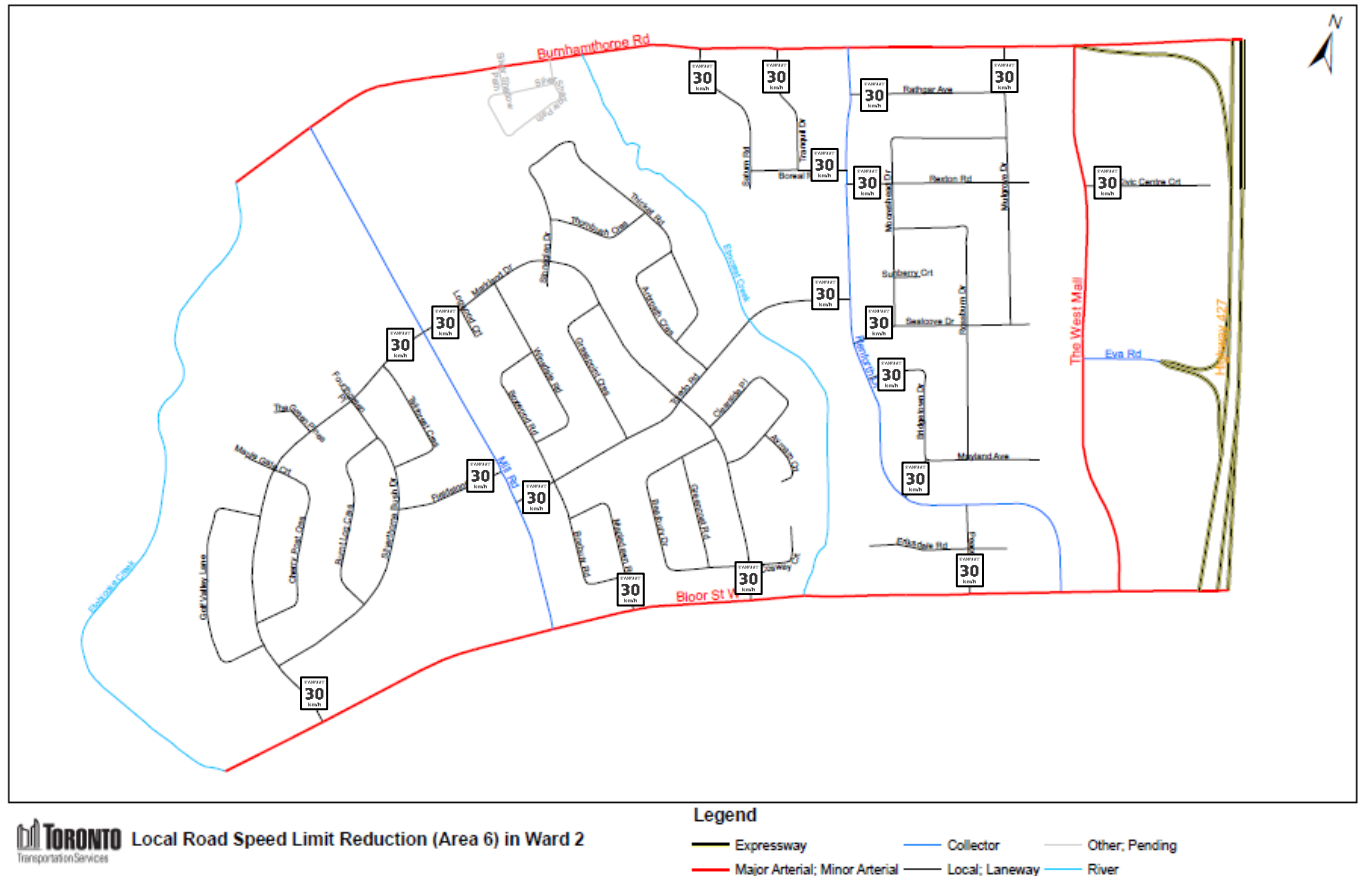
In 2021, City Council approved the addition of a new Schedule in the Toronto Municipal Code to facilitate the designation of areas in the City with reduced speed limits of 30 km/h. The creation of Schedule XLV (Part 1): Designated Areas – Reduced Speed Areas, includes descriptions of the boundary of each area and any excluded highways or bridges contained within not governed by the area speed limit. 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.

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 people driving 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 helps visualize the speed limit signage within a speed limit area. Within this speed limit area, gateways or the entrance/exits into the area would be marked with speed limit area begin/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



Ultimately, the speed limit on all local roadways and laneways within a ward will be set to 30 km/h, irrespective of the specific designated area in which the roadway falls. In the example above, Mill Road and Renforth Drive are not boundaries of the designated area but are listed in the by-law as an exceptions because they are collector roadways with speed limits greater than 30 km/h. Despite not being identified as a boundary, the local roads that intersect with Mill Road and Renforth Drive will still have the speed limit area gateway features since it represents where the 30 km/h speed limit starts.

