



**STAFF REPORT
ACTION REQUIRED**

Hawthorne Road - Speed Limit Reduction

Date:	March 8, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	P#07041

SUMMARY

The purpose of this report is to obtain approval to reduce the speed limit on Hawthorne Road from Kipling Avenue to Marblehead Road to 40 km/h.

As the 40 km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on Hawthorne Road. This limit will be posted from Kipling Avenue to Marblehead Road. Additional controls, such as an all-way stop control at Hawthorne Road and Marblehead Road are not warranted or recommended.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve reducing the speed limit on Hawthorne Road from Kipling Avenue to Marblehead Road from 50 km/h to 40 km/h as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

Speed studies were conducted on Hawthorne Road, because of a request from a resident of the street. An all-way stop at the intersection of Hawthorne Road and Marblehead Road was also requested. Transportation Services staff applied the speed study results to the 40 km/h Speed Limit Warrant. In addition, a turning movement count was conducted at the intersection of Hawthorne Road and Marblehead Road. A map of the area is Attachment No. 1.

COMMENTS

Hawthorne Road and Marblehead Road are classified as local roads in the residential community east of Kipling Avenue and south of Dixon Road. The speed limit on these roads is currently an unposted 50 km/h. Stop controls exist on Hawthorne Road where it intersects with Kipling Avenue and with Marblehead Road. There are no sidewalks on Hawthorne Road from Kipling Avenue to Marblehead Road. However, there are sidewalks on both sides from Marblehead Road to the east limit of the road.

An automatic speed and volume study was conducted on Hawthorne Road. The study results reveal that the majority of motorists (94%) travel at speeds less than the 50 km/h speed limit, with an 85th percentile speed of 45 km/h. The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions. The 24-hour volume is 212 vehicles.

Under the current Council policy, 40 km/h speed limits may be implemented on streets where Road Width and either Pedestrian or Road and Traffic Environment criteria are met. Hawthorne Road from Kipling Avenue to Marblehead Road satisfies the Road Width and Pedestrian Environment criteria as set in **Appendix A – Table 1** attached. Since there are no sidewalks on this section of road, it is prudent to reduce the speed limit to reflect this condition.

Under the current policy of Council, all-way stop signs are installed where traffic on the affected legs of the intersection reach certain thresholds in terms of volumes and balances. As noted in **Appendix A – Table 2**, these criteria have not been satisfied and an all-way stop is not warranted at this location.

CONTACT

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SIGNATURE

John Niedra, P.Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A – Tables 1 and 2
Attachment No. 1: Map

APPENDIX A – TABLE 1

A. ROAD WIDTH			
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 th percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 8.7 metres 85 TH PERCENTILE SPEED: 45 km/h			
AND			
B. PEDESTRIAN ENVIRONMENT			
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
OR			
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hawthorne Rd. – Kipling Ave. to Marblehead Rd.	
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 <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR			
	(ii)	2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
OR			
	(iii)	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 <input type="checkbox"/> No <input checked="" type="checkbox"/>	

APPENDIX A – TABLE 2

Eight-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split-Major/Minor Roads
Study Period Average	82	23	75/25
Warrant Requirements for Study Period Average	≥250	≥100	≥30/70 or ≤70/30

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations of the above three categories:

- i) “Total Approach Vehicle Volume” and “Unit Volume Split–Major/Minor Roads”
- or
- ii) “Vehicle/Pedestrian Volume Crossing Major Road” and “Unit Volume Split–Major/Minor Roads”