Speed Limit Reduction Delivery Timelines

As outlined in Item - 2024.IE18.1 Updates on Vision Zero Road Safety Plan staff report, the large-scale reduction in speed limits on public lanes and local roads will be a multi-year program with a significant amount of by-law amendments and new signage

installations. The current projected rate of installation across the City is approximately two wards per year, with estimated completion of all wards by the end of 2028.

The reductions are being rolled out on a systematic, ward-by-ward basis using a data driven approach, with priority going to wards with a higher rate of vulnerable road user injury collisions on local roads. This collision rate is the ratio of the number of vulnerable road user injury collisions on each ward's local road network to the total length of local roads in the ward.

Based on the experience of implementation across the City, it is estimated that it takes approximately four to six months to implement all signage changes per ward. The timelines are based on the number of signs required for each ward, complexities of designing the signage plans, and requirements to request a large number of utility locates prior to the installation of new speed limit sign posts.

In December 2024, as a part of Item - 2024.IE18.1 Updates on Vision Zero Road Safety Plan, City Council directed the General Manager, Transportation Services to explore opportunities to prioritize and accelerate the implementation of this program. Due to limited resources and competing priorities within the Transportation Services Signs and Pavement Markings unit, acceleration of the 30 km/h speed limit reductions on local roads and public lanes is not feasible at this time.

Staff are committed to continuing delivery at a steady pace across the City and will continue to explore opportunities to accelerate the program in the future where possible, and subject to available resources.

Table 1 below presents the prioritized list of wards within the Etobicoke York Community Council area, based on collision rates. By-law recommendations to reduce speed limits to 30 km/h on public lanes and local roads in designated areas in Ward 2 Etobicoke Centre, with priority level 5 in Etobicoke York, are presented in this report.

This report introduces 14 new entries to Schedule XLV, covering the remaining area of Ward 2 and all local roads and laneways contained within, as well as three newly assumed roadways in Ward 3 Area 5. This report also corrects a typographical error in the Ward 1 Area 12 map that was originally entered into Schedule XLV (Part 2) as Area 9.

Table 1 Ward Ranking and Status in Etobicoke York Community Council Area

Priority- Based on Rate of Serious Collisions	Etobicoke York Ward	Status (as of November 2025)
1	Ward 7 – Humber River-Black Creek	Completed
2	Ward 5 – York South-Weston	Completed

Priority- Based on Rate of Serious Collisions	Etobicoke York Ward	Status (as of November 2025)
3	Ward 1 – Etobicoke North	Completed
4	Ward 3 – Etobicoke-Lakeshore	Completed
5	Ward 2 – Etobicoke Centre	Partially completed. Remaining areas are proposed in this report

Effectiveness of Speed Limit Reductions

The goal of the Speed Management Strategy is to mitigate the risk of injuries and fatalities on Toronto's roads by reducing the speed of vehicles. In 2016, the Hospital for Sick Children conducted a study investigating the impact of local road speed limit reductions in Toronto & East York on collision rates with vulnerable road users. This study found that roads with a speed limit reduction from 40 to 30 km/h had a 28% reduction in pedestrian-motor vehicle collisions and a 67% reduction in serious injury and fatal collisions, compared to those that remained at 40 km/h.

In addition, at the City Council meeting of December 16, 17 and 18, 2020, staff presented evaluation results of speed limit reductions on nearly 250 kilometres of major arterial roadways across the city. The study found that there is evidence that the reductions have had a positive impact on reductions in operating speeds of vehicles.

It is important to note that speed limit reductions are just one part of the Speed Management Strategy. The holistic strategy also includes modifications to the design of roadways such as introduction of traffic calming, speed enforcement, proactive deployment of Watch Your Speed Signs, installation of in-road flexible speed signs, and revised speed limit setting practices as key tools in order to achieve more significant, sustained, and effective speed management.

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

CONTACT

Sheyda Saneinejad
 Manager, Vision Zero Projects
 Planning, Design & Management
 Transportation Services Division
 416-392-5574
Sheyda.Saneinejad@toronto.ca

SIGNATURE

Jacquelyn Hayward
Director, Planning, Design & Management
Transportation Services

ATTACHMENTS

Attachment 1 - Proposed Amendments to Speed Limits on Local Roads and Public Laneways in Ward 1, Ward 2 and Ward 3